

Attachment 3: Correspondence received since the July 16, 2012, Staff Draft presentation

Hisel-McCoy, Elza

From: Lisa M. Fadden <lmf@cclandco.com>
Sent: Tuesday, August 28, 2012 3:26 PM
To: Hisel-McCoy, Elza
Cc: Robins, Steven A. (sarobins@lercheary.com)
Subject: Illustrative/Open Space
Attachments: 2012_08_14_illustrativelabeled.pdf; centralparkplan025.jpg;
centralparksectiontrellis029.jpg; centralparksectionlawn027.jpg;
centralparksectiondeck028.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Elza – I have attached our new illustrative site plan and our open space diagrams. The open space is 50' wide by 280' long.

Regarding heights:

B1

The first block east of Connecticut avenue, the building closest to the station (Which we call the B1 South Building) is the tallest building in the plan, at 150ft. This is envisioned as a concrete building, residential product with ground floor retail.

The building on that same block, on the corner of manor rd. (B1 North building) could be 65ft tall if it were a residential building above retail. If this building were a hotel, we would need 80ft in order to accomplish a hotel product above retail at that site. We are still considering both hotel and residential as options at that corner.

B2

This block is an all stick built 65ft residential product. There is retail only on the piece of the building that faces the new north/south street.

A

We envision a 40ft height maximum on the back of the A block in order to be consistent with the single family homes in CC Hills. We'd like this to be flexible in terms of either townhome or multifamily loft style product.

On the Connecticut avenue frontage of the A block, we have programmed residential above retail with a 65 ft maximum. We would appreciate the flexibility to do professional office here as a possibility but wouldn't go beyond the 70ft height limit envisioned within the master plan.

D

Block D is where our current office building sits. This current building is 143ft tall measured from Connecticut Avenue and 160ft tall measured from CC Lake Drive. If this building were to be torn down and redeveloped, we wouldn't do a building any taller than what is here now, but of course we need to get greater square footage in order to have an economic incentive to tear it down.

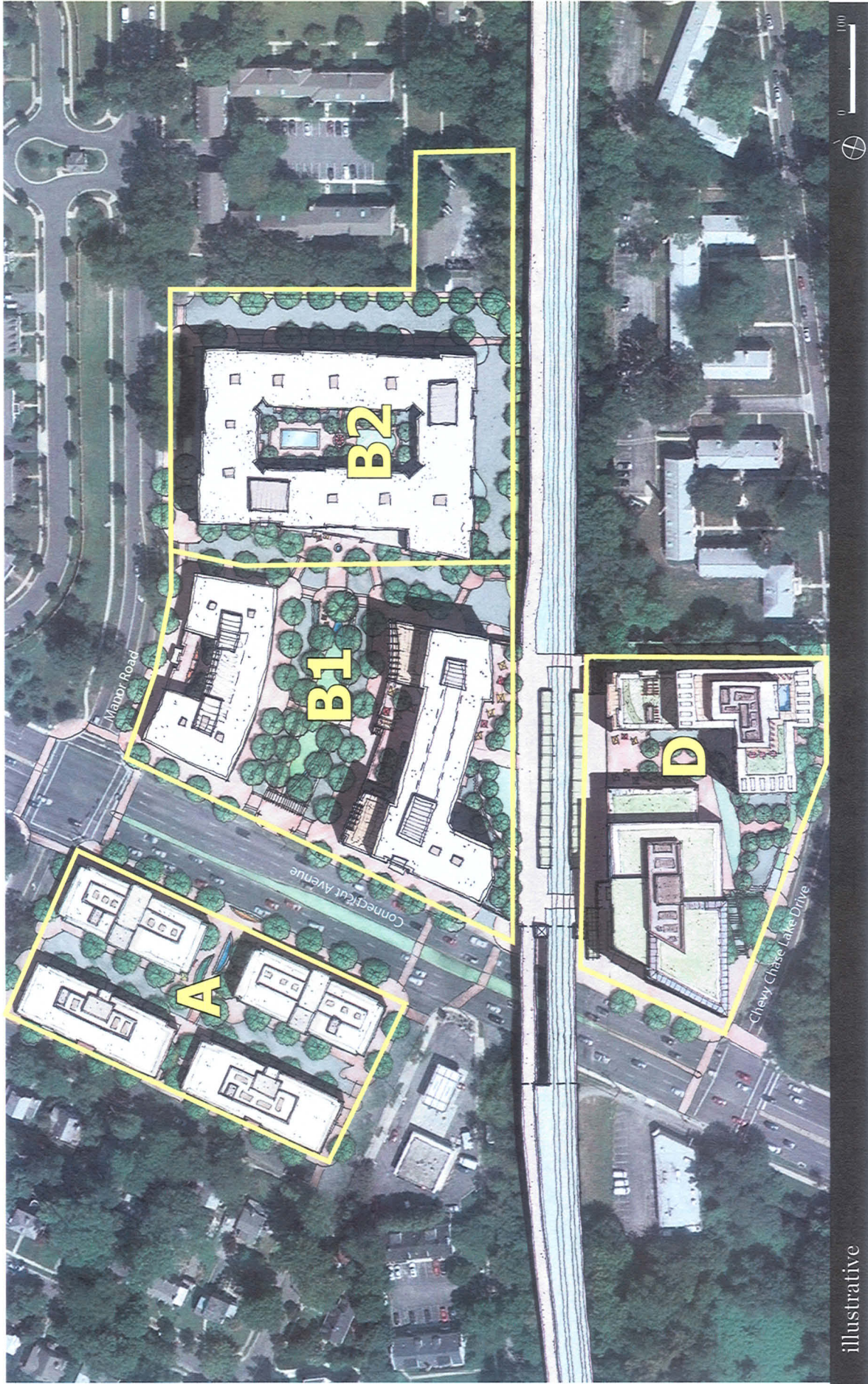
On the back of the D block, we've proposed a 125 ft tall residential building to transition to the residential just east of us on HOC's property.

I hope this is helpful. As always, feel free to be in touch with any questions you have.

Lisa

Lisa Fadden
Vice-President, Public Affairs
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Tel: (301) 654-2690
Fax: (301) 652-3137
www.cclandco.com
Established in 1890 by Senator Francis G. Newlands

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illustrative

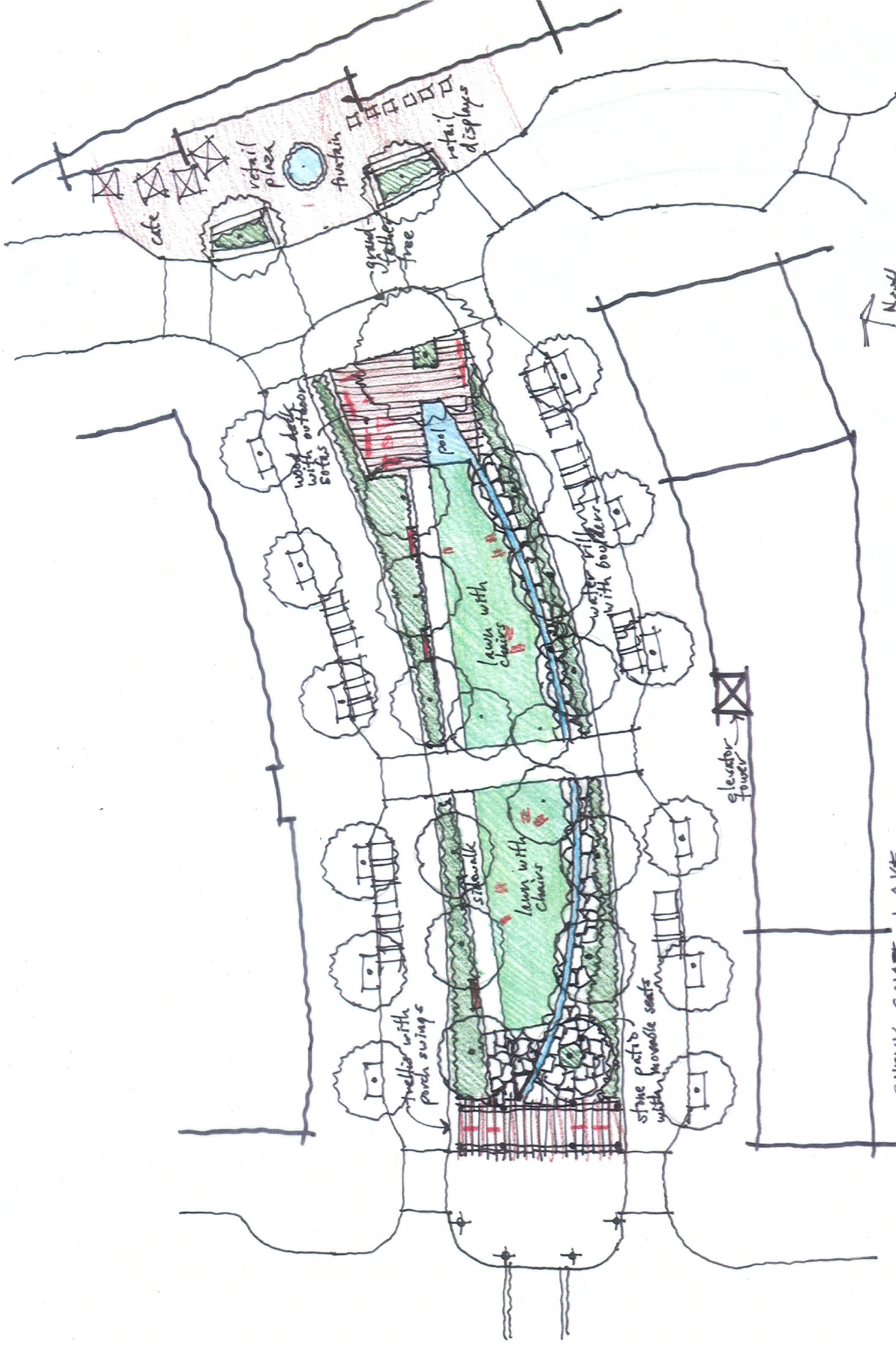


PARKER RODRIGUEZ INC.
Planning | Urban Design | Landscape Architecture

chevy chase lake chevy chase, md/ august 14, 2012

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CHEVY CHASE LAKE



North ↑

CHEYENNE LAKE
 Central Park Concept Plan
 8/10/12
 1"=50'
 Parker Rodriguez

cafe

retail plaza

fountain

retail displays

grandfather tree

wood deck with outdoor sofas

pool

lawn with chairs

water wall with boulders

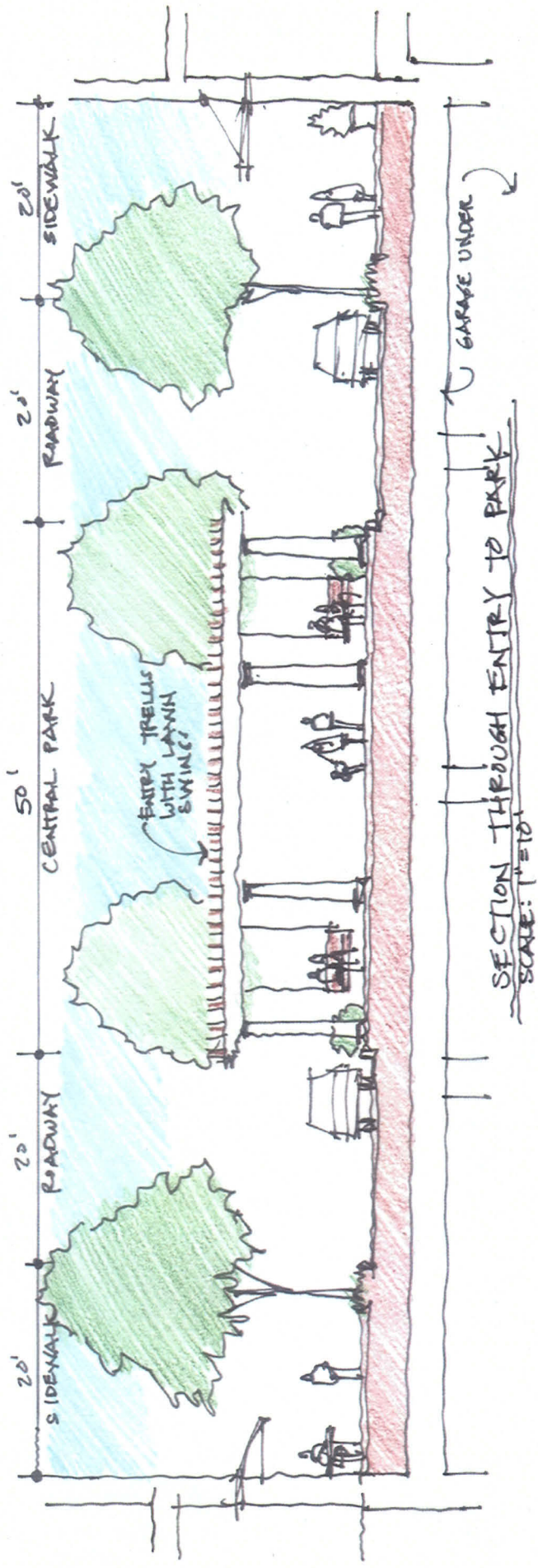
elevator tower

stone patio with movable seats

lawn with chairs

trellis with porch swings

stone walk



SECTION THROUGH ENTRY TO PARK
 SCALE: 1"=10'



WATER FILL

LAWN WITH CHAIRS

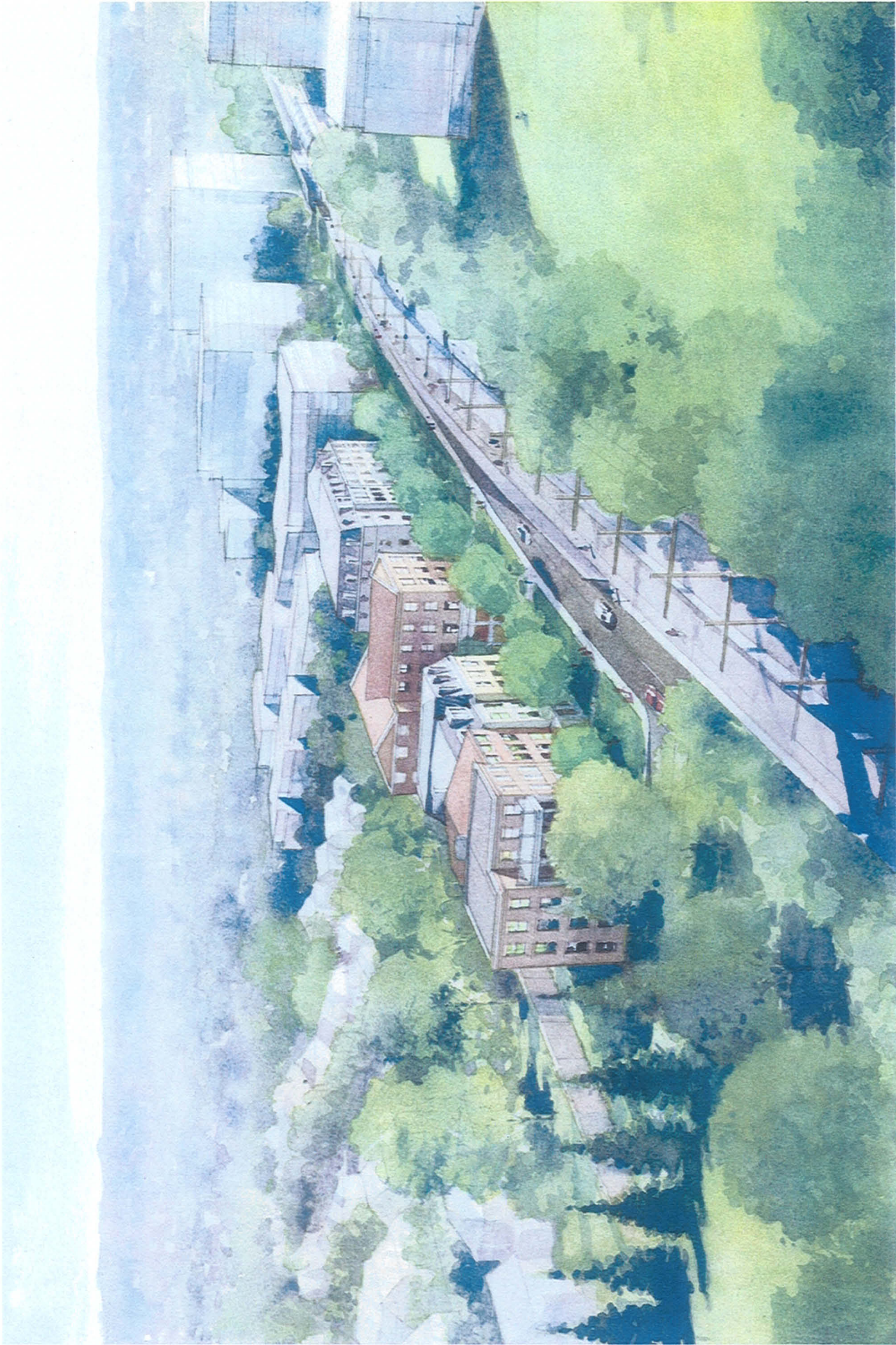
SIDEWALK

SECTION THROUGH CENTER OF PARK

SCALE: 1" = 10'



SECTION THROUGH WOOD DECK.
SCALE: 1" = 10'

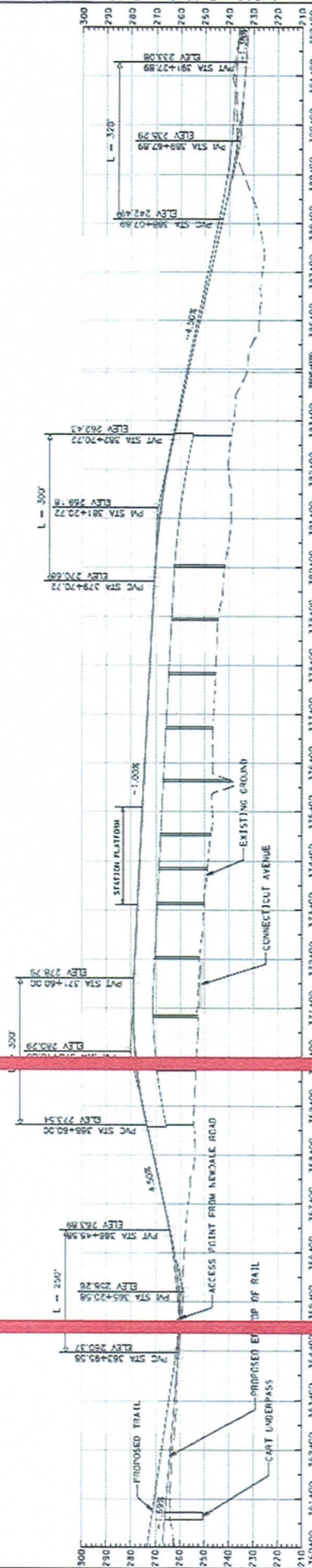


Newdale Mews - Illustrative

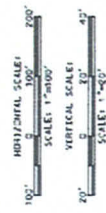


Existing Newdale Mews Building

Newdale Mews



LINE	SURFACE	OFFSET
---	HOFF EX 1617.0	0.0000
---	Scale: 5.0000 Times Vert.	
---	Scale: 1.0000 Times Hor.	



CONTRACT NO. 1042
DRAWING NO. PR-01
SHEET NO. 5 OF 5
DATE: JULY 2011
SCALE: AS SHOWN

PURPLE LINE LIGHT RAIL
PROFILE
CONNECTICUT AVENUE AREA

DRAFT WORK-IN-PROGRESS
STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING / INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

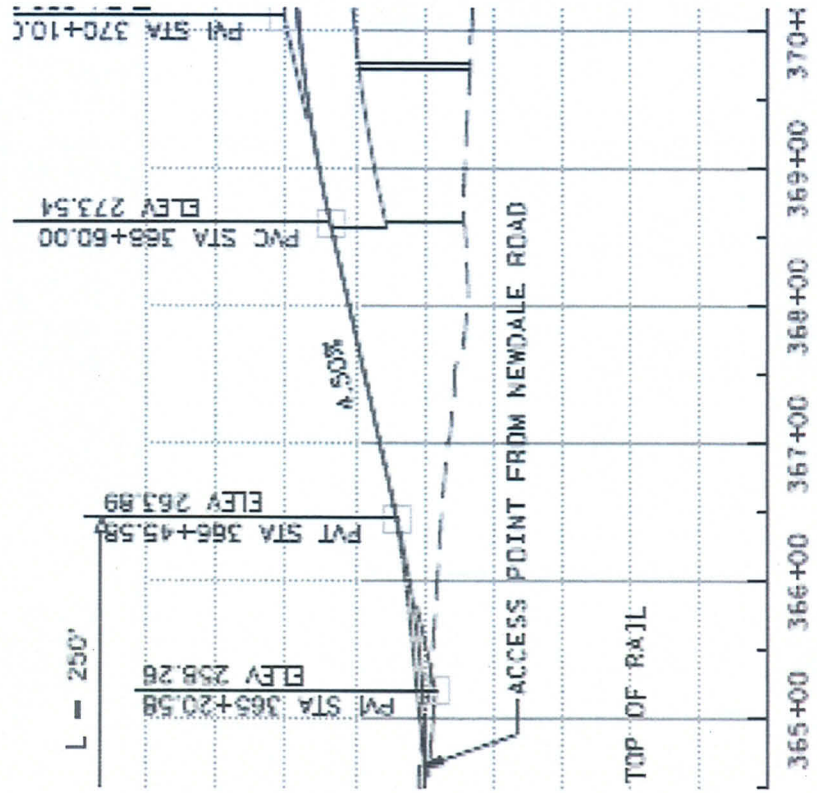


MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

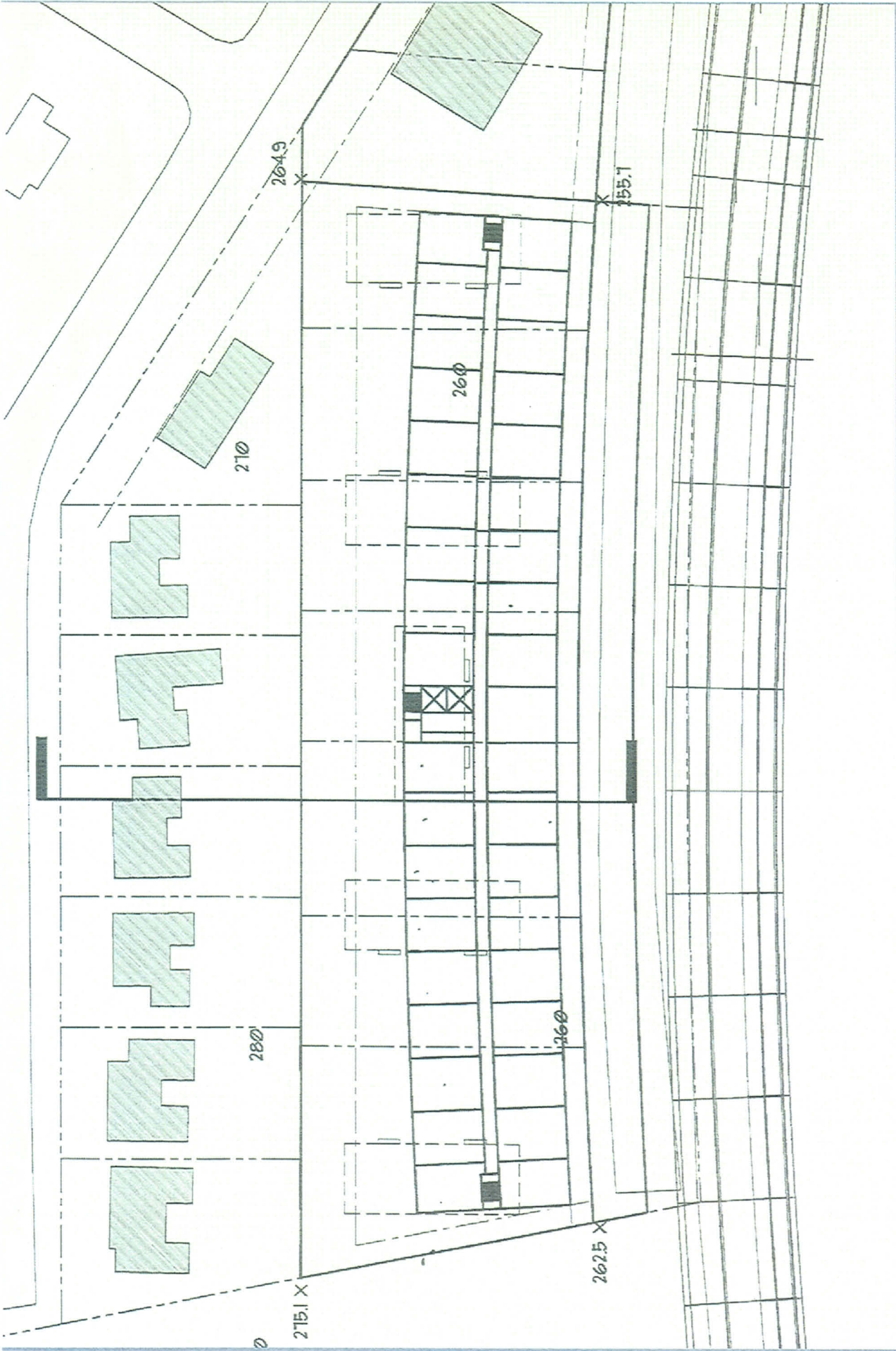




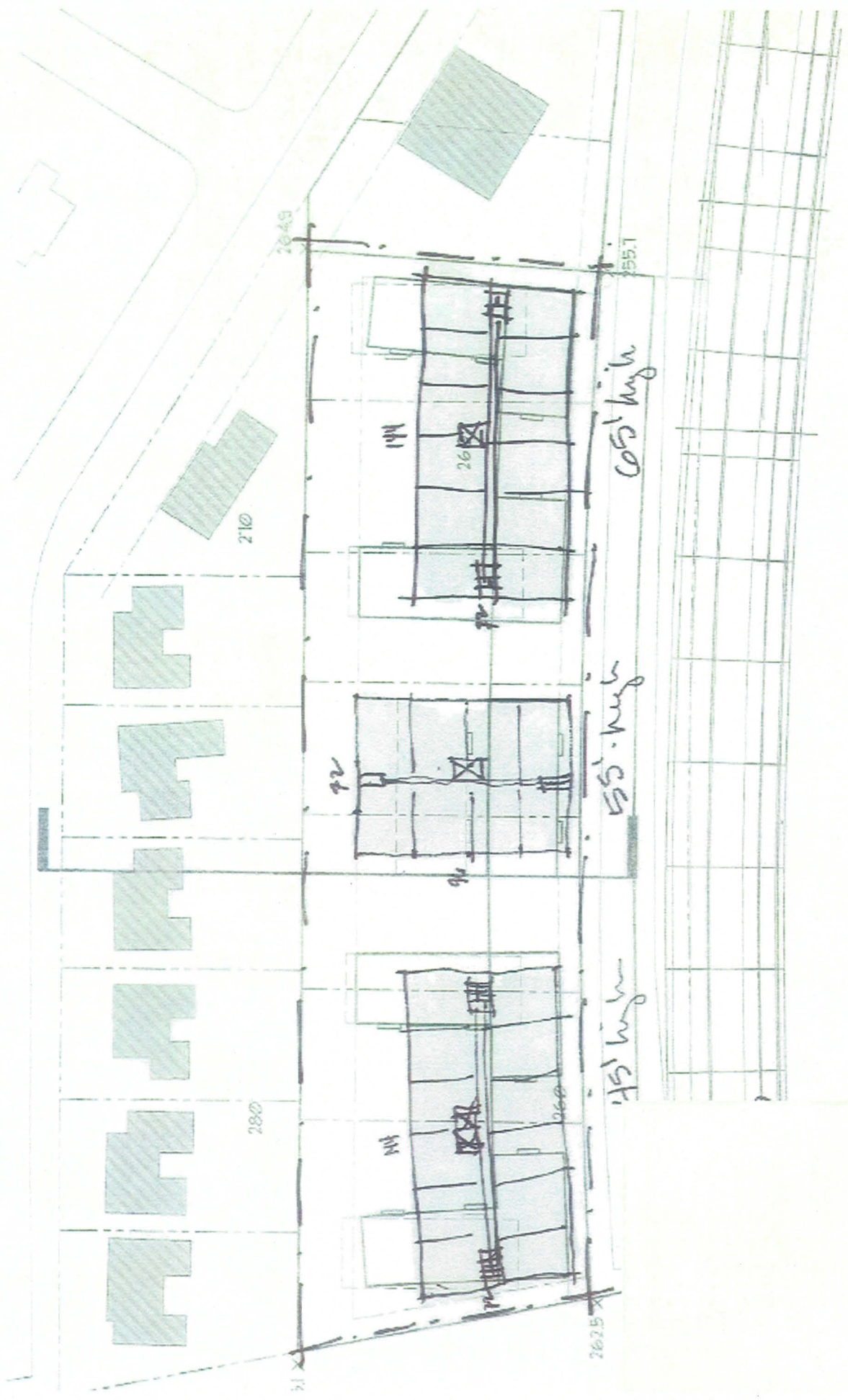
Charlotte Elevated Light Rail, elevated track and Catenary Wires



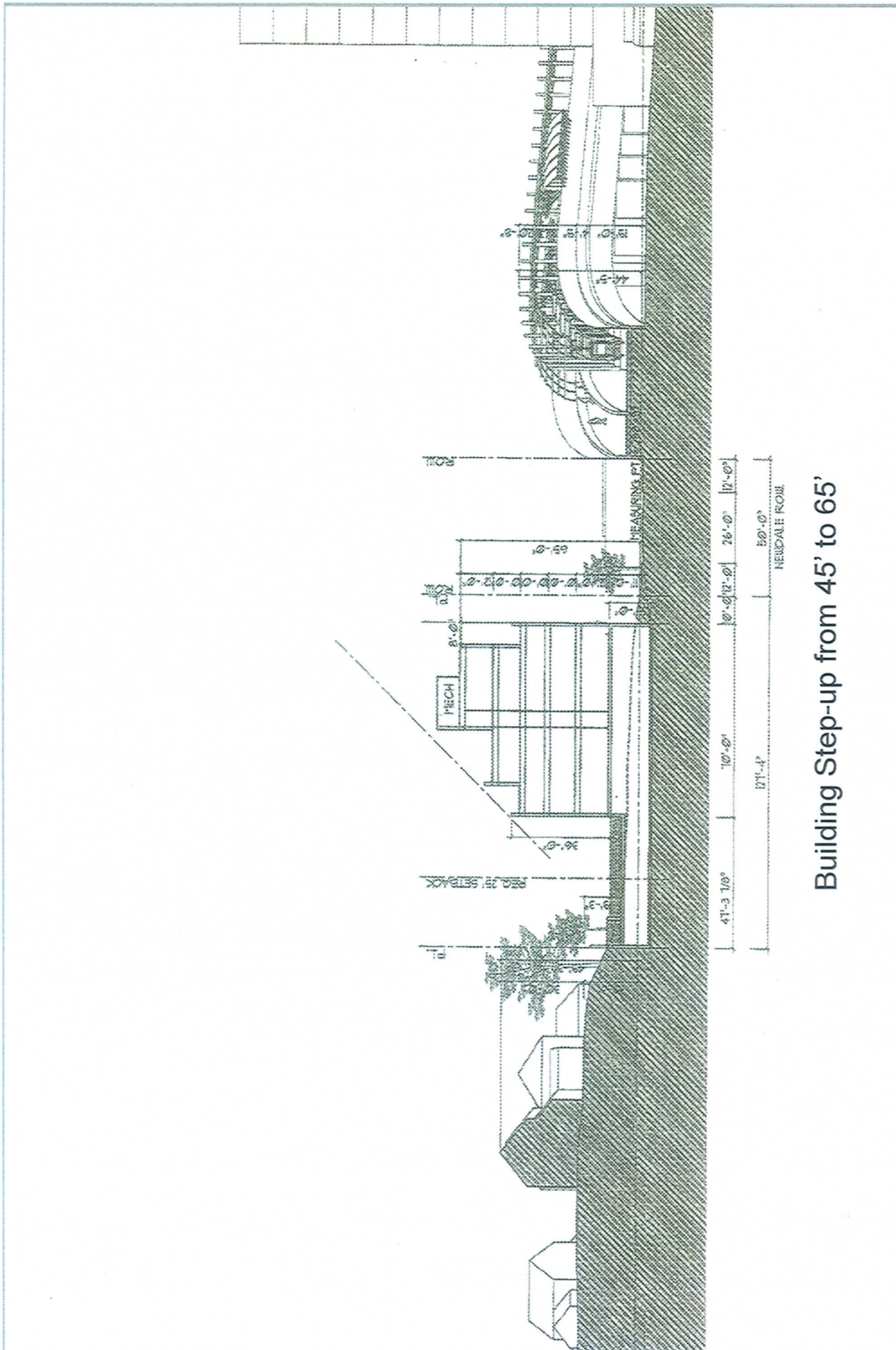




Limitation of 45 foot heights, prevents flexibility in design



Height Range of 45-65 feet allows flexibility in design, greater setbacks, sight corridors and opportunities for greater public benefits.



Building Step-up from 45' to 65'

- Green Buffer between Single Family Homes
- Stepping / Sculpting of Building Massing
- Setback from Single Family Houses
- Single Family Properties elevated from Newdale Site

Design Guidelines for Newdale Mews Property

could include:

- Fully developed street tree, sidewalk and streetscape on Newdale Road.
- Open view corridors through site from single family neighborhood to north.
- Landscaped rear yards adjacent to SF properties.
- Stepped and articulated building massing.
- Variety of roof profiles / geometries (to break down scale of large buildings)
- Finely scaled and detailed facades on both front and rear elevations.
- Architectural details compatible with scale of traditional single family architecture.
- Minimum setbacks



Illustrative

Hisel-McCoy, Elza

From: Pat Burda <patburda@aol.com>
Sent: Thursday, August 30, 2012 9:24 AM
To: MCP-Chair
Subject: RE: Chevy Chase Lake Sector Plan

Dear Planning Board Commissioners:

In our earlier email to you, we apologize that we did not make clear that as part of the phasing of development to the construction of the Purple Line we feel strongly that there should be two Sectional Map Amendments required: one for the density maximums prior to the Purple Line, and the second after the trigger is reached. It is not binding enough for the Sector Plan to simply state what the phasing is to be because there are so many unknowns about the funding for and timing of the Purple Line, and traffic conditions in the area are already stressed.

Thank you for taking the time to give this serious consideration.

Pat Burda and Pat Baptiste

From: Pat Burda [mailto:patburda@aol.com]
Sent: Tuesday, August 28, 2012 7:00 PM
To: 'MCP-Chair@mncppc-mc.org'
Subject: Chevy Chase Lake Sector Plan

Dear Planning Board Commissioners:

As many of you know, in December of 2010, we set up the citizen group, Connecticut Avenue Corridor Committee, to follow the Chevy Chase Lake Sector Plan development. Our goal was and is to assure that all communities that will be affected by the development actively participate in the process and we are pleased that there are currently 20 communities represented on the Committee (please see the attached list of members).

Early on in the process, our members met to outline some of their hopes as well as worries about future development in the area. We would say that there is consensus within the group that change in this area will be for the better, as long as that change is tempered by four main concerns: 1) impacts on already overcrowded roads and failing intersections; 2) compatible building heights with the existing established residential communities; 3) impacts on an already stretched infrastructure (schools, power grids, water management, etc); and 4) staged development around the construction of the Purple Line. Our specific outline was shared with the Planning Staff early on (see attached list of "Over-Arching Concerns"). This outline is still an accurate representation of our concerns.

In order to help address some of these concerns, the Committee has held numerous meetings with county representatives as well as the area's major land owners, most frequently with the Chevy Chase Land Company – the sector's largest property holder. This Thursday night (August 30), as a matter of fact, representatives from HOC, Newdale Mews, and Howard Hughes will be making presentations to Corridor Committee members regarding their

specific development goals for the Sector plan. Our members have shown, we believe, an unusual willingness to work with developers to discuss proposals, share ideas, and even at times modify expectations. With the Land Company, in particular, we have talked about a comfortable commercial/residential mix, internal circulation on the site, adequate open space, acceptable building heights, and project phasing. While we continue to differ greatly on the overall density numbers, we are working toward some important areas of consensus. We hope to do the same with the other major property holders.

As you hear from the Planning Staff on September 6th, we'd like you to keep these things in mind:

- ✓ that development prior to the Purple Line must be contained to what has already been approved by the County because road capacity is just not there for expansion. This is especially true since we'd contend that some of the earlier approved "trips" assigned to the existing, approved project plan are no longer available as they have been taken by the BRAC realignment.
- ✓ that 12-14 story buildings are and should be anomalies in the area and not the basis for considering additional heights – the residential heights that make up the majority of the area should influence the overall character of the development.
- ✓ that 1.5 million square feet of development in the Town Center will stress the area and its infrastructure in significant ways and should be seen as a maximum build-out, not a starting point for negotiations with landowners in order to accommodate their individual goals.

This is an engaged community that appreciates change is coming. This community is willing to listen, lend its time to concrete negotiations with other stakeholders, and is respectful of and participating in the County's process. We hope that you will continue to respect our point of view.

Sincerely,

Patricia Burda and Patricia Baptiste, Co-Founders, Connecticut Avenue Corridor Committee

Connecticut Avenue Corridor Committee Over-Arching Concerns

(Drafted by committee members in anticipation for March 12, 2011 Planning Staff Meetings)

- Stage development to opening of Purple Line
- Dedicate majority of FAR to residential use – mixed apartments and townhomes
- Limit 1 parking space per housing unit
- Provide adequate and easily accessible short-term parking for retail (versus extensive long-term parking for Purple Line users)
- Graduate heights of buildings – respect for existing neighboring communities
- Guarantee remedies to increased traffic on already clogged streets and intersections
- Guarantee no widening of Connecticut Avenue – already 3 lanes
- Tie development to adequate public facilities/services
- Provide internal vehicular circulation at the development on east side of Connecticut Avenue
- Provide quality open green space within the development (buffer conservation easements near Coquelin Run not part of the equation)
- Focus on community-based retail (versus high end destination shops)
- Provide walkways between Manor Road and Chevy Chase Lake Drive

Connecticut Avenue Corridor Committee

Communities Represented

Town of Chevy Chase

The Village of Chevy Chase

The Village of Chevy Chase, Section 3

The Village of Chevy Chase, Section 5

The Village of Martin's Additions

The Village of North Chevy Chase

Rollingwood Citizens Association

Coquelin Run Citizens Association

Chevy Chase Hills Citizens Association

Chevy Chase Valley Citizens Association

East Bethesda Citizens Association

Chevy Chase Section 4B (Edgevale)

Chevy Chase Park Home Owners Association

The Hamlet Citizens Association

Hamlet Place Owners Association

Farmington Hills Citizen Association

Classic Residence VI (8100 CT. Ave.)

8101 Connecticut Avenue. Condominium Association

Hamlet House Condominium Association

Chevy Chase Mews Condominium Association

RECEIVED
0029
AUG 03 2012

Chevy Chase Hills Association

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

August 1, 2012

Ms. Françoise Carrier
Chair, Planning Board
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Ms. Carrier,

Thank you very much for meeting with us in March, when we took you around Chevy Chase Hills. We enjoyed presenting to you our perspective. As the Board begins to consider the Planning Staff's proposals about the redevelopment of Chevy Chase Lake and moves into the working group on September 13th, we respectfully request that you continue to take the existing neighborhoods' perspectives seriously.

In Chevy Chase Hills, we have been keenly interested in the possible redevelopment of Chevy Chase Lake since we learned about it. We are one of the neighborhoods closest to, and most directly impacted by, this development. We have attended public hearings, submitted comments, written letters, sent e-mails, made phone calls, and invited all of the Board members to come to our neighborhood. Both you and Casey Anderson came to see our perspective, and we all greatly appreciated your time. We have attached some of our previous correspondence to this letter. Several residents of our neighborhood spent much of the fall and winter attending hours of meetings with the Chevy Chase Land Company as a member of the Connecticut Avenue Citizens Committee. Unfortunately, those meetings did not achieve any agreement between the neighborhoods and the Chevy Chase Land Company.

In Chevy Chase Hills, we support smart redevelopment of the Chevy Chase Lake area. In fact, we welcome the opportunity for improved local retail. However, any redevelopment must respect the established residential communities and the existing size, scope, architecture and feel of those communities, as well as traffic, schools and other conditions.

All development should be after the Purple Line: Allowing any increase in development at Chevy Chase Lake before the Purple Line is fully funded (in so-called "Phase 1") is unjustifiable. Our streets, traffic and other local amenities cannot support 1.5 million square feet of additional development in the absence of additional transit.

Building heights for Newdale Mews: Allowing heights of 65 feet at Newdale Mews, as contemplated by the Planning Board, is totally inconsistent with accepted standards of development that protect residential communities from being adjacent to tall buildings. To our knowledge, there are no tall apartment buildings immediately adjacent to single family homes anywhere in Chevy Chase. We do not believe there is any justification for increasing the height above the current limit of 35 feet.

Building heights on the west side of Connecticut Ave: We object to increasing building heights in the Chevy Chase Lake West Shopping Center, the Sunoco Station and the Parkway Cleaner to 70 feet. This would cause very abrupt transitions between the shopping areas and our single family neighborhood to the west and north. Buildings behind the current Parkway Cleaner should also be stepped down to a height more in keeping with our residential area to the north.

Howard Hughes: The residential nature of our neighborhood, immediately adjacent to Howard Hughes Institute, must be considered seriously in any contemplation of increasing the density at Howard Hughes.

Schools: The numbers that MCPS have used to predict the numbers of new students in the public schools from this proposed development are suspect and do not reflect current conditions in Montgomery County, where more and more families with children are living in apartments. Proposals for additional residential units in a new town center should include accompanying proposals for added classroom space in local elementary schools.

Traffic: The traffic studies that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed for the traffic numbers that the Board is using to have any relationship to real-world conditions. Local communities will not be able to trust this process if real-world numbers are not used in planning.

Thank you again for your consideration. In addition to this letter, we have included copies of our prior correspondence to the Board and the Planning Staff. We plan to submit some drawings of our neighborhood later this summer.

Please feel free to contact us with any questions or comments.

Sincerely,



Julie Barrie Buchanan, Co-President of Chevy Chase Hills



Kent Holland, Co-President of Chevy Chase Hills

CC: Elza Hisel-McCoy

Chevy Chase Hills Association

October 4, 2011

Mr. Elza Hisel-McCoy
Planning Department
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 208120

Dear Mr. Hisel-McCoy:

We are writing to express the views of the residents of Chevy Chase Hills about the proposed re-development plans for the Chevy Chase Lake area. As you know, Chevy Chase Hills is a residential neighborhood to the west of Connecticut Avenue, bounded by the Howard Hughes Medical Institute, the Columbia Country Club, and Laird Place. The only way to get into or out of our neighborhood is from Connecticut Avenue. We would be among the neighborhoods most affected by the proposed re-development plans. While we all love where we live, there are existing problems with the neighborhood. Any new development could alleviate or exacerbate these problems.

Traffic Concerns: Many people have written to the Planning Department about the effects of traffic on the many residential neighborhoods in our area. We will simply say here that we strongly echo those concerns. The quality of life in our neighborhood would be profoundly -- and very negatively -- impacted by an increased number of cars on Connecticut Avenue, especially as that is the only way to exit or enter our neighborhood. Already-existing traffic jams can make us feel imprisoned and increased traffic would make that worse. In particular, we echo the recent well-articulated letter from the Coquelin Run Citizen's Association on that very topic.

In our neighborhood, we are just beginning to feel the impact of the consolidation of the Walter Reed and Bethesda military hospitals, and the traffic planning for the consolidation was inadequate. A trip along Jones Bridge and Jones Mill roads during the rush hours will attest to the problem. Increased density (commercial and residential) on the nearby Connecticut corridor will slowly but surely surround us with traffic congestion for more than half of each day. In particular, elderly people and families with children will be restricted in their outdoor ventures.

In addition, our neighborhood receives additional traffic flow when southbound Connecticut becomes congested and a portion of the traffic attempts to bypass the problem by driving through our neighborhood, despite the "no outlet" signs. The

traffic flow will only increase as the morning traffic jams increase and as additional "stop and shop" outlets are added on both sides of Connecticut.

Neighborhood Character: Getting beyond traffic, we would like to express our opinion that any re-development plan must keep in mind what this area is (and isn't). Our neighborhood is a mix of young families, young couples, older families and older residents. Our children play freely among the houses, and all the families watch out for them. It is a safe, tight-knit, active neighborhood. Many of us chose this neighborhood because of the convenience of being able to walk to usable commerce such as a coffee shop, a grocery store and a few restaurants. We also enjoy being able to walk to the many amenities of Bethesda, as well as running/walking/biking along the Crescent Trail.

Pedestrian and bicycle access: Crossing Connecticut Avenue is a daily part of life for our neighborhood. We walk our children to North Chevy Chase elementary school, we walk to the Chevy Chase Supermarket and other shops across the Avenue, and we walk to connect to Rock Creek Park, among other places. Currently, the pedestrian crossings have very fast lights for walkers and are unsafe for children or other slow walkers. As an active neighborhood, we'd very much like to see improved pedestrian and bicycle access along Connecticut Avenue, and safer crossing areas.

Park space and playground: Currently, there is no playground that is safe to walk to and reasonably close by. This seems unusual for Montgomery County. Other than the Capitol Crescent Trail, which is scheduled to change dramatically with the Purple Line, there is no shared green space for the neighborhood to enjoy. In any redevelopment plan, we'd like a playground and a park for our children. We'd love to see an area for a Farmer's Market and a field for local games. Many of these ideas have been discussed in the re-development plans, and we'd like to go on record as supporting them.

Community-serving retail: When the area is re-developed, we would like to see retail that serves local needs. We certainly do not feel the need for so-called "high end" chain retail shops whose success would depend on attracting large numbers of customers from other areas. We have much of that kind of shopping nearby in Bethesda and Friendship Heights, and see no need for trying to duplicate it along our part of Connecticut Avenue, which is already extremely congested.

Height and density: In terms of the specifics of the Planning Department's plan, we much prefer the recent plan to anything else we've seen. We are concerned about 6-story buildings on the west side of Connecticut Avenue being too high and blocking sunlight for the residents along Loughborough Place. We do not see the need for additional office space on the west side of Connecticut Avenue, and feel that would change the residential feel of our small neighborhood. In general, we'd prefer less density rather than more, and lower-rise buildings rather than higher-rise.

Parking: It is also absolutely essential that there is ample planned parking for all of the proposed additions. Our neighborhood streets are simply not available as a parking area for these commercial ventures. We also point out that the school buses already have trouble getting through our narrow streets and any additional cars parked along our streets would be a further detriment.

Schools: Further, we echo the concerns that many have raised in the past about overcrowded Montgomery County schools. As you are well aware, the schools in the BCC cluster are all already greatly over-capacity. Adding residential units to this area will only increase that problem, diminishing the quality of our schools. One of the reasons many of us moved to this neighborhood was for the excellent schools.

Newdale Mews: Last, we are very concerned about the proposed re-zoning of the Newdale Mews property. Many in our neighborhood directly abut Newdale Mews. Raising the height of buildings on the Newdale Mews property would infringe on our sunlight and our views, and again, would change the residential feel of the area. We understand there has been some discussion of changing the zoning of that building to partly commercial. That would, of course, negatively alter the residential feel of our neighborhood. We also question whether it would have any but very low commercial viability, given that Newdale Mews has a small separation from Connecticut Avenue and is therefore somewhat isolated from any other retail venues, and is exceptionally close to the track of the proposed Purple Line.

We know that re-development of Chevy Chase Lakes is coming and, if done properly and attractively -- with some increased opportunities for retail that serves the community and the park spaces discussed above -- we think it could be a boon to our area. However, if it's done with a focus on a large increase in the number of residential units, hugely expanded office space, and retail space that is not community-oriented, it could ruin what is now a wonderful place to live.

Thank you very much for the opportunity to comment on the proceedings to date. We invite you, or anyone on your staff, to come and visit our neighborhood anytime. We'd love to show you the areas we're concerned about. We look forward to viewing the next plan in October and participating in the process as it continues.

Sincerely,

The Residents of Chevy Chase Hills
(see attached sheets)

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Chevy Chase Hills*
Talking Points re: Redevelopment of Chevy Chase Lake Area

***Presented to Montgomery County Planning Board Chair, Françoise Carrier
and Montgomery County Planning Area Coordinator, Elza Hisel-McCoy
March 13, 2012***

We know that re-development of Chevy Chase Lake is coming and, if done properly and attractively -- with some increased opportunities for retail that serves the community and park space -- we think it could be a boon to our area. However, if it's done with a focus on a large increase in the number of residential units, decreased green space, and retail space that is not community-oriented, it could ruin what is now a wonderful place to live. We encourage the Planning Board to carefully consider lower density options to address the concerns of all stakeholders.

1. **Traffic Concerns:** Many people have written to Montgomery County about the effects of any development on the already-gridlocked traffic in our area. We strongly echo those concerns. Currently, Connecticut Avenue from the Beltway to Chevy Chase Circle is all but impassable during rush hour, which has expanded to cover the hours of 8-10 am and 4-7 pm. We are disappointed that prior planning meetings and open houses regarding the development of Chevy Chase Lake have seemingly downplayed this serious issue. The Chevy Chase Land Company's high-density proposal, which includes high-rise residential buildings and a hotel, would dramatically increase traffic along this critical north-south route. To date, there has been little serious discussion of how any development, let alone the high-density development sought by developers, would impact an already difficult traffic issue. Any development of Chevy Chase Lake must take into account the current and serious congestion issues and include measures to help alleviate additional congestion and traffic that increased development will create.

This issue has a direct impact on our neighborhood; currently, egress and ingress into our neighborhood is difficult and dangerous during rush hour. The quality of life in our neighborhood would be profoundly -- and very negatively -- impacted by an increased number of cars on Connecticut Avenue, especially as that is the only way to exit or enter our neighborhood. Already-existing traffic jams can make us feel imprisoned and increased traffic would make that worse.

It is also absolutely essential that there is ample planned parking for all of the proposed additions. Our neighborhood streets are simply not available as a parking area for these commercial ventures. School buses already have

trouble getting through our narrow streets and any additional cars parked along our streets would be a further detriment.

2. **Newdale Mews:** We are very concerned about the proposed re-zoning of the Newdale Mews property. Many in our neighborhood directly abut Newdale Mews. Raising the height of buildings on the Newdale Mews property would infringe on our sunlight and our privacy, and would change the residential feel of the area. Right now, the Newdale Mews buildings are attractive, low-rise apartment buildings that look much like larger local houses. They fit in very well with our residential neighborhood, while offering multi-family housing options in Chevy Chase. Allowing those buildings to build higher, simply because they are on a lower grade than the houses in our neighborhood, seems anomalous with usual residential standards; in hilly neighborhoods, the houses on lower parts of the hill are not allowed to have more stories than the houses on higher parts of the hill.

3. **Neighborhood Character and Density:** We would like to express our opinion that any re-development plan must keep in mind what this area is (and isn't). Our neighborhood is a residential area, a mix of young families, young couples, older families and older residents. Our children play freely among the houses, and all the families watch out for them. It is a safe, tight-knit, active neighborhood. Many of us chose this neighborhood because of the convenience of being able to walk to usable commerce such as a coffee shop, a grocery store and a few restaurants. We also enjoy being able to walk to the many amenities of Bethesda, as well as running/walking/biking along the Capital Crescent Trail. We did not choose to live in downtown Bethesda or Silver Spring because we wanted a residential neighborhood.

Currently, the Chevy Chase Land Company's proposal includes an immediate plan for a 15-story apartment building at the TW Perry site. To us, that plan does not fit in at all with the character of this area. It would be a visual eyesore in an area characterized by mostly low-rise, house-like buildings. The Land Company's later plan, involving even more high-rise buildings, also does not fit in with this area.

While of course we have an interest in the aesthetics and function of the entire design of the redevelopment, we have a particular interest in the portion of the proposed plans that will be built on our side of Connecticut Avenue. We request that the views of our neighborhood, in particular the houses along Loughborough Place that look directly into that development, be accorded appropriate weight.

4. **Schools:** We echo the concerns that many have raised about overcrowded Montgomery County schools. As you are well aware, the schools in the BCC cluster are all already greatly over-capacity. Adding high-rise residential units to this area will only increase that problem, diminishing

the quality of our schools. One of the reasons many of us moved to this neighborhood was for the excellent schools.

We encourage the Planning Board and the Council to not only give serious internal consideration to this issue, but also to address it publically in future reports, meetings and hearings.

5. Pedestrian and bicycle access: Crossing Connecticut Avenue is a daily part of life for our neighborhood. We walk our children to North Chevy Chase elementary school, we walk to the Chevy Chase Supermarket and other shops across the Avenue, and we walk to connect to Rock Creek Park, among other places. Currently, the pedestrian crossings in the Chevy Chase Lake area are wholly inadequate and very dangerous. Because the proposed development will abut numerous residential neighborhoods, a library, a school, and a popular biking/hiking trail, pedestrian safety CANNOT be ignored. High-density development will only augment an already dangerous situation. Instead, we encourage the Planning Board and Council to ensure that any development focus on creating walkable communities by enhancing biker/pedestrian safety. The current pedestrian crossings have very fast lights for walkers that are unsafe for children or other slow walkers. As an active neighborhood, we'd very much like to see improved pedestrian and bicycle access along Connecticut Avenue, and safer crossing areas.

6. Park space, green space and playground: With the construction of the Purple Line, this area will already be seeing a reduction in green space. High-density development would further eliminate open space and green space in Chevy Chase Lake. Simply put, the residents do not wish to see this area transformed into an urban area with multiple high-rise buildings, displaced wildlife, paved over areas and little-to-no open and/or green space. Moreover, such a development would not be attractive to visitors. Any development must strive to preserve valuable green space and incorporate walking trails and parks into the design process.

Currently, there is no playground that is safe to walk to and reasonably close by. This seems unusual for Montgomery County. Other than the Capital Crescent Trail, which is scheduled to change dramatically with the Purple Line, there is no shared green space for the neighborhood to enjoy. In any redevelopment plan, we'd like a playground and a park for our children. We'd love to see an area for a Farmer's Market and a field for local games. Many of these ideas have been discussed in the re-development plans, and we'd like to go on record as supporting them.

7. Howard Hughes/Manor Road: Our neighborhood has recently learned that Howard Hughes, which borders our neighborhood on Manor Road, is considering additional development of its footprint. In addition, we have been told that there has been some consideration, either by Howard

Hughes and/or the County, of creating a cut-through using the Howard Hughes property. This cut-through would connect Jones Bridge Road and Manor Road in an attempt to divert traffic from the intersection of Jones Bridge Road and Connecticut Avenue. Both of these contemplated actions would have a serious and adverse impact on our community. Any such plans must take into account the adverse impacts on our neighborhood.

8. **Transparency:** While our neighborhood greatly appreciates the efforts of the Planning Board Staff to keep residents informed regarding the proposed development in the area, we believe that more can and should be done by the Planning Board and Council members themselves. We encourage staff, Planning Board Members and Council Members to come to our neighborhood, walk the area and talk with residents. Quite frankly, our experience with the Purple Line planning has left our neighborhood skeptical and cautious. It seems to us that once approval for the Purple Line was obtained, new and unpleasant disclosures have regularly emerged that would negatively affect those of us who live near the planned train: eminent domain lists, lower ridership numbers, preservation (or lack thereof) of the Capital Crescent Trail, changing the crossing over Connecticut Avenue and, most recently, not even allowing the Trail to continue under Wisconsin Avenue. We hope to work with the Planning Board and Council to ensure that we don't have a similar feeling at the end of this process. We believe that by working together we can all be successful in identifying and achieving mutual goals.

* Chevy Chase Hills is a residential neighborhood to the west of Connecticut Avenue, bounded by the Howard Hughes Medical Institute, the Columbia Country Club, and Laird Place. The only way to get into or out of our neighborhood is from Connecticut Avenue. We would be among the neighborhoods most affected by the proposed Chevy Chase Lake re-development plans.

Chevy Chase Hills Association

March 15, 2012

Mr. Elza Hisel-McCoy
Senior Planner
Development Review Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Mr. Hisel-McCoy:

Our neighborhood, Chevy Chase Hills, met with the owner of the Newdale Mews Apartment building, Rob Bindeman, on March 6th. We had a friendly, productive meeting during which he and his business partner explained to us for the better part of an hour why he believes new apartment buildings could be beneficial to us. After hearing his position and discussing it amongst ourselves, our neighborhood remains opposed to adding any height to the Newdale Mews buildings. As we have expressed to you previously, any added height would decrease our sunlight, negatively impact our privacy, and change the residential feel of our neighborhood.

While Mr. Bindeman believes that he would provide a buffer for our neighborhood to the Purple Line, we all feel that we would prefer to see and hear a light rail train several hundred feet away rather than see and hear a larger apartment building in our back yard.

We would also like to support that any rezoning of his property be in Phase 2 of the Sector Plan, timed to the Purple Line.

This letter is signed by every resident on Lynwood Place and Laird Place, the two streets that directly abut Newdale Mews in our neighborhood.

Thank you for your consideration.

All the Residents of Lynwood Place and Laird Place (signed below)

Sincerely,

All the Residents of Lynwood Place and Laird Place (see attached sheets)
(supported by the residents of Chevy Chase Hills)

Nancy and Frank Zvilinsky
8411 Lynwood Place
Chevy Chase, MD 20815

Laura and Kevin Hardy
8413 Lynwood Place
Chevy Chase, MD 20815

Sally and David Griffin
8414 Lynwood Place
Chevy Chase, MD 20815

Sara Depew and Ali Mohamadi
8415 Lynwood Place
Chevy Chase, MD 20815

Barbara and Frank Angier
8416 Lynwood Place
Chevy Chase, MD 20815

Lauren and Josh Dickstein
8417 Lynwood Place
Chevy Chase, MD 20815

Emily and John Asante
8418 Lynwood Place
Chevy Chase, MD 20815

Maria and Massimo Salsi
8419 Lynwood Place
Chevy Chase, MD 20815

Julie and William Buchanan
8409 Lynwood Place
Chevy Chase, MD 20815

Allison and Jeffrey Rule
3906 Laird Place
Chevy Chase, MD 20815

Evan and Topher Brooke
3905 Laird Place
Chevy Chase, Md 20815

Chevy Chase Hills*
Talking Points re: Redevelopment of Chevy Chase Lake Area

Presented to Montgomery County Planning Board Member, Casey Anderson
March 19, 2012

We know that re-development of Chevy Chase Lake is coming and, if done properly and attractively -- with some increased opportunities for retail that serves the community and park space -- we think it could be a boon to our area. However, if it's done with a focus on a large increase in the number of residential units, decreased green space, and retail space that is not community-oriented, it could ruin what is now a wonderful place to live. We encourage the Planning Board to carefully consider lower density options to address the concerns of all stakeholders.

1. **Traffic Concerns:** Many people have written to Montgomery County about the effects of any development on the already-gridlocked traffic in our area. We strongly echo those concerns. Currently, Connecticut Avenue from the Beltway to Chevy Chase Circle is all but impassable during rush hour, which has expanded to cover the hours of 8-10 am and 4-7 pm. We are disappointed that prior planning meetings and open houses regarding the development of Chevy Chase Lake have seemingly downplayed this serious issue. The Chevy Chase Land Company's high-density proposal, which includes high-rise residential buildings and a hotel, would dramatically increase traffic along this critical north-south route. To date, there has been little serious discussion of how any development, let alone the high-density development sought by developers, would impact an already difficult traffic issue. Any development of Chevy Chase Lake must take into account the current and serious congestion issues and include measures to help alleviate additional congestion and traffic that increased development will create.

This issue has a direct impact on our neighborhood; currently, egress and ingress into our neighborhood is difficult and dangerous during rush hour. The quality of life in our neighborhood would be profoundly -- and very negatively -- impacted by an increased number of cars on Connecticut Avenue, especially as that is the only way to exit or enter our neighborhood. Already-existing traffic jams can make us feel imprisoned and increased traffic would make that worse.

It is also absolutely essential that there is ample planned parking for all of the proposed additions. Our neighborhood streets are simply not available as a parking area for these commercial ventures. School buses already have trouble getting through our narrow streets and any additional cars parked along our streets would be a further detriment.

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Chevy Chase Hills Association

August 24, 2012

Members of the Montgomery County Planning Board
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Ms. Carrier, Ms. Wells-Harley, Mr. Dreyfuss, Ms. Presley, and Mr. Anderson:

We are writing to you a joint letter to express the views of all of the residents in Chevy Chase Hills who immediately abut the Newdale Mews and Sunoco Station properties. We know that the Planning Staff's proposal regarding the redevelopment of Chevy Chase Lake calls for rezoning of both Newdale Mews and the current Sunoco Station. We are, naturally, keenly interested in the potential rezoning. Every house along the street immediately adjacent to those properties has signed this letter; further, we have the support of everyone in our Chevy Chase Hills neighborhood. Below are our four primary positions.

First, do not rezone property west of Connecticut Avenue before Purple Line final funding. We strongly support the Planning Staff's finding that neither Newdale Mews nor any of the properties on the west side of Connecticut Avenue should be rezoned until after the Purple Line is fully funded. It is essential that this be a two-staged zoning process and not merely language in the Sector Plan, as only a second stage of zoning will ensure that development does not occur before transportation can support that development. Rezoning before Purple Line funding would be unnecessary and premature; it would involve making decisions based on details about the Purple Line that won't yet be confirmed, and based on transit assumptions that may not be fulfilled for years.

Second, cap Newdale Mews and Sunoco Station heights at 45 feet. After careful consideration, we are willing to support the Planning Staff's recommendation that Newdale Mews' height be increased to 45 feet. However, we firmly oppose the Planning Staff's recommendation that the Sunoco Station be raised to 70 feet. That height is completely incongruous with our residential area, and contradicts the principle, as we understand it, that tall buildings not abut single family homes. We believe that the height of the Sunoco Station property should also be capped at 45 feet.

Third, we do not think that Newdale Mews would be a good buffer for the Purple Line. We are far more concerned about the potential height of an apartment building that is closer to our homes than we are concerned about a purportedly quiet light rail that is further away from our homes.

Fourth, we support a substantial natural buffer from Newdale Mews and Sunoco. Existing mature trees and other vegetation, and significantly larger setbacks than the 25 feet currently required, should separate our properties from the north end of the Newdale Mews and Sunoco property. We would like to see these buffers spelled out in the Sector Plan as well as in Design Guidelines as they directly affect our quality of life and property values.

We have attached to this letter some illustrations that show how a height of 65 feet at Newdale Mews and 70 feet at the Sunoco property would affect our homes.* As you will see, the impact to our homes in terms of reduced privacy, sunlight and space is dramatic and alarming.

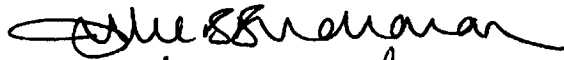
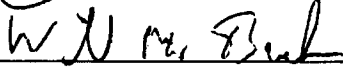
Thank you for taking our very significant concerns into consideration. We are available to answer any further questions about these illustrations or any other concerns raised in this letter.

Sincerely,

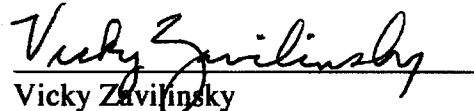
Concerned Citizens of Lynwood and Laird Place

(see attached signature pages)


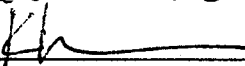
** Note our assumptions: we showed 25 foot setback and 45 degree roofs after 45 feet high, per the CRT zone requirements. Our section is from the Dickstein's property at 8417 Lynwood Place, in the middle of our street. In our shading diagram, we lowered heights of Newdale Mews from 65 to 55 feet to account for the hill separating our homes for the apartments. The Photoshop illustrations also take into account that hill and 25 foot setbacks.

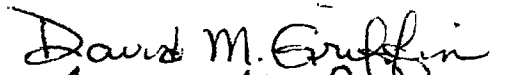
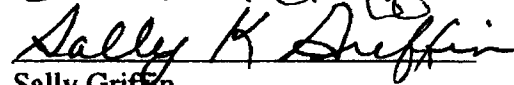
Julie Barrie Buchanan
William M. Buchanan
8409 Lynwood Place
Chevy Chase, MD 20815



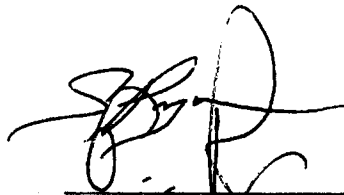
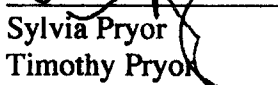
Vicky Zavlinsky
8411 Lynwood Place
Chevy Chase, MD 20815

Laura I. Hardy
Kevin Hardy
8413 Lynwood Place
Chevy Chase, MD 20815


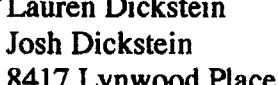
Sally Griffin
David Griffin
8414 Lynwood Place
Chevy Chase, MD 20815

Sylvia Pryor
Timothy Pryor
8415 Lynwood Place
Chevy Chase, MD 20815



Barbara Angier
Frank Angier
8416 Lynwood Place
Chevy Chase, MD 20815

Lauren Dickstein
Josh Dickstein
8417 Lynwood Place
Chevy Chase, MD 20815



Emily Asante
John Asante
8418 Lynwood Place
Chevy Chase, MD 20815

Maria Salsi
Massimo Salsi

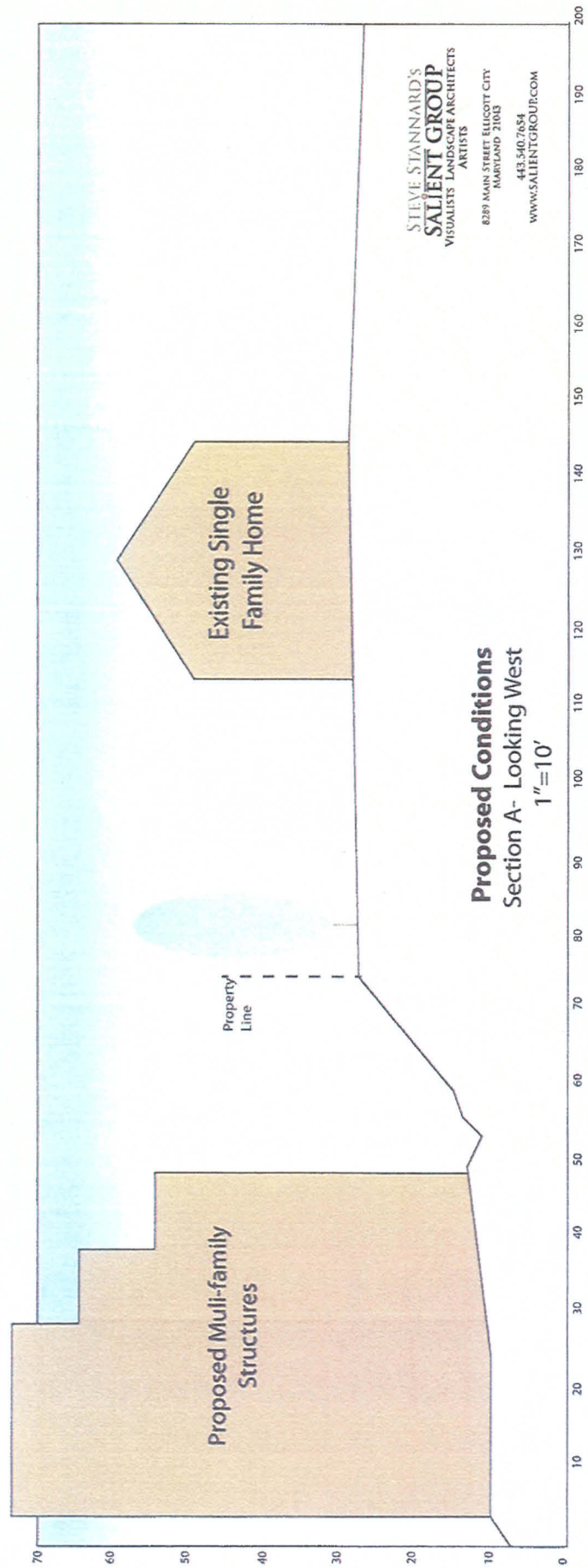
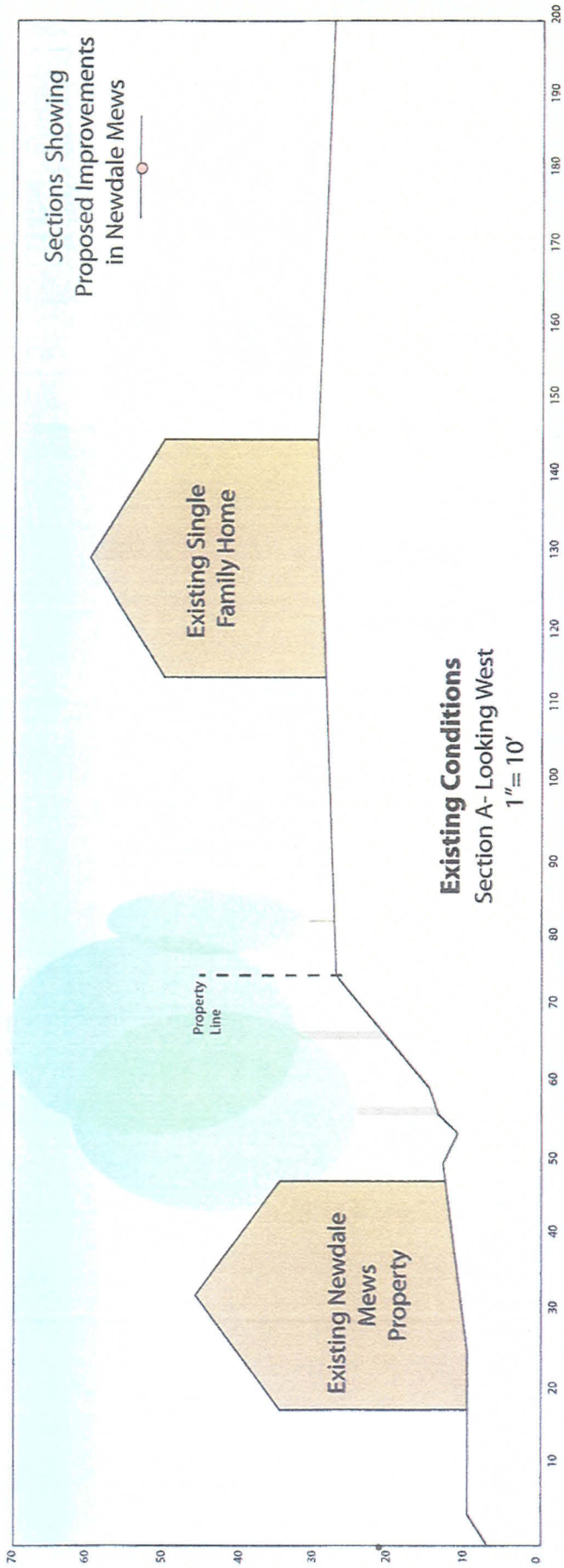
Maria Salsi
Massimo Salsi
8419 Lynwood Place
Chevy Chase, MD 20815

Evan Brooke
Topher Brooke

Evan Brooke
Topher Brooke
3905 Laird Place
Chevy Chase, MD 20815

Jeffrey Rule
Alison Driver Rule

Jeffrey Rule
Alison Driver Rule
3906 Laird Place
Chevy Chase, MD 20815





Section Key
for Proposed Project Adjacent to
Lynwood



8/8/2012

STEVE STANNARD'S
SALIENT GROUP
VISUALISTS LANDSCAPE ARCHITECTS
ARTISTS



Existing View 1
of Proposed Project Adjacent to
Lynwood



8/7/2012

STEVE STANNARD'S
SALIENT GROUP
VISUALISTS LANDSCAPE ARCHITECTS
ARTISTS



Proposed View 1
of Proposed Project Adjacent to
Lynwood



8/7/2012

STEVE STANNARD'S
SALIENT GROUP
VISUALISTS LANDSCAPE ARCHITECTS
ARTISTS



Existing View 2
of Proposed Project Adjacent to
Lynwood



8/7/2012

STEVE STANNARD'S
SALIENT GROUP
VISUALISTS LANDSCAPE ARCHITECTS
ARTISTS



Conceptual View 2
of Proposed Project Adjacent to
Lynwood



8/7/2012

STEVE STANNARD'S
SALIENT GROUP
VISUALISTS LANDSCAPE ARCHITECTS
ARTISTS



View Key
for Illustrations of
Proposed Project Adjacent to
Lynwood



8/8/2012

STEVE STANNARD'S
SALIENT GROUP
VISUALISTS LANDSCAPE ARCHITECTS
ARTISTS



Shadow Impact
of Proposed Project on
LYNWOOD
at 9:00 a.m. 12/25/2012



8/7/2012

STEVE STANNARD'S
SALIENT GROUP
VISUALISTS LANDSCAPE ARCHITECTS
ARTISTS



Shadow Impact
of Proposed Project on
LYNWOOD
at 9:00 a.m. 12/25/2012



8/7/2012

STEVE STANNARD'S
SALIENT GROUP
VISUALISTS LANDSCAPE ARCHITECTS
ARTISTS

RECEIVED

AUG 29 2012

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Phil MacWilliams <phil_macwilliams@hotmail.com>
Sent: Wednesday, August 29, 2012 10:09 AM
To: MCP-Chair
Cc: Hisel-McCoy, Elza; Phil M
Subject: Chevy Chase Lake Sector Plan: Letter from the Coquelin Run Citizens Association
Attachments: Chevy Chase Lake (Planning Board work session letter).pdf; Chevy Chase Lake Testimony.pdf

Attached please find a letter from the Coquelin Run Citizens Association in regards to the Chevy Chase Lake Sector Plan, which we would like the Planning Board to consider in advance of its upcoming September 6th work session. I have also attached a copy of my oral testimony provided at the July 16th Staff presentation, which I would like placed in the file.

Thank you.

Phil MacWilliams
President, Coquelin Run Citizens Association

Coquelin Run Citizens Association

Coquelin Run Citizens Association
P.O. Box 151572
Chevy Chase, MD 20825
www.coquelinrun.org
coquelinruncitizensassociation@gmail.com

Montgomery County Planning Board
Park and Planning Headquarters
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910
Attn: Planning Board Chair

August 29, 2012

Re: Chevy Chase Lake Draft Sector Plan

Dear Members of the Planning Board:

The Coquelin Run Citizens Association (CRCA) previously provided this Board with feedback on the Chevy Chase Lake Draft Sector Plan in our letter (dated July 10, 2012) sent in advance of the Planning Staff's July 16th presentation, as well as in oral testimony (attached) at that meeting. CRCA plans to participate in the upcoming public hearing in October. In the meantime, to assist this Board in its upcoming work session, we provide the following points, which are made in response to some of the issues raised by the Board at the July 16th Staff presentation, and to address some of the points made at that presentation by persons advocating for an amount of development far beyond what CRCA believes is appropriate for Chevy Chase Lake.

Pre-Purple Line Development: It is our understanding that the property owners (most notably, the Chevy Chase Land Company) will seek even more pre-Purple Line development than the 250,000 square feet of development currently approved. We also get the impression that the amount of pre-Purple Line development will turn primarily on traffic studies. Of course, a community association such as ours does not have the time or resources to hire its own traffic experts. However, common sense and local experience dictates that any traffic study supporting the notion that traffic congestion in this area has improved, rather than worsened, since the pre-BRAC traffic studies took place are inherently suspect. On this note, we encourage the Board to re-read a recent Washington Post article, which seriously calls into question the utility of certain

Coquelin Run Citizens Association

traffic-measuring methods: "Walter Reed traffic study masks daily misery on the roads, experts say," Washington Post, August 6, 2012.¹

Further, it is imperative that zoning changes occur in two sectional map amendments. Otherwise, there is nothing keeping the developers from seeking, and future Planning Board's from approving, an amount of re-development beyond what this Board deems appropriate for Chevy Chase Lake before the Purple Line is built (or if no Purple Line is built at all).

Chevy Chase Lake Has a Minor Role in Accommodating Future Growth: Some like to argue that the County is growing, and that Chevy Chase Lake is one of the key "infill" areas to channel this growth. Certainly, the County population is expected to grow substantially, and down county areas like ours must, through denser, transit-oriented development, absorb a portion of that growth. That is why, from the very beginning, we have supported the amount of re-development proposed by the Planning Staff in its initial recommendations (*i.e.*, 1,000,000 additional square feet, with 250,000 square feet of pre-Purple Line development). However, Chevy Chase Lake is not Silver Spring, Bethesda, or White Flint. It is a relatively small, residential area with a relatively small shopping center on which to focus re-development. As such, Chevy Chase Lake can play only a minor role in absorbing future growth.

To put things in perspective, according to the County's growth estimates, the County is projected to grow by another 155,000 people over the next 20 years.² Although the Planning Staff did not specify the total number of residential units that could be added pursuant to its initial recommendations, it probably would have been about 750. If we assume that there would be 2.5 people per residential unit (which may be on the high end, but reflects the possibility that a significant number of families with children will live in Chevy Chase Lake), then the initial recommendations would result in about 1,875 additional residents, or 1.2% of the projected population increase. The Draft Sector Plan, which calls for 1,000 additional units, would result in 2,500 additional residents, or 1.6% of the projected population increase. HOC, Chevy Chase Land Company, and Newdale Mews seek, in the aggregate, zoning that would permit approximately 1,500 additional residential units (double what was set forth in the initial recommendations),³ which would result in about 3,750 additional residents, or only 2.4%

¹http://www.washingtonpost.com/local/trafficandcommuting/walter-reed-traffic-study-refuted-by-daily-misery-on-the-roads-experts-say/2012/08/06/ce93981e-d687-11e1-a0cc-8954acd5f90c_story.html

²
http://montgomeryplanning.org/research/growth_policy/growth_policy_2007_2009/documents/MontgomeryCountyandGrowth.pdf

³ Based on where our discussions with the Chevy Chase Land Company left off, it is our understanding that it is seeking zoning that would permit up to 1.4 million square feet of

Coquelin Run Citizens Association

of the projected population growth. Indeed, even doubling the amount of development that the developers are seeking (which would be an absurdity for this area) would still absorb a tiny percentage of the County's future growth. Thus, even if the most development imaginable was crammed into Chevy Chase Lake, it would be just a drop in the bucket in terms of accommodating future growth.

With these numbers in mind, the question is, why go beyond the initial recommendations when, in terms of accommodating future growth, there is so little point in doing so? Granting the developers all of the re-development they are seeking runs the risk of over-developing Chevy Chase Lake (and overwhelming the area in terms of traffic congestion and a school system that will be perpetually behind in capacity), but results in accommodating barely 1% more of the future growth than the initial recommendations would accommodate. Of course, Chevy Chase Lake and other similar residential nodes certainly must absorb *some* growth. But the numbers belie any claim that it is "necessary" to cram in a huge amount of development in Chevy Chase Lake.

Supporting the Purple Line Station: At the July 16th presentation, some advanced the notion that a great deal of new development is necessary to "support" the Purple Line station. This argument utterly fails to recognize the already dense nature of Chevy Chase Lake, in which there are several hundred residences – single family homes, condos, apartments, and townhomes – within walking distance to the proposed station location, and several hundred more within a quick bus ride or bike ride to the station. While adding several hundred more residential units near the proposed station certainly makes sense and would further support the transit stop, it is pure hyperbole to argue that building an additional 1,000 or more units is "necessary" to support a transit stop.

Green Space/ Open Space & Building Heights: One of our top priorities is ensuring that the Sector Plan requires a sufficient amount of green space and open space. It is particularly important that the Sector Plan results in a large increase in the tree canopy over the portion of the sector to be re-developed, to compensate for the loss of tree canopy that will inevitably result from the construction of the Purple Line. The open space and green space called for in the Draft Sector Plan represents the minimum amount we find acceptable.

It was noted by the Board at the July 16th presentation that raising the building heights sometimes is necessary to achieve the green space and open space goals of a sector plan. If the overall development is capped at the 1,000,000 square feet set forth in the initial recommendations (as would be our preference), and building near the station can be as high as

additional development, with about 790 residential units. We also believe, based on HOC's testimony at the July 16th presentation, that it wants zoning that would permit about 400 residential units. And while at this point we do not know how many residential units the owner of Newdale Mews would like to build, it is safe to assume that it will seek at least a couple hundred.

Coquelin Run Citizens Association

90 feet (as recommended in the Draft Sector Plan), then there should be no problem in being able to achieve the amount of open space and green space called for in the Draft Sector Plan.

On the other hand, if the Board opts to approve the 1,500,000 square feet recommended in the Draft Sector Plan, and it finds that achieving the amount of open space and green space called for in the Draft Sector Plan would truly not be possible with the current height limitations, then a modest increase in building heights (10-20 feet, or 1-2 stories, for the 2 or 3 buildings near the station) would be acceptable.

To be clear, though, an increase in building height should be for the sole purpose of increasing open space and green space, not to add to the overall density in the Sector Plan.

Regarding the HOC property, it was very disconcerting that HOC would balk at having some of their property acquired for use as a public park. This Board – as noted in the recent Subdivision Staging Policy – has correctly emphasized the need to build more green space and parkland in down county areas. However, if that policy cannot be implemented on HOC property (which, as noted below, is getting a 4-fold increase in residential units, no less), where does the Board realistically expect to do so?

Regarding Newdale Mews, the building heights on this site should be limited to 45 feet, as requested by Chevy Chase Hills, the adjacent residential community. Building any higher than 45 feet so close to an existing neighborhood of single-family homes would be contrary to the County Council's assurances that the CR zones would not in any way burden or impinge upon existing, nearby residential communities. Newdale Mews points to its close proximity to the Purple Line as justification for higher building heights. However, this site is buffered by the Capital Crescent Trail and a street (Newdale Road).

Economic Incentive to Re-Develop: Predictably, the developers argue that they need far more density than what was recommended in the initial recommendations and the Draft Sector Plan. The facts on the ground show otherwise.

Regarding the Chevy Chase Land Company, it is our understanding that it is seeking zoning that would permit up to 1.4 million square feet of additional development, with about 790 residential units. However, we believe the approximately 400-500 residential units plus the additional commercial/retail space that the Chevy Chase Land Company could build pursuant to the zoning described in the initial recommendations would be quite profitable for the Chevy Chase Land Company. On the east side of Connecticut Avenue, the Chevy Chase Land Company obviously isn't tearing down 8401 Connecticut Avenue. Rather, the re-development primarily will focus on the site of a very small grocery store (with an excess of surface parking) and a lumber yard. Simply put, there just isn't very much there to tear down and redevelop. It's about as close to a blank slate as you'll see in an otherwise densely built out, down county area. This situation stands in stark contrast to the amount of density necessary to incentivize the re-development of the sort of bustling shopping centers you see on Rockville Pike. Thus, logic and

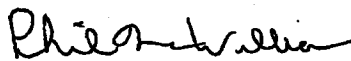
Coquelin Run Citizens Association

common sense dictate that the Chevy Chase Land Company does not need even close to the amount of density it is seeking in order for there to be sufficient economic incentive to re-develop their holdings.

Regarding HOC, the Draft Sector Plan would permit a four-fold increase in HOC housing units, from approximately 60 units to 240 units. Yet, representatives from HOC called for zoning changes that would permit even more density on their site. It was noted at the presentation that in order for there to be economic incentive to re-develop an existing residential development, there needs to be a 3:1 ratio (*i.e.*, 3 new units for each existing unit). Assuming this is true, the amount of total HOC residential units permitted in the Draft Sector Plan represents a 4:1 ratio. Thus, the Draft Sector Plan would permit more than enough density needed to incentive re-development of this site.

In sum, we hope you find the above points helpful in preparing for the upcoming work session, and in better understanding why we think the Planning Staff got it right with its initial recommendations. We are concerned that if the Chevy Chase Land Company, HOC, and Newdale Mews all get the zoning changes that they are requesting, Chevy Chase Lake will become a mega-development that would overwhelm this area. Too much smart growth is still too much growth, especially when it occurs before mass transit comes to the area. The amount of re-development proposed in the initial recommendations is more than sufficient for the property owners to turn a handsome profit, it will not overwhelm the local communities (indeed, if done properly and once the necessary infrastructure is in place, would greatly enhance the area), and it goes a long way in furthering the County's smart-growth policies of re-developing commercial centers and focusing development on mass transit lines. Thus, we ask that you please consider limiting the Sector Plan along the lines originally recommended by the Staff in its initial recommendations (but, above all else, refrain from adopting a Sector Plan that calls for more development than what is set forth in the Draft Sector Plan).

Thank you for considering our views.



Phil MacWilliams
President, Coquelin Run Citizens Association

cc: Elza Hisel-McCoy (via email)

Coquelin Run Citizens Association

July 16, 2012, Agenda Item 10: Chevy Chase Lake Draft Sector Plan

Oral Testimony of Phil MacWilliams on behalf of the Coquelin Run Citizens Association

I am here on behalf of the Coquelin Run Citizens Association. We've provided the Board with written feedback on the Draft Sector Plan, and we also plan to participate in the public hearing tentatively scheduled for September. However, in light of the importance of this issue to our community, we also thought it would worthwhile to also appear in person at this stage, and emphasize some of the key points in our letter, and to be available for any questions about our community or about our concerns, should the Board have any.

Our association serves the residential area along Jones Mill Road and Jones Bridge Road. As noted in our letter to this Board, we have quite a bit to gain by an appropriate amount of re-development of the Chevy Chase Lake shopping center, but will suffer a great burden and decline in quality of life if the County misses the mark on how much to build and when to build it.

We want to emphasize that we are supportive of the County's general smart-growth policy of re-developing single use commercial centers near transit stations into mixed-use town centers. And, we do look forward to a mixed-use Town Center within walking distance that provides additional community-serving retail, additional housing, and much needed parks and green space. We look forward to the pedestrian and cycling improvements described in the Plan (especially those along Jones Mill Road and Jones Bridge Road). We are especially appreciative of the Planning Staff's emphasis on the protection and enhancement of the local environment, including the restoration of Coquelin Run and the tree canopy.

In short, there is quite a bit to like about this Draft Plan and the Planning Staff should be commended for its effort.

Nevertheless, serious concerns remain regarding the amount of development called for in the Plan and the staging of that development.

The refrain that keeps running through our minds is: how can we possibly add 1,000 residential units?

A major concern is school overcrowding. The numbers speak for themselves: these schools are bursting at the seams, and the planned expansions of these schools may not be sufficient to serve the existing population, let alone the additional students that would be generated by 1,000 residential units. Given the difficulty the County has in meeting the needs of the current population, you can certainly understand our skepticism as to the County's ability or willingness to accommodate the influx of students from 1,000 additional residential units (let alone the ability or willingness to accommodate the influx of students from the even greater number of units that the developers will be seeking).

Coquelin Run Citizens Association

A common response to such a concern is that apartments do not add a significant number of students. While this may have been true at one time, it is less true now (especially in this particular part of the County), and will become more erroneous in the future. Times have changed. The County is in the midst of a transformation, whereby the construction of multi-family dwellings outpaces single family homes. Thus, as a result of both choice and County policies, more and more families with school-age children will reside in multi-family dwellings, especially in places like Chevy Chase Lake.

The bottom line is this: if the MCPS is so accurate with its predictions, and if it is so easy to just keep adding classroom, then why are we in the situation we are in now?

These concerns are not reasons for not building at all. As we noted, we are in favor of development (indeed, we are willing to support what we believe is a substantial amount of development considering how built up this sector already is). However, the Planning Board should be quite critical of claims that 1,000 additional residential units can be easily absorbed, and certainly should not accept the notion that accommodating even more development than called for in the Draft Plan is realistic.

Furthermore, the increase in traffic that will result from this development (on top of all the other development in and around the area) is a major concern. Jones Bridge Road and Jones Mill Road are not supposed to be major commuting arteries (that is, the kind of streets lined with gas stations and 7-11's instead of trees and houses that go almost to the street) but that is exactly how they are now being used. In fact, just this morning you heard about plans to widen Jones Bridge Road right in front of our elementary school. We fear this is just the beginning of such so-called "improvements," should too much development occur. Although the Draft Sector Plan does not call for such alterations to these roads in the near term (and acknowledges how doing so would not be desirable), there is nothing written in stone preventing the County from doing so one day. If this Sector Plan is even close to built out, and the Purple Line is not very, very successful in terms of taking cars off the road, I would not be surprised at all if we're right back here in a few years fighting over County plans to widen these roads.

Even if the County never adds lanes or widens intersections, there is still the impact that heavy traffic volumes have on quality of life and a sense of peace one should have in their community. The traffic studies focus mostly on traffic flow and how long a driver may get stuck at an intersection, but shed no light on the impact that increased traffic has on the quality of life of the nearby residents. The traffic levels now are about at capacity for what you can realistically expect people to tolerate from a quality of life point of view.

Although the prevailing notion is that "urban" areas should have to deal with increased traffic and congestion, our community is not "urban" by any stretch of the imagination (despite some attempts to label it that way). People may not notice this through their windshield during their daily commute down Jones Bridge Road, but our community is a residential, wooded enclave with a lot of wildlife, where there are kids waiting for the bus, kids walking to school, people walking their dogs, cyclists going to work, and so on. Yet, as more and more traffic gets

Coquelin Run Citizens Association

funneled through our community (as a result of development in and beyond this sector), our quality of life suffers, and the aspects of this area that drew us here in the first place erode.

To be clear, we are not saying our concerns over traffic are a reason to not build at all. Indeed, we are willing to support an amount of development that we know that will probably make traffic a bit heavier on our roads. We can live with this, provided that the pedestrian and cyclist improvements noted in the Plan are made a top priority to help offset the decline in quality of life that such heavy traffic causes. We are simply asking that the County not approve an amount of development that would cause our community go beyond that "hard to define" tipping point where traffic goes from being a nuisance that can be mitigated through other means to a point where our community is no longer desirable. We are concerned that the amount of development called for in the Draft Sector Plan will bring us closer to that point (especially if the Purple Line does not have the traffic-mitigation impact hoped for). I am certain that an amount of development above that currently recommended in the Draft Sector Plan will bring us to that point.

With all that said, what are we asking for?

First, as a starting point, we ask that you not increase the amount of development proposed in the Draft Sector Plan. It is especially important that you not increase the amount of development permitted in Stage 1. The developers will certainly ask for more, despite the fact that the Draft Sector Plan already makes great concessions to them by recommending much more development than initially recommended in terms of overall square footage and building heights. The amount of development recommended in the Draft Sector Plan is now far closer to what the developers want than what the communities seemed to have expressed a desire to see. If there are any more revisions upwards, the communities' input (with respect to what is both desirable as well as feasible) will seem to have been taken completely out of the equation.

Please take a close look at whether a more modest amount of development would be appropriate. We suggest that the Board consider whether the development described in the initial recommendations should be the ceiling. While that lesser amount is still a great deal of development that will be a challenge to absorb, it appears to be closer to what can be accommodated and closer to what is appropriate in terms of scale than what is recommended in the Draft Sector Plan.

We also ask that the Board consider adopting a more detailed, multi-stage plan that is tied to the Purple Line. The way the Draft Sector Plan reads now, once a portion of the Purple Line that includes the Connecticut Avenue Station is funded, then the full amount of development could be permitted. If the County believes there is a possibility that the Purple Line will be funded and constructed incrementally in stages (rather than all at once as is hoped), then the Plan needs to also have a corresponding staging approach. If we are mistaken in our interpretation of the Draft Sector Plan, then clarification is needed.

Finally, please prioritize the pedestrian and cyclist improvements set forth in the Plan (most notably the sidewalk improvements on Jones Mill and the shared use paths on Jones Bridge and

Coquelin Run Citizens Association

Manor. On that note, it is likely we will recommend additional improvements later this Summer in advance of the public hearing). While the high traffic volumes through our community are here to stay (and likely to get worse even with a more scaled back amount of development than currently recommended in the Draft Sector Plan), these pedestrian and cyclists improvements will go a long way toward countering the negative impact such traffic has on our quality of life. Simply put, there are needed now. Please make sure that Phase I growth is contingent upon these improvements (rather than just niceties that the County will get to when it gets to), and, if necessary, require the developer's financial assistance in making them a reality.

Thank you for listening to our feedback and suggestions.

Chevy Chase Hills Association

August 1, 2012

Mr. Casey Anderson
Commissioner, Planning Board
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Mr. Anderson,

Thank you very much for meeting with us in March, when we took you around Chevy Chase Hills. We enjoyed presenting to you our perspective. As the Board begins to consider the Planning Staff's proposals about the redevelopment of Chevy Chase Lake and moves into the working group on September 13th, we respectfully request that you continue to take the existing neighborhoods' perspectives seriously.

In Chevy Chase Hills, we have been keenly interested in the possible redevelopment of Chevy Chase Lake since we learned about it. We are one of the neighborhoods closest to, and most directly impacted by, this development. We have attended public hearings, submitted comments, written letters, sent e-mails, made phone calls, and invited all of the Board members to come to our neighborhood. Both you and Françoise Carrier came to see our perspective, and we all greatly appreciated your time. We have attached some of our previous correspondence to this letter. Several residents of our neighborhood spent much of the fall and winter attending hours of meetings with the Chevy Chase Land Company as a member of the Connecticut Avenue Citizens Committee. Unfortunately, those meetings did not achieve any agreement between the neighborhoods and the Chevy Chase Land Company.

In Chevy Chase Hills, we support smart redevelopment of the Chevy Chase Lake area. In fact, we welcome the opportunity for improved local retail. However, any redevelopment must respect the established residential communities and the existing size, scope, architecture and feel of those communities, as well as traffic, schools and other conditions.

All development should be after the Purple Line: Allowing any increase in development at Chevy Chase Lake before the Purple Line is fully funded (in so-called "Phase 1") is unjustifiable. Our streets, traffic and other local amenities cannot support 1.5 million square feet of additional development in the absence of additional transit.

Building heights for Newdale Mews: Allowing heights of 65 feet at Newdale Mews, as contemplated by the Planning Board, is totally inconsistent with accepted standards of development that protect residential communities from being adjacent to tall buildings. To our knowledge, there are no tall apartment buildings immediately adjacent to single family homes anywhere in Chevy Chase. We do not believe there is any justification for increasing the height above the current limit of 35 feet.

Building heights on the west side of Connecticut Ave: We object to increasing building heights in the Chevy Chase Lake West Shopping Center, the Sunoco Station and the Parkway Cleaner to 70 feet. This would cause very abrupt transitions between the shopping areas and our single family neighborhood to the west and north. Buildings behind the current Parkway Cleaner should also be stepped down to a height more in keeping with our residential area to the north.

Howard Hughes: The residential nature of our neighborhood, immediately adjacent to Howard Hughes Institute, must be considered seriously in any contemplation of increasing the density at Howard Hughes.

Schools: The numbers that MCPS have used to predict the numbers of new students in the public schools from this proposed development are suspect and do not reflect current conditions in Montgomery County, where more and more families with children are living in apartments. Proposals for additional residential units in a new town center should include accompanying proposals for added classroom space in local elementary schools.

Traffic: The traffic studies that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed for the traffic numbers that the Board is using to have any relationship to real-world conditions. Local communities will not be able to trust this process if real-world numbers are not used in planning.

Thank you again for your consideration. In addition to this letter, we have included copies of our prior correspondence to the Board and the Planning Staff. We plan to submit some drawings of our neighborhood later this summer.

Please feel free to contact us with any questions or comments.

Sincerely,

Julie Barrie Buchanan, Co-President of Chevy Chase Hills

Kent Holland, Co-President of Chevy Chase Hills

CC: Elza Hisel-McCoy

Chevy Chase Hills Association

August 1, 2012

Ms. Françoise Carrier
Chair, Planning Board
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Ms. Carrier,

Thank you very much for meeting with us in March, when we took you around Chevy Chase Hills. We enjoyed presenting to you our perspective. As the Board begins to consider the Planning Staff's proposals about the redevelopment of Chevy Chase Lake and moves into the working group on September 13th, we respectfully request that you continue to take the existing neighborhoods' perspectives seriously.

In Chevy Chase Hills, we have been keenly interested in the possible redevelopment of Chevy Chase Lake since we learned about it. We are one of the neighborhoods closest to, and most directly impacted by, this development. We have attended public hearings, submitted comments, written letters, sent e-mails, made phone calls, and invited all of the Board members to come to our neighborhood. Both you and Casey Anderson came to see our perspective, and we all greatly appreciated your time. We have attached some of our previous correspondence to this letter. Several residents of our neighborhood spent much of the fall and winter attending hours of meetings with the Chevy Chase Land Company as a member of the Connecticut Avenue Citizens Committee. Unfortunately, those meetings did not achieve any agreement between the neighborhoods and the Chevy Chase Land Company.

In Chevy Chase Hills, we support smart redevelopment of the Chevy Chase Lake area. In fact, we welcome the opportunity for improved local retail. However, any redevelopment must respect the established residential communities and the existing size, scope, architecture and feel of those communities, as well as traffic, schools and other conditions.

All development should be after the Purple Line: Allowing any increase in development at Chevy Chase Lake before the Purple Line is fully funded (in so-called "Phase 1") is unjustifiable. Our streets, traffic and other local amenities cannot support 1.5 million square feet of additional development in the absence of additional transit.

Building heights for Newdale Mews: Allowing heights of 65 feet at Newdale Mews, as contemplated by the Planning Board, is totally inconsistent with accepted standards of development that protect residential communities from being adjacent to tall buildings. To our knowledge, there are no tall apartment buildings immediately adjacent to single family homes anywhere in Chevy Chase. We do not believe there is any justification for increasing the height above the current limit of 35 feet.

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Thank you again for your consideration. In addition to this letter, we have included copies of our prior correspondence to the Board and the Planning Staff. We plan to submit some drawings of our neighborhood later this summer.

Please feel free to contact us with any questions or comments.

Sincerely,

Julie Barrie Buchanan, Co-President of Chevy Chase Hills

Kent Holland, Co-President of Chevy Chase Hills

CC: Elza Hisel-McCoy

Chevy Chase Hills Association

August 1, 2012

Mr. Norman Dreyfuss
Commissioner, Planning Board
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Mr. Dreyfuss,

We are writing to you about the Chevy Chase Lake redevelopment plan. As the Planning Board begins to consider the Planning Staff's proposals about the redevelopment of Chevy Chase Lake and moves into the working group on September 13th, we respectfully request that you take the existing neighborhoods' perspectives seriously.

In Chevy Chase Hills, we have been keenly interested in the possible redevelopment of Chevy Chase Lake since we learned about it. We are one of the neighborhoods closest to, and most directly impacted by, this development. We have attended public hearings, submitted comments, written letters, sent e-mails, made phone calls, and invited all of the Board members to come to our neighborhood. Although you were not able to come to our neighborhood and walk around with us as we'd hoped, we have attached some of our previous correspondence to this letter for your review. Several residents of our neighborhood spent much of the fall and winter attending hours of meetings with the Chevy Chase Land Company as a member of the Connecticut Avenue Citizens Committee. Unfortunately, those meetings did not achieve any agreement between the neighborhoods and the Chevy Chase Land Company.

In Chevy Chase Hills, we support smart redevelopment of the Chevy Chase Lake area. In fact, we welcome the opportunity for improved local retail. However, any redevelopment must respect the established residential communities and the existing size, scope, architecture and feel of those communities, as well as traffic, schools and other conditions.

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Julie Barrie Buchanan, Co-President of Chevy Chase Hills

Kent Holland, Co-President of Chevy Chase Hills

CC: Elza Hisel-McCoy

Chevy Chase Hills Association

August 1, 2012

Ms. Amy Presley
Commissioner, Planning Board
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Ms. Presley,

We are writing to you about the Chevy Chase Lake redevelopment plan. As the Planning Board begins to consider the Planning Staff's proposals about the redevelopment of Chevy Chase Lake and moves into the working group on September 13th, we respectfully request that you take the existing neighborhoods' perspectives seriously.

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Cleaner to 70 feet. This would cause very abrupt transitions between the shopping areas and our single family neighborhood to the west and north. Buildings behind the current Parkway Cleaner should also be stepped down to a height more in keeping with our residential area to the north.

Howard Hughes: The residential nature of our neighborhood, immediately adjacent to Howard Hughes Institute, must be considered seriously in any contemplation of increasing the density at Howard Hughes.

Schools: The numbers that MCPS have used to predict the numbers of new students in the public schools from this proposed development are suspect and do not reflect current conditions in Montgomery County, where more and more families with children are living in apartments. Proposals for additional residential units in a new town center should include accompanying proposals for added classroom space in local elementary schools.

Traffic: The traffic studies that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed for the traffic numbers that the Board is using to have any relationship to real-world conditions. Local communities will not be able to trust this process if real-world numbers are not used in planning.

Thank you again for your consideration. In addition to this letter, we have included copies of our prior correspondence to the Board and the Planning Staff. We plan to submit some drawings of our neighborhood later this summer.

Please feel free to contact us with any questions or comments.

Sincerely,

Julie Barrie Buchanan, Co-President of Chevy Chase Hills

Kent Holland, Co-President of Chevy Chase Hills

CC: Elza Hisel-McCoy

Chevy Chase Hills Association

August 1, 2012

Ms. Marye Wells-Harley
Vice Chair, Planning Board
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Ms. Wells-Harley,

We are writing to you about the Chevy Chase Lake redevelopment plan. As the Planning Board begins to consider the Planning Staff's proposals about the redevelopment of Chevy Chase Lake and moves into the working group on September 13th, we respectfully request that you take the existing neighborhoods' perspectives seriously.

In Chevy Chase Hills, we have been keenly interested in the possible redevelopment of Chevy Chase Lake since we learned about it. We are one of the neighborhoods closest to, and most directly impacted by, this development. We have attended public hearings, submitted comments, written letters, sent e-mails, made phone calls, and invited all of the Board members to come to our neighborhood. Although you were not able to come to our neighborhood and walk around with us as we'd hoped, we have attached some of our previous correspondence to this letter for your review. Several residents of our neighborhood spent much of the fall and winter attending hours of meetings with the Chevy Chase Land Company as a member of the Connecticut Avenue Citizens Committee. Unfortunately, those meetings did not achieve any agreement between the neighborhoods and the Chevy Chase Land Company.

In Chevy Chase Hills, we support smart redevelopment of the Chevy Chase Lake area. In fact, we welcome the opportunity for improved local retail. However, any redevelopment must respect the established residential communities and the existing size, scope, architecture and feel of those communities, as well as traffic, schools and other conditions.

All development should be after the Purple Line: Allowing any increase in development at Chevy Chase Lake before the Purple Line is fully funded (in so-called "Phase 1") is unjustifiable. Our streets, traffic and other local amenities cannot support 1.5 million square feet of additional development in the absence of additional transit.

Building heights for Newdale Mews: Allowing heights of 65 feet at Newdale Mews, as contemplated by the Planning Board, is totally inconsistent with accepted standards of development that protect residential communities from being adjacent to tall buildings. To our knowledge, there are no tall apartment buildings immediately adjacent to single family homes anywhere in Chevy Chase. We do not believe there is any justification for increasing the height above the current limit of 35 feet.

Building heights on the west side of Connecticut Ave: We object to increasing building heights in the Chevy Chase Lake West Shopping Center, the Sunoco Station and the Parkway

Cleaner to 70 feet. This would cause very abrupt transitions between the shopping areas and our single family neighborhood to the west and north. Buildings behind the current Parkway Cleaner should also be stepped down to a height more in keeping with our residential area to the north.

Howard Hughes: The residential nature of our neighborhood, immediately adjacent to Howard Hughes Institute, must be considered seriously in any contemplation of increasing the density at Howard Hughes.

Schools: The numbers that MCPS have used to predict the numbers of new students in the public schools from this proposed development are suspect and do not reflect current conditions in Montgomery County, where more and more families with children are living in apartments. Proposals for additional residential units in a new town center should include accompanying proposals for added classroom space in local elementary schools.

Traffic: The traffic studies that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed for the traffic numbers that the Board is using to have any relationship to real-world conditions. Local communities will not be able to trust this process if real-world numbers are not used in planning.

Thank you again for your consideration. In addition to this letter, we have included copies of our prior correspondence to the Board and the Planning Staff. We plan to submit some drawings of our neighborhood later this summer.

Please feel free to contact us with any questions or comments.

Sincerely,

Julie Barrie Buchanan, Co-President of Chevy Chase Hills

Kent Holland, Co-President of Chevy Chase Hills

CC: Elza Hisel-McCoy

Hisel-McCoy, Elza

From: Ginanne Italiano <Gitaliano@bccchamber.org>
Sent: Tuesday, August 28, 2012 11:34 AM
To: Hisel-McCoy, Elza
Cc: HDIhopolsky@linowes-law.com; eric@apexhomeloans.com; astern@andysterns.com; Andy Shulman
Subject: BCC Chamber Comments on Chevy Chase Lake Sector Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Elza,

In advance of your September 6th meeting with the Planning Board regarding the Chevy Chase Lake Sector Plan, I wanted to get to you and to the Planning Board the comments and position of The Greater Bethesda-Chevy Chase Chamber of Commerce, on behalf of our more than 600 member businesses in this community. As you know, we strongly support the redevelopment of this particular community, as it is one of the last hold outs of areas that need major improvements.

When you drive into the 60+year old strip shopping center, it looks like you're stepping back into the 1950's, and in this particular instance, that's not a good thing. The options for dining and retail are extremely limited for those who live and work in this particular community, and the current buildings and their heights in the Chevy Chase Lake community are not set up in a manner that will be conducive to a future transit station.

We believe that this community can still have that "community" feel, while enabling future development that would allow increased density for additional business, residents, retail and restaurants. We should be taking advantage of the transit station and the people who will be commuting between Bethesda and Silver Spring, College Park and New Carrollton. With redevelopment, Chevy Chase Lake can be more than a stopping point along the purple line, it can be a hub of shopping and community activity.

Limiting the height and density, as proposed by the Planning Board staff, is short sighted and we believe does not take into account the growing community of people who would like to age in place. At the same time, it does not bode well for those young professionals who might want to make Montgomery County their home. Proposals that increase density, yet include planting additional trees, adding green space, and incorporating enhanced stormwater management techniques makes more sense.

In recent years we have seen the Planning Board be much more open minded as far as development is concerned and recognize the need for increased density in the right locations. Chevy Chase Lake is definitely one of those locations that needs to come into the 21st century.

We thank you for your consideration of our comments.

Sincerely,

Ginanne Italiano

Ginanne M. Italiano, IOM

President & CEO

The Greater Bethesda-Chevy Chase Chamber of Commerce

2012 President of the Maryland Association of Chamber of Commerce Executives (MACCE)

7910 Woodmont Ave., Suite 1204 Bethesda, MD 20814

P: (301) 652-4900 F: (301) 657-1973 C: (240) 508-7233

www.bccchamber.org



Mark Your Calendar for the Chamber's Upcoming Annual Legislative Reception:

Wednesday, October 24 @ 6pm-8pm

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Hisel-McCoy, Elza

From: Carrier, Francoise
Sent: Monday, August 27, 2012 11:31 AM
To: Hisel-McCoy, Elza
Cc: Lazdins, Valdis
Subject: FW: STOP excessive development of Chevy Chase Lake

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Françoise M. Carrier
Chair, Montgomery County Planning Board and
Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

From: Traci Zambotti [<mailto:traciz@zfilms.com>]
Sent: Monday, August 27, 2012 11:18 AM
To: Carrier, Francoise
Cc: Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Subject: STOP excessive development of Chevy Chase Lake

Dear M. Carrier,

I am writing with great concern over the proposed plans that are being hatched for the Chevy Chase Lake area. I am a resident of Chevy Chase Section 5 and a member of CCRA. I have children that go to the public schools in the area. My family and I love our community because we can safely walk or bike to places like our doctors office, the public library, the bike path, one of the public schools, restaurants and grocery stores. That is why we moved to this community - to live in a city-like environment where things are accessible without getting in a car, but to have a suburban feel with trees and low buildings and open spaces. All of the proposals I have seen for Chevy Chase Lake do not support this kind of living.

As it is, we are at the cusp of having too much congestion on the streets. Regularly, during rush hour, my children and I walk home from the park and pass the cars sitting on CN Ave waiting to move. As it is now, I dread having plans that require me to drive on the major arteries during rush hour. During rush hour it can take me over 10 minutes to go 1/2 mile.

To increase the scale of the proposed development is not improvement. In fact, I would like to see the scale of the proposal of July 16 REDUCED.

Please make the right choice for our community.

Regards,
Traci Zambotti

Hisel-McCoy, Elza

From: Carrier, Francoise
Sent: Tuesday, August 28, 2012 7:02 AM
To: Hisel-McCoy, Elza
Cc: Lazdins, Valdis
Subject: Fwd: Chevy Chase Lake Sector Plan - Objection to Increasing Development!

Follow Up Flag: Follow up
Flag Status: Flagged

Françoise M. Carrier
Chair, Montgomery County Planning Board and
Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

Sent from my iPad

Begin forwarded message:

From: Bill Sandmeyer <billhere@starpower.net>
Date: August 27, 2012 7:51:13 PM EDT
To: <MCP-Chair@mncppc-mc.org>, <Francoise.Carrier@mncppc-mc.org>, <Marye.Wells-Harley@mncppc-mc.org>, <Amy.Presley@mncppc-mc.org>, <Norman.Dreyfuss@mncppc-mc.org>, <Casey.Anderson@mncppc-mc.org>
Cc: Suzanne Resnick <suzanne.resnick@gmail.com>
Subject: Fwd: Chevy Chase Lake Sector Plan - Objection to Increasing Development!

The communication below was from me:

Bill Sandmeyer
Community Affairs Representative
Board of Directors
Chevy Chase Recreation Association (CCRA)

Begin forwarded message:

From: Bill Sandmeyer <billhere@starpower.net>
Date: August 27, 2012 7:44:05 PM EDT
To: MCP-Chair@mncppc-mc.org, Francoise.Carrier@mncppc-mc.org, Marye.Wells-Harley@mncppc-mc.org,
Amy.Presley@mncppc-mc.org, Norman.Dreyfuss@mncppc-mc.org, Casey.Anderson@mncppc-mc.org
Cc: Suzanne Resnick <suzanne.resnick@gmail.com>
Subject: Chevy Chase Lake Sector Plan - Objection to Increasing Development!

Dear Madam Chair, Madam Vice Chair, and Commissioners of the Montgomery County Planning Board,

On behalf of the Chevy Chase Recreation Association (CCRA) Board of Directors and Membership, I implore you NOT to make any amendments to the Staff Plan submitted to you on

July 16 - at least not any amendments that would increase heights and/or density to the Staff Plan. Your request to the staff to create alternative proposals that include increased heights and/or densities, such as close to the proposed purple line bridge, among other areas, refutes what most communities wanted in the staff plan. Indeed, it refutes your own staff's research - years of research. DO NOT cave in to the interest of developers when communities with thousand of tax payers have already made compromises in arriving at the staff plan proposal, which already calls for increased development and tax revenue for the county.

The CCRA Board of Directors strongly believes that the best interests of its membership, representing hundreds of families - thousands of individuals - residing in the area of Chevy Chase Lake - is to keep development at the level IF NOT LESS than what was proposed in the Staff Plan of July 16.

Below is a discussion of other concerns of our community...

We support **smart redevelopment** of the Chevy Chase Lake area. However, any redevelopment must respect the established residential communities. The size and scope of redevelopment must take into consideration the interests expressed by area communities. If anything, the original Montgomery County Staff Plan presented on July 16 must be **decreased in scale, not increased in scale.**

Any increases to development that has not already been approved should be phased in **after the Purple Line** is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Traffic volume will increase, and traffic flow will worsen with any of the increased scales of development being proposed or considered by commissioners on the Montgomery County Planning Board. Traffic is already poor. With the BRAC redevelopments near Chevy Chase Valley, traffic has worsened. Large-scale development at Chevy Chase Valley will only make things even worse. **Reduce scale of development.**

Traffic reports that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed and evaluated for their validity. *The Washington Post* recently discussed why some traffic reports estimate -inaccurately - that traffic maintains or improves with development. One example, citing the BRAC merger of Bethesda Naval Medical Base and Walter Reed Hospital, said that traffic was so congested and stagnant, that the traffic measurement cables were not crossed very much in a short period of time. As a result, the traffic measurements made it appear that traffic was decreased, when actually it was severely worse. Any one driving or walking along Jones Bridge Road at rush hour can verify that traffic has been backed up as far as the entire length of Jones Bridge between Connecticut Avenue and Wisconsin Avenue. Please consider real world traffic experience and disallow large-scale development at Chevy Chase Valley. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means increased traffic which means **increased bicycle and increased pedestrian risk**. Keep the scale of development small to moderate – no more if not *less than* the original staff plan proposal of July 16 – and assure safe bicycle lanes and pedestrian crossings. Bicycle and pedestrian safety is especially true between Manor Road and Jones Bridge Road. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means **the loss of green space and tree canopy** (20 acres of forest are at risk in some current proposals). Keep the scale of development small to moderate – no more if not *less than* the original staff plan proposal of July 16 – and assure preservation and enhancement of green space. Don't dwarf the green space with concrete and steel, either. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means **increased risk of survival of unique community businesses**. Incorporate lesser scales of development – no more if not *less than* the original staff plan proposal of July 16 - and provide opportunities for survival of the unique businesses that serve this community. **Reduce scale of development**

Hisel-McCoy, Elza

From: Bill Buchanan <wmbuchanan@gmail.com>
Sent: Friday, August 03, 2012 3:36 PM
To: MCP-Chair
Cc: Carrier, Francoise; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey; Hisel-McCoy, Elza
Subject: Possible Redevelopment of Newdale Mews

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Members of the Planning Board:

I am a resident of Chevy Chase Hills, the neighborhood just west of Connecticut Avenue behind the Starbucks, etc. Our neighborhood is quite possibly the most affected by the possible redevelopment of the Chevy Chase Lake area.

I have followed the trajectory of the Sector Plan since the meeting at the 4H where the Chevy Chase Land Co. presented its first proposal. I have attended numerous meetings since then, met with the Land Co., met with Rob Bindeman, written letters, counseled neighbors about recent developments, etc. etc. In sum, I have spent numerous hours on this project.

I must say that I was quite disheartened to hear from the July 16th presentation that the Board even discussed the possibility of allowing Newdale Mews to build before the Purple Line is fully funded, and/or that redevelopment on that site might go higher than the 45 feet that the Staff recommended.

I would urge the Board to adhere to the Staff's recommendations: 1) allowing no redevelopment of the Newdale Mews property unless and until the Purple Line is fully funded and 2) restricting the height of the buildings to 45 feet or less because they border single-family homes.

NO NEWDALE MEWS REDEVELOPMENT UNLESS AND UNTIL THE PURPLE LINE IS FULLY FUNDED. No one knows when - or even if -- the Purple Line will get funded and become a reality. Allowing Newdale to redevelop before such time could mean that the homes on my street have huge apartment buildings towering over them for maybe many years before the Purple Line comes (if at all). Furthermore, we have no idea now what the Purple Line might look like (the bridges, any walls, wiring, posts, etc.). Allowing Newdale to build now when we don't know what the structure will look like (and therefore how to blend Newdale in with the surroundings in a prudent way) seems to be putting the cart before the horse.

ADOPT THE STAFF'S 45-FOOT HEIGHT RESTRICTION FOR NEWDALE MEWS. Lynwood Place is a quiet street with single-family homes that stretches well away from Connecticut Avenue. While 45-feet seems fair next to such a quiet street, anything higher than that seems very out of place. I am distraught that the Board even mused about going higher than 45 feet. Smart development has always been about respecting the integrity of construction near single-family homes, and allowing heights higher than 45 feet with apartment buildings right in the backyards of the homes on Lynwood Place seems totally out-of-character with the standards of smart, purposeful development. I urge the Board to adopt the Staff's 45-foot height restriction for Newdale Mews.

There is one final point I would like to make. Mr. Bindeman is a fine gentleman and we have met with him as part of this process. In fact, we hosted him at our house and allowed him the opportunity to discuss his vision for his property with us and our neighbors. As well, my wife and I have plans to meet with him again shortly. He has proposed that we think of new, high buildings on his property as a "buffer" from the noise and sights of a possible Purple Line. However, our

family and literally every family on our street has agreed that we would rather NOT have such a buffer. We would prefer to have shorter buildings on his property, even if it meant we could see the trains. On this point, there is not a single dissent on either side of our street and I think that is an important point.

Thank you for your consideration.

Bill Buchanan
8409 Lynwood Place
Chevy Chase, MD 20815

Hisel-McCoy, Elza

From: Thomas W. Mitchell <twm@klores.com>
Sent: Monday, August 06, 2012 12:29 PM
To: Hisel-McCoy, Elza
Subject: Re: Chevy Chase Lake

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks very much.

Sent from my Verizon Wireless 4G LTE DROID

"Hisel-McCoy, Elza" <Elza.Hisel-McCoy@montgomeryplanning.org> wrote:

Dear Mr. Mitchell,

I am the project manager for the Chevy Chase Lake Sector Plan. We do appreciate your taking the time to comment on our proposed plan. We have worked closely with the Chevy Chase Lake community, including Chevy Chase Hills, for over two years to develop the staff draft recommendation.

You have asked for metro area models we used in developing our recommendations. In March 2011, we held what we called a "Community Design Workshop" at the Chevy Chase Library, which was attended by over 130 community members. At that meeting we showed images of five places in the metro area that potentially reflected what Chevy Chase Lake could look like in the future, in terms of mix of uses, pedestrian-oriented character, building height, and other characteristics. These places were, in roughly ascending scale and density: Cleveland Park, DC; Old Town Alexandria, VA; Bethesda Row, MD; Rockville Town Center, MD; and Reston Town Center, VA. We provided participants with a questionnaire asking them to respond to each of the places, both by ranking and by narrative responses. The responses that were related to the scale of development, including building height, favored the middle three: Old Town, Bethesda Row, and Rockville Town Center. The plan recommendations for primarily 6-story buildings reflect this response. You may view the image boards and our summary of the responses at our website (<http://montgomeryplanning.org/community/chevychaselake/>), under "Past Meetings" at March 12, 2011.

We will be presenting the additional analyses requested by the Planning Board during a worksession on Thursday, September 6, and will be looking for a Public Hearing on October 18. We will post the information online in advance. I will add your e-mail to our list so that you receive future updates.

If you have any further questions, please let me know.

Sincerely,

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP

Planner Coordinator

Area One

Montgomery County Planning Department

M-NCPPC

8787 Georgia Avenue

Silver Spring, MD 20910

301.495.2115, elza.hisel-mccoy@montgomeryplanning.org

Hisel-McCoy, Elza

From: MCP-CTRACK on behalf of MCP-Chair
Sent: Monday, August 06, 2012 11:07 AM
To: Hisel-McCoy, Elza
Subject: RE: Chevy Chase Lake Sector Plan

Thank you!

From: Hisel-McCoy, Elza
Sent: Monday, August 06, 2012 11:01 AM
To: MCP-Chair
Subject: RE: Chevy Chase Lake Sector Plan

Done.

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
Planner Coordinator
Area One
Montgomery County Planning Department
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910
301.495.2115, elza.hisel-mccoy@montgomeryplanning.org

From: MCP-CTRACK **On Behalf Of** MCP-Chair
Sent: Friday, August 03, 2012 4:11 PM
To: Hisel-McCoy, Elza
Subject: FW: Chevy Chase Lake Sector Plan

Elza:

Can you answer his question?

Joanne

From: Thomas W. Mitchell [<mailto:twm@klores.com>]
Sent: Friday, August 03, 2012 4:10 PM
To: MCP-Chair
Subject: RE: Chevy Chase Lake Sector Plan

Thank you for your comment, which is identical to the comment everyone else receives.

Please let me know whether you are going to have an appropriate staff person provide me with the model for the plan for Chevy Chase Lake, as I have requested. Thanks.

THOMAS W. MITCHELL
Klores Perry Mitchell PC
1735 20TH STREET, N.W.
WASHINGTON, D.C. 20009
T:(202) 628-8100

F:(202) 628-1240
WWW.KLORES.COM
TWM@KLORES.COM

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From: MCP-CTRACK [<mailto:MCP-CTRACK@mncppc-mc.org>] **On Behalf Of** MCP-Chair
Sent: Friday, August 03, 2012 1:28 PM
To: Thomas W. Mitchell
Subject: RE: Chevy Chase Lake Sector Plan

Thank you for your comments. They will be shared with appropriate staff for inclusion in the file.

Joanne Hill

Office of the Chair
Montgomery County Planning Board
301-495-4605
301-495-1320 (fax)
mcp-ctrack@mncppc-mc.org

From: Thomas W. Mitchell [<mailto:twm@klores.com>]
Sent: Thursday, August 02, 2012 1:27 PM
To: MCP-Chair; fancoise.carrier@mncppc-mc.org; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Cc: janene.mitchell@reznickgroup.com
Subject: Chevy Chase Lake Sector Plan

August 2, 2012

To MNCPP Members:

I reside at 8507 Longfellow Place with my wife and four children.

Until now, I have relied on the efforts of neighborhood group leaders to express my views opposing your plans to transform the Chevy Chase Lake area from a wonderful area with small neighborhoods and a handful of small businesses into a large, utopian "Town Center" that can accommodate chain stores and restaurants which no one in the immediate area wants, and which already exist less than 1 mile away in downtown Bethesda, and in Silver Spring, Kensington, and Wheaton. No more. This email will be the first of many activities opposing your efforts, and I will do whatever is necessary to energize those with similar views, which is everyone I know in the surrounding areas.

You were recently presented by your staff with what appeared to some people to be a sensible redevelopment plan (the "Draft Plan"), one that downsized the Chevy Chase Land Company's excessive original proposal. I dispute the notion that even the Draft Plan is reasonable, given the indisputable fact that the proposed changes in the Draft Plan will completely change the area for the worse by substantially increasing traffic, and thereby creating around the clock traffic nightmares for me, my family, every family who lives in this area, and every person who uses Connecticut Avenue, and about which you plan to do nothing other than to dream that people coming to the "Town Center" will use the Purple Line, or ride buses, or bike there. They will not. Look at downtown Bethesda. The overwhelming majority of

people drive there, even with a Metro stop close by. Thus, the traffic and parking there is horrible. And now you want to bring that environment to my neighborhood and every collection of quiet homes in Chevy Chase Lake.

Even worse, you have now instructed the Board staff to go back and reconsider their recommendations to limit the height of the buildings, and to allow even greater development before the Purple Line is built. In effect, to make the above problems created by the staff's recommendation even worse. You should rescind that request immediately.

Here, I also ask that you (or someone from your staff) identify to me (by a return email) three areas (or even one) in the Washington metropolitan region that you would cite as the example of what you are trying to accomplish in Chevy Chase Lake. Surely you must have an existing model for your plan. But, I suspect that you do not, for I know of no local area where there is such dense commercial and high rise development that is so close to the type of residences that exist now in Chevy Chase Lake.

Chevy Chase Lake is not downtown Bethesda, nor Rockville Town Center (depicted in the Draft Plan). More importantly, we do not need another downtown Bethesda that is only 1 mile away from the original. Stop trying to turn Chevy Chase Lake into those types of areas with tall buildings and large scale commercial shopping. If you want to increase new development, focus on existing areas like Wheaton, or the north end of Bethesda, where there is already a substantial commercial presence with the usual buffers before residential neighborhoods. Here, there are no such buffers. You propose to put 10-15 story buildings literally in the backyards of single family homes. You propose to bring thousands of cars to a small area with limited roads which will spill into our neighborhoods. Every street in my neighborhood and the surrounding areas will be filled with visiting cars.

About ten years ago, a friend told me that Government planners like the MNCPPC would not be satisfied until areas like Chevy Chase Lake looked like Queens, New York, with people living on top of each other, unable to drive their cars because of the congestion, but still with cars jamming all residential streets, and with the higher crime that always comes with the influx of more people, etc. He appears to have been right.

Your request that the Staff reconsider higher buildings and faster development betrays your intention to take the very small area that is Chevy Chase Lake and jam as many people as possible into it, without regard to the adverse impact of those actions on the existing residents like me and my family. You should instead be pursuing a plan that permits the least additional development, and I urge you to take that course.

THOMAS W. MITCHELL
Klores Perry Mitchell PC
1735 20TH STREET, N.W.
WASHINGTON, D.C. 20009
T:(202) 628-8100
F:(202) 628-1240
WWW.KLORES.COM
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Hisel-McCoy, Elza

From: MCP-CCLake,
Sent: Friday, August 17, 2012 2:12 PM
To: Hisel-McCoy, Elza
Subject: FW: Chevy Chase Lake Sector Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Elinor Solomon [esolomon@gwu.edu]
Sent: Wednesday, August 15, 2012 12:22 PM
To: MCP-CCLake,
Subject: Chevy Chase Lake Sector Plan

To the members of the Planning Commission:

As a very long-time resident of Chevy Chase Section 3 (55 years), I wish to express my deep concerns about the CCLake Sector Plan. As expressed by our Village Manager, Andy Leon Harney, we are very troubled by the impacts of the Plan for traffic, parking, schools, and infrastructure. Already the traffic load is extensive as are the parking difficulties. The impact on schools goes without saying.

I realize that change is inevitable and we cannot hope to keep this wonderful area intact. But please don't let us destroy the very things that has made quality of life in the area so wonderful. My family has had a remarkable experience in this lovely neighborhood. I want future generations to enjoy life here also without destruction of the very values that we cherish.

Most sincerely,
Elinor H. Solomon
6805 Delaware St.
Chevy Chase

Hisel-McCoy, Elza

From: MCP-CCLake,
Sent: Friday, August 17, 2012 2:12 PM
To: Hisel-McCoy, Elza
Subject: FW: Objections to the Development of the Chevy Chase Lake Sector

Follow Up Flag: Follow up
Flag Status: Flagged

From: Trenor, John [John.Trenor@wilmerhale.com]
Sent: Tuesday, August 14, 2012 5:25 PM
To: MCP-CCLake,
Cc: Andy Leon Harney
Subject: Objections to the Development of the Chevy Chase Lake Sector

Dear Members of the Planning Commission,

I am writing in my personal capacity to express my grave concerns about the proposed development of the Chevy Chase Lake Sector. Development of this area will lead to a significant deterioration in the quality of life for the existing residents of Chevy Chase and Bethesda, resulting in even worse traffic congestion, even further overcrowded schools, and further pressure on infrastructure.

I strongly urge the Members of the Planning Commission to listen to the voices of the residents in the affected communities who have expressed their strong opposition to this development. In particular, I support the views expressed by the Village Manager of Section Three:

1. There should be a two-phased plan with two sets of hearings. Indeed, I share the view of many residents in personally opposing development of both stages, whether or not the Purple Line is funded.
2. There should be a restriction on the height of buildings. Again, I share the view of many residents in personally opposing any development, but buildings over 6 stories would be even worse.
3. The negative impact on traffic would be substantial. Connecticut Avenue is already a traffic nightmare. It is the only means of access that area residents have to the Beltway. The relocation of the Walter Reed Medical facility has already created unbearable congestion on Connecticut Avenue, Jones Bridge Road, and elsewhere. Further development at Chevy Chase Lake would make congestion much worse.
4. The negative impact on school overcrowding would be substantial. The local schools are already overcrowded to the point that the education of our children suffers. We have recently withdrawn our son from the local school because his school and his classroom are so overcrowded that the teachers cannot properly educate the students. Allowing high-rise development would make the situation even worse.

I would be happy to discuss my views (which are shared by many other residents) in more detail.

Sincerely,

John A. Trenor

Resident of Section Three, Village of Chevy Chase

Hisel-McCoy, Elza

From: MCP-CCLake,
Sent: Wednesday, August 22, 2012 3:32 PM
To: Saifee, Salim K; Hisel-McCoy, Elza
Subject: RE: Objections to the Development of Chevy Chase Lake

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Salim,

Thank you for taking the time to share your concerns with us. We are meeting with the Planning Board on Thursday, September 6, to present the additional information they requested in July, and hope to have the Public Hearing for the plan on October 18.

I will add you to our mailing list so that you receive future updates.

Sincerely,

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP

Planner Coordinator

Area One

Montgomery County Planning Department

M-NCPPC

8787 Georgia Avenue

Silver Spring, MD 20910

[301.495.2115](tel:301.495.2115), elza.hisel-mccoy@montgomeryplanning.org

From: Saifee, Salim K [salim.k.saifee@lmco.com]
Sent: Tuesday, August 21, 2012 1:37 PM
To: MCP-CCLake,
Subject: Objections to the Development of Chevy Chase Lake

Dear Members of the Planning Commission:

I write to you in my personal capacity to express concerns about the proposed development at Chevy Chase Lake. Development of this area will lead to a deterioration in the quality of life for residents of Chevy Chase and Bethesda, including myself, my wife and our children - resulting in yet worse traffic congestion, and even further overcrowded schools and pressure on infrastructure.

I join my many other neighbors and urge the Members of the Planning Commission to listen to the voices of the residents in the affected communities who have expressed their opposition to this development. In particular:

1. There should be a two-phased plan with two sets of hearings. Indeed, I share the view of many residents in opposing development of both stages, whether or not the Purple Line is funded.
2. There should be a restriction on the height of buildings. Again, I share the view of many residents in opposing any development, but buildings over 6 stories would be even worse.
3. The negative impact on traffic would be substantial. Connecticut Avenue is already a quite congested. It is the only means of access that area residents have to the Beltway. The relocation of the Walter Reed Medical facility has already created unbearable congestion on Connecticut Avenue, Jones Bridge Road, and elsewhere. Further development at Chevy Chase Lake would make congestion far worse.
4. The negative impact on school overcrowding would be substantial. The local schools are already overcrowded to the point that the education of our children suffers. Allowing high-rise development would make the situation even worse.

I am happy to discuss my concerns/views personally if you feel that would be helpful to the Commission.

Regards

Salim K. Saifee (resident of the Village of Chevy Chase, Section Three)

Hisel-McCoy, Elza

From: MCP-CCLake,
Sent: Wednesday, August 22, 2012 3:32 PM
To: mimi slavin
Cc: Andy Leon; Hisel-McCoy, Elza
Subject: RE: CHEVY CHASE LAKE SECTOR PLAN

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mimi,

Thank you for taking the time to share your concerns with us. We are meeting with the Planning Board on Thursday, September 6, to present the additional information they requested in July, and hope to have the Public Hearing for the plan on October 18.

I will add you to our mailing list so that you receive future updates.

Sincerely,

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP

Planner Coordinator

Area One

Montgomery County Planning Department

M-NCPPC

8787 Georgia Avenue

Silver Spring, MD 20910

[301.495.2115](tel:301.495.2115), elza.hisel-mccoy@montgomeryplanning.org

From: mimi slavin [slavin1@closecall.com]
Sent: Sunday, August 19, 2012 8:41 AM
To: MCP-CCLake,
Cc: Andy Leon
Subject: CHEVY CHASE LAKE SECTOR PLAN

HONORABLE MEMBERS OF THE PLANNING COMMISSION:

I JOIN MEMBERS OF OUR COMMUNITY WHO ARE CONCERNED ABOUT THE FUTURE OF THIS COMMUNITY.

WE ARE CONCERNED ABOUT CONTINUED OVERCROWDING OF OUR STREETS, OUR SCHOOLS, AND OUR INFRASTRUCTURE IN GENERAL. THE ADDITION OF WALTER REED POPULATION TO THE NAVAL HOSPITAL HAS ALREADY HAD NEGATIVE EFFECT ON OUR NEIGHBORHOODS AND STREETS. FURTHER DEVELOPMENT SEEMS INEVITABLE, BUT CAREFUL PLANNING CAN, I BELIEVE, AT LEAST PREVENT THOSE ENTITIES FROM BEING OVERWHELMED.

I URGE YOU TO ADOPT THE TWO-PHASED APPROACH TO THE PLAN, TO BE RIGOROUS IN HOLDING THE HEIGHT OF BUILDINGS TO NO MORE THAN SIX STORIES, TO REMOVE FROM CONSIDERATION THE IDEA OF A TRAFFIC LIGHT AT BROOKVILLE AND EAST WEST HIGHWAY. IF NOTHING ELSE, THINK OF AN EMERGENCY VEHICLE TRYING TO GET ONTO BROOKVILLE ROAD AT RUSH HOUR....WHERE COULD THEY GO? THE STREET IS SO NARROW, THERE IS HARDLY ROOM FOR SIDEWALKS. OUR SCHOOLS ARE ALREADY OVERCROWDED AND OVERSTRETCHED. WHY ADD MORE TO THE ALREADY DIFFICULT SITUATION?

OUR COUNTY HAS ALWAYS BEEN KNOWN FOR ITS CARE AND ATTENTION TO ITS RESIDENTS. PLEASE...HEAR US NOW AND RESPOND TO OUR NEEDS AND CONCERNS.

I THANK YOU FOR TAKING THE TIME TO READ THIS AND HOPE YOU WILL TAKE THESE POINTS UNDER SERIOUS ADVISEMENT.

MIRIAM C. SLAVIN
6803 GEORGIA ST
CHEVY CHASE

Hisel-McCoy, Elza

From: Phil MacWilliams <phil_macwilliams@hotmail.com>
Sent: Friday, July 20, 2012 9:37 AM
To: Hisel-McCoy, Elza
Subject: CC Lake Sector Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Elza

I testified at the hearing on Monday on behalf of Coquelin Run Citizens Association. I hope to follow up with you in the near future to provide you with our response to the Planning Board's questions and comments, but for now I just want to say thanks for the excellent work you did on the Sector Plan. There was quite a bit of criticism thrown around at the hearing -- residents always want less and developers always want more (I'm sure you saw that coming) -- but we really do appreciate how much of the communities' input and collective vision for CC Lake you tried to work into the Plan.

On that note, there is one specific question I have (which has been raised numerous times by members of our community): has either the County or the SHA looked into whether permitting a left turn from Conn Ave to Jones Bridge is feasible, and if so, how that would affect traffic flow? As you know, there is a ton of traffic on JBR and Jones Mill during the rush hours, and we think partly because many people have no choice but to divert on to Jones Mill from East West HWY (since they cannot get onto JBR from Connecticut). Has anyone looked into whether allowing traffic to turn left from Conn Ave on to JBR (which at one time was possible) would do anything to alleviate commuter traffic on JBR and Jones Mill?

If a left turn would be possible without jamming up everything else, and if doing so would result in some traffic reduction on JBR and Jones Mill, then our concerns about the traffic would be alleviated to some extent.

Thanks

Phil

Hisel-McCoy, Elza

From: Ajay Bhatt <ajay.bhatt@savethetrail.org>
Sent: Thursday, July 19, 2012 3:59 PM
To: Hisel-McCoy, Elza
Subject: Traffic Areas affected by the Chevy Chase Lake Sector Plan
Attachments: Print - chevy chase supermarket - Google Maps.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Elza,

Good to see you Monday night.

I believe the "Sector" you are examining is worth revisiting. I've attached a map highlighted with traffic areas that I know, you know, will be affected by the plan amendment.

I think a holistic approach is necessary in order for the community to fully appreciate how potential changes could affect them.

I'd also like to see a more methodic approach with baseline criteria and the specific effects and goals for those criteria.

In addition I'd like to invite you to walk the trail, especially in the heat, so that when the staff examines a no-build option you can also consider transitioning the "transit way" status of the corridor to "Park" status in the Master Plan amendment.

Thank you,

Ajay Bhatt
President
Friends of the Capital Crescent Trail

w: SaveTheTrail.org | f: [facebook.com/Friends of The Capital Crescent Trail](https://www.facebook.com/Friends of The Capital Crescent Trail) | t: twitter.com/savethetrail
e: Ajay.Bhatt@SaveTheTrail.org | p: 301-500-0124

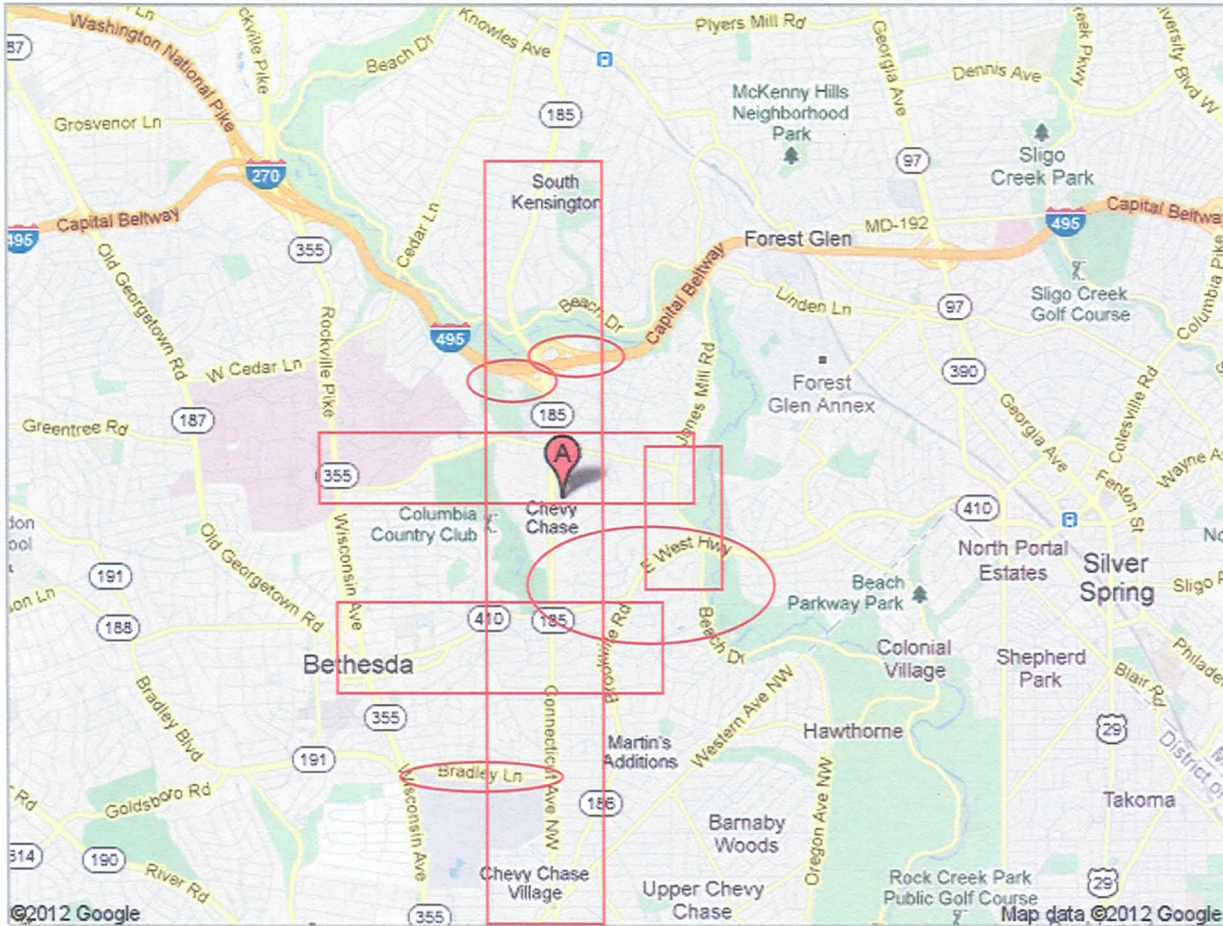


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A. Chevy Chase Supermarket

8531 Connecticut Avenue, Chevy Chase, MD
(301) 656-5133
3 reviews



Hisel-McCoy, Elza

From: Kent Holland <kholland@plessers.com>
Sent: Monday, July 23, 2012 2:48 PM
To: Carrier, Françoise
Cc: Hisel-McCoy, Elza; Tacconelli, Gail; Stanley, Rollin
Subject: RE: Meeting with Chevy Chase Hills Association to Discuss Chevy Chase Land Company's expansion?

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Françoise, hope you are having a good summer, it's going by very quickly for all of us at Chevy Chase Hills.

Wanted to follow up with you after the July 16 board meeting to see if I could stop by with a couple members of the neighborhood committee you met with in March to discuss some issues of our concern: would you be available in August for us to stop by to show you some materials and discuss our points below?

Let me know, all of us at Chevy Chase Hills (the neighborhood most directly affected by the Chevy Chase Lake plans) would appreciate it. Thanks very much, Kent

From the Chevy Chase Hills Committee:

We support smart redevelopment of the Chevy Chase Lake area. In fact, we welcome the opportunity for improved retail in our area. However, any redevelopment must respect the established residential communities and the existing size, scope, architecture and feel of those communities, as well as traffic, schools and other conditions.

All development should be after the Purple Line: Allowing any increase in development at Chevy Chase Lake before the Purple Line is fully funded (in so-called "Phase 1") is unjustifiable. Our streets, traffic and other local amenities cannot support 1.5 million square feet of additional development in the absence of additional transit.

Traffic: The traffic studies that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed for the traffic numbers that the Board is using to have any relationship to real-world conditions. Local communities will not be able to trust this process if real-world numbers are not used in planning.

Building heights for Newdale Mews: Allowing heights of 65 feet at Newdale Mews, as contemplated by the Planning Board, is totally inconsistent with accepted standards of development that protect residential communities from being adjacent to tall buildings. To our knowledge, there are no tall apartment buildings immediately adjacent to single family homes anywhere in Chevy Chase.

Building heights on the west side of Connecticut Ave: We object to increasing building heights in the Chevy Chase Lake West Shopping Center, the Sunoco Station and the Parkway Cleaner to 70 feet. This would cause a very abrupt transition between this shopping area and our single family neighborhood to the west, beginning with Loughborough Road. Buildings behind the current Parkway Cleaner should also be stepped down to a height more in keeping with our residential area to the north.

Howard Hughes: The residential nature of our neighborhood, immediately adjacent to Howard Hughes Institute, must be considered seriously in any contemplation of increasing the density at Howard Hughes.

Schools: The numbers that MCPS have used to predict the numbers of new students in the public schools from this proposed development are suspect and do not reflect current conditions in Montgomery County, where more and more families with children are living in apartments. Proposals for additional residential units in a new town center should include accompanying proposals for added classroom space in local elementary schools.

From: Carrier, Françoise [mailto:françoise.carrier@mncppc-mc.org]
Sent: Wednesday, March 14, 2012 12:02 PM
To: Kent Holland
Cc: Hisel-McCoy, Elza; Tacconelli, Gail; Stanley, Rollin
Subject: Re: Meeting with Chevy Chase Hills Association to Discuss Chevy Chase Land Company's expansion?

It was our pleasure. The insight the tour gave me into your community will be valuable as we discuss the master plan.

All the best,

Françoise M. Carrier
Chair, Montgomery County Planning Board and
Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

Sent from my iPad

On Mar 14, 2012, at 9:03 AM, "Kent Holland" <kholland@plessner.com> wrote:

Good morning Françoise and Elza, as President of Chevy Chase Hills, I just wanted to give you and Elza a big thank you for taking the time to tour our neighborhood on a beautiful spring day.

Thank you both for listening to our concerns and we look forward to participating in the process as it moves ahead.

Best regards,

Kent Holland

From: Carrier, Françoise [mailto:françoise.carrier@mncppc-mc.org]
Sent: Tuesday, February 28, 2012 8:38 AM
To: Kent Holland
Cc: Tacconelli, Gail; Hisel-McCoy, Elza; Stanley, Rollin
Subject: Re: Meeting with Chevy Chase Hills Association to Discuss Chevy Chase Land Company's expansion?

Dear Mr. Holland,

Thank you for your very informative email. The planning board looks forward to beginning its work on the Chevy Chase Lake Master Plan in the coming months. It is our practice to have a tour of each master plan area for the entire board shortly before we begin work on the master plan, so that board members who may not be personally familiar with that part of the county will have a sense of what the area looks like and its important features. I will, nonetheless, be happy to take a quick tour of your neighborhood separately, to give your neighborhood association a chance to show me your areas of concern. I will

plan to bring with me the chief planner for this master plan, Elza Hisel-McCoy. I am copying on this email my scheduler, Gail Tacconelli, who will be in contact with you shortly to arrange a mutually convenient time. I will look forward to meeting you.

Françoise M. Carrier
Chair, Montgomery County Planning Board and
Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

Sent from my iPad

On Feb 24, 2012, at 11:19 AM, "Kent Holland" <kholland@plessner.com> wrote:

Good Morning Ms. Carrier, I'm Kent Holland, the President of the Chevy Chase Hills Association (the neighborhood behind the Starbucks/Einstein Bagel's on Connecticut and Manor before you reach the Beltway) and I would like to arrange a brief meeting with you and our five members to discuss the Chevy Chase Land Company's proposed build-out in our neighborhood.

Our neighborhood will be the MOST directly affected by the expansion, more than any other neighborhood in the area, and we'd very much like to give you a brief tour and discuss this planned expansion before the board's meeting in April/May.

Could you give us some dates in March where you could stop by after work to discuss this? To our dismay, no one from the board has even walked through our tiny neighborhood to get a feel of how the Land Company's expansion will directly affect us.

Here are some of our points, I'm looking forward to hearing from you. All best, Kent

1. **Theme:** While our neighborhood is not opposed to development generally, we feel strongly that any development of Chevy Chase Lake embody "smart growth" principles. We want to encourage the Planning Board and the County Council to reject high density plans in favor of lower density development, which would bring more options for dining, shopping, recreation, and services for residents, commuters, and visitors. We maintain that any development of Chevy Chase Lake must balance the interests of developers, impacted communities, commuters, and pedestrians, and we encourage the Planning Board to carefully consider lower density options to address the concerns of all stake holders.

2) **Howard Hugh/Manor Road:** Our community has recently learned that Howard Hughes, which borders our neighborhood on Manor Road, is considering additional development of its footprint. In addition, we have learned that there has been some consideration, either by Howard Hughes and/or the County, to create a cut through using the Howard Hughes property. This cut through would connect Jones Bridge Road and Manor Road in an attempt to divert traffic from the intersection of Jones Bridge Road and Connecticut Avenue. Both of these contemplated actions would have a serious and adverse impact on our community. Any such plans must take into account the adverse impacts on our community. Further, community involvement and input is essential.

3) **Traffic Congestion:** Currently, Connecticut Avenue from the Beltway to

Chevy Chase Circle is all but impassable during rush hour, which has expanded to cover the hours of 8-10 am and 4-7 pm. We are disappointed that prior planning meetings and open houses regarding the development of Chevy Chase Lake have seemingly overlooked this serious issue. The Chevy Chase Land Company's high-density proposal, which included high rise office and residential buildings and a hotel, would dramatically increase traffic in this critical north-south route. Further, to date, there has been little talk of how any development, let alone the high density development sought by developers, would impact an already serious traffic issue. Any development of Chevy Chase Lake must take into account the current and serious congestion issues and include measures to help alleviate additional congestion and traffic that increased development will create. This issue has a direct impact on our neighborhood, as currently egress and ingress into our neighborhood is difficult and dangerous during rush hour, and we have serious concerns regarding the impact high density development will have.

4) **Biker/Pedestrian Safety:** Currently, the pedestrian crossings in the Chevy Chase Lake area are wholly inadequate and very dangerous. Because the proposed development will abut numerous residential neighborhoods, a library, a school, and a popular biking/hiking trail, pedestrian safety CANNOT be ignored. High density development will only augment an already dangerous situation. Instead, we encourage the Planning Board and Council to ensure that any development focus on creating walkable communities by enhancing biker/pedestrian safety.

5) **Preservation of Open Space and Green Space:** With the construction of the Purple Line, this area will already be seeing a reduction in green space. High density development would further eliminate open space and green space in Chevy Chase Lake. Simply put, the residents do not wish to see this area transformed into an urban area with multiple high rise buildings, displaced wildlife, paved over areas and little to no open and/or green space. Moreover, such a development would not be attractive to visitors. Any development must strive to preserve valuable green space and incorporate walking trails and parks into the design process.

6) **School Overcrowding:** Again, our neighborhood is extremely disappointed that this issue has not been adequately addressed as part of the planning process. Any development of the Chevy Chase Lake area must take into account the current overcrowding of area schools. Many residents moved to Montgomery County for the excellent public schools, but Our neighborhood cannot support the proposed high density development that will worsen school overcrowding. We encourage the Planning Board and the Council to not only give serious internal consideration to this issue, but to address this issue publicly in future reports, meetings, and hearings.

7) **More Transparency:** While our neighborhood greatly appreciates the efforts of the Planning Board Staff to keep residents informed as to proposed development in the area, we believe that more can and should be done by the Planning Board members themselves. We encourage both staff and Member to come to our neighborhood, walk the area and talk with residents. Quite frankly, our experience with the Purple Line planning has left our neighborhood skeptical and cautious. It would seem that once approval has obtained, new disclosures have been made regarding eminent domain and ridership. Now with regard to the anticipated development, the two-step/phase development process originally announced appears to have been rejected. Our neighborhood wants to continue to have an open dialogue with the Planning Board Staff and Board Members as to the planning process in order to ensure that our concerns are being heard and addressed. We believe

that by working together we can all be successful in identifying and achieving mutual goals.

8) ****Crime Prevention:** Given our location, our neighborhood is likely to be the most impacted by any development of Chevy Chase Lake. For this reason, we want to ensure that commercial property owners will take adequate steps to deter crime and ensure the safety of the area. Currently, we do not believe that private security monitors the parking lots of either shopping center owned by Chevy Chase Land Company. Rather, the area is patrolled by Montgomery Police. While this area has benefited from low crime rates, in the past two years, there have been armed robberies of the Sunoco Station and Sun Trust Bank. It would be our hope that with increased development, there would also be increased security measures taken by commercial property owners.

9) ****Preservation of Established Neighborhoods:** The proposed development is surrounded by a number of established residential neighborhoods. The Planning Board and the County Council must take the necessary steps to ensure that the proposed development preserves the character of these neighborhoods and addresses the valid concerns of taxpayers and voters. To date, the Land Company has disregarded this issue. Our appointed and elected officials, however, should not follow suit.

Kent Holland

Plesser Holland Associates | New York + Washington
1615 L Street N.W. | Washington, DC | 20036
P. 202.629.3450 | M. 917.561.9684
kholland@plesser.com
plesserholland.com | Beet.TV

Hisel-McCoy, Elza

From: caroloroberts <caroloroberts@verizon.net>
Sent: Monday, July 23, 2012 2:53 PM
To: Hisel-McCoy, Elza
Subject: Re: A question on CCLake plans

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you so much for your informative reply. Alas, I don't think the Planning Board got the point: they are requesting plans for "taller buildings" and apparently want plans for how much can be built without the Purple Line. **What can the community do to back you up and refute need/feasibility of higher density development and traffic.**

Carol

----- Original Message -----

From: Hisel-McCoy, Elza
To: caroloroberts
Sent: Monday, July 23, 2012 2:38 PM
Subject: RE: A question on CCLake plans

Hello Carol,

Thanks for your comments. Our transportation analysis showed that about 80 percent of the traffic coming through Chevy Chase Lake is pass-through traffic between DC, Bethesda, the Beltway, and north. The plan recommendations cannot directly reduce those numbers. While we looked at a number of options for Connecticut Avenue, none worked well enough to rise to a plan recommendation. Instead, the plan recommendations focus on limiting development and providing local alternatives, including bicycle, pedestrian, and transit improvements.

There is further detail available on our transportation analysis in the Transportation Appendix, available online at: <http://www.montgomeryplanning.org/community/chevychaselake/appendix.shtm>

Sincerely,

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
Planner Coordinator
Area One
Montgomery County Planning Department
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910
301.495.2115, elza.hisel-mccoy@montgomeryplanning.org

From: caroloroberts [<mailto:caroloroberts@verizon.net>]
Sent: Friday, July 20, 2012 7:51 PM
To: Hisel-McCoy, Elza
Subject: A question on CCLake plans

Elza: Did I understand from your presentation last Monday that the Planning Office no longer plans to address the north-south traffic on Connecticut Avenue? At one point last year I saw reference to the suggestion that the meridian strip be

removed from the CC Circle to the beltway or beyond to allow for reverse lane traffic in rush hours. I know you are aware of the heavy traffic during rush hours - you made reference to it in your testimony - but I did not hear how it is to be addressed.

May I add that it is backed up not just during "normal" rush hours which has been the time frame for traffic studies. I leave CC Lake Drive around 10:30 am two-three mornings a week and it takes me five to six minutes after getting on to CT Avenue to get to East-West Highway, a distance of 4 blocks.

Carol O. Roberts

Hisel-McCoy, Elza

From: Steven Warner <sdwarner@verizon.net>
Sent: Saturday, July 28, 2012 7:21 PM
To: Hisel-McCoy, Elza
Subject: Chevy Chase Lake

Follow Up Flag: Follow up
Flag Status: Flagged

I believe that any redevelopment of Chevy Chase Lake should and need to include a partial resurrection of that lake which appears on historical maps of that area, and further I oppose the PB solitary focus on density as I have expressed to the County Council and our Congressinal delegation as well in reference to another sector plan of Kensington.

I also ask that affordable housing be mandated in the area of Chevy Chase Lake as what has happened at White Flint, Grosvenor, Symphony Park is unconscionable to have high end development only as I voice an objection in conscience to high end only.

Steve Warner
Silver spring

MCP-CTRACK

From: Cathy Kwart <ckwart@gmail.com>
Sent: Wednesday, August 29, 2012 10:41 AM
To: MCP-Chair
Subject: development

RECEIVED
AUG 29 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Reduce further plans to redevelop Chevy Chase Lake area until Purple Line funds come thru.

Cathy Kwart

MCP-CTRACK

From: robert shogan <robertshogan@hotmail.com>
Sent: Wednesday, August 29, 2012 11:06 AM
To: MCP-Chair
Cc: robert shogan
Subject: chevy-chase lake development plans

RECEIVED

AUG 29 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To Planning Board members:

I have lived in Chevy Chase on Raymond Street for more than 40 years. My wife and I raised two daughters here. I hope to live out my days here.

I object strongly to the plans for development of the Chevy Chase Lake area. After reading the plans and several analysis of them I fear carrying out these plans would severely disrupt this community. It would add greatly to already heavy traffic congestions caused by the BRAC merger and drive small local businesses that I and my neighbors depend upon out of existence. And it would take away green space and trees.

Please cut back on the plan offered by the County planning staff. don't increase it.

Thank you for your consideration.

Robert Shogan,

MCP-CTRACK

From: Maria Ionata <mionata@gmail.com>
Sent: Wednesday, August 29, 2012 11:43 AM
To: MCP-Chair
Subject: Chevy Chase Lake Development

Dear Montgomery County Planning Board,

I'm a resident of Chevy Chase (Section 3) and support **smart redevelopment** of the Chevy Chase Lake area. However, any redevelopment must respect the established residential communities. The size and scope of redevelopment must take into consideration the interests expressed by area communities. If anything, the original Montgomery County Staff Plan presented on July 16 must be **decreased in scale, not increased in scale**.

Any increases to development that has not already been approved should be phased in **after the Purple Line** is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Traffic volume will increase, and traffic flow will worsen with any of the increased scales of development being proposed or considered by commissioners on the Montgomery County Planning Board. Traffic is already poor. With the BRAC redevelopments near Chevy Chase Valley, traffic has worsened. Large-scale development at Chevy Chase Valley will only make things even worse.

Traffic reports that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed and evaluated for their validity. *The Washington Post* recently discussed why some traffic reports estimate - inaccurately - that traffic maintains or improves with development. One example, citing the BRAC merger of Bethesda Naval Medical Base and Walter Reed Hospital, said that traffic was so congested and stagnant, that the traffic measurement cables were not crossed very much in a short period of time. As a result, the traffic measurements made it appear that traffic was decreased, when actually it was severely worse. Any one driving or walking along Jones Bridge Road at rush hour can verify that traffic has been backed up as far as the entire length of Jones Bridge between Connecticut Avenue and Wisconsin Avenue. Please consider real world traffic experience and disallow large-scale development at Chevy Chase Valley.

Large-scale development (1.5 million square feet) means increased traffic which means **increased bicycle and increased pedestrian risk**. Keep the scale of development small to moderate - no more if not *less than* the original staff plan proposal of July 16 - and assure safe bicycle lanes and pedestrian crossings. Bicycle and pedestrian safety is especially true between Manor Road and Jones Bridge Road.

Large-scale development (1.5 million square feet) means **the loss of green space and tree canopy** (20 acres of forest are at risk in some current proposals and **increased risk of survival of unique community businesses**. . Don't dwarf the green space with concrete and steel and provide opportunities for survival of the unique businesses that serve this community.

Sincerely

Maria Ionata

MCP-CTRACK

From: Bowman Roy <roy@roybowman.com>
Sent: Wednesday, August 29, 2012 12:10 PM
To: Wells-Harley, Marye; Carrier, Francoise; MCP-Chair
Cc: Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Subject: CHEVY CHASE LAKE CENTER DEVELOPMENT

RECEIVED

AUG 29 2012

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

I write to register strong objection to the Planning Board's approach to the development of the CHEVY CHASE LAKE CENTER. I am a resident of the New Hamlet which is adjacent to the area under consideration and I was present at the last meeting of the board on this issue. I believe that the Staff Recommendation to the board at the last meeting addressed the competing interests of developers and the community and is a reasonable balancing of these interests that could permit development without destruction of the essential character of the area. The Staff spent almost two years of outreach to the community and incorporated a fair presentation of community views.

The summary rejection of the Staff recommendation by the board showed a clear bias on the board's part for development and a disregard of basic governance issues.

I STRONGLY URGE THE BOARD TO REJECT ANY PROPOSALS THAT WOULD PERMIT DEVELOPMENT IN EXCESS OF THAT ORIGINALLY PROPOSED BY THE STAFF IN THE JULY MEETING

Roy G. Bowman

RECEIVED
AUG 29 2012

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Sherri Hammerman <graphicsherri@hotmail.com>
Sent: Wednesday, August 29, 2012 1:40 PM
To: MCP-Chair
Subject: opposition to large-scale growth in Chevy Chase Lake

I am a resident of Chevy Chase, MD. My children attend public school at Rosemary Hills and Chevy Chase Elementary, and we are members of the Chevy Chase Recreation Association (CCRA) on Spring Valley Road. I am writing to express my deep concern over the scope and scale of plans being made to renovate Connecticut Avenue and surrounding areas.

As it is, I am reluctant to leave the house after 3pm to take my children to activities, the library or playdates, run errands or any other activity. Traffic is horrific and has gotten significantly worse since BRAC. To bring more businesses into that stretch will make things even worse.

There are 250 kindergartners at my son's primary school this year. With neighborhoods turning over and more people with families moving into the area, we are experiencing such explosive growth that our schools are far, far beyond capacity and it affects everyone. Building new residences within the school district would be pouring water into an already overflowing cup.

Chevy Chase Supermarket is a locally owned business that has generously supported our schools year after year. I would hate to see their business suffer by allowing another grocery to move into the immediate area, especially considering how many there are within a 2 mile radius already. Whole Foods or another big chain would not care for its community the way CCS does.

Please give serious consideration to all these issues. DC is already such a competitive place; it shouldn't be so difficult to dash out to pick up milk or your child.

Many thanks.

Sherri Hammerman
Chevy Chase, MD

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AUG 29 2012

MCP-CTRACK

From: feldmangs@aol.com
Sent: Wednesday, August 29, 2012 1:05 PM
To: MCP-Chair
Subject: Chevy Chase Lake development

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

18 Oxford Street
Chevy Chase, MD 20815
August 29, 2011

To the Montgomery County Planning Board:

I am writing as an individual citizen to express my growing alarm at the prospect of plans for excessive development in the Chevy Chase Lake area, the negative effects of which would metastasize throughout an expanding circle of communities in lower Montgomery County. I would appreciate it if this communication would be distributed to the members of the Planning Board and included in the Board packet for its September 6th meeting.

There are many areas of concern about the proposed disproportionate development in a well-established, primarily residential area. My most direct concern is the potential impact on traffic expanding into all surrounding areas.

As is obvious to anyone who (1) lives anywhere near the Connecticut Avenue corridor, (2) commutes via Connecticut Avenue or (3) uses it as a primary means of moving about lower Montgomery County, traffic on that road from Chevy Chase Circle on up to the Beltway already becomes bumper to bumper and crawls along during rush hours, and is often very crowded during other busy periods of the day – e.g., school starting and ending times, etc.

It is also clear that Brookville Road has already become a spill-over route for commuters when traffic becomes intolerably heavy on Connecticut Avenue. Frequently this narrow, winding two-lane residential road has wall-to-wall cars from Western Avenue to East-West Highway during rush hours. Furthermore, commuter traffic trying to escape the tie-ups on Connecticut Avenue shoots across the side streets between Connecticut Avenue and Brookville Road in inappropriate numbers, and at inappropriate speeds, given the narrowness of these residential side streets. It should also be noted that Brookville Road is the primary pedestrian route for school children walking to and from schools or school bus stops in both mornings and afternoons.

Aggressive development of the Chevy Chase Lake area should not be allowed. It will exacerbate an already difficult traffic situation in the surrounding areas. I have noted only the issues relating to Connecticut Avenue and Brookville Road. Similar concerns arise for all nearby roads, including Bradley Lane, which carries much traffic between Wisconsin Avenue and Connecticut Avenue (and is already backed up at almost any hour of the day), East-West Highway, and many others. It is, I believe, highly unrealistic to assume that public transportation will offset these problems in any meaningful way.

Thank you for your attention,
Gail S. Feldman

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AUG 29 2012

MCP-CTRACK

From: Bob Love <bob@ok-corrall.com>
Sent: Wednesday, August 29, 2012 1:06 PM
To: MCP-Chair
Subject: Chevy Chase Lake Plan should be reduced

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Members of the Montgomery County Planning Board,

The current zoning proposal concerning Chevy Chase Lake already permits too high a density construction.

In terms of the added traffic. It is already impossible to travel East-West on Jones Mill road, and more traffic will result in gridlock. Connecticut Ave has also reached capacity. In addition, no significant development should be allowed until the Purple Line funding is assured. Which may be never.

Finally, your current proposal for rezoning is already too dense, and you DEFINITELY should not add any increase in density to the July 16 plan.

We understand that real estate developers usually buy enough political support to get their own way, but let's make this an exception.

Robert Love and Ardith Bausenbach
3621 Raymond Street
Chevy Chase, MD 20815

Sylvia Johnson Pryor
8415 Lynwood Place
Chevy Chase, MD 20815
August 27, 2012

Dear Planning Board,

Although I signed today's Chevy Chase Hills Association group letter, I feel so strongly about the proposed Chevy Chase Lake zoning changes that I am writing you separately about my concerns.

My home on Lynwood Place borders Newdale Mews. The proposed development and accompanying zoning changes are of significant concern to me. I urge you to consider my points, as the proposed development has the potential to destroy not only the feel of our neighborhood, but also my family's peaceful enjoyment of our backyard and home.

1. Please do not allow any zoning changes to the Newdale Mews or Sonoco properties until Purple Line funding has been approved.

Right now, we don't know what type of impact final Purple Line plans will involve. Before making decisions about bordering developments, we should all understand what the final, approved construction will bring to the area. If zoning changes move forward but funding is ultimately not approved, our neighborhood will be left with unwanted crowding that current transportation and traffic patterns can't support, not to mention high rises looming over my backyard.

2. Please do not allow height limits to be increased at the Newdale Mews property.

I am alarmed to hear that 65 foot height limits are being considered. This would literally put high rise buildings right in my backyard.

- I have a two year old son, and giving him the ability to play in a backyard was one of the reasons we moved from a condominium building to this quiet, residential neighborhood. The pollution and noise from construction and the subsequent reduction of privacy and light from the south would effectively eliminate his ability to play in his own backyard.
- Having lived through a similar situation in the past, I also know that high buildings cause considerable noise pollution as well. Most of the larger windows in my home, including many bedroom windows, face south. Tall outdoor lights will likely shine directly into my home all night long.

3. Please consider buffers.

- I understand that current technology allows light rail trains to run very quietly. Thus, I believe that the *current* Newdale Mews property with its tall, mature trees and neighborhood-appropriate architecture provides an excellent buffer to a future Purple

Line. **There is no need for new zoning or construction at the Newdale Mews property to provide a buffer to a proposed rail line.**

- I am *far more* concerned about needing a buffer to any new construction at Newdale Mews because of the proximity to my home—and bedroom! **I ask that you require any new projects to include a vegetative buffer of mature trees and preserve all the trees that exist currently. I also ask that you at least double the minimum required 25-foot buffer** to reduce the amount of noise, light, and shadow pollution that my home would receive.

I understand the need for increased density and development in the Washington region, and am not opposed to it on principal. However, I ask that you allow this density only where appropriate—along busy avenues, such as Connecticut, and *not* adjoining peaceful single family homes.

Thank you for your help in this matter. If you would like to see my concerns for yourself, I invite you to walk the neighborhood with me to understand why the Chevy Chase Hills residents are so committed to preserving this special place.

Very truly yours,



Sylvia Johnson Pryor

0664
RECEIVED
AUG 22 2012

Tacconelli, Gail

From: Massimo Salsi <maxsalsi@yahoo.com>
Sent: Wednesday, August 22, 2012 10:55 AM
To: Carrier, Francoise; MCP-Chair; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Cc: Hisel-McCoy, Elza; maria aTh; a
Subject: Chevy Chase Lake: Newdale Mews Powerpoint; 1 of 5
Attachments: Newdale Mews Part 1 of 5.pdf

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Members and Montgomery County Planning Board

I attended a few weeks ago with expectations and concern the Staff presentation to the Planning Board about the redevelopment and changes to the Chevy Chase Lake Sector Plan.

In such sense, we are highly preoccupied by the possible changes on the West side of Connecticut Avenue, specifically on Newdale Mews which are immediately adjacent to our property and the request to raise buildings to 65 feet which was discussed and reiterated by the company representative at the meeting with the Board. In fact, our property and Newdale Mews are indeed bordering - there is no division by any street or other buffer - and we have all due concern.

We urge you to postpone any decision in such sense until the Purple Line is fully funded.

My wife and I live with our children at 8419 Lynwood Place, in the Chevy Chase Hills community on the West side of Connecticut Avenue. It is a well established neighborhood, which we chose with attention, time and care to details, and we are now afraid its character will be modified by the development plans. We think that any change in the plan and building codes should be consistent in preserving the current nature and prevailing standards in avoiding apartment buildings in close proximity to single residential houses.

The Staff from the Montgomery County planning team visited onsite our community and met with the neighbors (including ourselves), listening to the different positions and preparing a Sector Plan proposal mediating in the best possible way, and we really appreciate their time and efforts in this process.

Please take into account that in case a raise in height on Newdale Mews is implemented, our property not only would lose light, but such loss would be to the extent that we would be confined to darkness during the winter months and any objective lighting study could confirm such postulate. For your immediate reference, in such regard, you will find attached at the end of these notes some pictures taken in the backyard of our house, at 9.40 AM in February this year. The pictures reproduce the same wooden block and simulate effectively the shadow projection and effects of a potential apartment building built on Newdale Mews lots, on the same position with respect to our house; it is therefore demonstrated that the shadows would project with a dimension of 1 to 3; in proportion, a 65 feet building would extend in front of our house at least until the other side of the street.

The presentation by Newdale Mews at the meeting with the Board was supported by MS Powerpoint materials including different drawings, maps and proposals. I obtained such Powerpoint from the Staff and I attach a part of it, outlining how such document is misleading, starting from the base that the map used in the slides 2 and 4 is outdated and in my specific case such map does not include an addition to my

house which was built in 1999 ! I have other points related with the different images and perspectives, that I am available to discuss with whoever would be interested.

We are also concerned about the increase of the number of units and people, while Newdale Mews has not included any information about parking of the additional vehicles.

We understand that if and when the Purple Line will arrive, it will take along different changes to integrate communities and services; however these changes should ponderate the different interests of the residents. In any case, any change before the Purple line is fully funded is pointless in the terms that we are not sure about the final design and the technology that will be implemented: the final design could be aligned to the residential standards of the communities along the itinerary; modern light trains produce minimal to very low acoustic and environmental contamination; etc..

At this stage, we are therefore against any raise in height as it would consistently affect our lot, the lighting on our property and our own privacy, the value of our house, besides altering irremediably the character of the neighborhood.

Kind regards

Massimo & Maria Salsi
8419 Lynwood Place

----- Messaggio inoltrato -----

Da: "Hisel-McCoy, Elza" <Elza.Hisel-McCoy@montgomeryplanning.org>

A: "Tim Pryor (tim.pryor@hotmail.com)" <tim.pryor@hotmail.com>; Massimo Salsi <maxsalsi@yahoo.com>; "Julie Barrie Buchanan (jbarriebuchanan@gmail.com)" <jbarriebuchanan@gmail.com>

Inviato: Lunedì 13 Agosto 2012 11:23

Oggetto: Chevy Chase Lake: Newdale Mews Powerpoint; 1 of 5

Hello,

It was a pleasure to meet with Tim last week. I am forwarding the transition slide Margaret showed Tim on Friday. I am also sending a pdf of the Newdale Mews powerpoint from Rob Bindeman. It is a large file, so I am sending it in 5 easy pieces.

Let me know if you have questions or need anything else.

Sincerely,

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
Planner Coordinator
Area One
Montgomery County Planning Department
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910
301.495.2115, elza.hisel-mccoy@montgomeryplanning.org

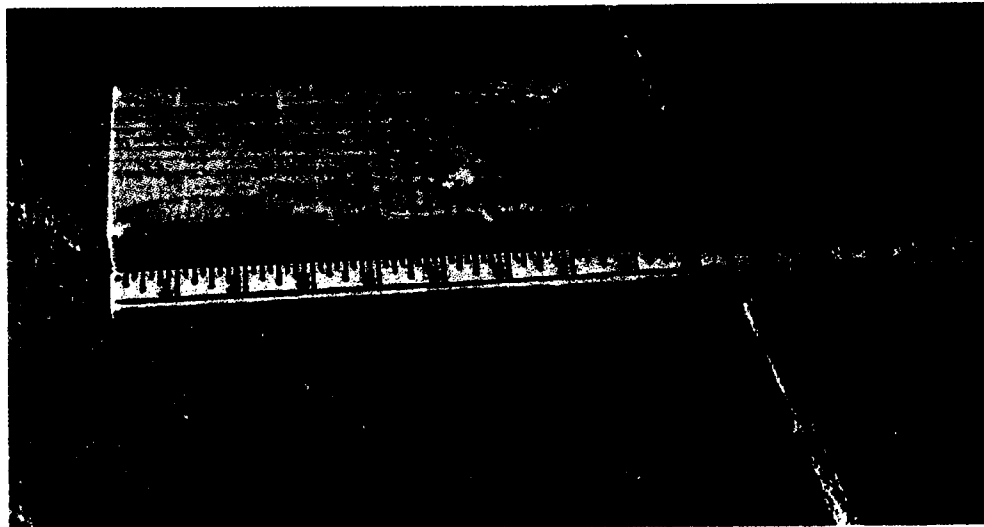
The following pictures were taken in the backyard of our residence, on February 12th, 2012 at 9.30 AM.

This date is not the "shortest" day in terms of daylight; the results would be even worst in December-January.

I added a red arrow on the picture (right) to represent the evolution of the shadow during the day, and another arrow to represent the position of our house (point of the transparent blu arrow)



As mentioned in our letter, the projection of the shadow was calculated with a **ratio of 1 to 3 at 9.30 AM**. Such proportion ratio is the result of comparing pictures taken of a piece of wood, height of 7.25 Long, and projecting an image 22.5 long (see following images):



Chevy Chase, August 22nd, 2012

Dear Members and Montgomery County Planning Board

I attended a few weeks ago with expectations and concern the Staff presentation to the Planning Board about the redevelopment and changes to the Chevy Chase Lake Sector Plan.

In such sense, we are highly preoccupied by the possible changes on the West side of Connecticut Avenue, specifically on Newdale Mews which are immediately adjacent to our property and the request to raise buildings to 65 feet which was discussed and reiterated by the company representative at the meeting with the Board. In fact, our property and Newdale Mews are indeed bordering - there is no division by any street or other buffer - and we have all due concern.

We urge you to postpone any decision in such sense until the Purple Line is fully funded.

My wife and I live with our children at 8419 Lynwood Place, in the Chevy Chase Hills community on the West side of Connecticut Avenue. It is a well established neighborhood, which we chose with attention, time and care to details, and we are now afraid its character will be modified by the development plans. We think that any change in the plan and building codes should be consistent in preserving the current nature and prevailing standards in avoiding apartment buildings in close proximity to single residential houses.

The Staff from the Montgomery County planning team visited onsite our community and met with the neighbors (including ourselves), listening to the different positions and preparing a Sector Plan proposal mediating in the best possible way, and we really appreciate their time and efforts in this process.

Please take into account that in case a raise in height on Newdale Mews is implemented, our property not only would lose light, but such loss would be to the extent that we would be confined to darkness during the winter months and any objective lighting study could confirm such postulate. For your immediate reference, in such regard, you will find attached at the end of these notes some pictures taken in the backyard of our house, at 9.40 AM in February this year. The pictures reproduce the same wooden block and simulate effectively the shadow projection and effects of a potential apartment building built on Newdale Mews lots, on the same position with respect to our house; it is therefore demonstrated that the shadows would project with a dimension of 1 to 3; in proportion, a 65 feet building would extend in front of our house at least until the other side of the street.

The presentation by Newdale Mews at the meeting with the Board was supported by MS Powerpoint materials including different drawings, maps and proposals. I obtained such Powerpoint from the Staff and I attach a part of it, outlining how such document is misleading, starting from the base that the map used in the slides 2 and 4 is outdated and in my specific case such map does not include an addition to my house which was built in 1999 ! I have other points related with the

different images and perspectives, that I am available to discuss with whoever would be interested.

We are also concerned about the increase of the number of units and people, while Newdale Mews has not included any information about parking of the additional vehicles.

We understand that if and when the Purple Line will arrive, it will take along different changes to integrate communities and services; however these changes should ponderate the different interests of the residents. In any case, any change before the Purple line is fully funded is pointless in the terms that we are not sure about the final design and the technology that will be implemented: the final design could be aligned to the residential standards of the communities along the itinerary; modern light trains produce minimal to very low acoustic and environmental contamination; etc..

At this stage, we are therefore against any raise in height as it would consistently affect our lot, the lighting on our property and our own privacy, the value of our house, besides altering irremediably the character of the neighborhood.

Kind regards

Massimo & Maria Salsi
8419 Lynwood Place

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This date is not the “shortest” day in terms of daylight; the results would be even worst in December-January.

I added a red arrow on the picture (right) to represent the evolution of the shadow during the day, and another arrow to represent the position of our house (point of the transparent blu arrow)



As mentioned in our letter, the projection of the shadow was calculated with a **ratio of 1 to 3 at 9.30 AM**. Such proportion ratio is the result of comparing pictures taken of a piece of wood, height of 7.25 Long, and projecting an image 22.5 long (see following images):



MCP-CTRACK

From: Green, Karen Goldmeier <kgreen@AKINGUMP.com>
Sent: Wednesday, August 29, 2012 9:59 AM
To: MCP-Chair
Subject: Objection to development plans in Chevy Chase Lake

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AUG 29 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Members of the Planning Board,

As a resident of Chevy Chase, I am extremely concerned about proposed zoning changes (including height limits) in Chevy Chase Lake, and the speed at which they are moving forward for approval. I am writing to urge in the strongest of terms that these zoning changes be modified and, equally important, for the Board to wait.

Redevelopment should respect established residential communities. Inherent in this respect is a thoughtful deliberation on a plan **after the Purple Line is fully funded**. We cannot finalize decisions until we have all the facts. This is especially true given the proposed increases in height. Given the transportation strains already along Connecticut avenue, it would be irresponsible to make permanent decisions impacting people's lives and livelihood until the we know more about how new plans will play out.

Thank you for your attention to this most important matter.

Sincerely,

Karen Green

3531 Woodbine Street

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0621
JUL 31 2012

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MONTGOMERY NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Kent Holland <kholland@plessner.com>
Sent: Monday, July 30, 2012 5:41 PM
To: MCP-Chair
Subject: Concerns about Expanding Chevy Chase Lake even Before the Purple Line comes through

Dear Montgomery County Planning Board,

I am the co-President of Chevy Chase Hills, and my wife and our two children live at 8504 Lynwood Place. We have lived in the neighborhood for nine years and we moved here from Manhattan because it's a quiet and safe place to raise our children.

I'm not some whining NIMBY who complains about mass transportation and economic development: I ride my bike on the Crescent Trail to the Bethesda Metro station every day, and I would enjoy some new retail in Chevy Chase Lake and appreciate it would mean more jobs. But as it's designed now, I am opposed to some of those changes in the Chevy Chase Lake Sector Plan. How can we let the cart in front of the horse because much of the changes are dependent on the Purple Line, which may never be funded (at least I can't see where MD is going to come up with 750 million dollars when our schools, roads, etc need so much funds).

If the Purple Line is built, development will come, I know that: I grew up in Takoma Park and have been amazed at the positive changes wrought in Silver Spring and Bethesda due to Metro stations in those areas.

But if you change the zoning before the Purple Line is funded, the Planning Board will not be approving "Transit Oriented Development" but "Chevy Chase Land Company Development."

Please consider the following points:

Building heights at Newdale Mews should not be increased to 65 feet. There are NO tall apartment buildings that have been built immediately next to single family homes anywhere in Chevy Chase, and they don't belong in our neighborhood. If Newdale Mews increased its buildings to the full 65 feet, they would tower over our neighborhood giving it a Rockville-type feel.

The traffic analysis needs to be redone, the numbers we've seen are laughable. They should be based on new studies done during the school year between 8-9 am and 5-6:30 pm. All my neighbors will tell you it is already incredibly congested.

The Montgomery County planning staff spent a lot of time listening to our concerns before presenting findings in the Sector Plan, and it made preserving existing communities a priority in its draft. We sincerely appreciate those efforts. The final plan should make it clear that redevelopment must respect the scale and feel of Chevy Chase Hills.

Sincerely,

Kent Holland
Co-President, Chevy Chase Hills
8504 Lynwood Place
Chevy Chase, MD 20815

Kent Holland
Plesser Holland Associates | New York + Washington
1615 L Street N.W. | Washington, DC | 20036
P. 202.629.3450 | M. 917.561.9684
kholland@plesser.com
plesserholland.com | Beet.TV

MCP-CTRACK

From: Laura Hardy <lihardy@me.com>
Sent: Tuesday, July 31, 2012 4:22 PM
To: MCP-Chair
Subject: Chevy Chase Lake Redevelopment

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0622
AUG 01 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Montgomery County Planning Board,

My husband and I, along with our three children, live at 8413 Lynwood Place in the Chevy Chase Hills neighborhood. We have lived in the neighborhood for over a decade now, and we still appreciate the qualities that attracted us to the neighborhood in the first place—notwithstanding its proximity to Connecticut Avenue, it remains a small, quiet enclave.

I recently learned that you are considering changes to the height limits and zoning rules on land within our community that, from my perspective, would adversely affect me and other residents of Chevy Chase Hills. I am opposed to some of those changes in the Chevy Chase Lake Sector Plan, as well as their timing, and I urge you not to allow those changes and not to allow changes before the Purple Line is fully funded.

Let me be clear. I know that growth in our area is inevitable if and when the Purple Line is built. But if zoning changes happen before the Purple Line is even *funded*, the Planning Board will not be approving "Transit Oriented Development" at all—just unwanted development. As you consider changes in the Chevy Chase Lake Sector Plan, I urge you to consider the following:

- Building heights at Newdale Mews should *not be increased at all*—and definitely not to 65 feet. I can't think of *any* tall apartment buildings that have been built immediately next to single family homes anywhere in Chevy Chase, and they don't belong in our neighborhood. If Newdale Mews increased its buildings to the full 65 feet, they would tower over immediately adjacent properties, including my own, blocking sunlight (and potentially killing shrubs, trees, and flowers in the process) and eliminating any semblance of privacy.

- Any traffic analysis should be based on new studies, done during the school year between 8-9 am and 5-6:30 pm. As anyone who drives through the area at those times would tell you, it is already incredibly congested! Any study done at different time points and/or different points in the year will not be relevant or trustworthy.
- When considering proposed height increases on the west side of Connecticut Avenue, due consideration should be given to whether there will be an adequate buffer for the homes on Loughborough Road, or on the eastern end of Laird Place.

The Montgomery County planning staff spent a lot of time listening to our concerns before presenting findings in the Sector Plan, and it made preserving existing communities a priority in its draft. We sincerely appreciate those efforts. The final plan should make it clear that redevelopment must respect the scale and feel of Chevy Chase Hills.

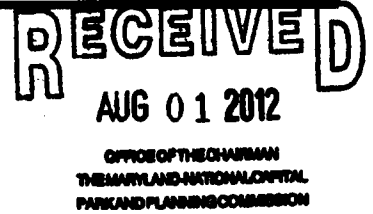
Thank you for your time and consideration,

Laura Hardy

8413 Lynwood Place
Chevy Chase, MD 20815
(301) 656-5550

MCP-CTRACK

From: Hawkins, Charles <Chawkins@mwe.com>
Sent: Tuesday, July 31, 2012 5:11 PM
To: MCP-Chair
Cc: jbarriebuchanan@gmail.com; Hawkins, Charles; Sara Hawkins
Subject: Chevy Chase Lake Redevelopment



Dear Montgomery County Planning Board,

My wife and I, along with our daughter and soon-to-be son, live at 8502 Lynwood Place in the Chevy Chase Hills neighborhood. We chose to move to this quiet, charming neighborhood to start our young family for the seclusion and safety it provides. We recently learned that you are considering changes to the height limits and zoning rules on land within our community that, from our perspective, would adversely affect us, other residents of Chevy Chase Hills and the very characteristics that attracted us to that neighborhood. We are opposed to some of those changes in the Chevy Chase Lake Sector Plan, as well as their timing, and we urge you not to allow those changes and not to allow changes before the Purple Line is fully funded.

We know that growth in our area is inevitable if and when the Purple Line is built. But if zoning changes happen before the Purple Line is even *funded*, the Planning Board will not be approving "Transit Oriented Development" at all—just unwanted development. As you consider changes in the Chevy Chase Lake Sector Plan, we urge you to consider the following:

- Building heights at Newdale Mews should *not be increased at all*—and definitely not to 65 feet. We can't think of *any* tall apartment buildings that have been built immediately next to single family homes anywhere in Chevy Chase, and they don't belong in our neighborhood. If Newdale Mews increased its buildings to the full 65 feet, they would tower over immediately adjacent properties, blocking sunlight (and potentially killing shrubs, trees, and flowers in the process) and eliminating any semblance of privacy.
- Any traffic analysis should be based on new studies, done during the school year between 8-9 am and 5-6:30 pm. As anyone who drives through the area at those times would tell you, it is already incredibly congested. Any study done at different times and/or different points in the year will not be relevant or trustworthy.
- When considering proposed height increases on the west side of Connecticut Avenue, due consideration should be given to whether there will be an adequate buffer for the homes on Loughborough Road, or on the eastern end of Laird Place.

The Montgomery County planning staff spent a lot of time listening to our concerns before presenting findings in the Sector Plan, and it made preserving existing communities a priority in its draft. We sincerely appreciate those efforts. The final plan should make it clear that redevelopment must respect the scale and feel of Chevy Chase Hills.

Sincerely,
Charles & Sara Hawkins
8502 Lynwood Place
Chevy Chase, MD 20815
(202) 746-3126

IRS Circular 230 Disclosure: To comply with requirements imposed by the IRS, we inform you that any U.S. federal tax advice contained herein (including any attachments), unless specifically stated otherwise, is not intended or written to be used, and cannot be used, for the purposes of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter herein.

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Please visit <http://www.mwe.com/> for more information about our Firm.

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0626
AUG 02 2012

MCP-CTRACK

THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Janene Mitchell <janemitchell@verizon.net>
Sent: Wednesday, August 01, 2012 8:53 PM
To: MCP-Chair; Anderson, Casey; Dreyfuss, Norman; Presley, Amy; Wells-Harley, Marye; Carrier, Françoise
Subject: Opposition to proposed Chevy Chase Lake Development

August 1, 2012

Dear Sir/Madam:

Please do not raise the height limits and make the other proposed zoning changes to land next to my Chevy Chase Hills neighborhood. I urge you to not to allow those changes in the Chevy Chase Lake Sector Plan and consider the character of Chevy Chase and surrounding neighborhoods.

I find it extremely objectionable to plop high rise buildings right in the middle of established neighborhoods and green spaces. The buildings will be completely surrounded by homes and will even be across from an already overpopulated school which children typically reach by walking and riding their bikes. Chevy Chase is a vibrant residential, community and I can't fathom why you would even consider high buildings and dense development next to established homes. The proposed development is completely inconsistent with the existing neighborhood and would have an adverse impact on the quality of life.

Traffic in Chevy Chase Lake is currently almost unbearable. Connecticut Avenue is one of the original spokes of the wheel designed by DC city planners and is a major access road to Washington DC for commuters from points North. Sprawl continues in Maryland and people access Washington along Connecticut Avenue. During many hours of the day and evening it is a real struggle to get out of our neighborhood and even onto Connecticut Avenue. The intersections are gridlocked at times every day and the street crowded with cars lined bumper to bumper in every lane as far as the eye can see. Adding more density with tall buildings and all that they include will compound the problem and absolutely kill the area. It is mind boggling to me to think that this location is even being considered for development given that it is an absolute choke point now. The neighboring intersection at Connecticut and Jones Bridge has long been considered a failed intersection and one of the worst in the state of Maryland. And it is only getting worse with the addition of the base relocation from Walter Reed.

Our neighborhood sits just inside the beltway and on days when there is a police incident, an accident, rain, snow, fog, sun glare, a holiday approaching, Friday vacation get aways, etc the beltway backs up and absolutely paralyzes Connecticut Avenue. It does not take much to slow down or stop traffic on the beltway. These occurrences are unfortunately VERY frequent and bring traffic on Connecticut Avenue to a halt.

I implore you to reconsider your proposed plan and respect the long established residential community of Chevy Chase. The Montgomery County planning staff spent great effort studying our area and in presenting it findings in the Sector Plan. Redevelopment must respect the scale and feel of Chevy Chase Hills.

Thank you for your attention.

Janene Mitchell
8507 Longfellow Place
Chevy Chase, MD 20815

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AUG 02 2012

MCP-CTRACK

CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Curtis Mitchell <curtismitchell98@gmail.com>
Sent: Wednesday, August 01, 2012 9:32 PM
To: MCP-Chair; Anderson, Casey; Dreyfuss, Norman; Presley, Amy; Wells-Harley, Marye; Carrier, Francoise

August 1, 2012

Dear Sir or Madam

Please do not raise the building heights and make the zoning changes surrounding our Chevy Chase Hills neighborhood.

I live in Chevy Chase Hills with my parents, 2 brothers and sister. There are lots of families in our neighborhood. It is a great place to live. It is full of life with kids everywhere and lots of families. It is not right to put huge buildings right next to the houses and yards of people in our neighborhood. Big buildings just don't fit in! No one in a neighborhood would want to look up at high rises next to their yard or have people in the buildings looking down on their houses.

We already have miserable traffic on Connecticut Avenue which is hard on our neighborhood. It often takes 20 plus minutes to get to our neighborhood just from the intersection of Connecticut and East-West Highway on my way home from practices every day. That is not even a mile away! It is hard to find carpools with my teammates as no one wants to have to drive down Connecticut Avenue during rush hour because it does not move and is like a parking lot. Often, we have to make decisions based on the traffic, like whether we can run an errand or have a friend over. How can you think of adding more people and traffic? The intersection at Connecticut Avenue and Jones Bridge is known and has been called one of the worst, most congested in the entire state of Maryland already!

Please reconsider your bad plan and don't raise the building height limits or other zoning changes to the Chevy Chase Lake Sector Plan.

Thank you
Curtis Mitchell
8507 Longfellow Place
Chevy Chase, MD 20815

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL OPEN
SPACE PLANNING COMMISSION

MCP-CTRACK

From: Colin Mitchell <ctmitch94@gmail.com>
Sent: Wednesday, August 01, 2012 9:56 PM
To: MCP-Chair; Anderson, Casey; Dreyfuss, Norman; Presley, Amy; Wells, Françoise
Subject: Opposition to Chevy Chase Lake Sector Plan Changes

Montgomery County Planning Board,

I am against raising the height limits and other zoning changes to land next to Chevy Chase Hills. This is not a commercial area such as Bethesda and tall high raises would be inconsistent with the character of the neighborhood. I am disgusted to think you would disregard the time spent and recommendations made by the Montgomery County planning staff who analyzed the neighborhood and listened to the residents in proposing the area plan. It is unjust and unethical for you to proceed as such with total disregard for the well being of the residents.

Additionally, traffic in this immediate area is horrendous. The Connecticut Avenue/Jones Bridge intersection is already recognized as one of the worst in the metro area. Development as you propose would compound the problem.

Please reconsider. Thank you.

Colin Mitchell
8507 Longfellow Place
Chevy Chase, MD 20815

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MCP-CTRACK

From: Eric Mitchell <emitch43@gmail.com>
Sent: Wednesday, August 01, 2012 10:35 PM
To: MCP-Chair; Anderson, Casey; Dreyfuss, Norman; Presley, Amy; Wells-Harley, Marye; Carrier, Françoise
Subject: No changes to Chevy Chase Lake Sector Plan

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Montgomery County Planning Board,

Why are you trying to make Chevy Chase like Queens, New York? Queens is horrible and Chevy Chase will become horrible too. Shame on you! I am afraid that you are really going to make my family to move to Virginia like my Mom says we need to do. She used to live in Fairfax and knows it is better. A lot of my parents friends in Chevy Chase are starting to feel that way about Virginia. What are you doing to Montgomery county?

Please reconsider your development plans for our Chevy Chase.

Eric Mitchell
8507 Longfellow Place
Chevy Chase, MD 20815

MCP-CTRACK

From: Thomas W. Mitchell <twm@klores.com>
Sent: Thursday, August 02, 2012 1:27 PM
To: MCP-Chair; fancoise.carrier@mncppc-mc.org; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Cc: janene.mitchell@reznickgroup.com
Subject: Chevy Chase Lake Sector Plan

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

August 2, 2012

To MNCPP Members:

I reside at 8507 Longfellow Place with my wife and four children.

Until now, I have relied on the efforts of neighborhood group leaders to express my views opposing your plans to transform the Chevy Chase Lake area from a wonderful area with small neighborhoods and a handful of small businesses into a large, utopian "Town Center" that can accommodate chain stores and restaurants which no one in the immediate area wants, and which already exist less than 1 mile away in downtown Bethesda, and in Silver Spring, Kensington, and Wheaton. No more. This email will be the first of many activities opposing your efforts, and I will do whatever is necessary to energize those with similar views, which is everyone I know in the surrounding areas.

You were recently presented by your staff with what appeared to some people to be a sensible redevelopment plan (the "Draft Plan"), one that downsized the Chevy Chase Land Company's excessive original proposal. I dispute the notion that even the Draft Plan is reasonable, given the indisputable fact that the proposed changes in the Draft Plan will completely change the area for the worse by substantially increasing traffic, and thereby creating around the clock traffic nightmares for me, my family, every family who lives in this area, and every person who uses Connecticut Avenue, and about which you plan to do nothing other than to dream that people coming to the "Town Center" will use the Purple Line, or ride buses, or bike there. They will not. Look at downtown Bethesda. The overwhelming majority of people drive there, even with a Metro stop close by. Thus, the traffic and parking there is horrible. And now you want to bring that environment to my neighborhood and every collection of quiet homes in Chevy Chase Lake.

Even worse, you have now instructed the Board staff to go back and reconsider their recommendations to limit the height of the buildings, and to allow even greater development before the Purple Line is built. In effect, to make the above problems created by the staff's recommendation even worse. You should rescind that request immediately.

Here, I also ask that you (or someone from your staff) identify to me (by a return email) three areas (or even one) in the Washington metropolitan region that you would cite as the example of what you are trying to accomplish in Chevy Chase Lake. Surely you must have an existing model for your plan. But, I suspect that you do not, for I know of no local area where there is such dense commercial and high rise development that is so close to the type of residences that exist now in Chevy Chase Lake.

Chevy Chase Lake is not downtown Bethesda, nor Rockville Town Center (depicted in the Draft Plan). More importantly, we do not need another downtown Bethesda that is only 1 mile away from the original. Stop trying to turn Chevy Chase Lake into those types of areas with tall buildings and large scale commercial shopping. If you want to increase new development, focus on existing areas like Wheaton, or the north end of Bethesda, where there is already a substantial commercial presence with the usual buffers before residential neighborhoods. Here, there are no such buffers. You propose to put 10-15 story buildings literally in the backyards of single family homes. You propose to bring thousands of cars to a small area with limited roads which will spill into our neighborhoods. Every street in my neighborhood and the surrounding areas will be filled with visiting cars.

About ten years ago, a friend told me that Government planners like the MNCPPC would not be satisfied until areas like Chevy Chase Lake looked like Queens, New York, with people living on top of each other, unable to drive their cars because of the congestion, but still with cars jamming all residential streets, and with the higher crime that always comes with the influx of more people, etc. He appears to have been right.

Your request that the Staff reconsider higher buildings and faster development betrays your intention to take the very small area that is Chevy Chase Lake and jam as many people as possible into it, without regard to the adverse impact of those actions on the existing residents like me and my family. You should instead be pursuing a plan that permits the least additional development, and I urge you to take that course.

THOMAS W. MITCHELL
Klores Perry Mitchell PC
1735 20TH STREET, N.W.
WASHINGTON, D.C. 20009
T:(202) 628-8100
F:(202) 628-1240
WWW.KLORES.COM
TWM@KLORES.COM

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MCP-CTRACK

From: Ellie Mitchell <elliemitchell00@gmail.com>
Sent: Wednesday, August 01, 2012 9:03 PM
To: MCP-Chair; fancoise.carrier@mncppc-mc.org; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Subject: No changes to Chevy Chase Lake Sector Plan

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AUG 02 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL OFFICIAL
PARK AND PLANNING COMMISSION

July 28, 2012

To Whom it May Concern,

I live in Chevy Chase Hills with my family of 6 people. It is a very safe, friendly neighborhood. It is very pretty and green with lots of big trees and gardens. We spend lots of time outside in our neighborhood. We ride our bikes for exercise and to get to places like friends houses, the pool and the park. We walk everywhere too. There are lots of babies strolling, walkers and joggers and pets. In my house we take turns taking long walks with our dog many times every single day.

We play lots of outside games with our friends and neighbors like manhunt, hide and seek, basketball, catch, shooting lacrosse and soccer goals.

We love the quiet peaceful neighborhood. We eat breakfast on our front porch almost every day except in the winter. I love seeing and hearing the many birds. We even have a huge hawk living in our neighborhood that I love to watch. Family dinners on our back patio are a tradition. Sitting out there with my family is one of the best parts of every day.

My parents say you want to build tall buildings next to our neighborhood. PLEASE DON'T! This is not New York City and we do not want that. You will ruin our community and what makes Chevy Chase a great place to live.

Also, we don't need any more traffic. During rush hour it is so hard to even get out of our neighborhood and onto Connecticut Avenue. People always block the intersections even when the traffic light turns. It is so so crowded on the roads. We spend so much time in our car inching to school and to and from our sports every day. Please don't make it worse by adding more buildings and people.

Please do not raise the height of the buildings and make zoning changes next to the Chevy Chase Lake Sector Plan and affect our Chevy Chase Hills neighborhood.

Thank you.

Ellie Mitchell
8507 Longfellow Place
Chevy Chase, MD 20815

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MCP-CTRACK

From: Presley, Amy
Sent: Thursday, August 02, 2012 9:58 AM
To: MCP-Chair
Subject: FW: Newdale Mews -- Beware Increasing Height Limits -- A Shortsigned Plan for a Family Neighborhood

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Penny Mallory
Sent: Thursday, August 02, 2012 9:57:27 AM (UTC-05:00) Eastern Time (US & Canada)
To: 'Françoise.Carrier@mncppc-mc.org'; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Cc: 'Penny Mallory'
Subject: Newdale Mews -- Beware Increasing Height Limits -- A Shortsigned Plan for a Family Neighborhood

Dear Planning Board,

I've recently learned that the Montgomery County Planning Board is considering increasing height limits at Newdale Mews to 65 feet or higher as part of a new land use plan. What sad news. As a long-time real estate agent in the area, I want to express my strong opposition to that idea, and to encourage you to reconsider.

I've shown hundreds of houses over the years in Chevy Chase, and found the neighborhood of Chevy Chase Hills to be a wonderful community, full of young families in a quiet, private setting that's still close to so much activity and regional highways. When I helped a family buy a home on Lynwood Place this spring, I knew immediately that we'd found the perfect fit. The house was big enough to suit the family's needs, the streets were lined with trees, and the houses nearby were attractive. We knew about the apartments behind the home, but their modest scale and separation by trees made them hardly noticeable and in no way a deterrent.

Allowing six story apartments directly behind the homes on this street would be a tragedy for the families living behind them. It would also damage the beauty and integrity of Chevy Chase Hills. Please consider leaving Newdale Mews' height limit at 35 feet, and do not allow any changes to that property's zoning before the Purple Line is fully funded. Otherwise, one of the few relatively affordable entry points into Chevy Chase for young families would surely be diminished.

Sincerely,

Penny Mallory

Penny Mallory, CRS - 301 654-7902
pmallory17@gmail.com

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OFFICE OF THE CLERK
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Lynda Maudlin <freestyle25m@hotmail.com>
Sent: Friday, August 03, 2012 11:35 AM
To: MCP-Chair
Cc: Carrier, Francoise; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman;
casey.anerson@mncppc-mc.org
Subject: Redevelopment of Chevy Chase Lake

Dear Montgomery County Planning Board,

I recently learned that you are considering changes to the height limits and zoning rules on land within our community that would adversely affect my family and other residents of Chevy Chase Hills. I look forward to improved retail in my neighborhood. However, I am opposed to some of those changes in the Chevy Chase Lake Sector Plan, as well as their timing, and I urge you not to allow those changes and not to allow changes before the Purple Line is fully funded.

If zoning changes happen before the Purple Line is even funded, the Planning Board will not be approving "Transit Oriented Development" at all—just unwanted development. As you consider changes in the Chevy Chase Lake Sector Plan, I urge you to consider the following:

- Building heights at Newdale Mews should not be increased at all—and definitely not to 65 feet. There are no tall apartment buildings immediately next to single-family homes anywhere in Chevy Chase, and they don't belong in our neighborhood. If Newdale Mews increased its buildings to the full 65 feet, they would tower over immediately adjacent properties, blocking sunlight (and potentially killing shrubs, trees, and flowers in the process) and eliminating any semblance of privacy.
- Any traffic analysis should be based on new studies, done during the school year between 8-9:30 am and 4-6:30 pm. It is already incredibly congested. It can take me as long as 10 minutes to go south on Connecticut Avenue to East West Highway at 9:15 am. Gridlock at Manor Road to go north on Connecticut Avenue in the afternoons means sitting through 2 or 3 lights before being able to make a left.
- When considering proposed height increases on the west side of Connecticut Avenue, consideration should be given to whether there will be an adequate buffer for the homes on Loughborough Road and the parallel portion of Lynwood Place, and on the eastern end of Laird Place which are already impacted by the amount of traffic coming and going from the shopping center.

The Montgomery County planning staff spent a lot of time listening to the concerns of the residents of Chevy Chase Hills before presenting findings in the Sector Plan, and it made preserving existing communities a priority in its draft. The final plan should make it clear that redevelopment must retain its human scale and feel of Chevy Chase Hills.

Sincerely,
Lynda Maudlin-Jeronimo
8510 Lynwood Place
Chevy Chase, MD 20815
(301) 654-5180

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MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Bill Buchanan <wmbuchanan@gmail.com>
Sent: Friday, August 03, 2012 3:36 PM
To: MCP-Chair
Cc: Carrier, Françoise; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey; Hisel-McCoy, Elza
Subject: Possible Redevelopment of Newdale Mews

Dear Members of the Planning Board:

I am a resident of Chevy Chase Hills, the neighborhood just west of Connecticut Avenue behind the Starbucks, etc. Our neighborhood is quite possibly the most affected by the possible redevelopment of the Chevy Chase Lake area.

I have followed the trajectory of the Sector Plan since the meeting at the 4H where the Chevy Chase Land Co. presented its first proposal. I have attended numerous meetings since then, met with the Land Co., met with Rob Bindeman, written letters, counseled neighbors about recent developments, etc. etc. In sum, I have spent numerous hours on this project.

I must say that I was quite disheartened to hear from the July 16th presentation that the Board even discussed the possibility of allowing Newdale Mews to build before the Purple Line is fully funded, and/or that redevelopment on that site might go higher than the 45 feet that the Staff recommended.

I would urge the Board to adhere to the Staff's recommendations: 1) allowing no redevelopment of the Newdale Mews property unless and until the Purple Line is fully funded and 2) restricting the height of the buildings to 45 feet or less because they border single-family homes.

NO NEWDALE MEWS REDEVELOPMENT UNLESS AND UNTIL THE PURPLE LINE IS FULLY FUNDED. No one knows when - or even if -- the Purple Line will get funded and become a reality. Allowing Newdale to redevelop before such time could mean that the homes on my street have huge apartment buildings towering over them for maybe many years before the Purple Line comes (if at all). Furthermore, we have no idea now what the Purple Line might look like (the bridges, any walls, wiring, posts, etc.). Allowing Newdale to build now when we don't know what the structure will look like (and therefore how to blend Newdale in with the surroundings in a prudent way) seems to be putting the cart before the horse.

ADOPT THE STAFF'S 45-FOOT HEIGHT RESTRICTION FOR NEWDALE MEWS. Lynwood Place is a quiet street with single-family homes that stretches well away from Connecticut Avenue. While 45-feet seems fair next to such a quiet street, anything higher than that seems very out of place. I am distraught that the Board even mused about going higher than 45 feet. Smart development has always been about respecting the integrity of construction near single-family homes, and allowing heights higher than 45 feet with apartment buildings right in the backyards of the homes on Lynwood Place seems totally out-of-character with the standards of smart, purposeful development. I urge the Board to adopt the Staff's 45-foot height restriction for Newdale Mews.

There is one final point I would like to make. Mr. Bindeman is a fine gentleman and we have met with him as part of this process. In fact, we hosted him at our house and allowed him the opportunity to discuss his vision for his property with us and our neighbors. As well, my wife and I have plans to meet with him again shortly. He has proposed that we think of new, high buildings on his property as a "buffer" from the noise and sights of a possible Purple Line. However, our family and literally every family on our street has agreed that we would rather NOT have such a buffer. We would prefer to have shorter buildings on his property, even if it meant we could see the trains. On this point, there is not a single dissent on either side of our street and I think that is an important point.

Thank you for your consideration.

Bill Buchanan
8409 Lynwood Place
Chevy Chase, MD 20815

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MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: John Asante <john@redfortress.com>
Sent: Saturday, August 04, 2012 2:10 PM
To: MCP-Chair
Cc: 'Emily Asante'; =?iso-8859-1?Q?'Fran=E7oise.Carrier=40mncppc-mc.org'?
=@omr13.networksolutionsemail.com; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman;
Anderson, Casey
Subject: Building Heights For Newdale Mews

Dear Planning Board Members,

My community and I have learned that you are considering raising the height limits for Newdale Mews in the Chevy Chase Lake Sector Plan and am writing you to inform you that I, along with dozens of my neighbors, are opposed to some of the drastic height increases currently being suggested.

The next time you are walking in the middle of Bethesda Row, please look-up at the main building where the pedestrian walkway is located. That structure is only five stories tall for reference. Some of the plans currently circulating are suggesting six story structures or taller directly adjacent to single family homes in Chevy Chase Hills. Such a move doesn't meet the test of reasonability and alters the entire neighborhood of families to benefit a single commercial interest. The proposed structure(s) would not respect the character of the neighborhood and would literally cast a perpetual shadow in the backyards where children currently play.

I would ask any of the Board members to consider their reaction if the County zoned a 6+ story building to be built on the property line adjoining your own homes. My neighbors and I do support smart redevelopment in Chevy Chase Lake, but what is being proposed is not reasonable and benefits very few at the cost of many. We don't understand the rationale and the benefit of raising building heights prior to any Purple Line funding.

Please listen to the many voices of your fellow County residents in the Chevy Chase Hills/Lake area and help preserve one of the nicest, most vibrant, family-oriented communities in Montgomery County.

Respectfully,

The Asante Family
8418 Lynwood Place
Chevy Chase, MD 20815
(301) 652-7827

MCP-CTRACK

From: Suzanne Resnick <suzanne.resnick@gmail.com>
Sent: Tuesday, August 28, 2012 2:04 PM
To: MCP-Chair
Subject: Chevy Chase Development Plan

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PLANNING AND DEVELOPMENT COMMISSION

As a long time resident of Chevy Chase Village, I am upset by the proposed plan by Chevy Chase Land to develop the property around the potential Purple Line. We feel railroaded (pun intended) by this plan. It is clearly not in the best interests of those who make their homes here. Traffic is already impossible for us to just do errands, and transverse the neighborhood locally. Really, public transportation does not help with trying to get around locally. This does seem like a cop out to the developers. What exactly would we be getting for the added congestion? A small park nestled in the middle of high rises. No thanks, I would much rather have the green canopy that currently exists.

I hope that you would reconsider your plan and opt for the lowest density that can be negotiated.

Suzanne Resnick
117 Primrose St.
Chevy Chase, MD. 20815

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AUG 28 2012

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Bill Sandmeyer <billhere@starpower.net>
Sent: Monday, August 27, 2012 7:44 PM
To: MCP-Chair; Carrier, Francoise; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Cc: Suzanne Resnick
Subject: Chevy Chase Lake Sector Plan - Objection to Increasing Development!

Dear Madam Chair, Madam Vice Chair, and Commissioners of the Montgomery County Planning Board,

On behalf of the Chevy Chase Recreation Association (CCRA) Board of Directors and Membership, I implore you NOT to make any amendments to the Staff Plan submitted to you on July 16 - at least not any amendments that would increase heights and/or density to the Staff Plan. Your request to the staff to create alternative proposals that include increased heights and/or densities, such as close to the proposed purple line bridge, among other areas, refutes what most communities wanted in the staff plan. Indeed, it refutes your own staff's research - years of research. DO NOT cave in to the interest of developers when communities with thousand of tax payers have already made compromises in arriving at the staff plan proposal, which already calls for increased development and tax revenue for the county.

The CCRA Board of Directors strongly believes that the best interests of its membership, representing hundreds of families - thousands of individuals - residing in the area of Chevy Chase Lake - is to keep development at the level IF NOT LESS than what was proposed in the Staff Plan of July 16.

Below is a discussion of other concerns of our community...

We support **smart redevelopment** of the Chevy Chase Lake area. However, any redevelopment must respect the established residential communities. The size and scope of redevelopment must take into consideration the interests expressed by area communities. If anything, the original Montgomery County Staff Plan presented on July 16 must be **decreased in scale, not increased in scale.**

Any increases to development that has not already been approved should be phased in **after the Purple Line** is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Traffic volume will increase, and traffic flow will worsen with any of the increased scales of development being proposed or considered by commissioners on the Montgomery County Planning Board. Traffic is already poor. With the BRAC redevelopments near Chevy Chase Valley, traffic has worsened. Large-scale development at Chevy Chase Valley will only make things even worse. **Reduce scale of development.**

Traffic reports that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed and evaluated for their validity. *The Washington Post* recently discussed why some traffic reports estimate -inaccurately - that traffic maintains or improves with development. One example,

citing the BRAC merger of Bethesda Naval Medical Base and Walter Reed Hospital, said that traffic was so congested and stagnant, that the traffic measurement cables were not crossed very much in a short period of time. As a result, the traffic measurements made it appear that traffic was decreased, when actually it was severely worse. Any one driving or walking along Jones Bridge Road at rush hour can verify that traffic has been backed up as far as the entire length of Jones Bridge between Connecticut Avenue and Wisconsin Avenue. Please consider real world traffic experience and disallow large-scale development at Chevy Chase Valley. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means increased traffic which means **increased bicycle and increased pedestrian risk**. Keep the scale of development small to moderate – no more if not *less than* the original staff plan proposal of July 16 – and assure safe bicycle lanes and pedestrian crossings. Bicycle and pedestrian safety is especially true between Manor Road and Jones Bridge Road. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means **the loss of green space and tree canopy** (20 acres of forest are at risk in some current proposals). Keep the scale of development small to moderate – no more if not *less than* the original staff plan proposal of July 16 – and assure preservation and enhancement of green space. Don't dwarf the green space with concrete and steel, either. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means **increased risk of survival of unique community businesses**. Incorporate lesser scales of development – no more if not *less than* the original staff plan proposal of July 16 - and provide opportunities for survival of the unique businesses that serve this community. **Reduce scale of development**

Sylvia Johnson Pryor
8415 Lynwood Place
Chevy Chase, MD 20815
August 27, 2012

Dear Planning Board,

Although I signed today's Chevy Chase Hills Association group letter, I feel so strongly about the proposed Chevy Chase Lake zoning changes that I am writing you separately about my concerns.

My home on Lynwood Place borders Newdale Mews. The proposed development and accompanying zoning changes are of significant concern to me. I urge you to consider my points, as the proposed development has the potential to destroy not only the feel of our neighborhood, but also my family's peaceful enjoyment of our backyard and home.

- 1. Please do not allow any zoning changes to the Newdale Mews or Sonoco properties until Purple Line funding has been approved.**

Right now, we don't know what type of impact final Purple Line plans will involve. Before making decisions about bordering developments, we should all understand what the final, approved construction will bring to the area. If zoning changes move forward but funding is ultimately not approved, our neighborhood will be left with unwanted crowding that current transportation and traffic patterns can't support, not to mention high rises looming over my backyard.

- 2. Please do not allow height limits to be increased at the Newdale Mews property.**

I am alarmed to hear that 65 foot height limits are being considered. This would literally put high rise buildings right in my backyard.

- I have a two year old son, and giving him the ability to play in a backyard was one of the reasons we moved from a condominium building to this quiet, residential neighborhood. The pollution and noise from construction and the subsequent reduction of privacy and light from the south would effectively eliminate his ability to play in his own backyard.
- Having lived through a similar situation in the past, I also know that high buildings cause considerable noise pollution as well. Most of the larger windows in my home, including many bedroom windows, face south. Tall outdoor lights will likely shine directly into my home all night long.

- 3. Please consider buffers.**

- I understand that current technology allows light rail trains to run very quietly. Thus, I believe that the *current* Newdale Mews property with its tall, mature trees and neighborhood-appropriate architecture provides an excellent buffer to a future Purple

Line. There is no need for new zoning or construction at the Newdale Mews property to provide a buffer to a proposed rail line.

- **I am *far more* concerned about needing a buffer to any new construction at Newdale Mews because of the proximity to my home—and bedroom! I ask that you require any new projects to include a vegetative buffer of mature trees and preserve all the trees that exist currently. I also ask that you at least double the minimum required 25-foot buffer to reduce the amount of noise, light, and shadow pollution that my home would receive.**

I understand the need for increased density and development in the Washington region, and am not opposed to it on principal. However, I ask that you allow this density only where appropriate—along busy avenues, such as Connecticut, and *not* adjoining peaceful single family homes.

Thank you for your help in this matter. If you would like to see my concerns for yourself, I invite you to walk the neighborhood with me to understand why the Chevy Chase Hills residents are so committed to preserving this special place.

Very truly yours,



Sylvia Johnson Pryor

MCP-CTRACK

From: Wells-Harley, Marye
Sent: Monday, August 27, 2012 5:48 PM
To: MCP-Chair
Subject: FW: Proposed Chevy Chase Lake zoning changes
Attachments: Letter re CCL dev 2012 Aug.pdf

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Sylvia
Sent: Monday, August 27, 2012 5:47:49 PM (UTC-05:00) Eastern Time (US & Canada)
To: Wells-Harley, Marye
Subject: Proposed Chevy Chase Lake zoning changes

Dear Marye Wells-Harley,

Although I signed today's Chevy Chase Hills Association group letter, I feel so strongly about the proposed Chevy Chase Lake zoning changes that I am writing you separately about my concerns in the attached letter.

My home on Lynwood Place borders Newdale Mews. The proposed development and accompanying zoning changes are of significant concern to me. I urge you to consider my points, as the proposed development has the potential to destroy not only the feel of our neighborhood, but also my family's peaceful enjoyment of our backyard and home.

Thank you for your consideration.

Very truly yours,

Sylvia Johnson Pryor
8415 Lynwood Place, Chevy Chase, MD

MCP-CTRACK

From: Barbara Vivona <bvivona@usmd.edu>
Sent: Wednesday, August 29, 2012 7:16 AM
To: MCP-Chair
Subject: Chevy Chase Lake Sector Development

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0671
AUG 29 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman Carrier,

I support **smart redevelopment** of the Chevy Chase Lake area. However, any redevelopment must respect the established residential communities. The size and scope of redevelopment must take into consideration the interests expressed by area communities. If anything, the original Montgomery County Staff Plan presented on July 16 must be **decreased in scale, not increased in scale.**

Any increases to development that has not already been approved should be phased in **after the Purple Line** is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Traffic volume will increase, and traffic flow will worsen with any of the increased scales of development being proposed or considered by commissioners on the Montgomery County Planning Board. Traffic is already poor. With the BRAC redevelopments near Chevy Chase Valley, traffic has worsened. Large-scale development at Chevy Chase Valley will only make things even worse. **Reduce scale of development.**

Traffic reports that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed and evaluated for their validity. *The Washington Post* recently discussed why some traffic reports estimate - inaccurately - that traffic maintains or improves with development. One example, citing the BRAC merger of Bethesda Naval Medical Base and Walter Reed Hospital, said that traffic was so congested and stagnant, that the traffic measurement cables were not crossed very much in a short period of time. As a result, the traffic measurements made it appear that traffic was decreased, when actually it was severely worse. Any one driving or walking along Jones Bridge Road at rush hour can verify that traffic has been backed up as far as the entire length of Jones Bridge between Connecticut Avenue and Wisconsin Avenue. Please consider real world traffic experience and disallow large-scale development at Chevy Chase Valley. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means increased traffic which means **increased bicycle and increased pedestrian risk.** Keep the scale of development small to moderate - no more if not *less than* the original staff plan proposal of July 16 - and assure safe bicycle lanes and pedestrian crossings. Bicycle and pedestrian safety is especially true between Manor Road and Jones Bridge Road. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means **the loss of green space and tree canopy** (20 acres of forest are at risk in some current proposals). Keep the scale of development small to moderate - no more if not *less than* the original staff plan proposal of July 16 - and assure preservation and enhancement of green space. Don't dwarf the green space with concrete and steel, either. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means **increased risk of survival of unique community businesses.** Incorporate lesser scales of development - no more if not *less than* the original staff plan proposal of July 16 - and provide opportunities for survival of the unique businesses that serve this community. **Reduce scale of development.**

I respectfully request that you consider the impact on surrounding communities in your decision. This is our home!

Sincerely,

Barbara Vivona

7206 Rollingwood Drive

Chevy Chase, MD 20815

301-913-9376

MCP-CTRACK

From: Bnopper@aol.com
Sent: Wednesday, August 29, 2012 7:47 AM
To: MCP-Chair
Subject: Chevy Chase Lake Proposed Development: Too Big

RECEIVED
AUG 29 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Public Officials

We trust you to balance a proposed initiative's benefits to its stakeholders against the costs, risks and - if any - potential benefits to those of us who will be affected by it.

The proposed development for Chevy Chase Lake area is not balanced by any reasonable measure. The proposal is far too oversized. Its scale must be reduced. If not, those of us affected by it will bear heavy costs and risks.

The proposed plan is of such a large scale as to detract severely from the quality of life of all who live in the affected area and those who use facilities and pedestrian/bicycle paths in the affected area. No common sense measure of traffic impact can deny the adverse impact of the proposed plan. This proposal also will reduce the tree canopy and green space far too much. That hurts neighbors' air quality (already to be adversely impacted by all the additional car traffic). It causes water flow problems - some of which will have to be corrected by neighboring buildings without any compensation from those who benefit from building this development (we saw this in the Town of Chevy Chase as one simple close-by example).

The proposed scale of this development is far too big. We rely on you to limit it as our representatives.

Barbara Opper
7004 Meadow Lane
Chevy Chase, MD

MCP-CTRACK

From: Jib Heintz <jib@thechildrenintheshoe.com>
Sent: Wednesday, August 29, 2012 8:11 AM
To: MCP-Chair
Subject: Proposed Development of the Chevy Chase Lake area

RECEIVED
AUG 29 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Good morning. Living directly in an area of CC that is already undergoing major changes (Spring Valley rd/Woodlawn) I'd ask for less development. We pedestrians and cyclist are already at great risk with the current amount of traffic. Larger development would deffinatly increase the number disconnected drivers and put non-automobile traffic further into the danger zone. Development is in the best interest of the community and the planning board needs to think first of the very local residents way before the three mile radius residents. Any improvements much be safe and secure for the folks who will be walking everyday by and into these "improved" areas

--

t.t.f.n.,
Geoffrey "Jib" Heintz
Vice President
"The Schnider"
The Children in the Shoe
Childcare Centers and Preschools
(301) 654-6176
jib@thechildrenintheshoe.com

Mary W. Gray
6807 Connecticut Avenue
Chevy Chase MD 20815

Montgomery County Planning Commission
MCP-CCLake@mncppc-mc.org

Dear Commission:

I am writing about the Chevy Chase Lake Sector Plan. As a long-time resident of Chevy Chase, Section 3, I am very concerned about the potential impact of intensive development in the Chevy Chase Lake Sector.

1. Traffic

I live on Connecticut Avenue and am very familiar with the heavy traffic on the street, particularly during morning and evening rush hours, but at other times as well. As elementary-school age children from Section 3 generally cross Connecticut Avenue at the intersection nearest my house, Raymond/Rosemary Streets, their safety is a particular concern. At the time of school opening and dismissal there is usually a traffic guard, but often even s/he has difficulty coping with the traffic. At other times children and adults also cross there to get to the school, the southbound buses, etc. (and Section 4 residents cross to get to north-bound buses). In heavy traffic often the crossings are blocked by cars and at other times cars speed up in efforts to beat the changes of the light, paying little attention to cross traffic and pedestrians.

In addition to the pedestrian considerations, the heavy traffic flow makes getting in and out of driveways and side streets difficult and makes commuting difficult for everyone using the street, not only Section 3 residents. We do not need more traffic on Connecticut Avenue.

The proposal to divert more traffic onto Brookeville Road is also a safety issue. It is a narrow, curving street, lined with residences. Adding more traffic would present real dangers.

2. Two-phased development

I am a great advocate for public transportation, but the fact of the matter is that we do not know that the Purple Line will ever be funded. Until funded is secured, planning for development must be such that it is sustainable whether or not the line is built. Intense development relying on the Purple Line should not be considered at this time.

3. Schools and infrastructure

Schools that serve the area are already overcrowded to the extent of being dependent on portable classrooms. The addition of a large number of multi-family structures would make the situation worse. The children would not have adequate educational facilities and their education would suffer.

Moreover, having structures higher than six stories would mean even more children who would have subpar schooling or a largely commercial development producing traffic that cannot be adequately provided for. The congestion of another intense commercial and residential sector like Bethesda and Silver Spring cannot be sustained in the Chevy Chase Lake area without a deteriorating quality of life for current residents in the surrounding area, inadequate provisions for the new residents, and problems for commuters.

In summary, I urge that the two-phased development plan and the height restriction be maintained and that further restrictions be considered to deal with traffic and school problems.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Mary W. Gray".

Mary W. Gray.

MCP-CTRACK

From: Joseph Kenary <jkenar@hotmail.com>
Sent: Saturday, August 25, 2012 11:37 AM
To: MCP-Chair
Cc: jkenar@hotmail.com
Subject: Chevy Chase Lake redevelopment

RECEIVED
0666
AUG 27 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Ladies/Gentlemen:

We, too, are residents of the Chevy Chase Lake area (35 years) and we, too, are concerned, alarmed, actually, by the proposals we have heard regarding the proposed development of the area. Realizing that you have "heard it all before", here are brief observations on the subject.

1. Chevy Chase Hills is a residential neighborhood of citizens. It is one of several residential neighborhoods in the nearby area. That description alone in many ways describes the duties and obligations of the public officials in this process. Our well-being is paramount, not a cliché.
2. The long-ago (1964?) Wedges and Corridors Plan is not a dead letter in this process. One of its stated purposes is to maintain existing residential neighborhoods in the non-corridor areas. That is to say, the areas out of the rapid transit corridors (Wisconsin and Georgia Avenues).
3. Connecticut Avenue rush hour traffic borders on paralysis, as you know, with more to come, no more elaboration needed.
4. Common sense says, don't impair a good residential area. Someone once said of common sense that enough of it is genius. In important decision processes, I agree.

Mary Lou and Joe Kenary

Sent from my iPad

MCP-CTRACK

From: Allison Marvin <allison.marvin@gmail.com>
Sent: Monday, August 27, 2012 9:00 AM
To: MCP-Chair
Subject: Chevy Chase Lake - Land Development

RECEIVED

AUG 27 2012

OFFICE OF THE CHAIRMAN
THE MONTGOMERY-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Montgomery County Planning Board:

I'm a resident of Chevy Chase, MD. I understand that you are soon going to consider raising height limits and changing zoning in order to develop land in the Chevy Chase Lake district. I oppose these changes for many reasons, including overall quality of life and use of roads for residents as well as the following environmental concern:

Large-scale development (1.5 million square feet) means **the loss of green space and tree canopy** (20 acres of forest are at risk in some current proposals). Keep the scale of development small to moderate - no more if not *less than* the original staff plan proposal of July 16 - and assure preservation and enhancement of green space. Don't dwarf the green space with concrete and steel, either. **Reduce scale of development.**

Thank you for taking into consideration my opinion as you make your decision.

Allison G. Marvin
(301) 654-2027

MCP-CTRACK

From: Dreyfuss, Norman
Sent: Monday, August 27, 2012 11:17 AM
To: MCP-Chair
Subject: FW: STOP excessive development of Chevy Chase Lake

RECEIVED
AUG 27 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Traci Zambotti
Sent: Monday, August 27, 2012 11:13:53 AM (UTC-05:00) Eastern Time (US & Canada)
To: Carrier, Francoise
Cc: Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Subject: STOP excessive development of Chevy Chase Lake

Dear M. Carrier,

I am writing with great concern over the proposed plans that are being hatched for the Chevy Chase Lake area. I am a resident of Chevy Chase Section 5 and a member of CCRA. I have children that go to the public schools in the area. My family and I love our community because we can safely walk or bike to places like our doctors office, the public library, the bike path, one of the public schools, restaurants and grocery stores. That is why we moved to this community - to live in a city-like environment where things are accessible without getting in a car, but to have a suburban feel with trees and low buildings and open spaces. All of the proposals I have seen for Chevy Chase Lake do not support this kind of living.

As it is, we are at the cusp of having too much congestion on the streets. Regularly, during rush hour, my children and I walk home from the park and pass the cars sitting on CN Ave waiting to move. As it is now, I dread having plans that require me to drive on the major arteries during rush hour. During rush hour it can take me over 10 minutes to go 1/2 mile.

To increase the scale of the proposed development is not improvement. In fact, I would like to see the scale of the proposal of July 16 REDUCED.

Please make the right choice for our community.

Regards,
Traci Zambotti

MCP-Chair

From: Peter Winglee <pwinglee@gmail.com>
Sent: Sunday, July 15, 2012 1:12 PM
To: MCP-Chair
Subject: Chevy Chase Lake Plan

RECEIVED
0561
JUL 16 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Mr. Chairman

I would congratulate the staff of the Planning Board for their efforts at preparing this version of the sector plan. I believe that some increase in density from the current zoning is needed to make the proposed Purple Line viable and to provide additional housing opportunities close to the expanded Medical Center.

I just have a few points to make.

The Staff proposal has greatly increased the overall floor space allowed compared to the original draft. While this remains well short of the outrageous proposals of the Chevy Chase Land Company, they still imply a very big impact on congestion in the community. Like many in the local community I feel that the staff have underestimated this impact. Even if a household relocates to this area to be closer to employment such as Walter Reed, often the other household members need to travel to other employment centers.

One way of reducing the development space available is to require the inclusion of the Chevy Chase Branch Library within the town center. As in the case of Rockville and Bethesda, a library/community center close to the town center provides as additional attraction to gather. Even if the current library is underutilized now, a more convenient pedestrian friendly location would enhance its use.

I welcome the staff's depiction of the Capital Crescent Trail, south of the Purple Line. This makes great sense as the thru traffic on the trail will be separated from the Town Center pedestrian traffic. The CCT is likely to be even more heavily used and conflicts with lingering pedestrians are best avoided.

The creation of additional density south of the CCT after Purple Line Financing is excessive, especially 8402 Connecticut Avenue. It is isolated, borders on parkland and the trail. It should not have any increase beyond the allowance from Max height of 35 feet in Phase 1. The use of the surrounding heights argument is erroneous as it is physically separate from the other areas and should be part of the transition to parkland.

Thank you for accepting these comments.

Peter Winglee
7003 Hillcrest Place
Chevy Chase MD 20815
301-718-2688.

MCP-Chair

From: Harry Benner <hbenner5@gmail.com>
Sent: Sunday, July 15, 2012 3:02 PM
To: MCP-Chair
Subject: Chevy Chase Lake planning

RECEIVED
JUL 16 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Sirs,

I would like to note my support for the plans for development of the Chevy Chase Lake area as I understand them. Based mostly on an article I read in the paper, I understand that generally you propose more intense and dense development in that area with a town center at its heart. Because this area will be served by the light rail line, I think you are taking a far sighted approach to future development.

The dense development of downtown Bethesda is a good model to aim for. While I assume The Chevy Chase Lake area will be much smaller, the pedestrian friendly streets with side walk eateries, and abundant municipal parking are goals to aim for. The way that the nice residential areas of Bethesda, like Edgemoor, abut highly developed areas is well done; I'm not enough of an expert to know what the factors are. I would imagine a transition zone with open spaces, such as the Bethesda Library and the Elementary School are part of what make Bethesda downtown so successful. You should think about similar area, obviously not a school and library, but open green parks, etc., to buffer the town center from it neighbors.

I think trees, water, green grass, and areas designed with the Washington area sun - and build shade from it, are a few of the elements you should be stressing.
Good luck with your endeavours.

Sincerely,

Harry Benner
3806 Underwood Street
Chevy Chase, MD 20815
301-652-1360

MCP-Chair

From: Marc Korman <mkorman@gmail.com>
Sent: Sunday, July 15, 2012 7:15 PM
To: MCP-Chair
Subject: Chevy Chase Lake Sector Plan Testimony
Attachments: Chevy Chase Lake Testimony.docx

RECEIVED
JUL 16 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To Whom It May Concern,

I understand that the Planning Board will take public testimony at its Monday, July 16th meeting regarding the Chevy Chase Lake Sector Plan Staff Draft. I cannot attend the meeting, but I hope you will consider my attached comments.

Thank you,
Marc Korman
4850 Montgomery Lane
Bethesda, MD 20814

**Chevy Chase Lake Sector Plan Presentation of Staff Draft
Testimony of Marc Korman**

Thank you for this opportunity to submit testimony regarding the Chevy Chase Lake Sector Plan Staff Draft.¹ Although I sit on various boards and committees, this testimony is entirely my own and does not reflect anyone else's position.

I currently live in downtown Bethesda so am not a resident of Chevy Chase Lake. I do enjoy its amenities however, including delicious and affordable meals at Manoli Canoli, delicious and less affordable meals at Tavira, and trips to my son's pediatrician. Like many County residents, I use the trail that runs through Chevy Chase Lake and have sat in traffic on Connecticut Avenue. Although I do not live or work in Chevy Chase Lake, development there has an effect on me and my family as nearby County residents. Chevy Chase Lake is also one component of the County's economic future which affects all of us who live here.

The planning staff has been diligent in going out into the community and discussing the Chevy Chase Lake Sector Plan. I have had the opportunity to attend an early scoping meeting at Chevy Chase Library on April 27, 2010, a presentation by then-planning director Rollin Stanley in Chevy Chase Village on June 18, 2011, and two presentations by planning staff at the Western Montgomery County Citizens Advisory Board, the most recent of which was on July 9, 2012. I know this is only a small sample of their community interaction and I am appreciative of their efforts to speak to the community and take questions about the project. I have also had the opportunity to attend one early meeting of the Connecticut Avenue Corridor Committee on December 15, 2010 and discussed this Sector Plan with representatives of the Chevy Chase Land Company, the largest land owner in the Sector Plan's area, on several occasions.

¹ Chevy Chase Lake Sector Plan, Staff Draft (July 2012) available at <http://www.montgomeryplanning.org/community/chevychaselake/documents/ccl-sector-plan-staff-draft-072012.pdf> ("Staff Draft").

Having spent all this time studying the area and proposals for development, I find the Staff Draft disappointing. For all its amenities, the current Chevy Chase Lake is largely a tall building surrounded by a few strip malls and then, a bit farther out from the core, residential homes. A major theme of the Staff Draft is preservation.² But it is not entirely clear to me why we are focusing on “preserving” a cluster of strip malls when we have the opportunity to plan for vibrant transit-oriented development.

Chevy Chase Lake is an ideal site for transit-oriented development. First and foremost, it is the future site of a Purple Line station. Second, it is already home to a 17-story building in the area the staff draft refers to as the town center.³ Just south of the town center but still within the sector plan area is the similarly sized Class Residence assisted living building. Third, there are only a few major landowners and they are engaged and committed to transit-oriented development. This trifecta of a rail station, some existing density and engaged owners is not easily replicated and should be embraced.

Embracing transit-oriented development in Chevy Chase Lake does not mean destroying existing homes or building ten more 17-story buildings, but it may mean zoning for more buildings taller than 70 feet around the Purple Line station. The flaw in the 70 foot scheme in the current staff draft is best highlighted by noting that the existing, 17-story building would be downzoned to 70 feet. Of course the existing use would be allowed to remain, but by zoning the existing building in that way the staff draft essentially guarantees little will change in Chevy Chase Lake as the owner is unlikely to ever redevelop that property. This is representative of the other parcels which, similarly, may not offer enough density to incentivize redevelopment.

An understandable concern with additional density around the Purple Line station is traffic. Connecticut Avenue is a major artery into and out of Washington, DC and commuting on the road can be frustrating. Given the amount of through traffic and development patterns farther from Washington,

² See, e.g., Staff Draft at 13 (“The primary focus of this Plan is to preserve”); *Id.* at 19 (describing “preserve” as one of the planning themes).

³ See Staff Draft at 6 (map identifying the town center).

DC, there will continue to be heavy traffic on Connecticut Avenue regardless of what happens at Chevy Chase Lake. A robust transit-oriented development will, in fact, present an opportunity to improve roadways and enhance other transportation opportunities around the area.

Based on the public presentations, a good deal of the focus of the Staff Draft is to preserve the goals of the 1990 Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan ("1990 Master Plan").⁴ After 22 years, it makes little sense to stick with the 1990 Master Plan too closely. First, the entire point of a Sector Plan is to drill down on a particular area within a Master Plan for more site-specific work. Second, the entire 1990 Master Plan is scheduled for an update in the near future.

As a site so well situated for transit-oriented development, the 1990 Master Plan is particularly ill-suited for current planning purposes. The 1990 Master Plan does not, of course, describe the Purple Line as it was not yet conceived in its current form. Yet the Purple Line is, arguably, the entire reason the Planning Board is even discussing this Sector Plan. The 1990 Master Plan does reference the Georgetown Branch Master Plan Amendment, 1990.⁵ That plan described a proposed 4.4 mile trolley route between Bethesda and Silver Spring.⁶ The current Purple Line plan, by contrast, is a 16 mile light rail line connecting two counties and four Metro stations, one of which did not even exist in 1990.⁷ It is simply not credible to consider development around a Purple Line-accessible site in the same manner as it was considered prior to the currently proposed Purple Line. With the Governor's selection of a Locally Preferred Alternative for the Purple Line and preliminary engineering proceeding, the Chevy Chase Lake Sector Plan needs to be forward looking. Reliance on an outdated plan that encouraged strip mall development is not the direction our County needs to go.

⁴ See also Staff Draft at 19 ("This Plan builds on the recommendations of the 1990 B-CC Plan").

⁵ 1990 Master Plan at 103 et seq. *available at*

http://www.montgomeryplanning.org/community/plan_areas/bethesda_chevy_chase/master_plans/bethesda_cc90/transport_beth_cc90.pdf.

⁶ Georgetown Branch Master Plan Amendment, 1990 at 7 *available at*

http://www.montgomeryplanning.org/transportation/documents/georgetown_mp_jan1990.pdf.

⁷ The College Park metro station did not exist in 1990.

Unfortunately, it appears that the overriding thrust of the Staff Draft is to go nowhere at all. First, in the initial phase prior to the Purple Line the Staff Draft proposes no development beyond what is already approved. It does allow mixed use development during the first phase but there is little incentive for the landowners to actually take any action. That said, it is reasonable that most development would occur after the Purple Line is assured and phasing can be an effective method of ensuring development unfolds in an appropriate matter.⁸ But even the additional development the Staff Draft authorizes, following the full funding grant agreement for the Connecticut Avenue section of the Purple Line, may be insufficient to encourage the land owner to make the investment to redevelop the property. The end result of all of this planning may be no action or redevelopment at all and the existing strip malls will remain. The entire effort will have simply been planning for planning's sake and in a short time the Planning Board would need to revisit this Sector Plan.

The planning staff has often recounted certain statistics about Montgomery County's growth, an absolute necessity if we want to maintain our tax base and quality of life. According to the staff, 72,000 new households are expected in the next 20 to 25 years⁹ and 155,000 to 165,000 new jobs.¹⁰ But land in Montgomery County is limited with 89% of the total area properly protected within the Agricultural Reserve, parkland, or existing single-family residential areas.¹¹ Chevy Chase Lake is representative of that remaining 11%.¹² The Planning Board should take this opportunity to encourage a transit-oriented development that benefits from proximity to a light rail Purple Line station. We should build in places like Chevy Chase Lake so that we can preserve single-family home neighborhoods like the one where I

⁸ The Staff Draft envisions two Sectional Map Amendments to accomplish this phasing which may provide a further disincentive for the landowners to act. See Staff Draft at 19-21.

⁹ See, e.g., Memorandum from Dan Hardy, Acting Chief, Research & Technology Division to the Planning Board at 2 available at http://www.montgomeryplanningboard.org/agenda/2009/documents/20090618_HousingElement.pdf.

¹⁰ Rollin Stanley, Is Wedges & Corridors the County's First Sustainable Growth Plan? (Oct. 28, 2011) available at <http://montgomeryplanning.org/blog-director/?p=899>.

¹¹ *Id.*

¹² Of course, the entire 11% is not suited for more density.

grew up in Rockville. Chevy Chase Lake as it exists today is the past. Unfortunately, the current Staff

Draft will not get us to the future. Thank you for your consideration.

Marc Korman
4850 Montgomery Lane
Bethesda, MD 20814
mkorman@gmail.com
(240)447-1175

MCP-Chair

From: Thera Swersky <tswersk@gmail.com>
Sent: Sunday, July 15, 2012 9:59 PM
To: MCP-Chair
Subject: Chevy Chase Lake Sector Plan

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JUL 16 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

As a Chevy Chase resident who frequently must fight traffic on Connecticut Avenue, Jones Bridge Road and East West Highway I have grave concerns about the approval of any additional development in advance of a firm funding commitment for the purple line. While I understand and support higher density growth around public rapid transit areas in the county, it seems to me that the purple line is a long way off and I would hope that any and all approvals for development would be conditional upon full funding of the purple line and then phased to coincide with actual construction and opening. Too often of late, development pre-cedes transit rather than the other way around. I would appreciate the Planning Board's commitment to assure us that whatever growth is approved in our neighborhood is smart and doesn't create problems for residents both present and future.

Thank you for allowing me to comment.
Thera Swersky
Resident of Martin's Additions.

MCP-Chair

From: Suzanne Resnick <suzanne.resnick@gmail.com>
Sent: Sunday, July 15, 2012 11:22 AM
To: MCP-Chair
Subject: Chevy Chase Land Development

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JUL 16 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

As a long time resident of Chevy Chase, I strongly oppose the proposed development of the Chevy Chase Lake area. Chevy Chase has never been a Bethesda (concrete mixing factory, vacant lots, auto body shops before development or a Silver Spring). This would all be new development that none of us want. For those of us who live here, it is already difficult to do our daily chores with all the traffic that now comes through Connecticut Ave., Bradley Lane, Brookville, etc. We are not commuting, only trying to do our grocery shopping, taking kids to practices, school, or pool clubs. Most of us moved to Chevy Chase because it wasn't a Rockville Pike.

Chase Land Co. strategy was to propose something outrageous, and when they modify it, they expect us to be grateful. My position is that there should be no more density. We like the small scale of the current shops. The public amenity that they are offering is laughable. A half acre park that no one in the current community would ever use. Way too much is being given away to them.

The idea that we need to take public transportation is all well and good. However, the Purple Line does not really help us with our daily lives. We generally need to use Connecticut Avenue and the connecting streets to get out of our neighborhoods to go about our lives.

I hope the planning board will take the current residents' position into account in the negotiations with Chevy Chase Land Co.

Sincerely,

Suzanne Resnick

MCP-Chair

From: WORSHAMDJ@aol.com
Sent: Monday, July 16, 2012 1:28 PM
To: MCP-Chair
Subject: Chevy Chase Lake Sector Plan comment

RECEIVED
JUL 16 2012

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

Hello:

Thank you for the opportunity to comment on the Chevy Chase Lake Sector plan.

Major development along Connecticut Avenue will have a negative effect, not only on those who live in the Chevy Chase Lake Sector, but also on all of us who live between Chevy Chase Circle and the Beltway.

The traffic is already horrendous. When school is back in September, I invite decision makers to travel north on Connecticut Avenue from the District on a weekday at rush hour. Perhaps they should also try to cross the street.

We have already seen traffic increase because of the change in the entrance to the Beltway and the spillover from BRAC. Wisconsin Avenue is now so impassable that many pass-thru drivers have switched to Connecticut Avenue. We have also seen a row of beautiful trees cut down at the East-West Highway intersection with Connecticut Avenue, to be replaced by a red brick wall.

Since Connecticut Avenue traffic runs north-south, not east-west, the Purple Line, if it is ever built, will not improve the traffic flow.

It is also unrealistic to think that all the new residents at this location would take public transit and not further strain public services. I doubt even the Chevy Chase Land Company would assume that residents will not need their own parking spaces or would buy town homes with only one bedroom.

The taxpayers of Chevy Chase chose a leafy, residential neighborhood. The County should not allow every community to be turned into Rockville Town Center.

Thank you for your time.

Sincerely,

Donna Worsham, 4117 Woodbine Street, Chevy Chase, MD 20815

MCP-CTRACK

RECEIVED

JUL 16 2012

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

From: Dan Hoffman <dan@randolphcivic.org>
Sent: Monday, July 16, 2012 6:22 PM
To: MCP-Chair
Subject: Testimony on Chevy Chase Lake sector plan
Attachments: Chevy Chase Lake Sector Plan Presentation of Staff Draft.docx

To Whom it May Concern:

Please accept the attached testimony regarding the staff draft of the Chevy Chase Lake sector plan. I am signed up to testify tonight but I do not think I will be able to stay late enough to testify.

Thank you,
Daniel Hoffman
4602 Wilwyn Way
Rockville, MD 20852

**Chevy Chase Lake Sector Plan Presentation of Staff Draft
Testimony of Daniel Hoffman**

Thank you for the opportunity to provide testimony regarding the staff draft of the Chevy Chase Lake Sector Plan. Among other roles I am the current Vice Chair of the Western Montgomery Citizens Advisory Board and we received a presentation of this draft last week. My testimony tonight, although it reflects some questions that were raised during that meeting, is entirely my own and does not reflect the position of that Board or any other.

I respect the intent of planning staff to address community concerns and their professional opinion. However, I have concerns that the intent expressed in the plan will not be met by the recommendations it makes. I am also concerned that the plan makes recommendations that will cost the County additional money in the long term while not realizing any potential benefits. The plan focuses on preservation. While I understand the need to preserve and not encroach on the single family home communities surrounding the plan, but I do not understand the need to preserve what amounts several aging strip malls surrounding a 17-story building. Property owners and the County need to be able to prepared for and take advantage of new transit infrastructure in the coming years. This plan does not allow for this or incentivize it to occur.

Questions have been raised regarding the amount of analysis that has occurred on the specific proposals. For example, there seems to be little or no basis for the selected building heights. In the staff draft the 17-story building would be downzoned to 70 feet. The practical result of this is that nothing will occur. No additional tree canopy. No improved stormwater management for Coquelin Run. No mix of uses. No return on our investment in transit.

The plan also seems to view new development as having a negative impact on the environment. At one point it even refers to minimizing the impact of new new development on the environment. The Planning board should be maximizing the impact of development in improving the environmental impact of the plan. What currently exists at Chevy Chase Lake, lots of asphalt and few previous surfaces, contributes to Coquelin Run being designated as red by the State of Maryland. Put aside the benefits of promoting transit for a moment and just consider the impact of LEED certified buildings and improved storm water management techniques. None of those benefits will be had if no redevelopment occurs.

Parks are another important part of the plan that seem to ignore the current economic reality in the County. The plan calls for public space and that is critical. But lets differentiate from public space that is owned and maintained by the County and public space that is owned and maintained by a private entity. In times when the County can barely keep the grass mowed along our streets and in our parks, do we really want that level of maintenance in a vibrant town center as the plan describes. Many recent plans that have come before you provided for private maintenance and programming of these public spaces because the County saves money and the result is improved maintenance.

Another concerning element of the plan which needlessly costs the County is the call for a second sectional map amendment. When asked about this Planning staff acknowledged that this had not been done before. As I'm sure you are aware, typically plans have staging and phasing elements to guide the rate and location of development. They do not require this unnecessary and costly administrative procedure to occur twice.

The community surrounding Chevy Chase Lake needs to be protected. They also need a plan that acknowledges the reality of the next 20 years. They deserve a plan that is well thought out and based on sound analysis. I respectfully request that you ask some serious questions about the basis for the recommendations in this draft plan.

RECEIVED

JUL 16 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Tim Pryor <tim.pryor@hotmail.com>
Sent: Monday, July 16, 2012 10:29 PM
To: MCP-Chair
Subject: Chevy Chase Lake Sector Plan Public Hearing Written Comments - 8415 Lynwood Place
Attachments: 2012.07-16 Planning Board Presentation.docx

Hello,

I'd like to submit the attached written comments for the July 16th hearing regarding the Chevy Chase Lake Sector Plan. I delivered similar remarks in the hearing itself earlier tonight.

Thanks,

Tim Pryor
8415 Lynwood Place
Chevy Chase, MD 20815

Tim Pryor/8415 Lynwood Place
Planning Board Presentation

I live at 8415 Lynwood Place. We recently moved there in part because we loved the idea of a beautiful neighborhood with single family homes that is so close to small scale retail and 495. ***One of the reasons it works so well is because of the transitions between the neighborhood and surrounding communities and uses.***

Our home lies along one of these transitions – right behind Newdale Mews. The transition between this series of 3-story apartment buildings and our homes on Lynwood is seamless right now.

Here's why it works:

- 1) The apartments themselves are attractive. They're painted in a cream color and built with a design and at a scale that fits in with the neighborhood.
- 2) The apartments are a reasonable height. You can see trees above them, and in some cases, openings between them allow light and farther views.
- 3) Tall, thick mature leafy trees separate us. Although some buildings come close to our lot line, trees prevent a feeling of people looking in our windows, and us looking in theirs.

The result is, our backyard is small but very light and private feeling, despite being next door to a multi-story apartment building. In short, the community, at least at this spot has figured out a way to smoothly and seamlessly provide **"diverse housing opportunities"** (p.54)

That's why I'm concerned about, and would like to speak about the part of the Chevy Chase Lake Sector Plan that deals directly with this transition. It's in the CREATE section on page 54 labeled "Newdale Mews."

Before I go any farther, I want to say that I have additional concerns about other parts of the plan. I don't see a recognition of, or response to, the impact of added population to already crowded elementary schools, and I believe the 70-foot height allowance for 8402 Connecticut should be restricted to Connecticut Avenue, and not the portion of the property behind it. But as a resident of Lynwood Place, I'm most significantly affected and concerned about the Newdale Mews section on page 54.

I do appreciate some of the language in this section that speaks to one of the plan's overall purposes – to **"Preserve the well-established community character of Chevy Chase Lake by protecting existing residential areas"** (p.19)

- 1) It recognizes the importance of retaining **"compatibility with the single-family homes to the north"**
- 2) It calls for **"paying particular attention to the solar access and shading."**

- 3) It prevents any changes to the Newdale Mews area until the second Sectional Map Amendment, which wouldn't occur until the Purple Line is funded. (p.21)

But I think it should be stronger. I'll describe 3 ways:

- 1) Call for the preservation of all mature trees separating our properties to serve as a buffer between the apartments and single family housing to the north. If good fences make good neighbors, a few tall, thick mature leafy trees can make even better ones. You might say this belongs in a Sectional Map Amendment, but I think it would give our street added protection to mention this conceptually now, in this plan.
- 2) Retain the existing 35 foot height limit. The current maximum height not only ensures a type of housing design in keeping with the rest of Chevy Chase Hills, it also allows our homes to continue to have views, light, and sunlight.
- 3) Spell out that the height limit is firm. Newdale Mews is proposed as a "Commercial Residential Town Zone" and such zones allow for an "optional method of development" where a developer can achieve additional density by providing public benefits. Unfortunately, adding density later, if it increases height limits, would come at a cost to neighboring homes, while the public benefits offered in exchange would likely do nothing to mitigate that impact for the neighbors. I request that you state that the optional method of development doesn't apply in CRT #4.

Finally, I'd like to say I appreciate the effort that the County has put into this plan and the time it has taken to solicit community input along the way. I recognize the importance of such a planning process in the face of the likelihood of a significant new transit line and the Transit Oriented Development opportunities it will bring. I only ask that you think once again about the neighborhood's transitions, and do what you can make sure those transitions truly do protect existing residential areas as you work to improve and adapt the community to new realities.

###

MCP-CTRACK

From: Joseph Kenary <jkenar@hotmail.com>
Sent: Monday, July 23, 2012 3:06 PM
To: MCP-Chair
Cc: jkenar@hotmail.com; gamitchell@steinmitchell.com
Subject: Chevy Chase Lake redevelopment proposals

RECEIVED
0581
JUL 23 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I have lived in Chevy Chase Hills (up behind Starbucks) for nearly thirty five years, and can't fully express here how great a neighborhood it has been. As you may expect, I believe the preservation of such neighborhoods far outranks commercial and intense residential development as an enlightened and people-first public policy. I am away right now, and working off an iPad, but at home I have a pertinent portion from the long-ago Wedges and Corridors Plan that seeks to preserve "established" neighborhoods inside the Beltway. Bethesda and Silver Spring are the corridors, with rapid transit driving development. We, of course reside in a wedge. If you have any interest, when I return I can forward it to you. Wedges and Corridors was considered enlightened policy then. I hope priorities have not changed.

Joseph Kenary

Sent from my iPad

MCP-CTRACK

From: Lauren and Josh Dickstein <lnjdickstein@gmail.com>
Sent: Monday, July 23, 2012 3:14 PM
To: MCP-Chair
Cc: Julie Buchanan; Kent Holland
Subject: Chevy Chase Hills

RECEIVED
JUL 23 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Montgomery County Planning Board,

I've learned that you may raise height limits and change zoning on land within our community. As a resident of Chevy Chase Hills, I am opposed to some of those changes and their timing. I urge you not to allow those changes in the Chevy Chase Lake Sector Plan and not to allow changes before the Purple Line is fully funded.

I know growth is inevitable if and when the Purple Line is built. But please don't sacrifice our neighborhood in the process. Please avoid abrupt transitions between us and new development, and make sure your plan addresses impacts on traffic and schools. And please keep in mind that if zoning changes happen before the Purple Line is funded, you won't be approving Transit Oriented Development at all – just unwanted development.

We urge you to include the following in your plan:

- Base your traffic analysis on new studies, done during the school year between 8 and 9 am and 5 and 6:30 pm. Any other data won't be relevant or trustworthy.
- Building heights at Newdale Mews should not be increased at all—definitely not to 65 feet. I can't think of any tall apartment buildings immediately next to single family homes anywhere in Chevy Chase, and they don't belong in our neighborhood.
- Reduce proposed height increases on the west side of Connecticut Avenue. Increasing heights to 70 feet on the Chevy Chase Lake West Shopping Center does not allow an adequate buffer for Loughborough Road, and 70 feet at the Sunoco Station and the Parkway Cleaner property is an extremely drastic transition to the home behind it.
- Consider the residential nature of the homes next to Howard Hughes before weighing any changes to its zoning.
- Propose added classroom space in local elementary schools to accommodate new residential development.

The Montgomery County planning staff spent a lot of time listening to our concerns before presenting findings in the Sector Plan, and it made preserving existing communities a priority in its draft. The final plan should make it clear that redevelopment must respect the scale and feel of Chevy Chase Hills.

Sincerely,
Lauren and Joshua Dickstein
8417 Lynwood Place
Chevy Chase, MD 20815

MCP-CTRACK

From: Kevin Hardy <kev_hardy@me.com>
Sent: Wednesday, July 25, 2012 10:09 AM
To: MCP-Chair
Cc: kev_hardy@me.com
Subject: Chevy Chase Lake Redevelopment

RECEIVED
0591
JUL 25 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Montgomery County Planning Board,

My wife and I, along with our three children, live at 8413 Lynwood Place in the Chevy Chase Hills neighborhood. We have lived in the neighborhood for over a decade now, and we still appreciate the qualities that attracted us to the neighborhood in the first place—notwithstanding its proximity to Connecticut Avenue, it remains a small, quiet enclave.

I recently learned that you are considering changes to the height limits and zoning rules on land within our community that, from my perspective, would adversely affect me and other residents of Chevy Chase Hills. I am opposed to some of those changes in the Chevy Chase Lake Sector Plan, as well as their timing, and I urge you not to allow those changes and not to allow changes before the Purple Line is fully funded.

Let me be clear. I know that growth in our area is inevitable if and when the Purple Line is built. But if zoning changes happen before the Purple Line is even *funded*, the Planning Board will not be approving “Transit Oriented Development” at all—just unwanted development. As you consider changes in the Chevy Chase Lake Sector Plan, I urge you to consider the following:

- Building heights at Newdale Mews should *not be increased at all*—and definitely not to 65 feet. I can’t think of *any* tall apartment buildings that have been built immediately next to single family homes anywhere in Chevy Chase, and they don’t belong in our neighborhood. If Newdale Mews increased its buildings to the full 65 feet, they would tower over immediately adjacent properties, including my own, blocking sunlight (and potentially killing shrubs, trees, and flowers in the process) and eliminating any semblance of privacy.
- Any traffic analysis should be based on new studies, done during the school year between 8-9 am and 5-6:30 pm. As anyone who drives through the area at those times would tell you, it is already incredibly congested. Any study done at different time points and/or different points in the year will not be relevant or trustworthy.
- When considering proposed height increases on the west side of Connecticut Avenue, due consideration should be given to whether there will be an adequate

buffer for the homes on Loughborough Road, or on the eastern end of Laird Place.

The Montgomery County planning staff spent a lot of time listening to our concerns before presenting findings in the Sector Plan, and it made preserving existing communities a priority in its draft. We sincerely appreciate those efforts. The final plan should make it clear that redevelopment must respect the scale and feel of Chevy Chase Hills.

Sincerely,

Kevin Hardy
8413 Lynwood Place
Chevy Chase, MD 20815
(301) 656-5550

3544 Hamlet Place
Chevy Chase, Md. 20815
July 23, 2012

RECEIVED
0594
JUL 26 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Ms. Franciose Carrier
Chair
Montgomery County Planning Board
8787 Georgia Avenue,
Silver Spring, Md. 20910

Dear Ms. Carrier:

I was one of the several persons on the speakers list at last week's meeting regarding the Chevy Chase Lake Sector Plan who did not have an opportunity to be heard because of time constraints. I am consequently writing this letter to you in the hopes that my and my neighbors concerns might be addressed.

While I frankly see no reason, other than the interests of the Chevy Chase Land Company, to redevelop the Chevy Chase Lake Shopping Center and surrounding areas, I recognize that some development is inevitable. The question in reality is how much, where, and at what detriment to the quality of life of existing residents in this lovely community. This is not to question the pros and cons of the Purple Line, if and when it may be constructed, as this is another matter entirely.

I must say that I was surprised to hear some of the speakers cite the massive transit centers at Bethesda and Silver Spring, and the Civic Center in Rockville which was recognized as an abomination even before the concrete had hardened, as examples to be emulated. I realize, however, that the scheduled speakers all had special interests to advance, and that they took the opportunity to do so, as was their right.

My intention was to speak to the Board concerning the Planning Department draft's reference to the HOC's construction of some 250 units in Chevy Chase Lake Drive, replacing the existing 68 units in the Chevy Chase Lake Apartment complex purchased some years ago for partially subsidized public housing. This intention was reinforced upon hearing the HOC spokesman call for the increase in this number to some 700 units, and the conversion of the Chevy Chase Lake community to an "urban" as opposed to a "suburban" area. (I presume he lives elsewhere in another "suburban" area.)

Frankly, I simply do not see how it would be possible to accommodate Chevy Chase Lake Drive to the Planning Department's proposed 250 units, much less three times that number as the HOC urges. I am not sure what the zoning code's parking requirements for each new unit would be, but experience shows that two spaces per living unit are the minimum in today's world, without consideration of guest parking or the many families

with more than two automobiles each. Thus, presumably, we are talking about from 500 to 1,500 parking spaces, (plus additional guest parking) in or off a narrow dead-end street which is also projected to have a separate bike lane in the same right of way. Underground would not come close to resolving this problem.

At the present Chevy Chase Lake Drive is, on any work-day, almost fully "parked-up" with non-resident automobiles. Conditions are only slightly improved in the evenings when residents and visitors at the Chevy Chase Lake Apartment complex park their cars on the street, presumably because existing parking on site is not sufficient. I can not imagine what the situation would be with the Purple Line, but it unquestionably would be far worse with a three-fold unit increase as proposed by the Planning Department. The ten-fold unit increase as proposed by the HOC would make Bethesda on a Saturday night look like a quiet church picnic in comparison.

Under no circumstances is it logical to justify any of this additional construction on the premise that new residents will use the Purple Line or other public transportation rather than their personal automobiles to get to and from work, and that consequently there should be no concern about more cars on a little street. If this were the case, Bethesda and Silver Spring would be as free-flowing as a country lane, even though this argument was used to justify such high density construction in recent years.

It is needless to point out that either proposal (the Planning Department's or the HOC's) would result in massive traffic congestions, both mornings and evenings, at the corner with Connecticut Avenue. This is already an important pedestrian crossing for school children as well as adults and users of all ages of the Capital Crescent Trail.

This pedestrian traffic naturally would also increase with the Purple Line and an expanded Chevy Chase Lake Shopping Center, which would themselves bring in additional automobile traffic at these peak hours. Another scary idea I heard at the meeting was that the Chevy Chase Lake Purple Line Station should become a drop-off point for feeder public transportation from upper Montgomery County, all presumably entering into Chevy Chase Lake Drive to access some sort of central transit center.

Quite apart from the issues of traffic, one can not avoid considering the schoolroom and teacher needs of all the children who would naturally come with this new high density residential construction in Chevy Chase Lake Drive and elsewhere in the area. And are these same children supposed to safely navigate through all this new morning and afternoon traffic?

One last comment, as I know I am trying your patience, and this concerns the existing Montgomery County-owned Chevy Chase Lake Apartments. This attractive complex, built in traditional "colonial" style in the 1960s, is already home to nearly 70 middle- or low-income families, all good neighbors, many with children. It was recently completely refurbished, and is worth on today's market at the minimum twenty to twenty-five million dollars. There must be better places and ways in Montgomery County to spend tax payer money.

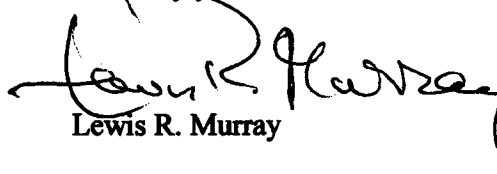
For obvious social as well as fiscal reasons, it would be near criminal to tear all this down to construct over a multi-year period, a new and larger complex in this dead-end street that would not benefit any of the current residents in any way. Quite the contrary. And needless to add, it would also be a near impossibility to enter or exit the lower end of narrow Chevy Chase Lake Drive where several hundred residents live, during the day while construction would be underway over such a long period.

I thank you for the courtesy of reading this letter, and I ask you to make it available to the other Planning Board Members. These are serious issues impacting on the lives of many and they should not be overlooked in the rush to complete the larger Sector Plan project or to accommodate the special objectives of the Housing Opportunities Commission for its political or parochial interests.

I am sending a copy to Mr. Elza Hisel-McCoy, as well as to several people in the community who are also concerned about the future of our area.

I am,

Sincerely yours,



Lewis R. Murray

tel/fax 301-951-8491

e-mail lewmurray36@gmail.com

PS. It is an interesting idea to put a walkway through the woods over the creek from Kerry Court in the Hamlet down to Chevy Chase Lake Drive. However, this alas would be a "muggers paradise" for women and small children victims, as well as us grown-up men, especially with a metro only a couple hundred yards away. It is not recommended.

MCP-CTRACK

From: Jon Tumler <jrtumler@msn.com>
Sent: Thursday, July 26, 2012 3:56 PM
To: MCP-Chair
Cc: jbarriebuchanan@gmail.com
Subject: Re Chevy Chase Hills Development Plan

RECEIVED
0602
JUL 26 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Members of the Montgomery County Planning Board:

I am a resident of the Chevy Chase Hills neighborhood, residing at 8506 Lynwood Place. I have been a resident since 1994, still appreciating the qualities that attracted me to the neighborhood in the first place. Notwithstanding its proximity to Connecticut Avenue, it remains an intimate, quiet few square blocks.

I recently learned that you are considering changes to the height limits and zoning rules on land within our community. I believe these will adversely affect me and other residents of Chevy Chase Hills. I am opposed to some of those changes in the Chevy Chase Lake Sector Plan, as well as their timing, and I urge you not to allow those changes and not to allow changes before the Purple Line is fully funded.

I know that growth in our area and in our County is inevitable if and when the Purple Line is built. But if zoning changes happen before the Purple Line is even funded, the Planning Board will not be approving "Transit Oriented Development" at all—just inappropriate development. As you consider changes in the Chevy Chase Lake Sector Plan, I urge you to consider the following:

- Building heights at Newdale Mews should *not be increased at all*—and definitely not to 65 feet. If Newdale Mews increased its buildings to the full 65 feet, they would tower over immediately adjacent properties of my neighbors, blocking sunlight and eliminating any privacy;
- Any traffic analysis should be based on new studies, done during the school year and during normal rush hours. As anyone who drives through the area at those times would tell you, it is already incredibly congested. Any study done at different time points and/or different points in the year will not be relevant or trustworthy;
- When considering proposed height increases on the west side of Connecticut Avenue, due consideration should be given to whether there will be an adequate buffer for the homes on Loughborough Road and on the eastern end of Laird Place; and,
- The Montgomery County planning staff spent a lot of time listening to my neighbors' concerns before presenting findings in the Sector Plan, and it made preserving existing communities a priority in its draft. We sincerely appreciate those efforts. The final plan should make it clear that redevelopment must respect the scale and feel of Chevy Chase Hills.

Sincerely,

Jon R. Tumler
8506 Lynwood Place
Chevy Chase, MD 20815
(301) 907-7572

MCP-CTRACK

From: Amory Barnes <amorybarnes@gmail.com>
Sent: Thursday, July 26, 2012 7:49 PM
To: MCP-Chair
Cc: Julie Barrie Buchanan; Barnes, Eli
Subject: Chevy Chase Lake Redevelopment

RECEIVED
0607
JUL 27 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Montgomery County Planning Board,

My husband and I live at 8508 Lynwood Place in the Chevy Chase Hills neighborhood. We moved into this neighborhood a little over a year ago for a number of reasons including the fact that, despite its proximity to Connecticut Avenue, it is a small, quiet neighborhood - a wonderful place to raise a family.

I recently learned that you are considering changes to the height limits and zoning rules on land within our community that, from my perspective, would adversely affect me and other residents of Chevy Chase Hills. I am opposed to some of those changes in the Chevy Chase Lake Sector Plan, as well as their timing, and I urge you not to allow those changes and not to allow changes before the Purple Line is fully funded.

Let me be clear. I know that growth in our area is inevitable if and when the Purple Line is built. But if zoning changes happen before the Purple Line is even *funded*, the Planning Board will not be approving "Transit Oriented Development" at all—just unwanted development. As you consider changes in the Chevy Chase Lake Sector Plan, I urge you to consider the following:

- Building heights at Newdale Mews should *not be increased at all*—and definitely not to 65 feet. I can't think of *any* tall apartment buildings that have been built immediately next to single family homes anywhere in Chevy Chase, and they don't belong in our neighborhood. If Newdale Mews increased its buildings to the full 65 feet, they would tower over immediately adjacent properties, blocking sunlight (and potentially killing shrubs, trees, and flowers in the process) and eliminating any semblance of privacy.

- Any traffic analysis should be based on new studies, done during the school year between 8-9 am and 5-6:30 pm. As anyone who drives through the area at those times would tell you, it is already incredibly congested. Any study done at different time points and/or different points in the year will not be relevant or trustworthy.
- When considering proposed height increases on the west side of Connecticut Avenue, due consideration should be given to whether there will be an adequate buffer for the homes on Loughborough Road, or on the eastern end of Laird Place.

The Montgomery County planning staff spent a lot of time listening to our concerns before presenting findings in the Sector Plan, and it made preserving existing communities a priority in its draft. We sincerely appreciate those efforts. The final plan should make it clear that redevelopment must respect the scale and feel of Chevy Chase Hills.

Sincerely,

Amory Barnes
8508 Lynwood Place
Chevy Chase, MD 20815
301-652-1670

Hisel-McCoy, Elza

From: Carrier, Francoise
Sent: Thursday, August 30, 2012 7:50 AM
To: Hisel-McCoy, Elza
Cc: Lazdins, Valdis
Subject: Fwd: Chevy Chase Lakes Redevelopment

For the record.

Françoise M. Carrier
Chair, Montgomery County Planning Board and
Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

Sent from my iPad

Begin forwarded message:

From: "Jim Lobsenz" <eileenjim@earthlink.net>
Date: August 29, 2012 8:09:26 PM EDT
To: <Francoise.Carrier@mncppc-mc.org>
Subject: Chevy Chase Lakes Redevelopment
Reply-To: "Jim Lobsenz" <eileenjim@earthlink.net>

Dear Ms. Carrier:

As a resident of the Town of Chevy Chase, we ask that the Planning Board significantly scale back the proposed development of Chevy Chase Lakes. Stated simply, the traffic congestion caused by the proposed development will make a very bad situation worse.

As you know, traffic is bad on Connecticut Avenue between the the Beltway and DC. And that was before the BRAC, which has made the situation significantly worse. The proposed development will add hundreds or thousands of cars per day going (crawling) up and down Connecticut Avenue. To make matters worse, there is no provision for substantial traffic remediation, such as underpasses. Rather, traffic simply will wait longer at the already ill-timed lights. This will create nightmarish commutes and other trips for those living inside the Beltway who use Connecticut Avenue. Wisconsin Avenue does not provide an alternate, as it is already impassable much of the time largely due to the BRAC.

For us personally, this development will lead to substantially more time idling in our cars and away from our family. This massive development is in the wrong place and being done in a way that imposes serious burdens on many of us without significant corresponding benefits.

Thank you for your consideration.

Jim Lobsenz
Eileen Abt
4216 Thornapple Street, Chevy Chase, MD 20815

Hisel-McCoy, Elza

From: Carrier, Francoise
Sent: Thursday, August 30, 2012 7:50 AM
To: Hisel-McCoy, Elza
Cc: Lazdins, Valdis
Subject: Fwd: Opposition Points on amendments to staff plan on development Chevy Chase Lake Development

For the record.

Françoise M. Carrier
Chair, Montgomery County Planning Board and
Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

Sent from my iPad

Begin forwarded message:

From: sue kamenar <chevychaserec@msn.com>
Date: August 29, 2012 5:49:01 PM EDT
To: <casey.anderson@mncppc-mc.org>, <marye.wells-harley@mncppc-mc.org>, <mcp-chair@mncppc-mc.org>, <amy.presley@mncppc-mc.org>, <norman.dreyfuss@mncppc-mc.org>, <francoise.carrier@mncppc-mc.org>
Subject: Opposition Points on amendments to staff plan on development Chevy Chase Lake Development

Dear Madam Chair, Madam Vice Chair, and Commissioners of the Montgomery County Planning Board,

I am sending along a previous letter that points out our areas of concern; however, I expanded the time frame for "rush hour" study because the rush hour is no longer a narrow time period. Traffic on Connecticut Avenue does not move when traveling south between 7:30 and 11 am and traveling north between 3:30 and 6:45-7. I am the General Manager and a member of CCRA and a resident of Chevy Chase.

On behalf of the Chevy Chase Recreation Association (CCRA) Board of Directors and Membership, I implore you NOT to make any amendments to the Staff Plan submitted to you on July 16 - at least not any amendments that would increase heights and/or density to the Staff Plan. Your request to the staff to create alternative proposals that include increased heights and/or densities, such as close to the proposed purple line bridge, among other areas, refutes what most communities wanted in the staff plan. Indeed, it refutes your own staff's research - years of research. DO NOT cave in to the interest of developers when communities with thousand of tax payers have already made compromises in arriving at the staff plan proposal, which already calls for increased development and tax revenue for the county.

The CCRA Board of Directors strongly believes that the best interests of its membership, representing hundreds of families - thousands of individuals - residing in the area of Chevy Chase Lake - is to keep development at the level IF NOT LESS than what was proposed in the Staff Plan of July 16.

Below is a discussion of other concerns of our community...

We support **smart redevelopment** of the Chevy Chase Lake area. However, any redevelopment must respect the established residential communities. The size and scope of redevelopment must take into consideration the interests expressed by area communities. If anything, the original Montgomery County Staff Plan presented on July 16 must be **decreased in scale, not increased in scale.**

Any increases to development that has not already been approved should be phased in **after the Purple Line** is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Traffic volume will increase, and traffic flow will worsen with any of the increased scales of development being proposed or considered by commissioners on the Montgomery County Planning Board. Traffic is already poor. With the BRAC redevelopments near Chevy Chase Valley, traffic has worsened. Large-scale development at Chevy Chase Valley will only make things even worse. **Reduce scale of development.**

Traffic reports that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 10:00 a.m. and 3:30 and 6:30 p.m., must be performed and evaluated for their validity. *The Washington Post* recently discussed why some traffic reports estimate -inaccurately - that traffic maintains or improves with development. One example, citing the BRAC merger of Bethesda Naval Medical Base and Walter Reed Hospital, said that traffic was so congested and stagnant, that the traffic measurement cables were not crossed very much in a short period of time. As a result, the traffic measurements made it appear that traffic was decreased, when actually it was severely worse. Any one driving or walking along Jones Bridge Road at rush hour can verify that traffic has been backed up as far as the entire length of Jones Bridge between Connecticut Avenue and Wisconsin Avenue. Please consider real world traffic experience and disallow large-scale development at Chevy Chase Valley. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means increased traffic which means **increased bicycle and increased pedestrian risk**. Keep the scale of development small to moderate – no more if not *less than* the original staff plan proposal of July 16 – and assure safe bicycle lanes and pedestrian crossings. Bicycle and pedestrian safety is especially true between Manor Road and Jones Bridge Road. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means **the loss of green space and tree canopy** (20 acres of forest are at risk in some current proposals). Keep the scale of development small to moderate – no more if not *less than* the original staff plan proposal of July 16 – and assure preservation and enhancement of green space. Don't dwarf the green space with concrete and steel, either. **Reduce scale of development.**

Large-scale development (1.5 million square feet) **means increased risk of survival of unique community businesses**. Incorporate lesser scales of development – no more if not *less than* the original staff plan proposal of July 16 - and provide opportunities for survival of the unique businesses that serve this community. **Reduce scale of development**

Sue Parker Kamenar

CCRA General Manager
P O Box 15256
Chevy Chase, MD 20825-5256
(O) 301-656-2272
(F) 301-656-6562

RECEIVED
JUL 30 2012

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Wells-Harley, Marye
Sent: Saturday, July 28, 2012 3:43 PM
To: MCP-Chair
Subject: FW: Chevy Chase Lake Sector Plan Public Comment - don't allow Newdale height increase

From: Tim Pryor
Sent: Saturday, July 28, 2012 3:43:25 PM (UTC-05:00) Eastern Time (US & Canada)
To: Wells-Harley, Marye
Subject: Chevy Chase Lake Sector Plan Public Comment - don't allow Newdale height increase

Dear Ms. Wells-Harley,

I listened with concern and anxiety to the Planning Board's July 16th discussion about allowing the heights of at Newdale Mews to increase to 65 feet in the Chevy Chase Lake Sector Plan, and not necessarily waiting for Purple Line funding to do it. As a resident of Lynwood Place, I strongly oppose any such increase there or behind frontage at 8500 and 8402 Connecticut Avenue.

Part of why I love my neighborhood is because it has such a small scale, private feel, so close to a major highway and local retail. On our street in particular, there is a seamless transition between Newdale's small scale, three story apartments and our backyards. We have views above and between these buildings and mature trees provide a buffer between us.

Allowing Newdale to grow to 65 feet would destroy that. Long shadows would be cast across not only our yards and homes, but in the morning, to the homes on the north side of Lynwood. Our privacy would disappear with six story apartments looming over us. Parking would likely become an issue on our street due to inadequate supply at Newdale, or worse, we worry the heights could set the stage for allowing a parking garage on that property.

I strongly encourage you to reduce the heights proposed in the Create section of the Chevy Chase Sector Plan to 35 feet. Please also prohibit any destruction of existing mature trees that provide a buffer between our properties. And whatever you do, please do not allow any rezoning of this property or the Sonoco or dry cleaning properties at 8500 and 8402 Connecticut before the Purple Line is fully funded.

I do recognize the need for added density in the area in general and applaud the idea of a new Town Center that would take advantage of the Purple Line's increased traffic. Please consider focusing that housing growth on the east side of Connecticut. The number of new homes gained by increasing heights along the narrow strip of Newdale Road will only marginally increase the Town Center's housing count. In the meantime, our property values will drop, and we'll lose the sense of secluded privacy we've come to cherish.

Sincerely,

Tim Pryor
8415 Lynwood Place
Chevy Chase Hills, MD

MCP-CTRACK

From: Dreyfuss, Norman
Sent: Saturday, July 28, 2012 4:59 PM
To: MCP-Chair
Subject: FW: Newdale Mews

RECEIVED
JUL 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: diana cashen
Sent: Saturday, July 28, 2012 4:58:28 PM (UTC-05:00) Eastern Time (US & Canada)
To: =?iso-8859-1?Q?Fran=E7oise=2ECarrier?=@mncppc-mc.org; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Subject: Newdale Mews

Dear Planning Board,

I was sad to hear recently that you are discussing increasing the height limit at Newdale Mews to 65 feet or more as part of the Chevy Chase Lake Sector Plan. As someone who has lived in Chevy Chase and Washington, D.C. for more than 30 years, I would find the beautiful community of Chevy Chase Hills lessened by such a decision.

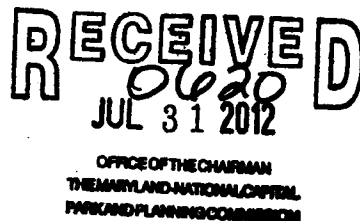
I know that you are considering this change as part of the Chevy Chase Lake Sector Plan, and that new homes and stores make sense as part of a town center that will benefit from the proposed Purple Line. I don't believe, though, that allowing higher apartments on Newdale Road will add much to your population increase. But I do know it will make Lynwood Place a less pleasant street to visit, as the new six story apartments tower over the modest single family homes on that street that are a fraction of their size.

I am a frequent visitor to Chevy Chase Hills. I love the idea of such a pleasant, small-scale neighborhood, with trees and young families, being so close to the activity of Connecticut Avenue or downtown Bethesda just a mile away on the Crescent Trail. I urge you to preserve this neighborhood, and reconsider your views. Keep the height limit on Newdale Mews at 35 feet in the Chevy Chase Sector Plan, and do not recommend any rezoning of the west side of Connecticut avenue before the Purple Line is fully funded.

Thank you,

Diana Cashen

159 Quincy St.
Chevy Chase MD 20815



July 24, 2012

Ms. Françoise Carrier
Chair
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910

Dear Ms. Carrier:

As a resident of Chevy Chase, for more than a year now I've watched the process of the development of the Chevy Chase Lake master plan with interest.

The purpose of this letter is to encourage the planning board's consideration of a proposal that may satisfy the plan's stakeholders in a way that has to this point not been raised.

Briefly, the difficulty in creating a master plan for Chevy Chase Lake seems complicated by several big factors. Among them:

- Residents, in the main, are unhappy that Connecticut Avenue is a major arterial, connecting northwest DC with the beltway. They'd like to be adjacent to something that offers them some retail options, but not a mini-Tysons Corners. Give us parks, open space, a reasonable scale of development and, emphatically, no additional traffic, they say.
- The Chevy Chase Land Company is mostly unhappy that it is about to restricted to a development of commercial, retail and residential units that's not up to the scale that's been seen in other nearby locations like Bethesda and Friendship Heights (gee, too bad). They've pushed hard for the Purple Line, too, knowing that its construction, while doubtful because of the lack of money right now, could be the justification for bigger buildings.
- Commuters are unhappy too. Their complaint? Why should Chevy Chase Lake get more retail, commercial and residential development that's going to turn

their slog through between East West Highway and Jones Bridge into a three-mile-an-hour crawl?

- Residents in the area who are opposed to the Purple Line – the vast majority of residents – are unhappy about losing the Capital Crescent Trail as the de facto park that now exists. They know that the light rail train system with its high power lines will require the clear-cutting of thousands of trees for miles. They hate the idea of the Purple Line.
- The planning staff has been inept from the get-go. Instead of establishing goals from the outset of this process, they've treated the process like mediator might settle a labor dispute. Its message, never directly stated to stakeholders but pretty obvious is: you're not going to get everything you want, so what can you live with? The reason this doesn't work is that unless a community of stakeholders gets together and really talks about its collective goals like "less traffic," "un-crowded schools," "safer streets" etc. the process becomes a farce (because the negotiate-model has avoided these issues).

So unless there's a work-around the increased-development-will-increase-traffic-congestion scenario, the master plan will be a failure.

Because the two big things that are seemingly desired are at odds with one another (an arterial for commuters and other users who are trying to get through the area and a community-based street scaled to the level that residents and the Chevy Chase Land Company can agree on, synched with community goals), I think the answer is to separate them. Not unlike two children who can't get along.

This has been done in few places.

- Paris ...



- Buenos Aires



- New York (Pershing Square viaduct)



- Seoul



Not to put too fine a point on it, the idea is to create a low four-lane viaduct for the Connecticut Avenue through-traffic in the central area of Chevy Chase Lake and, below it, a two-lane street for local traffic that might include a park, restaurants and retail that is of a scale desired by the community. (Yes, it helps that the area lies in a small valley coming off the hills from East West Highway on the south side and Jones Bridge on the north.)

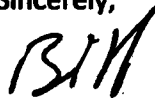
This is not a cheap option, to be sure. But I'm sure you can quickly imagine how it could be financed.

One last suggestion: forget about the Purple Line for the present. The state's not going to raise the gas tax, so there's no money for it. If you decide to explore this viaduct option, sure, go ahead and plan a Purple Line option below it. But my hunch is that Friends of the Capital Crescent Trail and others unhappy about the potential loss of more park land and open space will be successful in converting the trail between Bethesda and Stewart Avenue into a true park and slamming it shut to the Purple Line well before any gas tax is passed.

Finally, I'm writing this as a personal suggestion and it doesn't represent a position of the Friends of the Capital Crescent Trail, where I'm a member of the board.

Thanks very much.

Sincerely,



William Schulz

PS – Here's how the high school serving Chevy Chase Lake is "solving" its present overcrowding issue – trucking in portable classrooms and setting them up on the tennis courts. You have to wonder how 1,000 new housing units in Chevy Chase Lake will impact B-CC High School. They may have to build more tennis courts to hold more portables.



Hisel-McCoy, Elza

From: M & T Saffell <saffell4@gmail.com>
Sent: Tuesday, August 28, 2012 1:31 PM
To: Hisel-McCoy, Elza
Subject: Chevy Chase Lake Redevelopment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Planning Board Members,

We have lived 2 minutes from the Chevy Chase Lake Shopping Center for more than 22 years. We have enjoyed the close proximity to the few shopping and eating establishments.

However, the aging Center and lack of new stores and restaurants has turned us away from visiting the area often. The 'tired' center is in great need of redevelopment encompassing a mix of commercial and residential buildings to attract close-by residents as well as the current 'drive-by' locals. We believe an updated center in this area would bring back many local residents to shop and eat, as well as enjoy more vibrant community activities.

Please note our full support of redeveloping the Chevy Chase Lake Shopping Center well in advance of the Purple Line. We hope to enjoy the proposed new and exciting plans presented to the Planning Board in the very near future.

Tom and Margaret Saffell
9500 Old Spring Road
Rock Creek Hills
301-933-9595

Hisel-McCoy, Elza

From: CashionR@aol.com
Sent: Tuesday, August 28, 2012 12:29 PM
To: Hisel-McCoy, Elza
Subject: Chevy Chase Lake Sector Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Hisel-McCoy:

I understand the Planning Board will meet on September 6th to discuss the Chevy Chase Lake Sector Plan again. Please include in your consideration the input from the Chevy Chase Mews Condominium Association which is located adjacent to the Purple Line on Manor Road and within close walking distance to the current businesses at the intersection of Manor Road and Connecticut Avenue.

Members of Chevy Chase Mews will benefit from the redevelopment within the Chevy Chase Lake Sector if the Planning Board permits full expansion of businesses there, especially dining and other amenities which make a community more desirable. We would also benefit from the inclusion of landscaping with green space instead of parking lots. It is my belief the current buildings and businesses have not been updated to modern standards and are far overdue for redevelopment.

Thank you for consideration of these comments.

Roy Cashion
Director, Chevy Chase Condominium Association

Hisel-McCoy, Elza

From: Morris Antonelli <antonellimorris@yahoo.com>
Sent: Tuesday, August 28, 2012 12:01 PM
To: Hisel-McCoy, Elza
Subject: Fw: Chevy Chase Lake

Follow Up Flag: Follow up
Flag Status: Flagged

----- Forwarded Message -----

From: Morris Antonelli <antonellimorris@yahoo.com>
To: Elza <Elza.HiselMcCoy@montgomeryplanning.org>
Sent: Tuesday, August 28, 2012 11:29 AM
Subject: Chevy Chase Lake

Elza Hisel-McCoy
Montgomery Planning Board

My wife, m Amy, and I support the proposals offered by the Chevy Chase Land Co. to redevelop and expand the area around Chevy Chase Lake for all the reasons stated at the July hearing.

We have lived in Rock Creek Hills, Kensington since 1969. We are proponents of smart growth with more density near public transit. This proposed redevelopment and expansion offers an esthetic and well thought out plan meeting the criteria of smart growth.

Morris Antonelli DDS
9612 Hawick Lane, Kensington, MD. 20895

Hisel-McCoy, Elza

From: Jane Fairweather <jane@janefairweather.com>
Sent: Tuesday, August 28, 2012 2:27 PM
To: Hisel-McCoy, Elza
Subject: chevy chase lake

Follow Up Flag: Follow up
Flag Status: Flagged

To Elza Hisel-McCoy,

The trend to live urban is getting more and more momentum. Both young families and downsizers are looking for connected communities that allow them to work, shop and recreate within walking distance to their homes. The Chevy Chase Lake development is old and tired and in need of revitalization. I strongly support the Chevy Chase Land Co's plan for a new, vibrant Chevy Chase Lake.

Jane Fairweather



JANE FAIRWEATHER

The Jane Fairweather Team

Coldwell Banker, Residential Brokerage
4709 Maple Avenue
Bethesda, Maryland 20814

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Hisel-McCoy, Elza

From: Marc Korman <mkorman@gmail.com>
Sent: Tuesday, August 28, 2012 3:06 PM
To: Hisel-McCoy, Elza
Subject: CCL Thoughts
Attachments: Chevy Chase Lake Testimony.docx

Follow Up Flag: Follow up
Flag Status: Flagged

I wanted to share some brief thoughts regarding the Chevy Chase Lake sector plan, which I understand is being reconsidered before being discussed further by the Planning Board. I think the earlier version of the sector plan lacked a true transit-orient development vision, particularly for an area that is largely being considered for a new sector plan because of the expected Purple Line station. I have attached my testimony on the former plan as a reference which includes my thoughts on the former plan as well as some context.

Now that there is a chance to revisit the staff draft, I hope you will embrace Chevy Chase Lake for what it is. It is a community with existing tall buildings in a high traffic area near a planned transit line with a few landowners committed to transit-oriented development. It presents a major opportunity to remove 60+ year old strip malls in favor of new, transit-oriented mixed-use development. Let's take advantage of this unique location and plan for a really first class, denser more livable area that is better for local businesses and residents, as well as the broader County community and its needs.

Thank you for your consideration.

-Marc

Marc Korman
4850 Montgomery Lane
Bethesda, MD 20814
mkorman@gmail.com
240/447-1175

Chevy Chase Lake Sector Plan Presentation of Staff Draft
Testimony of Marc Korman

Thank you for this opportunity to submit testimony regarding the Chevy Chase Lake Sector Plan Staff Draft.¹ Although I sit on various boards and committees, this testimony is entirely my own and does not reflect anyone else's position.

I currently live in downtown Bethesda so am not a resident of Chevy Chase Lake. I do enjoy its amenities however, including delicious and affordable meals at Manoli Canoli, delicious and less affordable meals at Tavira, and trips to my son's pediatrician. Like many County residents, I use the trail that runs through Chevy Chase Lake and have sat in traffic on Connecticut Avenue. Although I do not live or work in Chevy Chase Lake, development there has an effect on me and my family as nearby County residents. Chevy Chase Lake is also one component of the County's economic future which affects all of us who live here.

The planning staff has been diligent in going out into the community and discussing the Chevy Chase Lake Sector Plan. I have had the opportunity to attend an early scoping meeting at Chevy Chase Library on April 27, 2010, a presentation by then-planning director Rollin Stanley in Chevy Chase Village on June 18, 2011, and two presentations by planning staff at the Western Montgomery County Citizens Advisory Board, the most recent of which was on July 9, 2012. I know this is only a small sample of their community interaction and I am appreciative of their efforts to speak to the community and take questions about the project. I have also had the opportunity to attend one early meeting of the Connecticut Avenue Corridor Committee on December 15, 2010 and discussed this Sector Plan with representatives of the Chevy Chase Land Company, the largest land owner in the Sector Plan's area, on several occasions.

¹ Chevy Chase Lake Sector Plan, Staff Draft (July 2012) *available at* <http://www.montgomeryplanning.org/community/chevychaselake/documents/ccl-sector-plan-staff-draft-072012.pdf> ("Staff Draft").

Having spent all this time studying the area and proposals for development, I find the Staff Draft disappointing. For all its amenities, the current Chevy Chase Lake is largely a tall building surrounded by a few strip malls and then, a bit farther out from the core, residential homes. A major theme of the Staff Draft is preservation.² But it is not entirely clear to me why we are focusing on “preserving” a cluster of strip malls when we have the opportunity to plan for vibrant transit-oriented development.

Chevy Chase Lake is an ideal site for transit-oriented development. First and foremost, it is the future site of a Purple Line station. Second, it is already home to a 17-story building in the area the staff draft refers to as the town center.³ Just south of the town center but still within the sector plan area is the similarly sized Classic Residence assisted living building. Third, there are only a few major landowners and they are engaged and committed to transit-oriented development. This trifecta of a rail station, some existing density and engaged owners is not easily replicated and should be embraced.

Embracing transit-oriented development in Chevy Chase Lake does not mean destroying existing homes or building ten more 17-story buildings, but it may mean zoning for more buildings taller than 70 feet around the Purple Line station. The flaw in the 70 foot scheme in the current staff draft is best highlighted by noting that the existing, 17-story building would be downzoned to 70 feet. Of course the existing use would be allowed to remain, but by zoning the existing building in that way the staff draft essentially guarantees little will change in Chevy Chase Lake as the owner is unlikely to ever redevelop that property. This is representative of the other parcels which, similarly, may not offer enough density to incentivize redevelopment.

An understandable concern with additional density around the Purple Line station is traffic. Connecticut Avenue is a major artery into and out of Washington, DC and commuting on the road can be frustrating. Given the amount of through traffic and development patterns farther from Washington,

² See, e.g., Staff Draft at 13 (“The primary focus of this Plan is to preserve”); *Id.* at 19 (describing “preserve” as one of the planning themes).

³ See Staff Draft at 6 (map identifying the town center).

DC, there will continue to be heavy traffic on Connecticut Avenue regardless of what happens at Chevy Chase Lake. A robust transit-oriented development will, in fact, present an opportunity to improve roadways and enhance other transportation opportunities around the area.

Based on the public presentations, a good deal of the focus of the Staff Draft is to preserve the goals of the 1990 Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan (“1990 Master Plan”).⁴ After 22 years, it makes little sense to stick with the 1990 Master Plan too closely. First, the entire point of a Sector Plan is to drill down on a particular area within a Master Plan for more site-specific work. Second, the entire 1990 Master Plan is scheduled for an update in the near future.

As a site so well situated for transit-oriented development, the 1990 Master Plan is particularly ill-suited for current planning purposes. The 1990 Master Plan does not, of course, describe the Purple Line as it was not yet conceived in its current form. Yet the Purple Line is, arguably, the entire reason the Planning Board is even discussing this Sector Plan. The 1990 Master Plan does reference the Georgetown Branch Master Plan Amendment, 1990.⁵ That plan described a proposed 4.4 mile trolley route between Bethesda and Silver Spring.⁶ The current Purple Line plan, by contrast, is a 16 mile light rail line connecting two counties and four Metro stations, one of which did not even exist in 1990.⁷ It is simply not credible to consider development around a Purple Line-accessible site in the same manner as it was considered prior to the currently proposed Purple Line. With the Governor’s selection of a Locally Preferred Alternative for the Purple Line and preliminary engineering proceeding, the Chevy Chase Lake Sector Plan needs to be forward looking. Reliance on an outdated plan that encouraged strip mall development is not the direction our County needs to go.

⁴ See also Staff Draft at 19 (“This Plan builds on the recommendations of the 1990 B-CC Plan”).

⁵ 1990 Master Plan at 103 et seq. *available at* http://www.montgomeryplanning.org/community/plan_areas/bethesda_chevy_chase/master_plans/bethesda_cc90/transport_beth_cc90.pdf.

⁶ Georgetown Branch Master Plan Amendment, 1990 at 7 *available at* http://www.montgomeryplanning.org/transportation/documents/georgetown_mp_jan1990.pdf.

⁷ The College Park metro station did not exist in 1990.

Unfortunately, it appears that the overriding thrust of the Staff Draft is to go nowhere at all. First, in the initial phase prior to the Purple Line the Staff Draft proposes no development beyond what is already approved. It does allow mixed use development during the first phase but there is little incentive for the landowners to actually take any action. That said, it is reasonable that most development would occur after the Purple Line is assured and phasing can be an effective method of ensuring development unfolds in an appropriate matter.⁸ But even the additional development the Staff Draft authorizes, following the full funding grant agreement for the Connecticut Avenue section of the Purple Line, may be insufficient to encourage the land owner to make the investment to redevelop the property. The end result of all of this planning may be no action or redevelopment at all and the existing strip malls will remain. The entire effort will have simply been planning for planning's sake and in a short time the Planning Board would need to revisit this Sector Plan.

The planning staff has often recounted certain statistics about Montgomery County's growth, an absolute necessity if we want to maintain our tax base and quality of life. According to the staff, 72,000 new households are expected in the next 20 to 25 years⁹ and 155,000 to 165,000 new jobs.¹⁰ But land in Montgomery County is limited with 89% of the total area properly protected within the Agricultural Reserve, parkland, or existing single-family residential areas.¹¹ Chevy Chase Lake is representative of that remaining 11%.¹² The Planning Board should take this opportunity to encourage a transit-oriented development that benefits from proximity to a light rail Purple Line station. We should build in places like Chevy Chase Lake so that we can preserve single-family home neighborhoods like the one where I

⁸ The Staff Draft envisions two Sectional Map Amendments to accomplish this phasing which may provide a further disincentive for the landowners to act. See Staff Draft at 19-21.

⁹ See, e.g., Memorandum from Dan Hardy, Acting Chief, Research & Technology Division to the Planning Board at 2 available at

http://www.montgomeryplanningboard.org/agenda/2009/documents/20090618_HousingElement.pdf.

¹⁰ Rollin Stanley, Is Wedges & Corridors the County's First Sustainable Growth Plan? (Oct. 28, 2011) available at <http://montgomeryplanning.org/blog-director/?p=899>.

¹¹ *Id.*

¹² Of course, the entire 11% is not suited for more density.

grew up in Rockville. Chevy Chase Lake as it exists today is the past. Unfortunately, the current Staff Draft will not get us to the future. Thank you for your consideration.

Marc Korman
4850 Montgomery Lane
Bethesda, MD 20814
mkorman@gmail.com
(240)447-1175

Hisel-McCoy, Elza

From: Allison Hodge <ahodge@hhsinsurance.com>
Sent: Tuesday, August 28, 2012 10:33 PM
To: Hisel-McCoy, Elza
Subject: Chevy Chase Lake

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Elza,

I am writing to voice my support of the Chevy Chase Lake sector plan. The Chevy Chase Lake community needs to be redeveloped with updated restaurants , shops and pedestrian oriented public spaces. These additions and updates to the community will help create a neighborhood feel which is lacking in the Chevy Chase Lake Area.

I have watched the changes in Bethesda and Silver Spring evolve with the times and seen the excitement that revitalization can create in a community. I have also seen quite the opposite in both Chevy Chase Lake and Kensington. These communities seem to be stuck in a time warp. The people living in these communities are forced to drive to places like Bethesda, Silver Spring or DC. This only adds to the traffic congestion. Change and growth is a necessity of life and when you refuse to accommodate the inevitable it can only be problematic. Through all my discussions with friends and family they all feel similarly and like the idea of living in a neighborhood that is walk-able, bike- able and more conducive to public transportation. I see the revitalization of the Chevy Chase Lake area as a needed reinvestment in the community.

I was born and raised in the Chevy Chase area. I currently work in Chevy Chase Lake, but choose to live in DC in order to have more sense of community. I would love the option to move closer to work and family ,but feel the area is lacking the qualities that I look for.

Sincerely,

Allison Hodge

Allison Hodge
Hodge, Hart & Schleifer
8401 Connecticut Ave. Suite 600
Chevy Chase, MD 20815
Phone-240-644-6000
Fax- 240-644-6011
www.hhsinsurance.com

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Tacconelli, Gail

From: Brigitte Akalovsky <akalovsky@hotmail.com>
Sent: Wednesday, August 29, 2012 2:32 PM
To: MCP-Chair
Cc: NCC-Village VONCC
Subject: Staff Draft for the Chevy Chase Lake Sector Plan
Attachments: CH.CH.LK-Sector-Letter.pdf

RECEIVED
AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I have attached my letter of concerns about this project.

Please consider it.

Brigitte Akalovsky
301-961-2619

August 28, 2012

Brigitte Akalovsky
3607 Jones Bridge Rd.
Chevy Chase, MD 20815

Dear Park and Planning Board,

I am writing as a follow up to the July 16th Board discussion of the Staff Draft for the Chevy Chase Lake Sector Plan. I would like my letter distributed to the Board and my issue considered as the Board continues the discussion on Sept 6th.

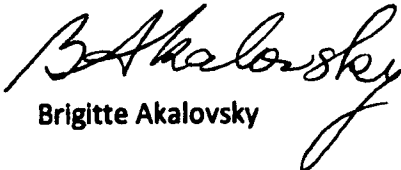
I live on Jones Bridge Road in the Village of North Chevy perpendicular to Manor Road. I have worked for almost two years meeting with other community municipalities and civic associations in and around the area of Chevy Chase Lake and a representative of North Chevy Chase has been present at multiple meetings with the Chevy Chase Land Company and with other property owners in the Sector area.

I support some redevelopment. I would like to see some more shopping opportunities within walking distance to my house. I would like more choices of eating establishments. I do not mind a fresh and new updated look to that area. I'm not so concerned about size and colors or any particular shop.

I'm very concerned about traffic congestion. I would like more mass transportation. I use and love the shuttle bus that Chevy Chase Land Company has allowed us to use to get to Metro. There is no direct mass transportation from this area to Metro or downtown Bethesda at non-rush hours. I can not wait for the Purple Line to be built. I do not want this development to be a drive-to-destination. I do not want our neighborhood used for parking and cut through.

Thank you for your attention to my concerns.

Sincerely,


Brigitte Akalovsky

Tacconelli, Gail

From: fern lapidus <fernl@radix.net>
Sent: Wednesday, August 29, 2012 3:11 PM
To: MCP-Chair
Subject: Chevy Chase Lake Sector Plan
Attachments: Planning Board.docx

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AUG 30 2012

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

For 9/6 Planning Board discussion:

August 28, 2012

Fern M. Lapidus
8801 Montgomery Ave.
Chevy Chase, MD 20815

I am a resident of the Village of North Chevy Chase and want to follow up on the July 16th Board discussion regarding the Staff Draft presented for the Chevy Chase Lake Sector Plan.

Over the past several years, I have had the opportunity to attend many presentations about plans to develop Chevy Chase Lake. I welcome development of that area. The current shopping center more than 40 years old and should be revitalized.

I do have several issues regarding development of this site:

- I look forward patronizing the proposed shops mentioned at planning meetings. Much of my grocery shopping now comes from Chevy Chase Supermarket. Hopefully the new market planned will provide the same quality products and services.
- New restaurants and shops should reflect the character of the surrounding community. Local Communities have basic needs, which should be accommodated: a drug store, cleaners, fresh-baked goods, wine and spirits.
- Reasonably priced dining places with room for outdoor seating would enhance the environment.
- Parking: Much has been made of limited parking in the hopes that people would be encouraged to use other means of transportation. I personally would use the Purple Line should it be completed, but I would not patronize the shopping center without adequate parking or free delivery of my purchases.
- Traffic: My primary concern with the development of Chevy Chase Lake is traffic. We now experience extensive delays along Connecticut Ave and Jones Bridge Road during peak hours. The thought of adding extensive new housing and shopping facilities, no matter how physically attractive they may be is, is not tenable without ameliorating traffic congestion.

I thank the Board for its attention to my concern and would like my letter distributed to the Board when it this discussion September 6th

Sincerely,

Fern M. Lapidus

Tacconelli, Gail

From: roberta liebman <liebman33@verizon.net>
Sent: Wednesday, August 29, 2012 3:26 PM
To: MCP-Chair
Subject: chevy chase lake development

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AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Members of the Board:

As a resident of Martins' Additions, Chevy Chase, I am extremely concerned about the possibility of large scale development at Chevy Chase Lake. A modest increase of offices, apartments and stores makes sense. Large scale development would be destructive, would change the character of the neighborhood & completely clog the streets.

The surrounding area of one & two story homes is already overwhelmed by traffic. Connecticut Avenue is clogged for hours. BRAC is making the traffic worse. We should not allow another large development, with accompanying traffic to be built in Chevy Chase.

For the sake of the nearby schools, swimming pool, young and old residents, we need a plan of moderate, low-rise building with accommodations for pedestrians, bikes and nature. I sincerely hope the Planning Board will recognize the needs and desires of the large residential neighborhoods that will be affected.

Respectfully,
Roberta Liebman
301-652-8118

Tacconelli, Gail

From: Mechanick, Maury <mmechanick@whitecase.com>
Sent: Wednesday, August 29, 2012 3:45 PM
To: MCP-Chair
Subject: Letter re Chevy Chase Lake Sector Plan
Attachments: Planning Board Letter.8.29.12.pdf

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Attached please find a letter regarding the July 16 Board Discussion of the Staff Draft for the Chevy Chase Lake Sector Plan. We would like our letter distributed to the Board and our issues considered as the Board continues the discussion on Sept 6th.

Maury Mechanick
Deborah Lamb-Mechanick
8905 Montgomery Avenue
Village of North Chevy Chase
Montgomery County
Maryland

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August 29, 2012

Montgomery County Planning Board
7887 Georgia Avenue
Silver Spring, MD 20910

Re: July 16th Board Discussion of Staff Draft for the Chevy Chase Lake Sector Plan

Dear Planning Board Members:

We are writing as a follow up to the July 16th Board discussion of the Staff Draft for the Chevy Chase Lake Sector Plan. We would like our letter distributed to the Board and our issues considered as the Board continues the discussion on Sept 6th.

As longstanding residents of the Village of North Chevy Chase, we have a very strong interest in the planned revisions to the Chevy Chase Lake Sector Plan now under consideration by the Planning Board. We certainly recognize that additional development is likely to occur and we are not seeking to oppose that. It is critically important, however, that any development be consistent with and preserve the unique character of Chevy Chase Lake.

In light of this, we were encouraged by the approach taken by the Planning Staff in the recommendations presented to the Planning Board at the July 16 Public Hearing. Without necessarily agreeing with everything that the Staff recommended, we thought they took a very carefully crafted and balanced approach to further development of Chevy Chase Lake with respect to both building heights and increased residential densities, particularly in the first phase of redevelopment prior to actual final approval of the Purple Line. Additionally, we fully support the Staff's approach concerning the process by which any formal Sector Map Amendments are to adopted, with the initial Sector Map Amendment tied to pre-Purple Line Development, and a second Amendment to be adopted only if construction of the Chevy Chase Lake Purple Line Station is ever definitively approved.

As such, we are very concerned about the instructions that were given to the Staff following the July 16 Public Hearing, where the Staff was in effect asked to consider whether additional density (in the form of increased number of residential units and taller building heights) could be accommodated in the pre-Purple Line phase. This unfortunately flies in the face of a number of specific factors directly affecting Chevy Chase Lake. Traffic density along the Connecticut Avenue Corridor has significantly increased since the time that the current zoning determinations we made. Additionally, the area is now bearing the brunt of the BRAC decision to consolidate Walter Reed and Bethesda Naval into a single complex at the Bethesda Naval Medical site. Finally, the Board's recent approval of additional development in nearby Kensington will very likely contribute further to the level of traffic congestion along Connecticut Avenue heading into the District of Columbia. Indeed, two major intersections bordering Chevy Chase Lake Sector (Connecticut, Jones Bridge Road and Kensington

Parkway to the north and Connecticut and East-West Highway to the south) are currently failed intersections based upon County standards, standing as stark reminders of the excessive congestion levels already affecting the Sector. Thus, rather than trying to squeeze more development into Chevy Chase Lake during the pre-Purple Line phase, serious consideration should be given to whether prior determinations of acceptable additional impact of development really hold up given all these other developments.

We are also concerned about arguments put forward by some at the July 16 Hearing as to why it is unnecessary to divide the Sector Map Amendment process into two phases, as recommended by the Planning Staff. While the need for such bifurcation may not always be present in the case of other Sector Plans (i.e., White Flint), a careful assessment of the unique circumstances present in the case of Chevy Chase Lake should make it abundantly clear that this is exactly the right approach here. For what is truly unique about Chevy Chase Lake Sector is the overwhelming impact that a single decision will have on the acceptable level of development for the Sector – that decision being whether or not the Purple Line will actually be constructed. Indeed, the relatively small geographic size of Chevy Chase Lake actually militates in favor of such a bifurcated approach rather than against it, as some have suggested, because of the disparity in acceptable development densities between the two possible scenarios. Moreover, if a Sector Map Amendment approving the full level of development that can only occur if the Purple Line is built is adopted now, it would simply be an open invitation to a series of sequential exception and waiver requests seeking incremental, creeping additional development over time, even in the face a firm decision not to proceed with construction of the Purple Line.

For the foregoing reasons, we strongly urge that the Planning Board not increase the density levels that were contained in the Staff's original recommendations and that the Planning Board endorse the Staff's recommendation regarding the bifurcated approach to adoption of any Sector Map Amendments for Chevy Chase Lake.

Sincerely yours,



Maury Mechanick
Deborah Lamb-Mechanick
8905 Montgomery Avenue
Village of North Chevy Chase
Montgomery County
Maryland

Tacconelli, Gail

From: Christine Waltz <christine31@me.com>
Sent: Wednesday, August 29, 2012 4:13 PM
To: Carrier, Francoise
Cc: MCP-Chair; ritt.dallaire@karlstorz.com
Subject: Chevy Chase Lake redevelopment

RECEIVED
AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Ms. Carrier,

We are writing to you, as well as your colleagues, concerning the redevelopment of the Chevy Chase Lake area. I encourage the planning board to reduce the scale of development. We support smart redevelopment of the Chevy Chase Lake area. However, any redevelopment must respect the established residential communities. The size and scope of redevelopment must take into consideration the interests expressed by area communities. If anything, the original Montgomery County Staff Plan presented on July 16 must be decreased in scale, not increased in scale.

Any increases to development that has not already been approved should be phased in after the Purple Line is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Traffic volume will increase, and traffic flow will worsen with any of the increased scales of development being proposed or considered by commissioners on the Montgomery County Planning Board. Traffic is already poor. With the BRAC redevelopments near Chevy Chase Valley, traffic has worsened. Large-scale development at Chevy Chase Valley will only make things even worse.

Traffic reports that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed and evaluated for their validity. The Washington Post recently discussed why some traffic reports estimate -inaccurately - that traffic maintains or improves with development. One example, citing the BRAC merger of Bethesda Naval Medical Base and Walter Reed Hospital, said that traffic was so congested and stagnant, that the traffic measurement cables were not crossed very much in a short period of time. As a result, the traffic measurements made it appear that traffic was decreased, when actually it was severely worse. Any one driving or walking along Jones Bridge Road at rush hour can verify that traffic has been backed up as far as the entire length of Jones Bridge between Connecticut Avenue and Wisconsin Avenue. Please consider real world traffic experience and disallow large-scale development at Chevy Chase Valley.

Large-scale development (1.5 million square feet) means increased traffic which means increased bicycle and increased pedestrian risk. Keep the scale of development small to moderate - no more if not less than the original staff plan proposal of July 16 - and assure safe bicycle lanes and pedestrian crossings. Bicycle and pedestrian safety is especially true between Manor Road and Jones Bridge Road.

Large-scale development means the loss of green space and tree canopy (20 acres of forest are at risk in some current proposals). Keep the scale of development small to moderate - no more if not less than the original staff plan proposal of July 16 - and assure preservation and enhancement of green space. Don't dwarf the green space with concrete and steel, either.

Large-scale development means increased risk of survival of unique community businesses. Incorporate lesser

scales of development - no more if not less than the original staff plan proposal of July 16 - and provide opportunities for survival of the unique businesses that serve this community.

Reduce scale of development.

Sincerely,

~Christine Waltz & Richard Dallaire

Tacconelli, Gail

From: Village Manager, Jean Sperling <martinsadditions@verizon.net>
Sent: Wednesday, August 29, 2012 4:35 PM
To: MCP-Chair
Subject: Comments on Chevy Chase Lake Worksession
Attachments: Chevy Chase Lake Section Plan 8-29-12.pdf

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION



VILLAGE OF MARTIN'S ADDITIONS
7013B Brookville Road ♦ Chevy Chase, Maryland 20815 ♦ 301/656-4112

August 29, 2012

Ms. Françoise Carrier
Planning Board Chair
Maryland-National Capital Park and Planning Commission
Montgomery County Regional Office Building
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Ms. Carrier:

I am writing to you as a follow-up to the July 16th Planning Board discussion of the Staff Draft for the Chevy Chase Lake Sector Plan. I represent the Village of Martin's Additions, a municipality that lies south of East-West Highway and east of Connecticut Avenue. Our community was founded as a Special Taxing District in 1916 and was incorporated as a municipality in 1985. We are one of the most densely populated municipalities in the state of Maryland with almost 1,000 residents calling Martin's Additions home. Our proximity to the Chevy Chase Lake area, our density, our very aged infrastructure and present traffic load through the Village and surrounding area require that we are vigilant about protecting our community and thoughtful about all development within our boundaries as well as outside our borders. The proposed development in the Chevy Chase Lake area just north of us will surely have an impact on life in Martin's Additions.

Martin's Additions has worked with other municipalities and civic associations who represent communities in and around the area of Chevy Chase Lake for almost two years. Representatives of Martin's Additions have been present at multiple meetings and presentations related to the development of the Chevy Chase Lake area. We have been impressed with the effort of the Chevy Chase Land Company and the Planning Board staff to hear our concerns and their willingness to alter aspects of the original thinking on this project based upon the information they have gathered from the communities.

It would appear from comments we have received from our residents that there is support for redevelopment and improvements in the CCL area so long as it is compatible with and sensitive to the existing, established residential communities and the size, height, design and feel of those communities. Consistent with the findings of your planning staff, our residents have expressed a desire for continuation of a food store, more small scale retail, open space, dining opportunities and the like.

Despite the desire for improvements in this area our residents and our elected Council have serious concerns about the impact of this development project on many aspects of community life. The concerns include:

- The strength of the existing infrastructure. The ability of the existing physical infrastructure to accommodate growth in excess of that proposed by the Planning Staff--even the development proposed, let alone additional development-- will be challenging to support if significant dollars are not directed to improving roads, water and sewer services and electric services. There is also the service infrastructure to be considered; that is, the impact of a new large population of school age children on

our already overcrowded schools, shortage of playgrounds, additional demands for police and fire services, sanitation services, road maintenance, snow removal and other services.

- Increased traffic loads are a great concern—we know you have heard many voices on this subject. They must not be dismissed. A recent traffic study of the impact of BRAC redevelopment initially suggested that traffic volume has actually been reduced; a closer examination of the data indicated that the traffic counts were down because the traffic wasn't moving! Do not be fooled.
 - Morning and evening travel on Connecticut Avenue is already extremely painful. The current situation needs to be remediated, not worsened. This road narrows considerably as it approaches the DC line at Chevy Chase Circle and is purely residential on both the east and west side.
 - East-West Highway is already gridlocked as are other east-west roads such as Bradley Lane.
 - Brookville Road, albeit a state highway, is a very narrow, two lane residential road that runs parallel to Connecticut Ave. Brief mention of a study of a traffic light on East-West highway at Brookville Road was tossed on the table at the July 16th meeting, seemingly as an afterthought, because it had never come up in previous discussions. Brookville Road should NOT be considered a resource capable of handling any additional traffic overflow of any kind. It carries elementary, middle, and high school buses for private and public schools that serve the children of the neighborhoods of Rollingwood, Martin's Additions, Chevy Chase Village, Section 3 and Section 5 of Chevy Chase. Brookville Road also supports high foot traffic to the local public and private elementary schools (Chevy Chase Elementary and Blessed Sacrament School). It is already at full capacity.
- Hold the amount of development to currently allowable limits prior to the construction of the Purple Line in order to assure that the area is not grossly overbuilt for a transit line whose funding is unsecured and unsure at this time. Consider processing the development plans in two amendments to the Sectional Map—one for the density allowed before the construction of the Purple Line and the second amendment after the Purple Line is confirmed to be in place. This action allows for altering plans to avoid serious errors based upon multiple unknown factors at this time. This would allow for any increases in development that have not already been offered to be phased in after the Purple Line is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Please circulate this letter of concern about development in the Chevy Chase Lake (CCL) area to the entire Planning Board for their consideration at the work session planned for September 6th, 2012.

Thank you for your attention to the concerns expressed here. The Village of Martin's Additions looks forward to an opportunity to testify at the October Public Hearing.

Sincerely,



C. Jean Sperling
Manager

Tacconelli, Gail

From: Moynihan, Mary C. (Molly) (Perkins Coie) <MMoynihan@perkinscoie.com>
Sent: Wednesday, August 29, 2012 4:44 PM
To: MCP-Chair
Subject: Chevy Chase Lake Development

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AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Ladies & Gentlemen:

I am writing in opposition to the proposed plans for development of the Chevy Chase Lake area. I have lived in the Chevy Chase area since 1971, and I believe the proposed plans will fundamentally alter the nature of the community in a negative way. First, no plans should be approved until there is full funding for the Purple Line. Second, I urge you to significantly scale down the proposal. Traffic on Jones Mill and Connecticut is virtually impassable from 3:00 to 7:00 pm every week day, causing me to believe that any traffic study must be flawed.

While smart development that is consistent with the local needs, is desirable, the proposal would alter this unique community. I am particularly concerned about my children's and other pedestrians safety, destruction of the tree canopy, which is so beautiful, and about the survival of local businesses.

Any development should be less than what has been proposed. Any development beyond that it a perfect example of bad development ruining a community.

Thank you.

Mary C. Moynihan
3300 Leland Street
Chevy Chase, MD 20815

Molly Moynihan | Perkins Coie LLP

Partner
700 13th Street, N.W., Suite 600
Washington, D.C. 20005-3960
PHONE: 202.654-6254
FAX: 202.654.9697
E-MAIL: mmoynihan@perkinscoie.com

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Tacconelli, Gail

From: Lynda Williams <3suns5@gmail.com>
Sent: Wednesday, August 29, 2012 4:56 PM
To: MCP-Chair
Subject: CC Sector plan mtg_9_6_12

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Planning Board,

I am following up on the July 16 Board meeting on the Chevy Chase Lake Sector Plan, and would like this letter to be shared with the board for the meeting on Sept. 6th.

I live in Chevy Chase Section 4b, commonly called Edgevale. We are bordered by the golf course, the Trail, a ROW and E/W hwy. There are 21 homes here, with about 60 residents. East West highway is our only access point to the larger community.

Over the last 2 years we have pursued communication with other community municipalities, civic associations, as well have met with CC Land Company. We hope to influence development that is in scale and feel of the area.

We are seriously concerned about the stress that more development will have on the existing infrastructure - schools, park land and open space, the pressure on water and sewer systems (iron pipes over 100 years old) and community resources, including the community center.

We are gravely concerned about the increased traffic on CT Ave, including how there will be markedly increased congestion on East West Highway. This is of particular concern to Edgevale residents, as we have increasing difficulty entering and exiting our neighborhood on foot, car and bike, including crossing the road at our crosswalk.

Thank you for your attention. We look forward to testifying at the Oct. Public Hearing.

Kind regards,
Lynda Williams
7112 Edgevale St,
Chevy Chase, MD 20815

President,
Edgevale Citizens Association

Tacconelli, Gail

From: Cjfleming@aol.com
Sent: Wednesday, August 29, 2012 5:00 PM
To: MCP-Chair
Subject: Fwd: Chevy Chase Lake Plan

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Cjfleming@aol.com
To: MCP-Chair@mncppc-mc.org
Sent: 8/29/2012 4:15:40 P.M. Eastern Daylight Time
Subj: Chevy Chase Lake Plan

To The Montgomery County Planning Board:

We urge the board to consider carefully the community concerns raised about the scope of development of the Chevy Chase Lake Area. My wife and I are lifelong residents of this area. We both attended BCC-High School, graduating in 1952. We have seen much development of Chevy Chase, North Chevy Chase, and the area known as Chevy Chase Lake. We are also longtime members of the nearby Chevy Chase Recreation Association, who swim daily at the pool. Already, the impact of the BRAC closing of Walter Reed Hospital and the increased traffic patients and families traveling to the old Naval Hospital has severely impacted access to the association's facilities. The scale of the proposed changes to Chevy Chase Lake will drastically and fundamentally change the nature of the entire Chevy Chase area from north of the Lake to Chevy Chase Circle. Simply looking at the proposed Purple Line as the transportation solution for all traffic ignores the scale and intensity of heavy traffic flowing through all roads in Chevy Chase Lake's vicinity. Montgomery County was originally planned on a wedge-shaped basis flowing into corridors feeding the District of Columbia. Today, traffic flows east-west, too. A review of plans and decisions, dating back to pre-beltway days, will reveal that the Chevy Chase Lake area, impinging on Rock Creek Park and Rock Creek, has always been an obstacle to major development. The Board should support low-density planning consistent with these realities.

Sincerely,

Jonathan Fleming
3508 Shepherd Street
Chevy Chase, MD 20815
(301) 657-9289
cjfleming@aol.com

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AUG 30 2012

Tacconelli, Gail

From: sue kamenar <chevychaserec@msn.com>
Sent: Wednesday, August 29, 2012 5:49 PM
To: Anderson, Casey; Wells-Harley, Marye; MCP-Chair, Presley, Amy; Dreyfuss, Norman; Carrier, Françoise
Subject: Opposition Points on amendments to staff plan on development Chevy Chase Lake Development

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Madam Chair, Madam Vice Chair, and Commissioners of the Montgomery County Planning Board,

I am sending along a previous letter that points out our areas of concern; however, I expanded the time frame for "rush hour" study because the rush hour is no longer a narrow time period. Traffic on Connecticut Avenue does not move when traveling south between 7:30 and 11 am and traveling north between 3:30 and 6:45-7. I am the General Manager and a member of CCRA and a resident of Chevy Chase.

On behalf of the Chevy Chase Recreation Association (CCRA) Board of Directors and Membership, I implore you NOT to make any amendments to the Staff Plan submitted to you on July 16 - at least not any amendments that would increase heights and/or density to the Staff Plan. Your request to the staff to create alternative proposals that include increased heights and/or densities, such as close to the proposed purple line bridge, among other areas, refutes what most communities wanted in the staff plan. Indeed, it refutes your own staff's research - years of research. DO NOT cave in to the interest of developers when communities with thousand of tax payers have already made compromises in arriving at the staff plan proposal, which already calls for increased development and tax revenue for the county.

The CCRA Board of Directors strongly believes that the best interests of its membership, representing hundreds of families - thousands of individuals - residing in the area of Chevy Chase Lake - is to keep development at the level IF NOT LESS than what was proposed in the Staff Plan of July 16.

Below is a discussion of other concerns of our community...

We support **smart redevelopment** of the Chevy Chase Lake area. However, any redevelopment must respect the established residential communities. The size and scope of redevelopment must take into consideration the interests expressed by area communities. If anything, the original Montgomery County Staff Plan presented on July 16 must be **decreased in scale, not increased in scale.**

Any increases to development that has not already been approved should be phased in **after the Purple Line** is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Traffic volume will increase, and traffic flow will worsen with any of the increased scales of development being proposed or considered by commissioners on the Montgomery County Planning Board. Traffic is already poor. With the BRAC redevelopments near Chevy Chase Valley, traffic has worsened. Large-scale development at Chevy Chase Valley will only make things even worse. **Reduce scale of development.**

Traffic reports that the Planning Board has relied upon are suspect based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 10:00 a.m. and 3:30 and 6:30 p.m., must be performed and evaluated for their validity. *The Washington Post* recently discussed why some traffic reports estimate -inaccurately - that traffic maintains or improves with development. One example, citing the BRAC merger of Bethesda Naval Medical Base and Walter Reed Hospital, said that traffic was so congested and stagnant, that the traffic measurement cables were not crossed very much in a short period of time. As a result, the traffic measurements made it appear that traffic was decreased, when actually it was severely worse. Any one driving or walking along Jones Bridge Road at rush hour can verify that traffic has been backed up as far as the entire length of Jones Bridge between Connecticut Avenue and Wisconsin Avenue. Please consider real world traffic experience and disallow large-scale development at Chevy Chase Valley. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means increased traffic which means **increased bicycle and increased pedestrian risk**. Keep the scale of development small to moderate – no more if not *less than* the original staff plan proposal of July 16 – and assure safe bicycle lanes and pedestrian crossings. Bicycle and pedestrian safety is especially true between Manor Road and Jones Bridge Road. **Reduce scale of development.**

Large-scale development (1.5 million square feet) means **the loss of green space and tree canopy** (20 acres of forest are at risk in some current proposals). Keep the scale of development small to moderate – no more if not *less than* the original staff plan proposal of July 16 – and assure preservation and enhancement of green space. Don't dwarf the green space with concrete and steel, either. **Reduce scale of development.**

Large-scale development (1.5 million square feet) **means increased risk of survival of unique community businesses**. Incorporate lesser scales of development – no more if not *less than* the original staff plan proposal of July 16 - and provide opportunities for survival of the unique businesses that serve this community. **Reduce scale of development**
Sue Parker Kamenar

P O Box 15256
Chevy Chase, MD 20825-5256
(O) 301-656-2272
(F) 301-656-6562

Tacconelli, Gail

From: Janet Chap <jbchap@gmail.com>
Sent: Wednesday, August 29, 2012 5:54 PM
To: MCP-Chair
Subject: Chevy Chase lake development

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AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Ladies and Gentlemen of the Planning Board:

My husband and I have attended meeting presented by the developers at which our expressed concerns about the proposed development appear to have no impact. I appeal to you as public officials to take seriously the need for smart development in this neighborhood. I hope all of you have taken the opportunity to drive along Connecticut Avenue and Jones Bridge since the BRAC traffic effects have occurred. Traffic has always been heavy on Connecticut Avenue but now this occurs both north and south bound at all times of the day. I live only one block from Brookville Road and I can assure you that traffic has increased along this corridor as well, probably due to those who want to avoid Connecticut Avenue congestion.

Because of the layout of Chevy Chase these major corridors must be used by most if not all residents to travel to and from their homes. I am sure traffic studies have been conducted but there is no substitute for sitting in one's car and experiencing the delays that have already occurred as result of BRAC. The neighborhood bordered on the east by Connecticut Avenue, and on the south by Jones Bridge has been reduced to a single entrance. If one is traveling to this neighborhood from the south on Connecticut Avenue one must now turn right on Manor Road, left on Jones Bridge Road, then right on Spring Valley Road. This has increased pollution because of the longer route, and sends much more traffic past North Chevy Chase Elementary school.

This brings me to my point about schools. Has the impact of the proposed development on school populations been studied by experts?

BRAC has already resulted in a loss of green space along Connecticut Avenue as an additional traffic lane southbound from the Beltway to Jones Bridge is being installed. I am very concerned about climate change and try to limit the use of my car by walking short distances, and combining errands as much as possible. The increased traffic along the major roads I've mentioned makes walking unpleasant and probably unhealthful.

For reasons of health, safety and quality of life the development in the Chevy Chase Lake area should be kept to a modest scale.

Respectfully,

Janet Chap

--

Janet Chap
3710 Curtis Court
Chevy Chase, MD 20815
301-951-3608

Tacconelli, Gail

From: Cjfleming@aol.com
Sent: Wednesday, August 29, 2012 6:35 PM
To: MCP-Chair
Subject: Chevy Chase Lake planned development

RECEIVED
AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Ms. Carter and other members of the Montgomery County Planning Board,

I am writing to ask you to consider down-sizing the proposed development at Chevy Chase Lake. This area with local stores and miscellaneous types of housing is extremely valuable to the surrounding residential communities in Chevy Chase. I use it every day for grocery shopping, getting gas and many other needs. Chevy Chase Lake should not be turned into Bethesda or Friendship Heights. It is mainly a residential and small business community. The proposed high rise apartment buildings will completely destroy the neighborhood and the appeal of living in Chevy Chase. Connecticut Avenue is already backed up at all times of day.....the intersection of Connecticut Avenue and Jones Bridge Road has been named the most congested in the county.....and that was before Walter Reed's move to the Naval Hospital.

Also, I am concerned that high rise apartments will negatively impact our local schools which are already overcrowded. More cars on the roads will present many more dangerous situations to our children, walkers, and bikers.

I have lived in Chevy Chase for over 45 years. My children all went to local schools. I am not against change but I think that extremely high buildings are simply not appropriate at this location. Chevy Chase is a treasure in bustling Montgomery County.....it is a real community and has remained so for many years.....and that will be destroyed if the proposed plan or an even higher density is approved.

Sincerely,

Cristol Fleming
3508 Shepherd Street
Chevy Chase, MD 20815

Tacconelli, Gail

From: Wells-Harley, Marye
Sent: Wednesday, August 29, 2012 8:10 PM
To: MCP-Chair
Subject: FW: Chevy Chase Lakes Redevelopment

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AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jim Lobsenz
Sent: Wednesday, August 29, 2012 8:10:04 PM (UTC-05:00) Eastern Time (US & Canada)
To: Wells-Harley, Marye
Subject: Chevy Chase Lakes Redevelopment

Dear Ms. Wells-Harley:

As a resident of the Town of Chevy Chase, we ask that the Planning Board significantly scale back the proposed development of Chevy Chase Lakes. Stated simply, the traffic congestion caused by the proposed development will make a very bad situation worse.

As you know, traffic is bad on Connecticut Avenue between the the Beltway and DC. And that was before the BRAC, which has made the situation significantly worse. The proposed development will add hundreds or thousands of cars per day going (crawling) up and down Connecticut Avenue. To make matters worse, there is no provision for substantial traffic remediation, such as underpasses. Rather, traffic simply will wait longer at the already ill-timed lights. This will create nightmarish commutes and other trips for those living inside the Beltway who use Connecticut Avenue. Wisconsin Avenue does not provide an alternate, as it is already impassable much of the time largely due to the BRAC.

For us personally, this development will lead to substantially more time idling in our cars and away from our family. This massive development is in the wrong place and being done in a way that imposes serious burdens on many of us without significant corresponding benefits.

Thank you for your consideration.

Jim Lobsenz
Eileen Abt
4216 Thornapple Street, Chevy Chase, MD 20815

Taconelli, Gail

From: martha stone <stonemr@verizon.net>
Sent: Wednesday, August 29, 2012 8:43 PM
To: MCP-Chair
Subject: Chevy Chase Lake changes

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I object to further development in the Chevy Chase Lake neighborhood. As it is, this summer has proven to be a nightmare with the increased traffic and gridlock. I vehemently oppose further development. You can't even get on to Connecticut from Jones Bridge Road. Poor planning already
Martha Stone

Tacconelli, Gail

From: Lynn L. Bergeson <lbergeson@lawbc.com>
Sent: Thursday, August 30, 2012 8:21 AM
To: MCP-Chair
Subject: Chevy Chase Lake Development

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AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Board:

While I support smart redevelopment of the Chevy Chase Lake area, any redevelopment **must respect the established residential communities**. The size and scope of redevelopment must take into consideration the interests expressed by area communities. If anything, the original Montgomery County Staff Plan presented on July 16 must be **decreased in scale, not increased in scale**. Any increases to development that has not already been approved should be phased in **after the Purple Line** is officially fully funded ("Phase 2" of development). Our infrastructure, especially our roads, cannot support 1.5 million square feet of additional development in the absence of additional transit.

Further, traffic volume will increase, and traffic flow will worsen with any of the increased scales of development being proposed or considered by commissioners on the Montgomery County Planning Board. Traffic is already poor. With the BRAC redevelopments near Chevy Chase Valley, traffic has worsened. Large-scale development at Chevy Chase Valley will only make things even worse. **Please reduce the scale of development.**

Traffic reports that the Planning Board has relied upon are seriously flawed based on the community's real world experience. New traffic studies, done during the school year between 8:00 and 9:00 a.m. and 5:00 and 6:30 p.m., must be performed and evaluated for their validity. *The Washington Post* recently discussed why some traffic reports estimate - inaccurately - that traffic maintains or improves with development. One example, citing the BRAC merger of Bethesda Naval Medical Base and Walter Reed Hospital, said that traffic was so congested and stagnant, that the traffic measurement cables were not crossed very much in a short period of time. As a result, the traffic measurements made it appear that traffic was decreased, when actually it was severely worse. Any one driving or walking along Jones Bridge Road at rush hour can verify that traffic has been backed up as far as the entire length of Jones Bridge between Connecticut Avenue and Wisconsin Avenue. Please consider real world traffic experience and disallow large-scale development at Chevy Chase Valley. **Please reduce the scale of development.**

Large-scale development (1.5 million square feet) means increased traffic which means **increased bicycle and increased pedestrian risk**. Keep the scale of development small to moderate - no more if not *less than* the original staff plan proposal of July 16 - and assure safe bicycle lanes and pedestrian crossings. Bicycle and pedestrian safety is especially true between Manor Road and Jones Bridge Road. **Please reduce the scale of development.**

Large-scale development (1.5 million square feet) means the loss of green space and tree canopy (20 acres of forest are at risk in some current proposals). Keep the scale of development small to moderate - no more if not *less than* the original staff plan proposal of July 16 - and assure preservation and enhancement of green space. Don't dwarf the green space with concrete and steel, either. **Please reduce the scale of development.**

Large-scale development (1.5 million square feet) means increased risk of survival of unique community businesses. Incorporate lesser scales of development - no more if not *less than* the original staff plan proposal of July 16 - and provide opportunities for survival of the unique businesses that serve this community. **Please reduce the scale of development.**

LYNN L. BERGESON
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Tacconelli, Gail

From: Pat Burda <patburda@aol.com>
Sent: Thursday, August 30, 2012 9:24 AM
To: MCP-Chair
Subject: RE: Chevy Chase Lake Sector Plan

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AUG 30 2012

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Planning Board Commissioners:

In our earlier email to you, we apologize that we did not make clear that as part of the phasing of development to the construction of the Purple Line we feel strongly that there should be two Sectional Map Amendments required: one for the density maximums prior to the Purple Line, and the second after the trigger is reached. It is not binding enough for the Sector Plan to simply state what the phasing is to be because there are so many unknowns about the funding for and timing of the Purple Line, and traffic conditions in the area are already stressed.

Thank you for taking the time to give this serious consideration.

Pat Burda and Pat Baptiste

From: Pat Burda [<mailto:patburda@aol.com>]
Sent: Tuesday, August 28, 2012 7:00 PM
To: 'MCP-Chair@mncppc-mc.org'
Subject: Chevy Chase Lake Sector Plan

Dear Planning Board Commissioners:

As many of you know, in December of 2010, we set up the citizen group, Connecticut Avenue Corridor Committee, to follow the Chevy Chase Lake Sector Plan development. Our goal was and is to assure that all communities that will be affected by the development actively participate in the process and we are pleased that there are currently 20 communities represented on the Committee (please see the attached list of members).

Early on in the process, our members met to outline some of their hopes as well as worries about future development in the area. We would say that there is consensus within the group that change in this area will be for the better, as long as that change is tempered by four main concerns: 1) impacts on already overcrowded roads and failing intersections; 2) compatible building heights with the existing established residential communities; 3) impacts on an already stretched infrastructure (schools, power grids, water management, etc); and 4) staged development around the construction of the Purple Line. Our specific outline was shared with the Planning Staff early on (see attached list of "Over-Arching Concerns"). This outline is still an accurate representation of our concerns.

In order to help address some of these concerns, the Committee has held numerous meetings with county representatives as well as the area's major land owners, most frequently with the Chevy Chase Land Company – the sector's largest property holder. This Thursday night (August 30), as a matter of fact, representatives from HOC, Newdale Mews, and Howard Hughes will be making presentations to Corridor Committee members regarding their

specific development goals for the Sector plan. Our members have shown, we believe, an unusual willingness to work with developers to discuss proposals, share ideas, and even at times modify expectations. With the Land Company, in particular, we have talked about a comfortable commercial/residential mix, internal circulation on the site, adequate open space, acceptable building heights, and project phasing. While we continue to differ greatly on the overall density numbers, we are working toward some important areas of consensus. We hope to do the same with the other major property holders.

As you hear from the Planning Staff on September 6th, we'd like you to keep these things in mind:

- ✓ that development prior to the Purple Line must be contained to what has already been approved by the County because road capacity is just not there for expansion. This is especially true since we'd contend that some of the earlier approved "trips" assigned to the existing, approved project plan are no longer available as they have been taken by the BRAC realignment.
- ✓ that 12-14 story buildings are and should be anomalies in the area and not the basis for considering additional heights – the residential heights that make up the majority of the area should influence the overall character of the development.
- ✓ that 1.5 million square feet of development in the Town Center will stress the area and its infrastructure in significant ways and should be seen as a maximum build-out, not a starting point for negotiations with landowners in order to accommodate their individual goals.

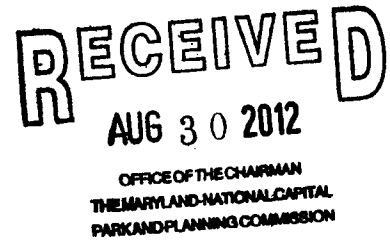
This is an engaged community that appreciates change is coming. This community is willing to listen, lend its time to concrete negotiations with other stakeholders, and is respectful of and participating in the County's process. We hope that you will continue to respect our point of view.

Sincerely,

Patricia Burda and Patricia Baptiste, Co-Founders, Connecticut Avenue Corridor Committee

Tacconelli, Gail

From: Dreyfuss, Norman
Sent: Thursday, August 30, 2012 10:09 AM
To: MCP-Chair
Subject: FW: less development in Chevy Chase Lake please



From: T. Zambotti
Sent: Thursday, August 30, 2012 10:09:12 AM (UTC-05:00) Eastern Time (US & Canada)
To: Carrier, Françoise
Cc: Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Subject: less development in Chevy Chase Lake please

To All Planning Board Members:

Did you see all the traffic on CN Ave yesterday at 5pm? Summer is over, school is back in session and this is what CN Ave looks like every morning and every evening. Please take steps to minimize the development in Chevy Chase Lake area. My husband, children and I would like to see even less development than the July Montgomery County Staff plan. If we want to go to a local place with towering building, lots of cement and congested parking garages instead of nice happy easy parking, we'll go to Friendship Heights or Silver Spring. Why create that here?

Thanks,
Traci