



Chevy Chase Lake Sector Plan, Worksession 1



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Completed: 10.25.12

Description

Worksession No. 1: Chevy Chase Lake Sector Plan

Staff recommendation: review and approve the recommendations for vision, phasing, development of the Chevy Chase Lake shopping center before the Purple Line, Newdale Mews, and traffic

Summary

This memorandum summarizes public testimony and staff responses regarding the Chevy Chase Lake Public Hearing Draft Sector Plan. Three Planning Board worksessions to discuss the draft are scheduled:

- November 1, 2012 - Worksession 1 addresses vision, phasing, traffic and the Newdale Mews property;
- November 15, 2012 - Worksession 2 addresses building height, recommendations for individual properties, open space, and design guidelines;
- December 6, 2012 - Worksession 3 addresses remaining issues and a request to approve the Planning Board Draft Plan for transmittal to the County Executive and the County Council.

Public Testimony

Following the opening of the public record on September 12, 2012, the Planning Board has received over 350 items of correspondence from local governments, organizations, and individuals. In addition, 40 individuals provided testimony at the October 18, 2012, public hearing. This compiled testimony addresses a variety of issues, as indicated in the attached staff summary, (see Attachment 1). Staff plans on discussing it in greater detail at the upcoming worksessions.

Discussion

Issue 1: Vision

Testimony:

Strong support for the Sector Plan vision (p. 21):

This Plan builds on the recommendations of the 1990 B-CC Plan and the community's vision to maintain the community's residential character while encouraging moderate levels of development compatible with community character. The Plan also builds on the Purple Line, focusing development near the proposed station, expanding access, and integrating the design of the station and its supporting infrastructure in a way that is compatible with the surrounding community. Consequently, based on this Plan's recommendations, Chevy Chase Lake will retain its character as a green residential community and realize a livable and compact Town Center with buildings of modest scale.

Staff response:

Retain the vision as proposed.

Issue 2: Phasing

The Public Hearing Draft (p. 21) recommends an overall phasing approach for development at Chevy Chase Lake:

To ensure that the Purple Line can effectively support development and redevelopment, the Plan recommends new zoning patterns that are more responsive to future growth and change. This will be accomplished by phasing in new zoning categories through two Sectional Map Amendments (SMAs are the legislative action used to rezone property), timed to coincide with the implementation of the Purple Line.

The first SMA would rezone commercial properties in the Town Center—the properties on Connecticut Avenue between Chevy Chase Lake Drive and Manor Road, which currently have existing or approved single-use commercial development, plus the Newdale Mews and Chevy Chase Lake Apartments. The Town Center includes the Chevy Chase Lake shopping center, which is approved for about 250,000 square feet of retail and commercial uses, and the commercial properties along Connecticut Avenue. Rezoning would allow mixed residential and commercial uses. The goal, supported by the Enhance planning theme, would be to pass this first SMA after the Plan has been approved and adopted.

The second SMA will be timed with Purple Line funding and will rezone the remaining Town Center properties, allowing over one million square feet of new mixed-use development. This SMA will be initiated after the full funding grant agreement for the Connecticut Avenue section of the Purple Line has been approved. This expanded level of development will allow more housing options, and includes additional community amenities like a park and trails. This recommendation is supported under the Create planning theme.

Testimony:

Overall support for the phasing strategy recommended in the Public Hearing Draft Sector Plan. Testimony either in favor of or in opposition to modifying recommendations as to which properties are included in an SMA, and the densities and building heights in the first phase, will be addressed separately under issues 3 and 4. One commenter (Rollingwood) suggested changing the trigger for the second amendment to construction start. Another commenter (Action Committee for Transit) suggested rezoning once, before the Purple Line.

Staff response:

Retain the overall phasing approach as proposed. Staff does not agree with the suggestion to change the trigger to construction. The entitlement process takes a certain amount of time. Allowing that process to begin at funding, which precedes construction by about only 6 months, helps to ensure that the Purple Line and new development would open closer to the same time. Staff further does not agree with the suggestion to rezone once. This is transit-oriented development. Transit needs to be in place to support over 1 million square feet of development.

Issue 3: Development of the Chevy Chase Lake Shopping Center before the Purple Line

The Chevy Chase Lake Shopping Center, located on the east side of Connecticut Avenue at Manor Road, received approval in 2005 for approximately 250,000 sf. of office and retail uses. The Public Hearing Draft recommends rezoning the single-use center to allow mixed-use development. (p. 35):

In 2005, the Planning Board approved a development proposal for about 250,000 square feet of commercial development at the Chevy Chase Lake shopping center, on the east side of Connecticut Avenue. This included approximately 175,000 square feet of retail and 75,000 square feet of office uses. The development remains unbuilt, though the approval remains valid until at least 2016.

To allow it to be built in a way that supports the Plan vision, with housing and public spaces, the shopping center site should be rezoned from the three single-use zones, C-1, C-2, and R-30, to two mixed-use zones:

- CRT 2.0, C 1.0, R 2.0, H 70, along Connecticut Avenue and Manor Road
- CRT 2.0, C 1.0, R 2.0, H 90, along the elevated Purple Line.

The plan further recommends that the center be rezoned before the Purple Line (p. 35):

The Plan recommends rezoning the entire shopping center once, before the Purple Line has been realized. However, development on the site would be limited to 250,000 square feet until the full funding grant agreement for the Connecticut Avenue portion of the Purple Line has been approved. A single rezoning would allow the entire site to be addressed comprehensively—in a

single sketch plan—during development review. The sketch plan would have to include a phasing strategy for the site, before and after the Purple Line, as well as all other recommendations for this site and the Purple Line station.

As included in the Public Hearing Draft (p. 86), the Planning Board inquired whether the land use mix of the approved preliminary plan for the Chevy Chase Lake Shopping Center could be modified to yield more development (before the Purple Line) while still maintaining the approved traffic impact. The staff response was:

The Staff Draft Sector Plan recommends limiting development before the Purple Line to the Chevy Chase Lake Shopping Center. The Chevy Chase Land Company received preliminary plan approval in 2005 for approximately 250,000 sf. of development at the Chevy Chase Shopping Center, with 74,356 sf. of office uses and 174,016 sf. of retail uses. This approval, which remains valid, also includes the traffic that would be generated by the redevelopment.

Different land uses generate traffic at different rates, with residential uses generating less traffic than office uses. Using trip generation rates from our Local Area Transportation Review (LATR) guidelines, the Land Company produced two alternative land use scenarios for the redevelopment of the Chevy Chase Lake Shopping Center site that resulted in traffic that would be at or below the traffic generated by the existing approved development (see Attachment 1 for Land Company worksheets).

Land use scenario	Total AM Peak Hour trips	Total PM Peak Hour Trips
Existing approval: 74,356 sf. office 174,016 sf. retail	503	1,051
Alternative 1: 708 apartments 120,000 sf. retail	486	786
Alternative 2: 140-room hotel ~598 apartments* 120,000 sf. retail	503	834

*to be reduced as necessary to achieve the trip cap

Testimony:

Many were skeptical of the conversion and were opposed to allowing additional development at the shopping center before the Purple Line. A number of community groups, including the Connecticut Avenue Corridor Committee (CACC) (see Attachment 2) and others did support creating a unified development at the site before the Purple Line, as long as the modified land use mix was shown to be “traffic neutral” (i.e., within the trip cap generated by the existing approval). Several also cited the uncertainty of the Purple Line’s near-term implementation. However, the CACC and other supporters of a potential change in mix and development increase indicated that if found to be “traffic neutral” the shopping center should still be the only property to redevelop before the Purple Line.

Staff response:

For many of the reasons cited in the testimony, staff supports using the trip cap of the original approval – 503 total AM peak hour trips and 1,051 total PM peak hour trips – as an alternative standard to the

250,000 sf. limit for pre-Purple Line development. (For a detailed explanation of trip generation and land use mix, see Attachment 3.) The sector plan focuses development in Chevy Chase Lake at the Town Center, what is today the economic and civic center of the community. The shopping center is the core of the Town Center and should be the first priority for redevelopment. With the timeline for implementation of the Purple Line uncertain, full redevelopment of the shopping center site supports overall urban design goals and provides the community with additional housing, including affordable housing, new retail, open space, and improvements to access.

Issue 4: Newdale Mews

Newdale Mews is a garden apartment complex with about 40 units, located on the west side of Connecticut Avenue at the end of Newdale Road. The Public Hearing Draft Sector plan recommends rezoning the property after the Purple Line (p. 56):

Newdale Mews

Rezoned from R-30 to CRT1.5, C0.25, R1.5, H45

The Newdale Mews garden apartments add to the diverse housing opportunities in Chevy Chase Lake. To prioritize additional housing choice in the Town Center, compatible with the adjacent single-family homes, the Plan recommends rezoning to allow just a small amount of commercial uses, which should be focused at the eastern edge of the property, near Connecticut Avenue. Building heights would be limited to 45 feet and accommodate up to a four-story building. An essential part of redeveloping this site will be its compatibility with the single-family homes to the north, paying particular attention to solar access and shading.

Testimony:

There are two primary issues related to Newdale Mews: building height and phasing (see Attachment 4). The owner is requesting additional building height, from 45 feet to 65 feet. This would allow greater design flexibility to maximize density, while still responding to design and compatibility considerations. This includes building relationships to an elevated Purple Line. The owner has further explained that existing buildings have significant structural deficiencies requiring repairs that must be addressed in the short term - likely before the Purple Line. Their high costs do not make economic sense; therefore, redevelopment is the most viable option. Consequently, redevelopment must occur before any major repairs come due and the owner has requested that Newdale Mews be rezoned before the Purple Line, in the first sectional map amendment.

Primarily citing compatibility concerns (GB-CCCC, October 24) all, except for one, who provided testimony on the Newdale Mews recommendations strongly opposed both an increase in building height and rezoning the property before the Purple Line (see Attachment 4).

Staff response:

Compatibility with the adjacent single-family homes is the primary criterion for the proposed zoning. Staff believes 45' is an appropriate height - 65' is not. However, a modest height increase that allows a comparable unit yield, albeit with smaller units and reduced floor to ceiling heights, controlled through design guidelines (as currently suggested by the owner), may well address the issue of compatibility. Staff is prepared to discuss various images, diagrams and options received for the public record and provide additional clarifications where necessary.

The Purple Line will provide a key transit choice and result in reducing automobile trips for all residents. However, allowing new development on other properties before the Purple Line, with a justification that APF will control traffic capacity issues, is not consistent the town center concept that is the centerpiece of the sector plan. Staff has prioritized development in Chevy Chase Lake to achieve this goal by placing the shopping center in the first phase, with the rest to follow after the Purple Line.

However, another sector plan goal is to provide additional affordable housing, which Newdale Mews currently does not offer. If redeveloped with 100 dwellings, at least 13 MPDUs would be provided on that site. Should the preferred scenario, site redevelopment after the Purple Line, be deemed not practicable because of structural repair issues, Newdale Mews may present a special case worthy of consideration. The previously discussed building height and compatibility issues must still be satisfactorily addressed.

Issue 5: Traffic

Testimony:

Over half of testimonies identified traffic as a major concern in Chevy Chase Lake. Consequently, traffic must be addressed under any development scenario.

Staff response:

- The critical intersections will continue to experience CLV's in excess of the current standard of 1600 CLV – level of service “F” – in 2040 regardless of the extent of development at Chevy Chase Lake. This includes assumptions about growth in the plan area under existing zoning and development approvals. This is especially the case at the intersection of Connecticut Avenue and East West Highway where no significant additional improvements are programmed (or desired). This is thought to be due in large part to the high percentage of through traffic in the plan area.
- The forecast reflecting the generally lower CLV's (i.e., the “2011 counts”) uses baseline traffic counts from 2011 that are post-recession and post-relocation of Walter Reed, but not reflective of planned intersection improvements. The baseline (or existing) count and resulting forecast CLV's that are reflected in the “2011 counts” table in the Public Hearing Draft Plan are, therefore, as low as possible under any circumstances considered by staff. The current counts for the critical intersection, and other intersections in the plan area, may be somewhat higher than the baseline counts used in the analysis.
- While it is possible the Purple Line will provide some relief for the intersection of Connecticut Avenue and East West Highway, there is little indication that the volume of traffic will materially change over the long run due to the high percentage of through traffic.
- The staff recommended land use scenarios (“Enhance” and “Create”) are “in balance” (from a Policy Area Mobility Review (PAMR) standpoint) with the transportation network assumed in the Plan. The measurement used in PAMR to determine the extent to which a Policy Area is in balance is called “Relative Arterial Mobility” or RAM. RAM is the congested arterial speed as a percentage of the free flow speed for the year 2040. The Council Policy is that the percentage should not be below 40 % and the model results place the percentage right at 40%.
- A PAMR analysis was not run on the additional land use scenarios shown on pages 96 and 97 of the Public Hearing Draft Plan. Staff would expect the results to be close to the same 40% based upon

the results of the critical lane volume (CLV) analysis – i.e. the differences in the CLV's are not that significant among the alternatives. Nevertheless, it should be noted that it would take only a small change for the PAMR test to reflect that the plan was technically “out of balance.”

- County Council is currently considering a different Policy Area Test called Transportation Policy Area Review or “TPAR.” A “TPAR test” for the year 2022 indicates a RAM in the peak direction of travel on arterial roads within the Bethesda Chevy Chase Policy Area at just above 40%. The same test for 2040 yields essentially the same result.
- The staff recommendations offer the better opportunity to achieve mobility goals. The higher development scenarios have a greater potential for contributing vehicular trips that increase congestion levels more and potentially well in excess of current standards for Metro Station Policy Areas.

Attachments

1. Summary of written and verbal testimony received for the public record.
2. Connecticut Avenue Corridor Committee testimony
3. Trip Generation and Land Use Mix at the Shopping Center Site
4. Newdale Mews testimony
 - a. Newdale Mews
 - b. Chevy Chase Hills
 - c. Neighbors of Newdale Mews

Attachment 1: Summary of written and verbal testimony received for the public record

Note: The public record did not close until close of business on Thursday, October 25, 2012, and after the writing of this report. Any testimony received after this memo, but while the public record is still open, will be added to the matrix and presented to the Planning Board at the second worksession.

Chevy Chase Lake Public Hearing Draft Testimony

Topic	Type	Date Sent	Commenter	Testimony	Staff Response
Building height, phasing, Newdale Mews, design	e-mail	9.8.12	Jeff and Allison Rule	<ul style="list-style-type: none"> Recommended building height of 70' at 8500 Connecticut Avenue (Sunoco station) is too high adjacent to single-family homes; 45' should be the maximum Do not rezone west side of Connecticut Avenue for new development before the Purple Line. Additional building height at Newdale Mews is not necessary as a buffer between the Purple Line and the Chevy Chase Hills neighborhood. Supports a significant vegetated buffer between single-family homes and Newdale Mews/8500 Connecticut Avenue. 	<ul style="list-style-type: none"> The adjacency between 8500 Connecticut Avenue and the single-family home is limited. The 70' height limit is appropriate for Connecticut Avenue. Design guidelines can address the transition between the site and the house. Staff concurs. Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. Design guidelines will further address transition and compatibility here.
Phasing, density, schools	e-mail	9.13.12	Cynthia Grissom	<ul style="list-style-type: none"> Limit new residential development before the Purple Line; do not expand the Enhance phase zoning to include the Newdale Mews and Housing Opportunities Commission (HOC) property. Increasing development will overburden the school system 	<ul style="list-style-type: none"> Staff concurs. Staff has consulted with Bruce Crispell at Montgomery County Public Schools (MCPS), who has verified that the levels of residential development proposed by the Public Hearing Draft recommendation will not require a new school site in the Plan Area.
Density, traffic, schools	e-mail	9.18.12	Scott Allan	<ul style="list-style-type: none"> Number of apartments proposed by staff is too high for the roads and the schools. 	<ul style="list-style-type: none"> Based on consultation with MCPS, staff disagrees.
Density, phasing	e-mail	9.21.12	Nilofer Azad	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.

Density, traffic	e-mail	9.21.12	Rita & Warren Eisenberg	<ul style="list-style-type: none"> Local roads cannot accommodate more new development. 	<ul style="list-style-type: none"> Staff recommendation includes transportation alternatives and expanded mixed use development to provide more retail choices locally.
Traffic, schools, density	e-mail	9.21.12	Carla Klevan	<ul style="list-style-type: none"> Traffic and school capacity are a concern. Keep development levels and staging as recommended in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.
Traffic, density, phasing	e-mail	9.21.12	John Spencer	<ul style="list-style-type: none"> Traffic is a concern. Keep development levels and staging as recommended in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.
Density, traffic, schools	e-mail	9.21.12	Frederick & Beryl Zbar	<ul style="list-style-type: none"> Local infrastructure can accommodate only modest levels of new development. 	<ul style="list-style-type: none"> Staff concurs.
Density, traffic	e-mail	9.22.12	Carolyn Vogel Benson	<ul style="list-style-type: none"> Local infrastructure cannot accommodate new development. 	<ul style="list-style-type: none"> Staff recommendation includes transportation alternatives and expanded mixed use development to provide more retail choices locally.
Density, traffic, transit, schools	e-mail	9.23.12	Helen Santiago Fink	<ul style="list-style-type: none"> Balance new development with infrastructure improvement, including access alternatives. School capacity is a concern. 	<ul style="list-style-type: none"> Staff concurs. Staff has consulted with Bruce Crispell at Montgomery County Public Schools (MCPS), who has verified that the levels of residential development proposed by the Public Hearing Draft recommendation will not require a new school site in the Plan Area.
Density, traffic	e-mail	9.23.12	Betty Garrand	<ul style="list-style-type: none"> Keep development levels as recommended in the Staff Draft to minimize negative traffic impacts. 	<ul style="list-style-type: none"> Staff concurs.
Density, traffic	e-mail	9.23.12	Howard Kaplan	<ul style="list-style-type: none"> Plan recommendations should be based on the existing traffic capacity and not potential future Purple Line improvements. 	<ul style="list-style-type: none"> Staff disagrees.
Density, traffic	e-mail	9.23.12	Jane and Irwin Papish	<ul style="list-style-type: none"> Keep development levels as recommended in the Staff Draft to minimize negative traffic impacts. 	<ul style="list-style-type: none"> Staff concurs.
Density, staging	e-mail	9.23.12	Jade Wexler	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.

Schools, traffic, density, phasing, building height	e-mail	9.24.12	Judie Blanchard	<ul style="list-style-type: none"> School and road capacity are major concerns. Keep development level and staging as recommended in the Staff Draft. Limit maximum building height to 70' 	<ul style="list-style-type: none"> Staff concurs. Staff supports a modest increase in building height along the elevated tracks.
Traffic, schools, density	e-mail	9.24.12	Stephen Flamer	<ul style="list-style-type: none"> Local infrastructure, chiefly roads and schools, can accommodate only modest levels of new development. 	<ul style="list-style-type: none"> Staff believes the Staff Draft recommendations supportable through recommended access alternative improvements, including transit.
Density, phasing, traffic, building height	e-mail	9.24.12	Michael & Megan Levi	<ul style="list-style-type: none"> Keep development level and staging as recommended in the Staff Draft to minimize negative traffic impacts. Limit maximum building height to 70' 	<ul style="list-style-type: none"> Staff concurs. Staff supports a modest increase in building height along the elevated tracks.
Traffic, density, phasing	e-mail	9.25.12	Paul Carroll	<ul style="list-style-type: none"> Traffic is a major concern. Keep development levels and staging as recommended in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing	e-mail	9.25.12	Clyde & Wilma Coble	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing, traffic, building height	e-mail	9.25.12	Nancy Peterson	<ul style="list-style-type: none"> Keep development level and staging as recommended in the Staff Draft to limit new traffic impacts. Limit maximum building height to 70' 	<ul style="list-style-type: none"> Staff concurs. Staff supports a modest increase in building height along the elevated tracks.
Phasing, density	e-mail	9.25.12	Miriam & Leonard Rosenberg	<ul style="list-style-type: none"> Limit development before the Purple Line to 250,000 sf. Do not increase overall development to 1.5 million sf. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Phasing, traffic	e-mail	9.26.12	George Baker	<ul style="list-style-type: none"> Limit development before the Purple Line to 250,000 sf. to limit new traffic impacts. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Traffic, schools, density	e-mail	9.26.12	Nancy Matthews	<ul style="list-style-type: none"> Road and school capacity are major concerns. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing, schools, traffic	e-mail	9.30.12	Chuck Alston	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. School and road capacity are major concerns. 	<ul style="list-style-type: none"> Staff concurs.

Density, phasing, schools, traffic	e-mail	9.30.12	Joe Dura	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. School and road capacity are major concerns. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing, traffic	e-mail	9.30.12	Martin Zimelis	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. Traffic is a major concern. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing, traffic	e-mail	10.2.12	Elizabeth Dupont Spencer	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. Traffic is a major concern. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing	e-mail	10.2.12	Bonnie Weaver	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.
Traffic, density	e-mail	10.5.12	Ajay Bhatt	<ul style="list-style-type: none"> The Planning Board should visit Chevy Chase Lake during rush hour. 	<ul style="list-style-type: none"> To accommodate all Planning Board members' schedules, the tour of the plan area will be held mid-day, Wednesday, October 17, 2012.
Density, phasing	e-mail	10.5.12	Bill Buchanan	<ul style="list-style-type: none"> Limit development before the Purple Line and overall. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.5.12	Joe Kenary	<ul style="list-style-type: none"> Limit development before the Purple Line 	<ul style="list-style-type: none"> Staff concurs.
Traffic, schools, neighborhood character, density, phasing	e-mail	10.5.12	Sunita & Nalin Kishor	<ul style="list-style-type: none"> Traffic and school capacity and neighborhood quality are major concerns. Limit development before the Purple Line to 250,000 sf. and to 1 million sf. total. 	<ul style="list-style-type: none"> Staff concurs generally, but recommends 1.2 million sf. of development. Staff supports traffic-neutral development of the shopping center before the Purple Line.
Traffic, schools, density, phasing, building height	e-mail	10.5.12	Maya & Promodh Malhotra	<ul style="list-style-type: none"> Traffic and school capacity are major concerns. Keep development level and staging as recommended in the Staff Draft to limit new traffic impacts. Limit maximum building height to 70' 	<ul style="list-style-type: none"> Staff concurs. Staff supports a modest increase in building height along the elevated tracks.
Traffic, schools, density	e-mail	10.5.12	Suzanne Resnick	<ul style="list-style-type: none"> The roads and schools in the area cannot support new development. Additional retail development is not desirable. 	<ul style="list-style-type: none"> Staff disagrees.

Newdale Mews, phasing, building height	e-mail	10.7.12	Bill Buchanan	<ul style="list-style-type: none"> Newdale Mews should not be rezoned until after the Purple Line. Building height at Newdale Mews should not exceed 45'. New development on the site is not desired as a buffer to the Purple Line. 	<ul style="list-style-type: none"> Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. Design guidelines will further address transition and compatibility here.
Newdale Mews, building height	e-mail	10.7.12	Lauren & Joshua Dickstein	<ul style="list-style-type: none"> The maximum building height at Newdale Mews should be limited to 45'. 	<ul style="list-style-type: none"> Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. Design guidelines will further address transition and compatibility here.
Neighborhood character	e-mail	10.8.12	Lisa Barclay	<ul style="list-style-type: none"> "Please don't ruin our community." 	<ul style="list-style-type: none"> Staff concurs.
Building height, density, traffic	e-mail	10.8.12	Virginia Ceaser	<ul style="list-style-type: none"> New high-rise buildings are not appropriate for Chevy Chase Lake. Support the Staff Draft plan recommendations. Traffic impacts are a major concern. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, density	e-mail	10.8.12	Janet Chap	<ul style="list-style-type: none"> Support the Staff Draft sector plan, including the two-phased approach. 	<ul style="list-style-type: none"> Staff concurs.

Building height, CCL West, design	e-mail	10.8.12	Sarah & Erik Cooper	<ul style="list-style-type: none"> Keep the scale and character of the existing community. Residential development on the east side of Loughborough Place should front the existing single-family homes and be at a comparable scale. Opposes the inclusion of a mid-block crossing between Loughborough Place and Connecticut Avenue. 	<ul style="list-style-type: none"> The staff recommendation for the east side of Loughborough is for 35' townhouses that would face the existing homes be in be compatible. The Design Guidelines can address concerns about the mid-block crossing.
Density, phasing, traffic	e-mail	10.8.12	Anne Fox	<ul style="list-style-type: none"> Keep development levels and staging as recommended in the Staff Draft. Traffic is a major concern. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, traffic	e-mail	10.8.12	Margaret Gross	<ul style="list-style-type: none"> Properties should not be rezoned until the Purple Line is funded. Traffic is a major concern. 	<ul style="list-style-type: none"> Staff recommends limited rezoning before the Purple Line.
Phasing	e-mail	10.8.12	Betsy Johnson	<ul style="list-style-type: none"> Development should be implemented in two phases, before and after the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.
General, building height, phasing, traffic, schools	e-mail	10.8.12	Tom & Rhona Johnston	<ul style="list-style-type: none"> Support the recommendations of the Staff Draft Sector Plan. There should be no high-rise buildings and the development should take place in two phases, before and after the Purple Line. Traffic and school capacity is a major concern. 	<ul style="list-style-type: none"> Staff concurs.
Traffic, building height	e-mail	10.8.12	Elizabeth Judd	<ul style="list-style-type: none"> Traffic congestion is a major concern. Do not support high-rise development in Chevy Chase Lake. 	<ul style="list-style-type: none"> Staff concurs.
Density	e-mail	10.8.12	Alan Levitt	<ul style="list-style-type: none"> Do not increase development beyond the Staff Draft recommendation. 	<ul style="list-style-type: none"> Staff concurs.
Density, building height, phasing	e-mail	10.8.12	Kyle Loudermilk	<ul style="list-style-type: none"> Do not increase development beyond the Staff Draft recommendation, especially with regard to building height and phasing. High-rise building and higher density development are incompatible with the existing community. 	<ul style="list-style-type: none"> Staff concurs
Building height	e-mail	10.8.12	Jan & April McGuigan	<ul style="list-style-type: none"> The community character will not be able to deal with high-rise development. 	<ul style="list-style-type: none"> Staff recommends modest development compatible with the community character.
Building height, general	e-mail	10.8.12	Burton Polsky	<ul style="list-style-type: none"> Oppose high-rise buildings. Support the Staff Draft plan. 	<ul style="list-style-type: none"> Staff concurs.

General, building height, phasing	e-mail	10.8.12	Barbara Prince	<ul style="list-style-type: none"> Implement the Staff Draft recommendations, particularly with regard to building height and phasing. 	<ul style="list-style-type: none"> Staff concurs.
Traffic, density	e-mail	10.8.12	Burt Schorr	<ul style="list-style-type: none"> The Purple Line will not reduce traffic. Do not recommend new zoning. 	<ul style="list-style-type: none"> Staff recommends modest development compatible with the community character.
Density, building height	e-mail	10.8.12	Earle & Judith Silber	<ul style="list-style-type: none"> Assess the effects of the Purple Line before rezoning in in Chevy Chase Lake. Do not allow additional high-rise buildings in Chevy Chase Lake. 	<ul style="list-style-type: none"> Staff recommends modest, staged development compatible with the community character.
Density, phasing	e-mail	10.8.12	Diane Smith	<ul style="list-style-type: none"> The plan should not go beyond the Staff Draft recommendations, particularly with regard to phasing. 	<ul style="list-style-type: none"> Staff concurs.
Density	e-mail	10.8.12	Sarah Smith	<ul style="list-style-type: none"> Limit development. 	<ul style="list-style-type: none"> Staff recommends modest, staged development compatible with the community character.
Building height, density	e-mail	10.8.12	Elinor Solomon, via Bill Sandmeyer	<ul style="list-style-type: none"> Opposes taller buildings and limited development. 	<ul style="list-style-type: none"> Staff recommends modest, staged development compatible with the community character.
Density	e-mail	10.8.12	Martha Stone	<ul style="list-style-type: none"> Opposes over-development. 	<ul style="list-style-type: none"> Staff recommends modest, staged development compatible with the community character.
Building height, density, traffic	e-mail	10.8.12	Jay Treadwell	<ul style="list-style-type: none"> Does not support high-rise buildings. Significantly more development will worsen traffic. 	<ul style="list-style-type: none"> Staff concurs
Building height, phasing	e-mail	10.8.12	Vince Vilker	<ul style="list-style-type: none"> Supports the Staff Draft recommendations, including building heights and phasing. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.9.12	Lila Asher	<ul style="list-style-type: none"> Stage development in two phases, before and after the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.
Density	e-mail	10.9.12	Barry Boden	<ul style="list-style-type: none"> Limit development in Chevy Chase Lake. 	<ul style="list-style-type: none"> Staff concurs.
Density	e-mail	10.9.12	Bill Buchanan	<ul style="list-style-type: none"> The community would like additional retail, but not at the price of overdevelopment. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.9.12	Hillary Burchuck	<ul style="list-style-type: none"> There should be no development before the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.
Density	e-mail	10.9.12	Margaret Clark	<ul style="list-style-type: none"> Support the levels of development in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.

Building height, general	e-mail	10.9.12	Lois Fisher	<ul style="list-style-type: none"> • Opposes high-rise buildings. • Supports the Staff Draft plan recommendations. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, phasing	e-mail	10.9.12	Henry & Suzanne Gwiazda	<ul style="list-style-type: none"> • Opposes high-rise buildings. • Supports two-phase rezoning in the Staff Draft. • No new development before the Purple Line. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing	e-mail	10.9.12	Sally Kelly	<ul style="list-style-type: none"> • Supports the two-phase Staff Draft plan. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing, development, traffic, schools	e-mail	10.9.12	Beth Kevles	<ul style="list-style-type: none"> • Phase development per the Staff Draft plan: before and after the Purple Line. • New development will negatively impact traffic and school capacity. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, density	e-mail	10.9.12	Nancy Lamond	<ul style="list-style-type: none"> • High-rise buildings are not compatible with the community character. • Supports modest development. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing	e-mail	10.9.12	Barbara Levitt	<ul style="list-style-type: none"> • Support the Staff Draft two-phase rezoning plan. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, density, phasing	e-mail	10.9.12	Bonnie Luken	<ul style="list-style-type: none"> • High-rise buildings are not compatible with Chevy Chase Lake. • Support the Staff Draft plan, especially with regard to phasing. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing	e-mail	10.9.12	Donald MacGlashan	<ul style="list-style-type: none"> • Supports the Staff Draft phasing plan. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, density, schools	e-mail	10.9.12	Laura Brown Narvaiz	<ul style="list-style-type: none"> • Opposes high-rise buildings. • Too much development will negatively impact school capacity. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing	e-mail	10.9.12	Lisa Potetz	<ul style="list-style-type: none"> • Supports the Staff Draft phasing plan. 	<ul style="list-style-type: none"> • Staff concurs.
Density, neighborhood character	e-mail	10.9.12	Suzanne Resnick	<ul style="list-style-type: none"> • High-density development will negatively affect community character. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, density, traffic	e-mail	10.9.12	Jerry M. Rice	<ul style="list-style-type: none"> • Oppose high-rise buildings. • Overdevelopment will worsen already poor traffic. • Do not go beyond the Staff Draft recommendations. 	<ul style="list-style-type: none"> • Staff concurs.
Density, traffic	e-mail	10.9.12	Bob Shaffer	<ul style="list-style-type: none"> • The roads will not be able to handle new development. 	<ul style="list-style-type: none"> • Staff recommends modest, staged development to take advantage of new transit and access options.

Phasing	e-mail	10.9.12	Iris Sherman	<ul style="list-style-type: none"> Limit development before the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.
Density, traffic, schools	e-mail	10.9.12	Robin Sherman	<ul style="list-style-type: none"> Limit development; the roads and schools cannot handle overdevelopment. 	<ul style="list-style-type: none"> Staff concurs.
General, building height	e-mail	10.9.12	Robert & Ellen Shogan	<ul style="list-style-type: none"> Support the Staff Draft plan. Do not increase building height. Limit development before the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.
General, phasing	e-mail	10.9.12	Julie Stanish	<ul style="list-style-type: none"> Support the Staff Draft plan, particularly with regard to phasing. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.9.12	Ann Wild	<ul style="list-style-type: none"> Supports the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
Traffic	e-mail	10.9.12	Audrey Yen	<ul style="list-style-type: none"> Traffic is bad and has a negative impact on our quality of life. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing	e-mail	10.9.12	Saralee Zakroff	<ul style="list-style-type: none"> Opposed to overdevelopment. Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.10.12	Cecily Baskir	<ul style="list-style-type: none"> Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Dolores & Anthony Beilenson	<ul style="list-style-type: none"> Support the Staff Draft plan, including height limits and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.10.12	Michelle Ward-Brent & R. Stephen Brent	<ul style="list-style-type: none"> Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Katie Bush	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.10.12	Karen Depew	<ul style="list-style-type: none"> Support the Staff Draft plan, particularly with regard to phasing. 	<ul style="list-style-type: none"> Staff concurs.

Building height, Newdale Mews	e-mail	10.10.12	Joshua Dickstein	<ul style="list-style-type: none"> Limit building height at Newdale Mews to 45'. 	<ul style="list-style-type: none"> Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. Design guidelines will further address transition and compatibility here.
Phasing, building height	e-mail	10.10.12	Una Enikeieff	<ul style="list-style-type: none"> Support the Staff Draft plan, particularly with regard to phasing and building height. 	<ul style="list-style-type: none"> Staff concurs.
Building height, Newdale Mews, design	e-mail	10.10.12	Kevin Hardy	<ul style="list-style-type: none"> Building height at Newdale Mews should be limited to 45'. Provide a buffer between properties on Connecticut Avenue and Chevy Chase Hills. 	<ul style="list-style-type: none"> Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. Design guidelines will further address transition and compatibility here.

Building height, Newdale Mews, neighborhood character	e-mail	10.10.12	Kent Holland	<ul style="list-style-type: none"> • Building height at Newdale Mews should be limited to 45'. • The plan should respect the scale and feel of Chevy Chase Hills. 	<ul style="list-style-type: none"> • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Design guidelines will further address transition and compatibility here.
Neighborhood character, density	e-mail	10.10.12	Laura Kalick	<ul style="list-style-type: none"> • Preserve the community; oppose over development. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, density, traffic, schools	e-mail	10.10.12	Sue Parker Kamenar	<ul style="list-style-type: none"> • High-rise buildings are out of character with Chevy Chase Lake. • Roads and schools will not be able to support overdevelopment. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Melissa Kirsh	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Sara Krulwich	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, phasing, access	e-mail	10.10.12	David Landers	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing	e-mail	10.10.12	Laura Lederman	<ul style="list-style-type: none"> • Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> • Staff concurs.
Density	e-mail	10.10.12	Robert Lederman	<ul style="list-style-type: none"> • Do not approve any new commercial development. 	<ul style="list-style-type: none"> • Staff recommends modest, staged development compatible with the community character.
Density, traffic	e-mail	10.10.12	Ali Mohamadi	<ul style="list-style-type: none"> • More development will only make traffic worse. • Limit development in Chevy Chase Lake 	<ul style="list-style-type: none"> • Staff recommends modest, staged development compatible with the community character.

Access	e-mail	10.10.12	Jennifer Parker Porter	<ul style="list-style-type: none"> Do not add a pedestrian connection across Coquelin Run to the Hamlet neighborhood. It would be unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Ted Prince, Jr.	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Donna Radner	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
General, building height	e-mail	10.10.12	Nilmini Rubin	<ul style="list-style-type: none"> Support the Staff Draft plan. High-rise buildings will destroy community character. 	<ul style="list-style-type: none"> Staff concurs.
Density	e-mail	10.10.12	Richard Schreiber	<ul style="list-style-type: none"> Support maximum density of development. 	<ul style="list-style-type: none"> Staff recommends modest, staged development compatible with the community character.
General	e-mail	10.10.12	Janet Steel	<ul style="list-style-type: none"> The process can be confusing. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.10.12	Jeremy & Janet Taylor	<ul style="list-style-type: none"> Limit development per the Staff Draft plan to 250,000 sf. before the Purple Line. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Building height, density, neighborhood character	e-mail	10.10.12	Gilbert Vezina	<ul style="list-style-type: none"> High-rise buildings and development in excess of the Staff Draft will worsen traffic will “disfigure” the community character. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Clayton B. Weber	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Marcy Anthony Wilson	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.10.12	Mel & Jean Wright	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.

Density, traffic, schools	e-mail	10.11.12	Ginny Beakes-Read	<ul style="list-style-type: none"> The additional density requested by the Chevy Chase Land Company is unwanted and unsupportable by road and school infrastructure. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.11.12	Ann Bittman	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, Newdale Mews	e-mail	10.11.12	Bill Buchanan	<ul style="list-style-type: none"> Do not rezone Newdale Mews before the Purple Line. Chevy Chase Hills does not need to be shielded from the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.11.12	Stephen Byers	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.11.12	Sheila Cochran	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, Newdale Mews	e-mail	10.11.12	Lauren & Josh Dickstein	<ul style="list-style-type: none"> Do not want a taller building at Newdale Mews to shield them from the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.11.12	Lisa Flynn	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs
Building height, phasing, access	e-mail	10.11.12	Dianne & Allen Haney	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, density	e-mail	10.11.12	Marc Korman	<ul style="list-style-type: none"> Supports the additional height and density proposed by the Land Company and others as compatible and forward-looking transit-oriented development. 	<ul style="list-style-type: none"> Staff disagrees.
Building height, Newdale Mews	e-mail	10.11.12	Allison Rule	<ul style="list-style-type: none"> Additional building height at Newdale Mews is not necessary to screen the Purple Line. The elevated Purple Line will have a minimal visual impact on the Newdale Mews property. 	<ul style="list-style-type: none"> Staff concurs.

Building height	e-mail	10.11.12	Sean Griffey	<ul style="list-style-type: none"> • Support the building height recommended by staff. • 150' is not a compatible building height. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, Newdale Mews, traffic, design	e-mail	10.11.12	Laura Hardy	<ul style="list-style-type: none"> • Do not increase the building height at Newdale Mews at all, let alone to 65'. • Traffic studies should include morning and evening rush hours. • Taller buildings on the west side of Connecticut Avenue should be buffered from existing single-family homes. 	<ul style="list-style-type: none"> • Staff concurs.
General	e-mail	10.11.12.	Andy Hotchkiss	<ul style="list-style-type: none"> • Supports development at Chevy Chase Lake 	<ul style="list-style-type: none"> • Staff concurs.
General, density, traffic, phasing, building height	e-mail	10.11.12	Mary-Margaret Patterson	<ul style="list-style-type: none"> • Support the Staff Draft plan. • New development will make traffic worse. • Limit development before the Purple Line to 250,000 sf. • Limit building heights to 70'. 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line.
Phasing, Newdale Mews, Sunoco, building height, design	e-mail	10.11.12	Sylvia Johnson Pryor	<ul style="list-style-type: none"> • No zoning changes at Newdale Mews or Sunoco until after the Purple Line. • Do not increase building height at Newdale Mews to 65'. • Provide buffers between new development and the existing homes. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, density, neighborhood character, traffic, schools	e-mail	10.11.12	David T. Read	<ul style="list-style-type: none"> • Taller buildings and additional development do not fit in with the community. • Roads and schools cannot support the additional density requested by the Land Company. 	<ul style="list-style-type: none"> • Staff recommends modest, staged development to take advantage of new transit and access options.
Building height, phasing, access	e-mail	10.11.12	William Smith	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, phasing, access	e-mail	10.12.12	Raymond Albright	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.

Density, schools, traffic, local retail	e-mail	10.12.12	Debbie Atlas	<ul style="list-style-type: none"> • New development will negatively impact school and road capacity. • Save the Chevy Chase Supermarket. 	<ul style="list-style-type: none"> • Staff recommends modest, staged development to take advantage of new transit and access options
Building height, phasing, access	e-mail	10.12.12	Roy G. Bowman	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Misc.	e-mail	10.12.12	Patricia Burda	<ul style="list-style-type: none"> • Requests to present the testimony of the Connecticut Avenue Corridor Committee first at the Public Hearing. 	<ul style="list-style-type: none"> • Defer to the discretion of the Chair.
Phasing	e-mail	10.12.12	Una Enikeieff	<ul style="list-style-type: none"> • Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, phasing, access	e-mail	10.12.12	Audrey Feffer	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, density	e-mail	10.12.12	Ernst & Roberta Liebman	<ul style="list-style-type: none"> • High-rise development is not compatible. • Support the staff recommended height and scale of development. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, phasing, access	e-mail	10.12.12	Shirley Lowe	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Density, schools, traffic	e-mail	10.12.12	Michael Marsh	<ul style="list-style-type: none"> • Schools and roads can not accommodate the Land Company's development plans. 	<ul style="list-style-type: none"> • Staff recommends modest, staged development compatible with the community character.
Building height, phasing, access	e-mail	10.12.12	Lori McCarthy	<ul style="list-style-type: none"> • Support the Staff Draft plan, for both building height and phasing. • Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Access	e-mail	10.12.12	Stanley Porter	<ul style="list-style-type: none"> • Oppose pedestrian connection across Coquelin run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing, building height, open space	e-mail	10.12.12	Thomas & Margaret Saffell	<ul style="list-style-type: none"> • Support redevelopment of entire shopping center before the Purple Line. • Support increased building height of 150' next to the Purple Line station as compatible. • Proposed central park should be in private ownership for maintenance. 	<ul style="list-style-type: none"> • Staff recommends modest, staged development compatible with the community character.

Building height, phasing, access	e-mail	10.12.12	Janet & Roy Steel	<ul style="list-style-type: none"> Support the Staff Draft plan, for both building height and phasing. Oppose pedestrian connection across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, access	e-mail	10.12.12	Vicki Taylor	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, density, traffic, schools	e-mail	10.12.12	Barbara Vivona	<ul style="list-style-type: none"> High-rise buildings are not compatible in Chevy Chase Lake. Overdevelopment will overburden roads and schools. 	<ul style="list-style-type: none"> Staff concurs.
General, building height, phasing	e-mail	10.12.12	Traci Zambotti	<ul style="list-style-type: none"> Support Staff Draft plan. No more high-rise buildings. Limit development before the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.
Density, neighborhood character, traffic, schools	e-mail	10.13.12	Harold Ashby	<ul style="list-style-type: none"> The Land Company's proposed development is not in keeping with the community character. Local roads and schools will not be able to accommodate the Land Company's additional proposed density. 	<ul style="list-style-type: none"> Staff concurs.
Density, building height, phasing	e-mail	10.13.12	Susan Hutner	<ul style="list-style-type: none"> Do not expand development, increase height, or change the phasing recommended in the Staff Draft plan. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.13.12	Naomi Kaminsky	<ul style="list-style-type: none"> Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
Building height, density, traffic, CCL West, HHMI, phasing	e-mail	10.13.12	Kimberly Marsh	<ul style="list-style-type: none"> Oppose scale and height of proposed additional Land Company development. Roads are not adequate to handle development. Object to 4-story building height on east side of Loughborough Place. HHMI development should respect the residential character of the Chevy Chase Hills neighborhood. All new development should wait until after the Purple Line; do not increase development at the shopping center before the Purple Line. 	<ul style="list-style-type: none"> Staff has recommended 3-story townhomes on the east side of Loughborough Place to promote compatibility. Staff concurs.

Density, phasing	e-mail	10.14.12	Christina Saudek Cusack	<ul style="list-style-type: none"> Do not expand development or change the phasing recommended in the Staff Draft plan. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing	e-mail	10.14.12	Kevin FitzPatrick	<ul style="list-style-type: none"> Do not expand development or change the phasing recommended in the Staff Draft plan. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing, traffic, schools	e-mail	10.14.12	Ann Gagarin	<ul style="list-style-type: none"> Limit development before the Purple Line as recommended in the Staff Draft plan. Overdevelopment will further overtax roads and schools. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing	e-mail	10.14.12	Denise Galbo	<ul style="list-style-type: none"> Do not expand development or change the phasing recommended in the Staff Draft plan. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing	e-mail	10.14.12	Tarik Gause	<ul style="list-style-type: none"> Do not expand development or change the phasing recommended in the Staff Draft plan. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, building height, traffic, schools	e-mail	10.14.12	Ann Kayrish	<ul style="list-style-type: none"> Support the Staff Draft recommendation to limit development before to Purple Line to 250,000 sf. and a maximum 70' building height. Additional development will not be supported by road and school capacity. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Traffic, phasing	e-mail	10.14.12	Morton Klevan	<ul style="list-style-type: none"> Traffic cannot support more than the approved 250,000 sf. of development before the Purple Line. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Density, phasing	e-mail	10.14.12	Natasha Leskovsek	<ul style="list-style-type: none"> Support the density and phasing levels recommended in the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.
Density, traffic	e-mail	10.14.12	Lizabeth Lopez	<ul style="list-style-type: none"> Oppose the Land Company's request for additional density; they will only make traffic worse. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing	e-mail	10.14.12	Sara Mazie	<ul style="list-style-type: none"> Do not expand development or change the phasing recommended in the Staff Draft plan. 	<ul style="list-style-type: none"> Staff concurs.
Building height, density, traffic	e-mail	10.14.12	Curtis Mitchell	<ul style="list-style-type: none"> Do not raise the building heights in the sector plan, especially adjacent to Chevy Chase Hills. Overdevelopment will make traffic worse 	<ul style="list-style-type: none"> Staff concurs.
Building height, Newdale Mews, density, traffic	e-mail	10.14.12	Ellie Mitchell	<ul style="list-style-type: none"> Taller buildings at Newdale Mews are not compatible with the existing adjacent homes. Overdevelopment will make traffic worse. 	<ul style="list-style-type: none"> Staff concurs.
Building height	e-mail	10.14.12	Eric Mitchell	<ul style="list-style-type: none"> Taller buildings will make Chevy Chase like New York; Fairfax is better. 	<ul style="list-style-type: none"> Staff proposes a moderate level of staged development compatible with the existing community.

Building height, density, Newdale Mews, traffic	e-mail	10.14.12	Janene Mitchell	<ul style="list-style-type: none"> Do not increase building height and density at Newdale Mews. Additional density will only make traffic worse. Support the Staff Draft recommendations. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.14.12	Douglas & Karen Rumble	<ul style="list-style-type: none"> All new development should be contingent on the Purple Line. Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
Density, phasing, traffic, schools	e-mail	10.14.12	Joyce Sperling	<ul style="list-style-type: none"> Traffic and schools cannot support the full build-out of the Chevy Chase Lake shopping center before the Purple Line. Prohibit development before the Purple Line. The Land Company's proposal for additional development is too much. 	<ul style="list-style-type: none"> Staff concurs.
Traffic, schools, phasing.	e-mail	10.15.12	Kenneth Adler	<ul style="list-style-type: none"> Roads and schools are overcrowded. Support Staff Draft plan, particularly for phasing (limit to 250,000 before the Purple Line) 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Phasing, building height, density, traffic, schools	e-mail	10.15.12	Charlotte Appella	<ul style="list-style-type: none"> Support the Staff Draft 2-phase development plan. High-rise buildings will ruin the community character. More development would further overtax roads and schools. 	<ul style="list-style-type: none"> Staff concurs.
Density	e-mail	10.15.12	Seymour Auerbach	<ul style="list-style-type: none"> High-intensity development should be located elsewhere in the county, not in low-density Chevy Chase Lake. 	<ul style="list-style-type: none"> Staff proposes a moderate level of staged development compatible with the existing community.
Building height, density, traffic, phasing	e-mail	10.15.12	Kristi Bigos	<ul style="list-style-type: none"> 45' is a more compatible building height than those proposed by staff and landowners. New development will make traffic worse. Limit development before the Purple Line to 250,000 sf. 	<ul style="list-style-type: none"> Staff proposes a moderate level of staged development compatible with the existing community. Staff supports traffic-neutral development of the shopping center before the Purple Line.
Building height, density	e-mail	10.15.12	Randall Blair	<ul style="list-style-type: none"> Do not approve the additional height and density being proposed by property owners. 	<ul style="list-style-type: none"> Staff concurs.

General, building height, density, phasing, access, traffic	e-mail	10.15.12	Chevy Chase Recreation Association	<ul style="list-style-type: none"> • Support the Staff Draft Plan. • The Staff Draft Plan is already a compromise for the communities it affects. Do not add height or density. • Retain the dual sectional map amendment plan from the Staff Draft. • High-rise buildings are not compatible. • Overdevelopment will increase traffic and make cycling and walking more dangerous. • Traffic modeling and traffic tests are not as objective as they might seem. 	<ul style="list-style-type: none"> • Staff concurs.
Traffic, schools, phasing, building height, open space, access, design, transit, 8401 Connecticut, HOC, HHMI, Newdale Mews	e-mail	10.15.12	Connecticut Avenue Corridor Committee (CACC)	<ul style="list-style-type: none"> • Traffic and schools are overarching concerns. • New zoning should be implemented through two sectional map amendments. • Building height should be limited to 45' adjacent to existing homes or across a secondary road, to 70' across a primary road from existing homes, and otherwise as recommended by the Staff Draft. • Height along Connecticut Avenue should remain 70'; 8401 Connecticut Avenue should not be the reference point for building height. • On the west side of Connecticut Avenue, building height should be limited to 45' south of Laird Place and to 70' north of Laird Place. • Greater building height along the east side of Connecticut Avenue near the Purple Line Station should terrace up from 70' along the Avenue. • If the recommended parks are privately owned, public rights should be clearly delineated. • Pedestrian safety at intersections must be a priority. • Oppose pedestrian connection through Coquelin Run to the Hamlet neighborhood. • Expand feeder bus service to the Town Center. • If demonstrably traffic neutral, the complete shopping center redevelopment should be the only project allowed to proceed before the 	<ul style="list-style-type: none"> • Staff concurs, except as noted below. • The heights along the west side of Connecticut Avenue should remain at 70' south of Laird Place: transition between the Sunoco station and the single-family house can be addressed in the Design Guidelines, and the Dry Cleaner site is separated from the residential community by the Purple Line alignment. • Recommended parks should be publicly owned, but privately maintained. • At Newdale Mews, staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Design guidelines will further address transition and compatibility here.

				<p>Purple Line.</p> <ul style="list-style-type: none"> • The Chevy Chase Lake shopping center site should include right-in/right-out access from Connecticut Avenue. • 8401 Connecticut Avenue and the Chevy Chase Lake Apartments (HOC) should be rezoned per the staff recommendation. • HHMI should remain a Special Exception use; any additional density awarded here must be taken away somewhere else. • At Newdale Mews, support multiple buildings of a maximum 45' height. 	
Density, phasing, building height, Newdale Mews, HOC, schools, traffic	e-mail	10.15.12	Coquelin Run Citizens Association	<ul style="list-style-type: none"> • Chevy Chase Lake should not be developed at the scale of downtown Silver Spring and downtown Bethesda. • New development is not necessary to support the Purple Line. • Support the Staff Draft phasing plan, especially limiting development before the Purple Line to 250,000 sf. • Oppose allowing 800,000 sf. of development before the Purple Line. • A modest building height increase (1-2 stories) above the staff recommendation for the buildings closest to the Purple Line station would be acceptable. • Limit building height at Newdale Mews to 45'. • Do not allow additional density on the HOC property. • School and traffic capacity is a concern. 	<ul style="list-style-type: none"> • Staff concurs. • Staff supports traffic-neutral development of the shopping center before the Purple Line. • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Design guidelines will further address transition and compatibility here.
Phasing, density, traffic, schools	e-mail	10.15.12	Joseph Cupo	<ul style="list-style-type: none"> • Supports the Coquelin Run Citizens Association statement. • Development before the Purple Line should be limited to 250,000 sf. • Too much development will worsen traffic and school capacity. 	<ul style="list-style-type: none"> • Staff concurs. • Staff supports traffic-neutral development of the shopping center before the Purple Line.

Building height, phasing, access	e-mail	10.15.12	John Davis	<ul style="list-style-type: none"> Support the Staff Draft sector plan, particularly height limits and phasing. Oppose a pedestrian connection across Coquelin Run to the Hamlet neighborhood as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height	e-mail	10.15.12	Sharon Dickstein	<ul style="list-style-type: none"> High-rise development will destroy the character of the neighborhood. 	<ul style="list-style-type: none"> Staff concurs.
General, density, traffic, schools, neighborhood character	e-mail	10.15.12	Michele Galvin	<ul style="list-style-type: none"> The Staff Draft plan is more than adequate. Traffic and schools do not have the capacity to handle more development. Overdevelopment is out of character with the community. 	<ul style="list-style-type: none"> Staff concurs.
General, density, traffic, schools	e-mail	10.15.12	Ted Hammerman	<ul style="list-style-type: none"> The Staff Draft plan is more than adequate. Traffic and schools do not have the capacity to handle more development. 	<ul style="list-style-type: none"> Staff concurs
Phasing, density, traffic, schools	e-mail	10.15.12	Ken Harrison	<ul style="list-style-type: none"> Limit development before the Purple Line to 250,000 sf. Traffic and schools do not have the capacity to handle more development. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Traffic, schools, neighborhood character, phasing	e-mail	10.15.12	Pamela Hatton	<ul style="list-style-type: none"> Roads and schools are overcrowded. Development above the Staff Draft recommendation will ruin the community character. Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
Building height, Newdale Mews	e-mail	10.15.12	Mary Ann Klein	<ul style="list-style-type: none"> Increasing building height at Newdale Mews will destroy the neighborhood character. 	<ul style="list-style-type: none"> Staff concurs.
Building height, Newdale Mews	e-mail	10.15.12	Elizabeth Leary	<ul style="list-style-type: none"> Increasing building height at Newdale Mews will destroy the neighborhood character. 	<ul style="list-style-type: none"> Staff concurs.
Phasing	e-mail	10.15.12	Carol & Peter Levin	<ul style="list-style-type: none"> Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, development, traffic	e-mail	10.15.12	Marci Levin	<ul style="list-style-type: none"> Support the Staff Draft phasing plan. More development will make traffic worse. 	<ul style="list-style-type: none"> Staff concurs.

Building height	e-mail	10.15.12	Ed McKeon	<ul style="list-style-type: none"> 4-story buildings are reasonable for the character of the community; 6+ stories are not. 	<ul style="list-style-type: none"> Staff proposes a moderate level of staged development compatible with the existing community.
Phasing, building height	e-mail	10.15.12	Tim Miller	<ul style="list-style-type: none"> All development east of Connecticut Avenue should be post-Purple Line. 150' building height is not compatible. 	<ul style="list-style-type: none"> Staff proposes a moderate level of staged development compatible with the existing community.
Building height, density, phasing, traffic, schools, design, neighborhood character	e-mail	10.15.12	North Chevy Chase, Village of	<ul style="list-style-type: none"> Support the building height, density, and phasing recommendations in the Staff Draft plan. Density beyond the Staff Draft would make traffic worse still and further overcrowd schools. The conversion of commercial to mixed-use development at the shopping center, based on the trip generation of the Land Company's approved development on the site, is invalid given the traffic impacts from BRAC. The height of 8401 Connecticut Avenue is an aberration and should not be used as a benchmark for setting new building heights. South-bound access into the shopping center site is difficult and will direct traffic onto Manor Road, causing backups. What the shopping center may lack in visual appeal, it makes up for in the quality of local service. Impacts on utility infrastructure are of concern. The Staff Draft is "Smart Growth" that balances development with livability; the extra density proposed by property owners tips the balance away from livability. 	<ul style="list-style-type: none"> Staff concurs, except as noted below. The trips generated by a proposed development are based on land use and not traffic conditions. How those trips might need to be mitigated, in terms of improvements, is assessed during development review. If more than 250,000 sf. of development is approved, only the balance would have to pass the traffic test (as long as the original traffic review remains valid.) Staff supports traffic-neutral development of the shopping center before the Purple Line. Design guidelines can address access to the shopping center site.
Density, phasing	e-mail	10.15.12	Evelyn & Bernard O'Brien	<ul style="list-style-type: none"> Do not go beyond the Staff Draft plan Limit development before the Purple Line to 250,000 sf. 	<ul style="list-style-type: none"> Staff concurs. Staff supports traffic-neutral development of the shopping center before the Purple Line.
Traffic, schools, density, phasing	e-mail	10.15.12	Tiffany Rogers	<ul style="list-style-type: none"> Roads and schools are overcrowded. Do not go beyond the Staff Draft plan Limit development before the Purple Line to 250,000 sf. 	<ul style="list-style-type: none"> Staff concurs. Staff supports traffic-neutral development of the shopping center before the Purple Line.

General, building height, density, phasing	e-mail	10.15.12	Mike Ryschkewitsch	<ul style="list-style-type: none"> Support the Staff Draft plan as a reasonable compromise between growth and community character. Additional height and density should not be added. Support the Staff Draft phasing plan. 	<ul style="list-style-type: none"> Staff concurs.
General, density	e-mail	10.15.12	Karen & Bill Saum	<ul style="list-style-type: none"> Support the Staff Draft plan. It allows for development without being excessive. 	<ul style="list-style-type: none"> Staff concurs.
Traffic, density, phasing	e-mail	10.15.12	Kathleen Teixeira	<ul style="list-style-type: none"> Roads are overcrowded. Do not go beyond the Staff Draft plan Limit development before the Purple Line to 250,000 sf. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Schools, traffic, density	e-mail	10.15.12	Donald Titus	<ul style="list-style-type: none"> The school and roads cannot accommodate any new development. 	<ul style="list-style-type: none"> Staff recommends modest, staged development to take advantage of new transit and access options
Schools, traffic, density	e-mail	10.15.12	Kay Titus	<ul style="list-style-type: none"> The school and roads cannot accommodate any new development. 	<ul style="list-style-type: none"> Staff recommends modest, staged development to take advantage of new transit and access options
Phasing, building height	e-mail	10.15.12	Mimi Tygier	<ul style="list-style-type: none"> Support the Staff Draft plan, especially with regard to phasing. Oppose high-rise buildings. 	<ul style="list-style-type: none"> Staff concurs.
Neighborhood character	e-mail	10.15.12	Deborah Vollmer	<ul style="list-style-type: none"> The whole sector plan idea should be re-thought, with an eye toward preserving character, open space, and tree canopy. 	<ul style="list-style-type: none"> Staff proposes a moderate level of staged development compatible with the existing community.
Building height, density, Newdale Mews, phasing	e-mail	10.16.12	Tonia Bleecher	<ul style="list-style-type: none"> The additional height and density proposed by the Land Company and Newdale Mews are not in keeping with the established character of the community. No additional density before the Purple Line that cannot meet the traffic test under 2012 conditions. Agree with the statement of the Connecticut Avenue Corridor Committee to be presented at the October 18 Public Hearing. 	<ul style="list-style-type: none"> Staff generally concurs Staff supports traffic-neutral development of the shopping center before the Purple Line.
General, phasing	e-mail	10.16.12	Kathleen & Charles Buffon	<ul style="list-style-type: none"> Support the Staff Draft plan. The conversion of commercial to mixed land uses based on the trips generated by the approved shopping center development strains credulity. Limit redevelopment before the Purple Line. 	<ul style="list-style-type: none"> Staff concurs.

Traffic, schools	e-mail	10.16.12	Dennis Carroll	<ul style="list-style-type: none"> The sector plan should not be implemented until traffic and school capacity issues are resolved. 	<ul style="list-style-type: none"> Staff disagrees. Staff proposes a moderate level of staged development compatible with the existing community.
Phasing, building height, Newdale Mews, HHMI, schools, traffic, neighborhood character	e-mail	10.16.12	Chevy Chase Hills	<ul style="list-style-type: none"> Development should wait for the Purple Line. The conversion of commercial to mixed land uses based on the trips generated by the approved shopping center development strains credibility. Limit building height at Newdale Mews to 45'. Building heights on the west side of Connecticut Avenue should be limited to 45' to promote compatibility with the neighborhood. Any development at the Howard Hughes Medical Institute should take into account the residential nature of Chevy Chase Hills. The sector plan should recommend additional classroom space at local schools to accompany additional residential units. Traffic studies need to reflect morning and evening rush hour traffic during the school year. Support the Staff Draft plan. Additional amenities are not worth the loss of quality of life that will come with 10-15 story buildings and additional density. 	<ul style="list-style-type: none"> Staff generally concurs, except as noted below. Limiting building height at 70 feet along both sides of Connecticut Avenue is essential to creating a sense of place in the Town Center. Staff recommends stepping heights down to the residential communities to the west of Connecticut Avenue, while stepping height up somewhat to the east near the station, before lowering again along the garden apartments adjacent to the east. The planning cycles of the Planning Department and MCPS are different enough (20 years v. 6 years) to make detailed plan recommendations about school capacity. Staff defers to MCPS, with whom staff has been coordinating throughout the plan. Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. Design guidelines will further address transition and compatibility here.

Design, phasing, access	e-mail	10.16.12	Chevy Chase Park	<ul style="list-style-type: none"> • Access to the proposed Town Center will come primarily from Manor Road, potentially blocking the entrance to Chevy Chase Park. • The conversion of commercial to mixed land uses based on the trips generated by the approved shopping center development strains credulity. • The redesign of the Purple Line from structure to fill will jeopardize the proposed new street between Manor Road and Chevy Chase Lake Drive. • Allow additional development before the Purple Line only if it is demonstrated to be traffic-neutral. 	<ul style="list-style-type: none"> • Staff generally concurs, except as noted below. • The sector plan recommendations and design guidelines can address access to the shopping center site in greater detail. • Staff supports maintaining the recommendation for the new public road and to continue to work with MTA and adjacent property owners to realize the road.
Phasing, density, traffic, schools, open space, neighborhood character	e-mail	10.16.12	Tina & Michael Coplan	<ul style="list-style-type: none"> • Allowing over 750,000 sf. of development, in high-rise buildings, before the Purple Line “transforms the Planning staff’s reasonable proposal into a monstrous parody of smart growth.” • Nearby centers offer high-density mixed-use TOD. • Traffic and schools are already above capacity and will only get worse with more development. • The plan needs more open space. • Livability will suffer is the center is over-developed. 	<ul style="list-style-type: none"> • Staff concurs generally, though finds the two ½-acre parks appropriate for the size of the plan area and the sites available.
Misc.	e-mail	10.16.12	Chevy Chase Recreation Association	<ul style="list-style-type: none"> • Copy of testimony for October 18, 2012, public hearing, originally sent via e-mail on 10.15.12. 	<ul style="list-style-type: none"> • See above.

Phasing, access, HHMI, density, schools	e-mail	10.16.12	Chevy Chase Section 3, Village of	<ul style="list-style-type: none"> • Limit development before the Purple Line. • Trips previously approved at the shopping center should be reconsidered in light of additional traffic from BRAC and the new middle school. • Do not recommend a traffic signal at East-West Highway and Brookeville Road. It will encourage additional traffic on Brookeville road, endangering pedestrians. • Howard Hughes Medical Institute should be included in the plan so that its additional traffic may be factored in. • Concerned about the ability of the schools to absorb students from new development. 	<ul style="list-style-type: none"> • Staff generally concurs, except as noted below. • Staff recommends the light at Brookville road primarily to increase the safety of pedestrians crossing East-West Highway.
Density, traffic, access, phasing, local retail, building height	e-mail	10.16.12	Chevy Chase Village	<ul style="list-style-type: none"> • Additional development will make traffic worse still. • Do not recommend a traffic signal at East-West Highway and Brookeville Road. It will encourage additional traffic on Brookeville road, endangering pedestrians. • Phasing should be implemented through two separate sectional map amendments, as recommended in the Staff Draft. • Only development already approved, that can presently pass both school and traffic tests, should be allowed before the Purple Line. • How will the sector plan insure that the retail component of the town center will be community-focused? • High-rise development at Chevy Chase Lake would be out of scale with the rhythm of other development along Connecticut Avenue. 	<ul style="list-style-type: none"> • Staff generally concurs, except as noted below. • Staff recommends the light at Brookville road primarily to increase the safety of pedestrians crossing East-West Highway.
Density, traffic, schools, neighborhood character	e-mail	10.16.12	Darryl Edelstein	<ul style="list-style-type: none"> • Additional development beyond the Staff Draft will overtax roads and schools and change the character and feel of the neighborhood. 	<ul style="list-style-type: none"> • Staff concurs.

Building height, density, neighborhood character, traffic, schools	e-mail	10.16.12	Cristol Fleming	<ul style="list-style-type: none"> Additional building height and density will change the community character for the worse, creating heavier traffic, dangerous street crossings, overcrowded schools and loss of tree canopy. 	<ul style="list-style-type: none"> Staff concurs.
Traffic, density	e-mail	10.16.12	David Griffin	<ul style="list-style-type: none"> Traffic through the plan area is a major concern. Overdevelopment will only make this traffic worse. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, building height, density, traffic, schools	e-mail	10.16.12	Bridget Hartman	<ul style="list-style-type: none"> Limit development before the Purple Line to what has already been approved. The height and scale of new development must be based on the larger community character and not a few anomalous properties. Do not support additional development beyond the Staff Draft; it will further overburden roads and schools. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, density, traffic, schools	e-mail	10.16.12	Paul Hatton	<ul style="list-style-type: none"> Development should be limited in advance of the Purple Line, per the Staff Draft plan. Too much development before the Purple Line will overtax roads and schools. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, building height, design	e-mail	10.16.12	Charles & Sara Hawkins	<ul style="list-style-type: none"> Adding development before the Purple Line will further overburden area roads. Building height at Newdale Mews should not be increased above 35'. Building height along the west side of Connecticut Avenue should be lower than the staff-recommended 70' AND properly buffered from adjacent homes. 	<ul style="list-style-type: none"> Staff generally concurs, except as noted below. Limiting building height at 70 feet along both sides of Connecticut Avenue is essential to creating a sense of place in the Town Center. Staff recommends stepping heights down to the residential communities to the west of Connecticut Avenue, while stepping height up somewhat to the east near the station, before lowering again along the garden apartments adjacent to the east.

Phasing, density, traffic, schools	e-mail	10.16.12	Leslie Hill	<ul style="list-style-type: none"> Expanding development before the Purple Line from 250,000 sf. to 750,000 sf. will make traffic worse and further overburden schools. 	<ul style="list-style-type: none"> Staff has verified the conversion of land uses to achieve the same traffic generation. Staff supports traffic-neutral development of the shopping center before the Purple Line.
Phasing, building height, Newdale Mews	e-mail	10.16.12	Travis and Kent Holland	<ul style="list-style-type: none"> Do not support expanding development at the shopping center from 250,000 sf. to 750,000 sf. Limit building height at Newdale Mews to 45'. 	<ul style="list-style-type: none"> Staff generally concurs, except as noted below. Staff has verified the conversion of land uses to achieve the same traffic generation. Staff supports traffic-neutral development of the shopping center before the Purple Line. Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. Design guidelines will further address transition and compatibility here.
Building height, phasing, density, access	e-mail	10.16.12	Geoffrey & Sue Huguely	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.

Vision, building height, misc.	e-mail	10.16.12	Charles Kauffman	<ul style="list-style-type: none"> • Chevy Chase Lake is like the Upper East Side of Manhattan in the 1960s. • With the Purple Line, Chevy Chase Lake will exceed both Friendship Heights and Dupont Circle in economic dynamism. • The plan should include mixed-use development and amenities for seniors and younger residents. • 8401 Connecticut Avenue should set the benchmark for building height. • Developers should pay for amenities. 	<ul style="list-style-type: none"> • Staff has a different vision for Chevy Chase Lake. Staff recommends staged, mixed-use, pedestrian-oriented development that is compatible with the scale of the surrounding community. • 8401 Connecticut Avenue is an anomaly in the community and should not establish a precedent for building height.
Neighborhood character, density	e-mail	10.16.12	Joseph Kenary	<ul style="list-style-type: none"> • The General Plan advocated preservation of established neighborhoods inside the urban ring. Chevy Chase Lake is one of those neighborhoods. • Connecticut Avenue has a residential character north of the circle. Overdevelopment will reduce quality of life here. 	<ul style="list-style-type: none"> • Staff concurs.
Density, 8401 Connecticut, HOC, phasing	e-mail	10.16.12	Daniel Leggett	<ul style="list-style-type: none"> • No more than minor development would be alright. • Development on Chevy Chase Lake Drive proposed by the Land Company and HOC is excessive. Lake Drive is a one-way, dead-end street. • The Board should not go beyond the Staff Draft recommendation, especially limiting development before the Purple Line to 250,000 sf. 	<ul style="list-style-type: none"> • Staff concurs. • Staff supports traffic-neutral development of the shopping center before the Purple Line.
Density	e-mail	10.16.12	Robert Lyford & Jean Gwaltney	<ul style="list-style-type: none"> • Oppose any development in Chevy Chase Lake. It will only increase traffic, crime, and pollution and decrease quality of life. 	<ul style="list-style-type: none"> • Staff disagrees.
Building height, phasing, density, access	e-mail	10.16.12	Malcolm & Darcy Marshall	<ul style="list-style-type: none"> • Support the height and staging recommendations in the Staff Draft plan. • Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.

Traffic, density, schools, building height, open space, access, transit, phasing, HOC, HHMI, Newdale Mews, design	e-mail	10.16.12	Martin's Additions, Village of	<ul style="list-style-type: none"> • Traffic congestion on Connecticut Avenue is increasing cut-through traffic in the adjacent neighborhoods. • Overdevelopment threatens to adversely impact schools, emergency services, and other infrastructure and services. • Compatibility is critical: support the Staff Draft building heights. • Support open space & enhanced connectivity. • Pedestrian safety must be a key consideration. • Expand bus service to the town center. • The shopping center should be the only project allowed to move before the Purple Line, even at higher density. • For the HOC property, support additional height and density. • Howard Hughes Medical Institute should remain a special exception use. • At Newdale Mews, support the staff-recommended height and encourage multiple buildings and green buffer to promote compatibility. 	<ul style="list-style-type: none"> • Staff concurs generally, but does not support additional height and density on the HOC site.
Phasing, density, traffic	e-mail	10.16.12	Maury Mechanick & Deborah Lamb-Mechanick	<ul style="list-style-type: none"> • Support the Staff Draft phasing approach, including two sectional map amendments tied to the Purple Line. • Adding further density on top of the Staff Draft will make a bad traffic situation worse. • Two sectional map amendments will help guard against overdevelopment. 	<ul style="list-style-type: none"> • Staff concurs.
General	e-mail	10.16.12	Rose Miller	<ul style="list-style-type: none"> • Supports development in Chevy Chase Lake 	<ul style="list-style-type: none"> • Staff concurs.
Phasing, traffic	e-mail	10.16.12	Glenn Mitchell	<ul style="list-style-type: none"> • Increasing pre-Purple Line density from 250,000 to 750,000 sf. will further worsen traffic on Connecticut Avenue. • The Purple Line's implementation is in doubt. • Limit development before the Purple Line. 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line.

Traffic	e-mail	10.16.12	Martha Mohler	<ul style="list-style-type: none"> • Traffic studies for the existing approval do not reflect current conditions. • Subject the proposed development to a new analysis, under the scrutiny of an aware, intelligent public. 	<ul style="list-style-type: none"> • The trips generated by a proposed development are based on land use and not traffic conditions. How those trips might need to be mitigated, in terms of improvements, is assessed during development review. If more than 250,000 sf. of development is approved, only the balance would have to pass the traffic test (as long as the original traffic review remains valid.) • Staff supports traffic-neutral development of the shopping center before the Purple Line.
Density, traffic, schools	e-mail	10.16.12	John Murtagh	<ul style="list-style-type: none"> • The additional density proposed by the landowners cannot be supported by area roads and schools. 	<ul style="list-style-type: none"> • Staff concurs.

Phasing, building height, Newdale Mews, design	e-mail	10.16.12	Neighbors of Newdale Mews	<ul style="list-style-type: none"> • Do not rezone the Sunoco or Newdale Mews sites before the Purple Line. • Cap the building height for Newdale Mews and the Sunoco station at 45'. • Newdale Mews is not a good buffer for the Purple Line. • Retain a substantial natural buffer between Lynwood/Laird Places and Newdale Mews. 	<ul style="list-style-type: none"> • Staff concurs, except as below. • Limiting building height at 70 feet along both sides of Connecticut Avenue is essential to creating a sense of place in the Town Center. Staff recommends stepping heights down to the residential communities to the west of Connecticut Avenue, while stepping height up somewhat to the east near the station, before lowering again along the garden apartments adjacent to the east. • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Design guidelines will further address transition and compatibility here.
Density, traffic, schools	e-mail	10.16.12	Janet Novotny-Dura	<ul style="list-style-type: none"> • Support the Staff Draft plan development levels. • Additional density as proposed by landowners will overwhelm the streets and worsen traffic and school overcrowding further. 	<ul style="list-style-type: none"> • Staff concurs.

Traffic, density, phasing	e-mail	10.16.12	David Patterson	<ul style="list-style-type: none"> • BRAC has made traffic in the community worse and further redevelopment will make it worse still. • Support the Staff Draft and limit development before the Purple Line to 250,000 sf. • Wait until after the Purple Line to decide how much density should be introduced then. 	<ul style="list-style-type: none"> • Staff proposes a moderate level of staged development compatible with the existing community. • Staff supports traffic-neutral development of the shopping center before the Purple Line. • Master Plans are prepared for a 20-year time frame. If the Purple Line is not funded by then, it is likely that the plan could be revisited.
Traffic, density, neighborhood character	e-mail	10.16.12	Edward Prince	<ul style="list-style-type: none"> • Traffic on Connecticut Avenue is already very bad. Redevelopment will only make it worse. • Preserve the character of this neighborhood. 	<ul style="list-style-type: none"> • Staff concurs.
Density, Newdale Mews, building height, phasing	e-mail	10.16.12	Sylvia Pryor	<ul style="list-style-type: none"> • Copy of verbal testimony to be presented at the Public Hearing. • Too much development at Newdale Mews will ruin the feel of the residential community. • Do not increase height or density at Newdale Mews. • Keep Newdale Mews in the second, post-Purple Line phase. 	<ul style="list-style-type: none"> • Staff concurs.
Schools, traffic, phasing, density	e-mail	10.16.12	Tiffany Rogers	<ul style="list-style-type: none"> • Schools and roads are overcrowded already. • Support the Staff Draft phasing plan, limiting development before the Purple Line to 250,000 sf. and total development to 1.5 million sf. 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line.
Phasing, traffic	e-mail	10.16.12	Jim Roy	<ul style="list-style-type: none"> • Expanding development before the Purple Line will worsen traffic. 	<ul style="list-style-type: none"> • Changing to land uses that generate less traffic could allow additional development before the Purple Line with the same level of traffic already approved.

Newdale Mews, phasing, land use, building height, schools	e-mail	10.16.12	Massimo & Maria Salsi	<ul style="list-style-type: none"> Do not allow development at Newdale Mews before the Purple Line. Do not allow mixed-use development at Newdale Mews. Increasing the building height at Newdale Mews to 65' would block solar access to the adjoining properties. Rear additions have been made to a number of houses backing on to Newdale Mews, putting them closer to the property line and potential future buildings. Too much development will worsen overcrowding in area schools. 	<ul style="list-style-type: none"> Staff concurs, except as noted below. Staff supports a small amount of potential retail uses on the site and has recommended the minimum allowable commercial FAR.
Density, phasing	e-mail	10.16.12	Stephen Seidel	<ul style="list-style-type: none"> Support the Staff Draft plan and oppose additional development. The conversion of commercial to mixed land uses based on the trips generated by the approved shopping center development strains credulity. 	<ul style="list-style-type: none"> Staff concurs.
Density, traffic	e-mail	10.16.12	Donna Worsham	<ul style="list-style-type: none"> High-density development will only make a bad traffic situation worse. 	<ul style="list-style-type: none"> Staff concurs.
Schools	e-mail	10.17.12	Bethesda-Chevy Chase Cluster of PTAs & Rosemary Hills Primary School PTA	<ul style="list-style-type: none"> Request that the Planning Board work with the Board of Education to ensure the County does an adequate analysis of the potential impacts of the sector plan on schools. Expected impacts should be mitigated up front. 	<ul style="list-style-type: none"> Staff has coordinated with MCPS regarding the number and timing of new residences included in the plan. MCPS informs us that the number is not high enough to warrant a school site. MCPS has provided us with a list of capital projects over the near term that are intended to address capacity issues in the B-CC cluster. Additionally, the annual school capacity test tracks enrollment in the cluster. Based on this test, developers are assessed a schools tax or if they are too far over capacity there is a year-long moratorium on subdivision plans.
General	e-mail	10.17.12	Alan Berkeley	<ul style="list-style-type: none"> No need for further revision or fiddling to the Staff Draft. 	<ul style="list-style-type: none"> Staff concurs.

Traffic, schools, density, neighborhood character	e-mail	10.17.12	Ajay Bhatt	<ul style="list-style-type: none"> Roads and schools are overcrowded. Additional development will make traffic worse. Quality of life will suffer. Do not consider any new zoning until after the Purple Line. 	<ul style="list-style-type: none"> Staff generally concurs, but supports modest phased development in advance of the Purple Line.
Height, density, phasing, access	e-mail	10.17.12	Ann Bittman	<ul style="list-style-type: none"> Support staff-recommended height and density; oppose additional height and density. Support the two-stage development plan. Oppose pedestrian connection across Coquelin Run to the Hamlet neighborhood as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, density, access	e-mail	10.17.12	James Brawner	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Misc.	e-mail	10.17.12	Pamela Brodie	<ul style="list-style-type: none"> Comment about past experience with the Land Company 	<ul style="list-style-type: none"> No comment.
Height, density, phasing, access	e-mail	10.17.12	Linda Bryant	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, density, access	e-mail	10.17.12	Christine Waltz Dallaire	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, density, access	e-mail	10.17.12	Richard Dallaire	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Density, traffic	e-mail	10.17.12	Brenda Davis	<ul style="list-style-type: none"> Overdevelopment will make already poor traffic worse. 	<ul style="list-style-type: none"> Staff concurs.

Traffic, density, phasing, building height, schools, neighborhood character	e-mail	10.17.12	Suzanne & William Doggett	<ul style="list-style-type: none"> Traffic is already difficult in this neighborhood, do not add to it by allowing the high-rise development proposed by the Land Company. Limit development before the Purple Line. The building heights proposed for the west side of Connecticut Avenue are not compatible with the nearby houses. Overdevelopment will further overburden the schools. Overdevelopment will lower the quality of life for existing residents. 	<ul style="list-style-type: none"> Staff generally concurs, except as noted below. Limiting building height at 70 feet along both sides of Connecticut Avenue is essential to creating a sense of place in the Town Center. Staff recommends stepping heights down to the residential communities to the west of Connecticut Avenue, while stepping height up somewhat to the east near the station, before lowering again along the garden apartments adjacent to the east.
Building height, phasing, density, access	e-mail	10.17.12	Jessica Flynn	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Density, traffic	e-mail	10.17.12	Kimberly Gardiner	<ul style="list-style-type: none"> Oppose the Chevy Chase Lake sector plan; the area cannot handle more traffic. 	<ul style="list-style-type: none"> Staff disagrees and recommends modest, phased development compatible with the surrounding community.
Building height, phasing, density, access	e-mail	10.17.12	John Goutsias & Eva Rorer	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, density, access	e-mail	10.17.12	Cindy Hart	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, density, access	e-mail	10.17.12	Burke Hayes	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.

Building height, phasing, density, access	e-mail	10.17.12	Markrid Hekimian	<ul style="list-style-type: none"> • Support the height and staging recommendations in the Staff Draft plan. • Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Building height, phasing, density, access	e-mail	10.17.12	Monica Mastal	<ul style="list-style-type: none"> • Support the height and staging recommendations in the Staff Draft plan. • Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing, density, traffic, schools	e-mail	10.17.12	Lynda Maudlin-Jeronimo	<ul style="list-style-type: none"> • Do not go beyond the 250,000 recommended by staff. • Do not increase housing; traffic and schools are already overcapacity. 	<ul style="list-style-type: none"> • Staff concurs generally, but recommends additional housing, including affordable housing, to help support neighborhood retail. • Staff supports traffic-neutral development of the shopping center before the Purple Line.
Phasing, density, height, neighborhood character, traffic	e-mail	10.17.12	Joan Moyers	<ul style="list-style-type: none"> • Support the staff recommendation for density and building height limits before the Purple Line. • Development should respect neighborhood character. • Traffic has not improved in the area. 	<ul style="list-style-type: none"> • Staff generally concurs, except as noted below. • Staff supports traffic-neutral development of the shopping center before the Purple Line.
Building height, phasing, density, access	e-mail	10.17.12	Trish Murphy and John Ratino	<ul style="list-style-type: none"> • Support the height and staging recommendations in the Staff Draft plan. • Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.

Newdale Mews, phasing, design, building height	e-mail	10.17.12	Newdale Mews	<ul style="list-style-type: none"> • Rezone Newdale Mews under the first sectional map amendment to CR-1.5,C0.25,R1.5, H65. • The project has significant structural issues which must be addressed in the short term, likely before the Purple Line. • Newdale Mews is located in an existing inside-the-beltway urbanized setting. • The site would better be utilized with higher-density development. • Existing adjacent homes sit on a hill above the Newdale Mews site, minimizing the impact of additional height. • Redevelopment of the site would allow a significant increase in the existing setbacks from adjacent homes. • With a maximum building height of 65', the design of the site can more flexibly accommodate green area, setbacks, solar access, while maximizing density. • Design guidelines can address the many areas of transition between Newdale Mews and the adjacent homes, including stepping building height, green areas, and screening. • Additional building height will provide flexibility to respond to the site and sounds from the Purple Line directly across Newdale Road, including screening the line from existing homes. • Since APF tests at development review will determine traffic capacity for the new units, rezone in the first phase. • Two zoning text amendments would not constitute "comprehensive rezoning"; use another trigger. 	<ul style="list-style-type: none"> • The Purple Line will provide a key transit choice to minimize automobile trips from new residents. • As described in the Public Hearing Draft, compatibility with adjacent single-family homes is the primary criterion for the proposed zoning. • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • The visual impact of the Purple Line at this location will be minimized, as the line is at grade at the western end of the site and rises about 20-25 feet by the east end. Visual screening as such would not be essential. • The effect of the noise screening requires further study. The masonry facades shown to date by the property owner might well amplify and echo the sound, rather than absorb it. • Allowing new development (v. approved development at the shopping center) at this property before the Purple Line with the justification that APF will decide which properties can use what little traffic capacity might remain would not yield the type of town center development that is the
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					centerpiece of the sector plan. Staff has prioritized development in the sector plan area to achieve this goal, and places the shopping center in the first phase, with the rest coming after transit.
Building height, phasing, density, access	e-mail	10.17.12	Susanne Pirone	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Access	e-mail	10.17.12	Thomas Shuler	<ul style="list-style-type: none"> Opposed to walking paths across Coquelin Run to connect the Hamlet neighborhood to the Purple Line station. Such a path would promote commuter parking and be unsafe. 	<ul style="list-style-type: none"> Staff does not recommend such a connection to the Hamlet neighborhood.
Phasing, building height, 8401 Connecticut Avenue	document, oral	10.18.12	Chevy Chase Land Company	<ul style="list-style-type: none"> Support development of the entire shopping center before the Purple Line. Support additional building height, up to 150' on select parcels. Increase height and density at 8401 Connecticut to promote development. Open space should be privately owned and maintained. Rezone select parcels for additional height and density. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line. Staff does not support 150' building height. Staff does not support increasing height or density at 8401 Connecticut Avenue. Staff supports private maintenance and programming of publicly owned parks.
Access	e-mail	10.18.12	Montgomery Bicycle Advocates	<ul style="list-style-type: none"> Promote better north-south bicycle connectivity. 	<ul style="list-style-type: none"> Staff will review.
Phasing, density, traffic	e-mail	10.18.12	Catherine Strong	<ul style="list-style-type: none"> Do not go beyond 250,000 sf. before the Purple Line. Overdevelopment will make traffic worse. 	<ul style="list-style-type: none"> Staff supports traffic-neutral development of the shopping center before the Purple Line.
Traffic, density, building height, phasing	oral	10.18.12	Action Committee for Transit	<ul style="list-style-type: none"> Transit can be an antidote to traffic. Increase residential density. Building heights of 6-8 stories are not bold. Rezone once. 	<ul style="list-style-type: none"> Staff supports transit. Staff does not support additional building height or density. Staff supports two rezonings to make sure the transit is in place to support this transit-oriented development.

Phasing, open space, transit	oral	10.18.12	Brigitte Akalovsky	<ul style="list-style-type: none"> • Develop the entire shopping center before the Purple Line. • Private ownership of open space will protect against park department maintenance shortcomings. • Promote more mass transit. 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line. • Staff supports public ownership and private maintenance. • Staff recommends facilitating addition transit in the Town Center.
Building height	oral	10.18.12	Morris Antonelli	<ul style="list-style-type: none"> • 150' building height is reasonable and will reduce congestion. 	<ul style="list-style-type: none"> • Staff disagrees.
Schools	oral	10.18.12	Bethesda-Chevy Chase Cluster of PTAs & Rosemary Hills Primary School PTA	<ul style="list-style-type: none"> • Request that the Planning Board work with the Board of Education to ensure the County does an adequate analysis of the potential impacts of the sector plan on schools. • Expected impacts should be mitigated up front. 	<ul style="list-style-type: none"> • Staff has coordinated with MCPS regarding the number and timing of new residences included in the plan. MCPS informs us that the number is not high enough to warrant a school site. • MCPS has provided us with a list of capital projects over the near term that are intended to address capacity issues in the B-CC cluster. • Additionally, the annual school capacity test tracks enrollment in the cluster. Based on this test, developers are assessed a schools tax or if they are too far over capacity there is a year-long moratorium on subdivision plans.
Building height, neighborhood character	oral	10.18.12	Evan Brooke	<ul style="list-style-type: none"> • Taller buildings at Newdale Mews and high-rise buildings on the Land Company's property will diminish the character of the neighborhood and its quality of life. 	<ul style="list-style-type: none"> • Staff concurs.

Newdale Mews, phasing, building height	oral	10.18.12	Bill Buchanan	<ul style="list-style-type: none">• Newdale Mews should not be rezoned until after the Purple Line.• Building height at Newdale Mews should not exceed 45'.• New development on the site is not desired as a buffer to the Purple Line.	<ul style="list-style-type: none">• Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly.• Design guidelines will further address transition and compatibility here.
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Phasing, building height, traffic, schools, Newdale Mews, Sunoco, Parkway Cleaners	oral	10.18.12	Chevy Chase Hills	<ul style="list-style-type: none"> • Limit development before the Purple Line to 250,000 sf. • The conversion of 250,000 sf. to 750,000 sf. is dubious. • Building height for Newdale Mews, Sunoco, and Parkway Cleaners should be limited to 45’. • Traffic is terrible and overdevelopment will make it worse. • Schools are overcapacity already 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line. • Limiting building height at 70 feet along both sides of Connecticut Avenue is essential to creating a sense of place in the Town Center. Staff recommends stepping heights down to the residential communities to the west of Connecticut Avenue, while stepping height up somewhat to the east near the station, before lowering again along the garden apartments adjacent to the east. • Staff believes 45’ is a compatible height on this site; 65’ is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Design guidelines will further address transition and compatibility here.
Phasing, density, design, access, traffic	oral	10.18.12	Chevy Chase Park	<ul style="list-style-type: none"> • Verify traffic conversion. • Manor Road will be a primary access for the town center and could block entry to our community. • Do not enlarge phase 1 beyond traffic-neutral development. • Support the new road connecting Manor and Chevy Chase Lake Drive. • Traffic is already a concern. 	<ul style="list-style-type: none"> • Staff concurs. • Staff supports traffic-neutral development of the shopping center before the Purple Line.

Building height, density, phasing, traffic	oral	10.18.12	Chevy Chase Recreation Association	<ul style="list-style-type: none"> • Support the Staff Draft Plan. • The Staff Draft Plan is already a compromise for the communities it affects. Do not add height or density. • Retain the dual sectional map amendment plan from the Staff Draft. • High-rise buildings are not compatible. • Overdevelopment will increase traffic and make cycling and walking more dangerous. • Traffic modeling and traffic tests are not as objective as they might seem. 	<ul style="list-style-type: none"> • Staff concurs.
Phasing, access, HHMI, density, schools	oral	10.18.12	Chevy Chase Section 3, Village of	<ul style="list-style-type: none"> • Limit development before the Purple Line. • Trips previously approved at the shopping center should be reconsidered in light of additional traffic from BRAC and the new middle school. • Do not recommend a traffic signal at East-West Highway and Brookeville Road. It will encourage additional traffic on Brookeville road, endangering pedestrians. • Howard Hughes Medical Institute should be included in the plan so that its additional traffic may be factored in. • Concerned about the ability of the schools to absorb students from new development. 	<ul style="list-style-type: none"> • Staff generally concurs, except as noted below. • Staff recommends the light at Brookville road primarily to increase the safety of pedestrians crossing East-West Highway.

Density, access, phasing, local retail, neighborhood character	oral	10.18.12	Chevy Chase Village	<ul style="list-style-type: none"> • Overdevelopment in Chevy Chase Lake will have ripple effects on traffic into DC and up to Kensington. • Do not recommend a traffic signal at East-West Highway and Brookeville Road. It will encourage additional traffic on Brookeville road, endangering pedestrians. • Phasing should be implemented through two separate sectional map amendments, as recommended in the Staff Draft. • If demonstrably traffic neutral, the complete shopping center redevelopment should be the only project allowed to proceed before the Purple Line. • How will the sector plan insure that the retail component of the town center will be community-focused? • High-rise development at Chevy Chase Lake would be out of scale with the rhythm of other development along Connecticut Avenue. 	<ul style="list-style-type: none"> • Staff generally concurs, except as noted below. • Staff recommends the light at Brookville road primarily to increase the safety of pedestrians crossing East-West Highway. • Staff supports traffic-neutral development of the shopping center before the Purple Line.
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Phasing, density, building height, open space, 8401 Connecticut Avenue, HHMI, HOC	oral	10.18.12	Connecticut Avenue Corridor Committee (CACC)	<ul style="list-style-type: none"> • New zoning should be implemented through two sectional map amendments. • Building height should be limited to 45' adjacent to existing homes or across a secondary road, to 70' across a primary road from existing homes, and otherwise as recommended by the Staff Draft. • Height along Connecticut Avenue should remain 70'; 8401 Connecticut Avenue should not be the reference point for building height. • On the west side of Connecticut Avenue, building height should be limited to 45' south of Laird Place and to 70' north of Laird Place. • Greater building height along the east side of Connecticut Avenue near the Purple Line Station should terrace up from 70' along the Avenue. • If demonstrably traffic neutral, the complete shopping center redevelopment should be the only project allowed to proceed before the Purple Line. • 8401 Connecticut Avenue and the Chevy Chase Lake Apartments (HOC) should be rezoned per the staff recommendation. • Support a park on the HOC site. • HHMI should remain a Special Exception use. 	<ul style="list-style-type: none"> • See CACC entry above (10.15.12) • Staff supports traffic-neutral development of the shopping center before the Purple Line. • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Design guidelines will further address transition and compatibility here.
Density, phasing, traffic, schools	oral	10.18.12	Coquelin Run Citizens Association	<ul style="list-style-type: none"> • Chevy Chase Lake should not be developed at the scale of downtown Silver Spring and downtown Bethesda. • Support the Staff Draft phasing plan, especially limiting development before the Purple Line to 250,000 sf. • Oppose allowing 800,000 sf. of development before the Purple Line. • Schools and traffic are over capacity already. 	<ul style="list-style-type: none"> • Staff concurs. • Staff supports traffic-neutral development of the shopping center before the Purple Line.

Newdale Mews, building height	oral	10.18.12	Josh Dickstein	<ul style="list-style-type: none"> Additional building height at Newdale Mews will reduce solar access to our house and reduce our privacy. Do not increase building height beyond 45'. 	<ul style="list-style-type: none"> Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. Design guidelines will further address transition and compatibility here.
Density, phasing, open space, building height	oral	10.18.12	Jane Fairweather	<ul style="list-style-type: none"> Support the Land Company's additional requested height and density. Develop the entire shopping center before the Purple Line. Private ownership of open space will protect against park department maintenance shortcomings. 150' building height is appropriate. 	<ul style="list-style-type: none"> Staff recommends modest staged development compatible with the community. Staff supports traffic-neutral development of the shopping center before the Purple Line. Staff supports private maintenance and operation of publicly owned parks.
Building height, density	oral	10.18.12	Scott Goldberg	<ul style="list-style-type: none"> Building height of 150' is appropriate. High-density rental housing will attract a younger demographic. 	<ul style="list-style-type: none"> Staff disagrees.
Phasing, building height	oral	10.18.12	Hillary Goldfarb	<ul style="list-style-type: none"> with Bozzuto Development, has been assessing economic viability of development for the Land Company. Develop the entire shopping center before the Purple Line. Building heights of 6 stories are constructable; heights of 90-120' are generally not worth the cost of upgrading construction type; 150' is economically viable. 	<ul style="list-style-type: none"> Building heights between 120 and 150' would also be viable.

Density, phasing, open space, building height	oral	10.18.12	Greater Bethesda-Chevy Chase Chamber of Commerce	<ul style="list-style-type: none"> • Support the Land Company's additional requested height and density. • Develop the entire shopping center before the Purple Line. • Private ownership of open space will protect against park department maintenance shortcomings. • 150' building height is appropriate. 	<ul style="list-style-type: none"> • Staff recommends modest staged development compatible with the community. • Staff supports traffic-neutral development of the shopping center before the Purple Line. • Staff supports private maintenance and operation of publicly owned parks.
Traffic, density	oral	10.18.12	David Griffin	<ul style="list-style-type: none"> • Traffic through the plan area is a major concern. • Overdevelopment will only make this traffic worse. 	<ul style="list-style-type: none"> • Staff concurs.
Density, phasing	oral	10.18.12	Alison Hodge	<ul style="list-style-type: none"> • Support the Land Company's development plan, including allowing redevelopment of the entire shopping center before the Purple Line 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line.
Density, phasing, open space	oral	10.18.12	David Hodge	<ul style="list-style-type: none"> • Support the Land Company's development plan, including allowing redevelopment of the entire shopping center before the Purple Line. • Park should be in private ownership to avoid park maintenance concerns. 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line. • Staff supports public ownership and private maintenance.
HHMI, density, building height	oral	10.18.12	Howard Hughes Medical Institute	<ul style="list-style-type: none"> • Change zoning to avoid Special Exception process. • Request increase from 0.25 FAR to 0.5. • Increase height from 2-5 stories 	<ul style="list-style-type: none"> • Staff is considering applying Life Science Center zoning with strong plan language and design guidelines.
Neighborhood character, density	oral	10.18.12	Joseph Kenary	<ul style="list-style-type: none"> • The General Plan advocated preservation of established neighborhoods inside the urban ring. Chevy Chase Lake is one of those neighborhoods. • Connecticut Avenue has a residential character north of the circle. Overdevelopment will reduce quality of life here. 	<ul style="list-style-type: none"> • Staff concurs.

Building height, density, traffic, CCL West, HHMI, phasing	oral	10.18.12	Kimberly Marsh	<ul style="list-style-type: none"> • Oppose scale and height of proposed additional Land Company development. • Roads are not adequate to handle development. • Object to 4-story building height on east side of Loughborough Place. • HHMI development should respect the residential character of the Chevy Chase Hills neighborhood. • All new development should wait until after the Purple Line; do not increase development at the shopping center before the Purple Line. 	<ul style="list-style-type: none"> • Staff has recommended 3-story townhomes on the east side of Loughborough Place to promote compatibility. • Staff supports traffic-neutral development of the shopping center before the Purple Line. • Staff otherwise concurs.
Density, phasing	oral	10.18.12	Glenn Mitchell	<ul style="list-style-type: none"> • Increasing pre-Purple Line density from 250,000 to 750,000 sf. will further worsen traffic on Connecticut Avenue. • The Purple Line's implementation is in doubt. • Limit development before the Purple Line. 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line.

Building height, phasing, Newdale Mews, Sunoco, design	oral	10.18.12	Neighbors of Newdale Mews	<ul style="list-style-type: none"> • Do not increase building height for Newdale Mews or Sunoco. • Do not rezone Newdale Mews before the Purple Line. • Newdale Mews is not a good buffer for the Purple Line. • Retain a substantial natural buffer between houses and new development. 	<ul style="list-style-type: none"> • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Allowing new development (v. approved development at the shopping center) at this property before the Purple Line with the justification that APF will decide which properties can use what little traffic capacity might remain would not yield the type of town center development that is the centerpiece of the sector plan. Staff has prioritized development in the sector plan area to achieve this goal, and places the shopping center in the first phase, with the rest coming after transit.
Newdale Mews, building height, phasing	oral	10.18.12	Newdale Mews	<ul style="list-style-type: none"> • The project has significant structural issues which must be addressed in the short term, likely before the Purple Line. • Existing adjacent homes sit on a hill above the Newdale Mews site, minimizing the impact of additional height. • Redevelopment of the site would allow a significant increase in the existing setbacks from adjacent homes. • With a maximum building height of 65', the design of the site can more flexibly accommodate green area, setbacks, solar access, while maximizing density. • Design guidelines can address the many areas of transition between Newdale Mews and the 	<ul style="list-style-type: none"> • As described in the Public Hearing Draft, compatibility with adjacent single-family homes is the primary criterion for the proposed zoning. • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly.

				<p>adjacent homes, including stepping building height, green areas, and screening.</p> <ul style="list-style-type: none"> • Additional building height will provide flexibility to respond to the site and sounds from the Purple Line directly across Newdale Road, including screening the line from existing homes. • Since APF tests at development review will determine traffic capacity for the new units, rezone in the first phase. 	<ul style="list-style-type: none"> • The visual impact of the Purple Line at this location will be minimized, as the line is at grade at the western end of the site and rises about 20-25 feet by the east end. Visual screening as such would not be essential. • The effect of the noise screening requires further study. The masonry facades shown to date by the property owner might well amplify and echo the sound, rather than absorb it. • Allowing new development (v. approved development at the shopping center) at this property before the Purple Line with the justification that APF will decide which properties can use what little traffic capacity might remain would not yield the type of town center development that is the centerpiece of the sector plan. Staff has prioritized development in the sector plan area to achieve this goal, and places the shopping center in the first phase, with the rest coming after transit.
Phasing, traffic, building height	oral	10.18.12	North Chevy Chase	<ul style="list-style-type: none"> • Limit development before the Purple Line to 250,000 sf. • Traffic study completed in 2005 is not valid in 2012. • Do not support additional building height. 	<ul style="list-style-type: none"> • Staff concurs, expect as below. • Staff supports traffic-neutral development of the shopping center before the Purple Line. • The development approval, and the associated trips, remain valid from a regulatory standpoint.

Newdale Mews, building height, phasing	oral	10.18.12	Sylvia Pryor	<ul style="list-style-type: none"> • Our quality of life will be negatively impacted by taller buildings at Newdale Mews, including sunlight and privacy. • Do not rezone Newdale Mews before the Purple Line. 	<ul style="list-style-type: none"> • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Allowing new development (v. approved development at the shopping center) at this property before the Purple Line with the justification that APF will decide which properties can use what little traffic capacity might remain would not yield the type of town center development that is the centerpiece of the sector plan. Staff has prioritized development in the sector plan area to achieve this goal, and places the shopping center in the first phase, with the rest coming after transit. • Design guidelines will further address transition and compatibility here.
Building height, density, neighborhood character, traffic, schools	oral	10.18.12	Dave Read	<ul style="list-style-type: none"> • Taller buildings and additional development do not fit in with the community. • Roads and schools cannot support the additional density requested by the Land Company. 	<ul style="list-style-type: none"> • Staff recommends modest, staged development to take advantage of new transit and access options.

Phasing, building height, density, design	oral	10.18.12	Rollingwood Citizens Association	<ul style="list-style-type: none"> • The trigger for the second rezoning should be Purple Line construction, not funding. • Do not expand development in Phase 1 beyond 250,000 sf. • Any road enhancements should be made before redevelopment starts. • Supports a building height of 120' immediately north of the Purple Line station, provided there is access from Connecticut Avenue to the site. • Do not increase density recommended by staff for phase 2. • Traffic must be addressed. 	<ul style="list-style-type: none"> • Staff's intent in using funding as the trigger for rezoning is to allow time for the entitlement process so that potentially the Purple Line and the new development could come online closer to the same time. • Staff supports traffic-neutral development of the shopping center before the Purple Line. • If the County is to undertake the improvements, they can happen before redevelopment; if the improvements are made with private funding they will happen with development. • Staff is reviewing the 120' building height. Design guidelines can address access.
Density, building height	oral	10.18.12	Ben Ross	<ul style="list-style-type: none"> • Maximize housing yield. • Change office uses on the shopping center to mixed use. • Support building height greater than 70'. 	<ul style="list-style-type: none"> • Staff supports modest, phased development compatible with the community character.
Newdale Mews, phasing, building height	oral	10.18.12	Allison Rule	<ul style="list-style-type: none"> • Limit building height at Newdale Mews to 45'. • Visual impact of the Purple line on Newdale Mews will be minimal. • Do not rezone Newdale Mews before the Purple Line. • Chevy Chase Hills does not want taller buildings at Newdale Mews to buffer the Purple Line. 	<ul style="list-style-type: none"> • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Allowing new development (v. approved development at the shopping center) at this property before the Purple Line with the justification that APF will decide which properties can use what little traffic capacity might remain would not yield the type of town center

					development that is the centerpiece of the sector plan. Staff has prioritized development in the sector plan area to achieve this goal, and places the shopping center in the first phase, with the rest coming after transit.
Newdale Mews, building height, phasing, design, Sunoco	oral	10.18.12	Jeff Rule	<ul style="list-style-type: none"> • The Purple Line is in doubt; transit-oriented development should include transit. • Do not increase height limit at Newdale Mews or Sunoco. • Do not rezone Newdale Mews before the Purple Line. • New development should be buffered from existing houses. 	<ul style="list-style-type: none"> • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Allowing new development (v. approved development at the shopping center) at this property before the Purple Line with the justification that APF will decide which properties can use what little traffic capacity might remain would not yield the type of town center development that is the centerpiece of the sector plan. Staff has prioritized development in the sector plan area to achieve this goal, and places the shopping center in the first phase, with the rest coming after transit. • Design guidelines will further address transition and compatibility here.

Newdale Mews, building height, design, traffic, schools, phasing	oral	10.18.12	Maria Salsi	<ul style="list-style-type: none"> • Increased building height at Newdale Mews would block the sun from our home. • Some houses have made rear additions that put them closer to Newdale Mews than has been shown by the property owner. • Overdevelopment worsens road and school capacity problems. • Do not rezone Newdale Mews until after the Purple Line. 	<ul style="list-style-type: none"> • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Allowing new development (v. approved development at the shopping center) at this property before the Purple Line with the justification that APF will decide which properties can use what little traffic capacity might remain would not yield the type of town center development that is the centerpiece of the sector plan. Staff has prioritized development in the sector plan area to achieve this goal, and places the shopping center in the first phase, with the rest coming after transit. • Design guidelines will further address transition and compatibility here.
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Traffic, phasing, density, building height, schools	oral	10.18.12	Town of Chevy Chase	<ul style="list-style-type: none"> • Seek outside verification of Land Company's conversion numbers • Support two sectional map amendments. • Support an overall maximum density of 1.5 million sf. • Limit building height on Connecticut Avenue to 70'; 45' adjacent to single family homes across secondary roads and 70' across primary roads. • School overcrowding is a concern. 	<ul style="list-style-type: none"> • Staff concurs. • At Newdale Mews, staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Design guidelines will further address transition and compatibility here.
Density, building height	oral	10.18.12	Ted Van Houten	<ul style="list-style-type: none"> • Support the Land Company's development proposal. • Higher-density development appeals to the younger generation. • Support additional height. 	<ul style="list-style-type: none"> • Staff supports modest, phased development compatible with the community character.
Misc.	e-mail	10.19.12	Bill Buchanan	<ul style="list-style-type: none"> • Copy of testimony provided at the public hearing. 	<ul style="list-style-type: none"> • See above.
Misc.	e-mail	10.20.12	Chevy Chase Hills	<ul style="list-style-type: none"> • Copy of testimony provided at the public hearing. 	<ul style="list-style-type: none"> • See above.
Traffic, phasing, neighborhood character	e-mail	10.22.12	Chevy Chase Hills	<ul style="list-style-type: none"> • Traffic is a major concern; conversion of 250,000 sf. to 750,000 sf. is dubious. • Quality of life in our neighborhood is threatened. 	<ul style="list-style-type: none"> • Staff supports traffic-neutral development of the shopping center before the Purple Line.
Building height, phasing, density, access	e-mail	10.22.12	June Chang	<ul style="list-style-type: none"> • Support the height and staging recommendations in the Staff Draft plan. • Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.

Phasing, density, building height, traffic, schools, neighborhood character	e-mail	10.22.12	Mary Connelly	<ul style="list-style-type: none"> Do not exceed the staff draft plan recommendation. Oppose high-rise buildings. Support the two-phase plan. Limit development before the Purple Line. Overdevelopment will worsen roads and school capacity issues. Preserve the community character. 	<ul style="list-style-type: none"> Staff concurs, but support traffic-neutral development of the shopping center before the Purple Line.
Building height, Chevy Chase Lake West	e-mail	10.22.12	Sarah & Erik Cooper	<ul style="list-style-type: none"> Do not allow taller buildings on the east side of Loughborough Place; support the staff-recommended townhouse zone. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, density, access	e-mail	10.22.12	Jason Cronic	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Phasing, density, building height, traffic, schools, neighborhood character	e-mail	10.22.12	Neil Doherty	<ul style="list-style-type: none"> Do not exceed the staff draft plan recommendation. Oppose high-rise buildings. Support the two-phase plan. Limit development before the Purple Line. Overdevelopment will worsen roads and school capacity issues. Preserve the community character. 	<ul style="list-style-type: none"> Staff concurs, but support traffic-neutral development of the shopping center before the Purple Line.
Building height, phasing, density, access	e-mail	10.22.12	Sarah & Burke Hayes	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.
Density	e-mail	10.22.12	David & Susan Jones	<ul style="list-style-type: none"> Oppose proposed density increases over the staff recommendation. 	<ul style="list-style-type: none"> Staff concurs.
Building height, phasing, density, access	e-mail	10.22.12	Lisa Spikell	<ul style="list-style-type: none"> Support the height and staging recommendations in the Staff Draft plan. Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> Staff concurs.

Building height, phasing, density, access	e-mail	10.23.12	Chun (John) Chen	<ul style="list-style-type: none"> • Support the height and staging recommendations in the Staff Draft plan. • Oppose increased height or density or pedestrian connections across Coquelin Run as unsafe. 	<ul style="list-style-type: none"> • Staff concurs.
Newdale Mews, building height, phasing	e-mail	10.24.12	Greater Bethesda-Chevy Chase Chamber of Commerce	<ul style="list-style-type: none"> • Support 65' building height at Newdale Mews to allow greater setbacks and landscaping between neighbors. • Rezone Newdale Mews before the Purple Line; traffic generation will be minimal and they will be able to address their structural issues. 	<ul style="list-style-type: none"> • Staff does not support a 65' building height. • Staff generally does not support zoning Newdale Mews before the Purple Line.
Newdale Mews, building height, design	e-mail	10.24.12	Neighbors of Newdale Mews	<ul style="list-style-type: none"> • Keep maximum building height at 45'. • Encourage views between buildings. • Maximize rear setbacks. • Provide treed buffer. 	<ul style="list-style-type: none"> • Staff generally concurs. • Staff believes 45' is a compatible height on this site; 65' is not. Were the property owner to suggest a modest increase in height that would allow a comparable unit yield, albeit perhaps somewhat smaller units and less generous ceiling heights, an alternative height, with the necessary design guidelines, might be accommodated compatibly. • Design guidelines will further address transition and compatibility here.

October 15, 2012

Dear Chair Carrier, and Commissioners Anderson, Dreyfuss, Presley, and Wells-Harley:

The Connecticut Avenue Corridor Committee, a group made up of representatives from communities in and near the Chevy Chase Lake Sector Plan area, is pleased to submit the attached public comments in response to the Chevy Chase Lake Sector Plan Staff Draft dated September 2012.

As you may know, the Corridor Committee was formed by Patricia Burda and Patricia Baptiste at the beginning of the planning staff's sector plan process with the goal of assuring the active participation of those communities that would most directly be affected by any development in the sector area. Since our initial meeting in December of 2010, we have brought together official representatives from our member communities for monthly, sometimes twice monthly, meetings in which we have shared information and discussed issues important to our respective residents. We have also met as a group with all the major landowners in the sector area, most frequently with the Chevy Chase Land Company – the major property owner, as well as with the Planning Staff assigned to this project. We are very pleased that our initial goal of making sure that the Corridor Committee communities participated in the plan development process has been realized – as you can see by the testimony received as part of this public hearing.

The document which is attached represents a statement signed by the official representatives of all the communities listed below. Many if not all of them will also be independently submitting testimony and/or testifying on October 18th, and we hope many individual residents will as well. This document represents a carefully crafted consensus statement. That is to say that while the majority of communities voted for each of the points made in the document, you will hear some dissenting points of view in testimony from specific communities or from individual residents.

Our document is divided into two parts. The first outlines major areas of interest to the community and the second is submitted in response to zoning changes requested by specific property owners. You will see that we are firm in our belief that no additional density beyond what has already been approved should proceed before the Purple Line is built and toward that end we believe two sectional map amendments are necessary. We are also adamant that the height and scale of any new development must respect the communities at its borders and not be based on a few anomalous properties in the area. We believe that a vibrant, attractive, smart growth development can be still be attained at Chevy Chase Lake without destroying the quality of life for those who live in its neighboring, established suburban communities.

Chevy Chase Hills Citizens Association
 Chevy Chase Mews Condominium Association
 Chevy Chase Park Home Owners Association
 Chevy Chase Section 4B (Edgevale)
 Coquelin Run Citizens Association
 Hamlet House Condominium Association
 Hamlet Place Owners Association
 Rollingwood Citizens Association

The Hamlet Citizens Association
 The 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

Connecticut Avenue Corridor Committee

Comments on Chevy Chase Lake Sector Plan Planning Staff Draft

Presented to Planning Board for October 18, 2012 Public Hearing

Part One: Overarching Issues

1. Traffic is our overriding concern.

No additional density should be approved for the pre-Purple Line phase of the Sector Plan in excess of current density approvals which cannot meet the traffic test under 2012 conditions.

To guarantee that additional development will not occur prior to the Purple Line, we agree with Staff that there should be two sectional map amendments: the first limited to the location and density currently approved which can proceed prior to the Purple Line; the second applied to the rezoning of the remaining properties that must await the Purple Line.

2. School overcrowding is a serious issue in the B-CC cluster at every level.

Additional residential development must meet the school adequacy test and be staged to County CIP construction schedules even in Phase I.

3. As the Planning Staff recognizes in its draft Sector Plan, new development must be compatible with and preserve the character of existing residential communities.

- *Where development is adjacent to existing homes, or confronting existing homes on a secondary road, setbacks and height must respect the character of the existing community with heights limited to 45' at a maximum.*
- *Where development is confronting a residential community across a primary road (such as Manor Road), heights should be limited to 70' at a maximum.*
- *Where development is adjacent to multifamily units, heights should not exceed Planning Staff recommended heights.*

4. As the Planning Staff recommends, heights along Connecticut Avenue should not exceed 70'. The current height of 8401 Connecticut Ave *should not* be the focal point for setting the height of surrounding buildings.

- *CACC supports Planning Staff height limits of 70' on the west side of Connecticut Avenue north of Laird Street; heights to the south of Laird on Connecticut should be limited to 45'.*

- *CACC supports Planning Staff height limits of 70’ at the corner of Manor Road and Connecticut Avenue on the east side.*
 - *To whatever extent there are greater heights provided near the Purple Line elevated station, a terrace setback should be provided at the Connecticut Avenue face and adjacent to any open space, with the height consistent with the 70’ limit on adjacent and west side properties and capped as recommended by the Planning Staff.*
5. Open space, green space and playgrounds are essential to both the existing and the new community.
- *Open space should be centrally located and easily accessible to the entire community.*
 - *It should serve both residential and retail uses.*
 - *It needs to address the needs of a variety of ages and users.*
 - *If privately owned, there needs to be clarity regarding the ability of the public to access and use the space possibly through an MOU or binding condition on project approval.*
6. Pedestrian Safety in a ‘smart growth’ community must be an integral part of the plan.
- *Safe crossing of Connecticut Avenue at points between intersections should be provided—particularly near the entrance to the shopping complex.*
 - *Promoting easy turn movements and additional lanes on Manor Road and Chevy Chase Lake Drive reduce pedestrian safety, particularly for children and for the elderly. The safe crossing of these streets is essential—requiring longer pedestrian crossing times.*
7. Enhanced connectivity between developments and throughout the Sector area needs to be a major priority.
- *Safe and sensible road crossings must be a priority in any plan.*
 - *The design of the Purple Line elevated roadbed, and the elevated Capital Crescent Trail must provide for both safe pedestrian connections and traffic circulation, with additional pedestrian access to the bridge also provided as close to Connecticut Avenue on both sides as possible.*
 - *Reasonable, safe and efficient access to the Purple Line station must be an integral part of the road and sidewalk design as well as the orientation of post Purple Line development.*

- *CACC opposes any requirement to provide paths through the Coquelin Run stream valley into the Hamlet neighborhood as discussed in the staff report of September 6, 2012.*
- *CACC endorses expanding feeder bus service throughout underserved neighborhoods in order to provide access to the shopping area, especially once the Purple Line is completed.*

Connecticut Avenue Corridor Committee

Comments on Chevy Chase Lake Sector Plan Planning Staff Draft

Part Two: Specific Property Owner Zoning Requests

The Chevy Chase Land Company:

Phase I

- *The Chevy Chase Land Company's development must be phased to insure that new development approvals do not occur prior to the Purple Line construction at this location.*
- *CACC communities remain skeptical of the conversion numbers for the Land Company's current APFO approval, and do not think that an approval from almost 10 years ago should dictate the zoning changes in a new Sector Plan. Nevertheless, should the Planning Board adopt a Sector Plan that would permit the "Shopping Center" project to proceed in the pre-Purple Line stage, it is imperative that:*
 - *It is the only project to move forward in Phase I.*
 - *It can be proven by an independent analysis that the proposed mix of residential and commercial generates no more traffic than would be generated by its currently approved commercial project, and that there is existing capacity to accommodate these levels of traffic.*
 - *The project will be able to go forward as an integrated project with both retail and residential provided.*
 - *The project provides at a minimum the open space as illustrated in the Land Company plans presented to the community on September 13th (and as illustrated in the diagrams shown in attachment 3 of the Planning Board September 6, 2012 meeting, Item 7).*
 - *They proceed with the right turn in and out from Connecticut Avenue to provide better circulation onto and out of the site.*
 - *Heights should be capped at the numbers articulated earlier in this document and in the Planning Staff's report.*

Phase II

Additional density and heights on Chevy Chase Land Company land south of the Capital Crescent trail in Phase II should be capped at the Planning Staff's recommendations (260,000 sf with a CRT2.0,C2.0,R2.0,H70).

The Housing Opportunities Commission:

- *CACC agrees with the Planning Staff's recommendations for heights and density in this area (230 units with 70' height).*
- *CACC agrees with the Planning Staff that a playground be provided at this location, particularly if the Purple Line is constructed in such a way so as to inhibit access to other parks or open space locations further to the north.*
- *Additional density should be limited to Phase II.*

Howard Hughes Medical Institute:

- *While CACC does not oppose the owner's request for additional density, it should continue to proceed through the special exception process.*
- *Any additional density should not add new trips over the Planning Staff's recommended limits for the sector area, i.e., new trips from HHMI must be offset by reductions elsewhere in the sector plan.*

Newdale Mews:

- *CACC strongly opposes any height in excess of the Planning Staff's 45' height limitations at the site.*
- *CACC supports the developer's idea of multiple buildings versus a single structure.*
- *Additional density should be limited to Phase II.*
- *Mature vegetation between the current apartment buildings and the single family houses to the north should be retained as a visual buffer.*

Attachment 4: Trip Generation and Land Use Mix at the Shopping Center Site

An issue that was raised at the Planning Board public hearing for the Chevy Chase Lake Sector Plan Public Hearing Draft involved assumptions and methodology that was used in the analysis to determine alternative densities that were generally equivalent to the existing approved density at the Chevy Chase Lake Shopping Center site, comparing individual site trip generations.

The trip generation estimates for the existing Chevy Chase Lake development approved density (page 93 of the Sector Plan Public Hearing Draft) as well as proposed alternative density mixes (Scenario 1 and Scenario 2, on pages 94 and 95 of the Sector Plan Public Hearing Draft) were based on trip generation rates included in three documents – the *Montgomery County Local Area Transportation Review (LATR)/Policy Area Mobility Review (PAMR) Guidelines* (for the retail, office and residential uses) and *Institute of Transportation Engineers (ITE) Trip Generation Manual* (for the hotel use) and its companion document, the *Trip Generation Handbook*.

The office, retail, and residential trip generation rates included in the *LATR/PAMR Guidelines* are based on a Montgomery County Trip Generation Rate Study completed for the Planning Board by Douglas and Douglas, Inc. in August 1989. The trip generation rates that were developed as part of this study was based on data collected locally within Montgomery County and was first incorporated in County's LATR Guidelines in October 1990. These rates have remained in the Guidelines since 1990. The ITE Trip Generation manual and the Trip Generation Handbook are currently the most authoritative documents on all aspects of trip generation in the traffic engineering and transportation planning industry. It is noted that the most recent 9th edition of Trip Generation represents trip generation rates for a total of 172 land uses. The LATR/PAMR Guidelines recommend using trip generation rates based on local data for uses that are included in the Guidelines (which typically is the industry recommendation – use trip generation rates based on local data to the extent possible) and using ITE Trip Generation data where local data is not available.

The PM peak-hour trip generation calculation in tables included in the Public Hearing Draft also use a 40% “pass-by”¹ or “diverted/linked”² trip rate for retail uses proposed on the site. The LATR/PAMR Guidelines does not include “pass-by” or “diverted/linked” percentages for general retail use, but recommends obtaining “pass-by and internal trip capture” rates from the ITE Trip Generation Handbook. The 1989 Douglas and Douglas, Inc. study (as noted above, which formed the basis for trip generation rates in the Guidelines) included average observed “pass-by” plus “diverted/linked” trip percentages for neighborhood centers (less than 100 KSF size) and community centers (100-200 KSF size) in the range of 58% and 44%, respectively. The September 2010 Fehr & Peers, “Montgomery County Transportation Impacts of Neighborhood-Scale Retail Analysis Final Report”, documents survey of retail customer travel patterns at nine sites (3 distinct uses at three different locations each) in Montgomery County and reports “pass-by” percentages ranging between 27% and 57%, with an average percentage of 45%. In addition, the ITE Trip Generation Handbook documents an average “pass-by” trip percentage of 34% for typical shopping centers (ITE Land Use Code 820; with the remaining 40% being “primary” and 26%

¹ Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. Pass-by trips are not diverted from another roadway. (Source: ITE Trip Generation Handbook)

² Diverted/linked trips are trips that are attracted from traffic on roadways within the vicinity of a site but that require diversion from that roadway to another roadway to gain access to the site. These trips would travel on roadways adjacent to the site that do not have direct access to the site. (Source: ITE Trip Generation Handbook)

being “diverted/linked” trips) and an average “pass-by” trip percentage of 36% for typical supermarkets (ITE Land Use Code 850; with the remaining 26% being “primary” and 38% being “diverted/linked” trips). Considering the above, a “pass-by” and “diverted/linked” percentage of 40% is considered as a reasonable upper-level planning level “pass-by” and “diverted/linked” percentage for use in traffic studies or other assessments.

Finally, the trip generation calculation for the two alternative scenarios with the mix of land uses proposed on the site includes some percentage deduction for “internal trip capture”, which is the percentage of peak-hour trips that will be captured internally within a “mixed-use development” (consisting of neighborhood retail, a grocery store, mix of residential types, office, parks/trail, and future light-rail transit), that will stay within the development. The internal trip capture calculations included in the Public Hearing Draft reflect procedures and recommendations included in a February 2010 publication³ by the Texas Transportation Institute for mixed-use developments. As used in the density conversion analyses included in the Public Hearing Draft, the internal trip capture rate for the AM peak-hour is 3% for Scenario 1 and 4% for Scenario 2, and for the PM peak-hour is 16% for both Scenario 1 and Scenario 2⁴.

As shown in analyses presented on pages 93-95, the substantial shift in development density achieved under both alternative Scenario 1 and Scenario 2 incorporate all of the above factors. As seen in the analysis, the existing approved office (74,356 SF) and retail (174,016 SF) density generates a high number of trips given the high trip generation rates associated with office and retail uses. While office trips are predominantly inbound in the AM peak-hour and outbound in the PM peak-hour, retail trips are in general evenly split between inbound and outbound trips. Given the high trip rates (and therefore higher trip generation) associated with retail use, the existing approved density for the site establishes a high trip cap for the site. In comparison, under both alternative Scenarios 1 and 2, the retail density is reduced by 30% to 120,000 SF; additional density is made up with residential only in Scenario 1 and with residential/hotel density in Scenario 2. Though the bulk of the density addition on the site under either scenario will be made up by residential density proposed on the site, in comparison to retail and office uses, the residential uses would generate substantially less peak-hour trips. As a result, and with incorporation of “internal trip capture” rates as described above, the trip generation estimates for the proposed densities under Scenario 1 and 2 will not exceed the trip generation estimate for the approved density.

³ Internal Trip Capture Estimator for Mixed-Use Developments, Brian S. Bochner and Benjamin R. Sperry, Texas Transportation Institute. Report No. FHWA/TX-10/5-9032-01-1

⁴ The Public Hearing Draft Scenario 2 internal trip capture rate for PM peak-hour shows an earlier iteration of internal capture rate calculation that resulted in the rate being 15% rather than 16%.



ideas that work

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OCT 17 2012

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

October 17, 2012

Ms. Françoise Carrier
Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Chevy Chase Lakes Sector Plan
Newdale Mews Apartments

Dear Ms. Carrier:

I am writing to you on behalf of the Bindeman family, which has owned Newdale Mews Apartments, located at 3929-3945 Newdale Road in Chevy Chase, Maryland, for over 30 years. The apartment community is currently located in the R-30 zone, has 41 units, and is located on 7 different lots. Redevelopment is not feasible under the existing zoning. Throughout their ownership, the family has been good neighbors and stewards of their Property, and philanthropically engaged in the community.

As discussed in detail herein, we respectfully request that the Board support staff's recommendations and rezone the Property to CR-1.5, R-1.5, C-0.25, but allow heights between 45-65 feet on the Property, and rezone the Property as part of the first Sectional Map Amendment. For the following reasons, a rezoning of the Property under this Sector Plan and Sectional Map Amendment is essential and justified, even if the Purple Line is not constructed:

1. Old Newdale Mews Buildings.
2. Newdale Mews Is Located In An Existing, Inside the Beltway Urbanized Setting.
3. Existing Single-Family Sit Above the Newdale Mews Property And Existing Newdale Mews Building Setbacks to Property Line Are Minimal.
4. 45-65 foot Heights Needed To Ensure Greater Setbacks, Green Area and Light and Air.
5. 45 foot Element Visually Obscures Higher Building Elements by Purple Line.
6. Compatibility Ensured Through Design Guidelines.
7. Enhanced Newdale Mews Will Serve As A Buffer Between Single Family Homes And Future Elevated Purple Line.
8. Rezone Now, Because No Development Will Be Allowed On Newdale Mews Until APF Satisfied.
9. County Precedence on Sector Plan/SMA Adoption, Like In Kensington, Require Comprehensive Rezoning Now.

Ms. Francoise Carrier
October 17, 2012
Page 2

REQUEST: Newdale Property should be rezoned under First SMA to CR-1.5, R -1.5, C 0.25, with heights of 45 to 65 feet (final heights determined at time of site plan): A Range of Heights of 45-65 feet on the Property is Essential to ensure compatibility with existing and future conditions.

1. Old Newdale Mews Buildings.

The Newdale Mews buildings are nearing the end of their useful life. The buildings are over 60 years old, and the Property needs zoning relief now. The floor-joist system is antiquated and has already resulted in a joist-fail incident two years ago resulting in a County-condemnation of one of the buildings. While every precaution is being taken by the owners to insure that the existing 60 year old buildings remain safe, the prudent course of action is to raze the current structures in the near term and rebuild new multi-family housing on the site that will assimilate with existing and future development. As such, to ensure sustainability, Newdale Mews should be rezoned now to CR-1.5, R-1.5, C-0.25, H. 45 to 65 feet.

2. Newdale Mews is Located in an Existing Inside the Beltway Urbanized Setting.

Newdale Mews is located in an urbanized setting, as are the single family neighbors to its north. A gas and service station is adjacent to the Property to the east, with the arterial of Connecticut Avenue beyond. A 15 story Hyatt Senior Housing project is located along Connecticut Avenue to the south, and retail establishments are located on both sides of Connecticut Avenue.

Our residents and other home owners have all chosen to co-exist in this urbanized setting.

The Growing Smarter, 2012-2016 Draft Subdivision Staging Policy indicates that more efficient use of land is essential to accommodate the growing need for housing in the County. Newdale Mews is a perfect example of a Property that is improved with older buildings, is underutilized and can be redeveloped in a way today that maximizes density and remains compatible with its neighbors.

Ms. Francoise Carrier
October 17, 2012
Page 3

3. Existing Single-Family Sit Above the Newdale Mews Property, and Existing Newdale Mews Building Setbacks to Property Line Are Minimal.

a. Heights – single family perch over Newdale Mews: There is a unique relationship between the Newdale Mews site and the adjacent residentially zoned land, in that the residentially zoned land sits at a higher grade than Newdale Mews. Many of the single family homes perch over the Newdale Mews Property and are at a grade 15 - 23 feet higher than the Property. As such, the effective height of the single family homes are approximately 32 to 40 feet in height. Mature trees exist, and new trees will be planted as part of any redevelopment.

b. Setbacks – setbacks can be improved with redevelopment.

Existing Newdale buildings are set back a minimum of 20 feet to the property line. The redevelopment of Newdale today will allow Newdale to more than double this existing setback in most of the new buildings, resulting in opportunities for retaining sight corridors from the single family, and more opportunities for dense plantings.

4. 45-65 Foot Heights Needed to Ensure Greater Setbacks, Green Area and Light and Air.

a. Heights needed for flexibility and gradual transitions and precedence exists to support.

If the heights are limited to 45 feet, Newdale Mews will need to be redeveloped as one building mass. A range of 45-65 feet, will allow flexibility in design to ensure compatibility with the single family neighbors as well as the more urban surrounding context. With one 45 foot building mass, the 1.5 FAR can be accomplished, but there is no opportunity for sight views, or a break-up of buildings. With a range of heights, the site opens up, and the building can be massed in a myriad of ways to allow greater setbacks to neighboring homes and more green area and open view corridors. In addition, heights of up 65' will allow better transition to the recommended 70 foot development on the adjacent gas station site.

Ms. Francoise Carrier
October 17, 2012
Page 4

As discussed herein, and shown on the illustrative concepts, there are many options to design the Newdale Mews buildings to ensure compatibility. Similar transitioning has been allowed on other similarly situated properties adjacent to single family including Lot 31 (the "Darcy") on Bethesda Avenue. Lot 31, located off of Bethesda Avenue, is adjacent to the single family homes on Leeland Street. It has been approved with heights up to 70 feet and the building similarly will step down to the single family homes. Unlike the Darcy, however, the Newdale Mews property sits at a much lower grade than its single family neighbors, resulting in an even better transition in this situation.

b. Compatibility with future Purple Line.

An elevated track is adjacent to the Newdale Mews Property. The railway and walking path ascend /descend directly in front of the Newdale Mews land in order to climb over Connecticut Avenue. And, per MTA, the trains will start running before 5 a.m. on weekdays, and continue until after 3 a.m. on weekends. During this time, the trains will run approximately every 3-5 minutes past Newdale Mews.

An allowed range of heights is essential on the Property to ensure the Property is not overwhelmed by the adjacent gas station property, recommended at 70 foot heights, and the adjacent elevated purple line, adjacent to the Property, proposed at heights over 50 feet.

The draft Sector Plan recognizes the impacts of the elevated Purple Line on adjacent properties on the other side of Connecticut Avenue and states "Along the elevated section of the Purple Line, the Plan recommends up to two additional stories, or a maximum of 90 feet." Chevy Chase Lake Sector Plan, Staff Draft, page 33. Newdale Mews is also adjacent to one of the highest portions of the elevated track, but only 45 feet is recommended.

The Newdale Mews Property is uniquely sandwiched among 70 foot high rise commercial recommended along Connecticut Avenue, and an over 50 foot elevated purple line bridge ascending adjacent to Newdale Mews, with the associated track with catenary wires. The 45-65 foot range in height allowances is needed to ensure that the future elevated purple line and the 70 foot proposed redevelopment of the adjacent gas and service station do not loom over a redeveloped Newdale Mews.

Ms. Francoise Carrier
October 17, 2012
Page 5

Furthermore, any redevelopment of Newdale Mews will be pushed towards Newdale Road to be sensitive to its residential neighbors. But, a Newdale Mews redevelopment that is too close to the Purple Line without the heights for some units to see over the track, will significant degrade the value of the Property and make redevelopment less economically tenable.

5. 45 foot Element Visually Obscures Higher Building Elements by Purple Line.

Building elements above 45' will be setback at a 45 degree angle or more on the north elevation, adjacent to the existing uphill single family homes. This setback will soften and effectively hide the visual impact of the structures above 45' in height.

6. Compatibility Ensured Through Design Guidelines.

As shown on the illustrative concept plans, a redevelopment of Newdale Mews can be accomplished to preserve sight corridors from the single family homes, ensure enhanced setbacks, building sculpting, landscaping, and thus ensure compatibility of design. Many concepts were examined, including what is shown with a step-up of buildings from 45 feet to 65 feet, as the Property adjoins the Chevy Chase Service Station along Connecticut Avenue, proposed at 70 feet. Other alternatives could be height changes through the depth of the buildings themselves. The buildings could step down to 45 feet by the single family homes, and step up to 65 feet by the future elevated purple line.

Guidelines for this 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.

Ms. Francoise Carrier
October 17, 2012
Page 6

- Minimum setbacks

7. Enhanced Newdale Mews Will Serve as a Buffer Between Single Family Homes and Future Elevated Purple Line.

MTA proposes that the elevated Purple Line ascend adjacent to Newdale Mews. With the elevated track, and catenary wires, the purple line will be over 51 feet. The "New-Newdale" project of between 45-65 feet will be developed, and serve as a visual and noise transitional buffer between the future Purple Line and the single family residences.

8. Rezoning Now, Because no Development Will Be Allowed on Newdale Mews Until APF Satisfied.

Adequate Public Facilities will be determined for this project at time of Preliminary Plan. As has been done in other Sector Plans and SMAs, it is understood that a rezoning of the Property now, will only allow redevelopment to move forward if there is adequacy of public facilities.

9. County Precedence on Sector Plan/SMA Adoption, Like in Kensington, Require Comprehensive Rezoning Now.

Not rezoning now causes multiple problems:

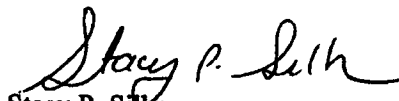
- a. County Needs Consistency with Prior Sector Plans/SMA, which rezone all properties as part of one SMA, and then allow development to proceed based on findings of adequate public facilities at time of Preliminary Plan review.
- b. As with other recently adopted Sector Plans like Kensington, a rezoning now, with the associated increase in density, helps support the need and justification for funding the Purple Line.
- c. Splitting the SMAs results in property owners and the community having to manage and pursue a second time the same discussions that are occurring today. If it is the right decision to rezone and encourage residential development in urbanized areas, like Chevy Chase Lakes, and the question is "when", based on transportation capacity, trigger timing of development to findings of adequate public facilities.

Ms. Francoise Carrier
October 17, 2012
Page 7

REQUEST: For the reasons discussed, we respectfully request that the Newdale Mews property be rezoned now to **CR-1.5, R -1.5, C 0.25, with heights of 45 to 65 feet.**

Regards,

Lerch Early & Brewer, Chartered


Stacy P. Silber

cc: Rob Bindeman

RECEIVED
0830
OCT 16 2012

MCP-CTRACK

From: Julie Barrie Buchanan <jbarriebuchanan@gmail.com>
Sent: Tuesday, October 16, 2012 10:50 AM
To: MCP-CCLake.; Carrier, Françoise; Wells-Harley, Marye; Dreyfuss, Norman; Anderson, Casey; Hisel-McCoy, Elza; MCP-Chair
Cc: Kent Holland
Subject: Testimony from Chevy Chase Hills for Public Hearing on Thursday
Attachments: CCH Testimony Oct 2012.docx

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

Dear Members of the Planning Board,

I have attached the testimony that I plan to deliver on behalf of Chevy Chase Hills on Thursday, to be included in the record.

Thank you very much,

Julie Buchanan
Co-President of Chevy Chase Hills

--
Julie Barrie Buchanan
301-652-2515 home
301-325-4487 cell
jbarriebuchanan@gmail.com

**Chevy Chase Hills Testimony
Public Hearing, October 18, 2012**

Good afternoon. My name is Julie Buchanan and I am one of the Co-Presidents of the neighborhood Chevy Chase Hills, which surrounded by the proposed redevelopment of Chevy Chase Lake.

- ❖ Introduction to Chevy Chase Hills:
 - West of Connecticut Avenue, immediately adjacent to the proposed redevelopment of Chevy Chase Lake Shopping Center West
 - East of Columbia Country Club
 - North of Newdale Road, immediately adjacent to Newdale Mews which seeks dramatic height and density increases
 - South of Howard Hughes Institute which also seeks height and density increases
 - 55 single family homes. Like any great neighborhood, a mix of younger and older families, a safe place where kids and pets play outside, a 15 minute walk or 5 minute bike ride into Bethesda.
 - We are one of the most affected neighborhoods by this proposed redevelopment.

Naturally, our neighborhood is very concerned about the proposals that the Planning Board is considering today, as your decision will dramatically affect the quality of life for our entire community.

- ❖ Our involvement to date
 - Involved since the beginning
 - Attended every available public hearing, open houses, every available forum
 - Neighborhood has sent hundreds of emails – individual, neighborhood-wide, street-wide
 - Attended every meeting of the Connecticut Avenue Citizens Committee
 - Repeated meetings with Lisa Fadden from the Chevy Chase Land Company
 - Repeated meetings with Rob Bindeman from Newdale Mews
 - In 200 pages of comments for the September 6th work session, 41% of all the e-mails were from our neighborhood

- ❖ In case they were lost, the points we made in all these meetings, e-mails, calls and letters were:
 - ✓ **All development should be after the Purple Line:** Allowing any increase in development at Chevy Chase Lake before the Purple Line is under construction (in so-called "Phase 1") is unjustifiable. Our streets, traffic and other local amenities cannot support the

huge number of additional residences being contemplated in the absence of additional transit.

The recent alleged "conversion" of the Chevy Chase Land Company's approval of 250,000 square feet of development to 750,000 square feet of development is incomprehensible to us and does not pass any "reasonableness" standard.

- ✓ **Building heights for Newdale Mews:** Allowing heights greater than 45 feet at Newdale Mews, as recently 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. Certainly to allow a height increase of any kind before a Purple Line comes, for a property that's claiming it needs the height increase because of the Purple Line, makes no sense whatsoever.
- ✓ **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. We believe that the current Sunoco Station and Parkway Cleaner locations should be capped at 45 feet, which would be more consistent with the residential nature of our neighborhood.
- ✓ **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 do not reflect current conditions in Montgomery County, where more and more families with children are living in apartments. Our local schools are already overcrowded and the idea that adding hundreds of new apartments will not make that worse is unsupportable. At a bare minimum, proposals for additional residential units in a new town center should include accompanying proposals for added classroom space in our local elementary schools.

- ✓ **Traffic:** Our real world experience, driving on Connecticut Avenue every day – as it is the only way into and out of our neighborhood – tells us that if traffic studies are telling you that we can support hundreds more apartments in this area, those traffic studies are wrong. New traffic studies, performed by an impartial company, 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.

Honestly, though, all of that has been said, again and again. It has been said by us and by many, many others. Although apparently what we've said in previous parts of this process is not, we just learned, being considered in this hearing, it all remains true.

What we haven't said yet is how appalled we are by the shape-shifting in this process. I have only lived in this area for 4 years, and the first time I heard the words "Sector Plan" was at an Open House at the Chevy Chase Library two years ago. At that Open House, we were all asked how the area could be improved. I thought: "oh, neat!" Naïve, new resident that I was, I gave my ideas: improved bike and pedestrian access, public spaces, playgrounds, parks. And maybe, I said, a couple of new restaurants would be nice. It's not essential, honestly, since as I said we can walk into Bethesda. But sure, it would be nice.

Flash forward to June of 2012 when the Planning Staff's proposal came out. By that point I had gotten more involved in the process, had attended CACC meetings, and had learned that the Planning Staff envisioned development of Chevy Chase Lake on a far larger scale than I ever could have imagined. The Staff's proposal had 6 stories of apartments coming after the Purple Line. We all thought that was massive, frankly. It's far beyond what we believe the area can support, for all of the reasons outlined above.

But we heard, again and again, that massive redevelopment was inevitable. When you came to our neighborhood, several of you told us that we needed to find something that we liked in this plan. We heard, again and again, that to get any of the improvements we wanted, we had to support redevelopment. I even tried to convince my neighborhood to like the Staff plan. Some of us did, and some of us didn't. If things had stayed at the Staff plan level, I might be standing here saying something very different today.

But since then, the plans have just kept growing. Without one word of explanation for how the area can support all of this, the heights of the proposed buildings grow higher. The density grows denser. The timing – for a supposedly transit-oriented development – inexplicably comes sooner.

For improved pedestrian access and a park and a couple of restaurants, we're now being asked to swallow up to 1000 new apartments in 10 - 15 story buildings before any additional transit even comes. I am thunderstruck.

We have all talked, and my neighborhood has a new answer to that first question, back at the library. The answer, from everyone in Chevy Chase Hills, is this: "no thanks." If this is the level of redevelopment we have to accept to get some improvements to the area, "no thanks." We don't need it. We don't want it.

We were willing to look for things we liked in this plan when this plan was a transit-oriented plan, coming in Phase 2, and at the Planning Staff's original June 2012 height and density level that, while still too large, seemed remotely acceptable. But what's been discussed since June? No phasing? 10 or 15 story buildings? A thousand new apartments in a few years?

We no longer like anything about it. No thanks.

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OCT 16 2012

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

MCP-CTRACK

From: Tim Pryor <tim.pryor@hotmail.com>
Sent: Tuesday, October 16, 2012 1:05 PM
To: MCP-Chair
Subject: Oct 18 Public Hearing - Neighbors of Newdale Mews testimony
Attachments: 10.18.12 Planning Hearing - Neighbors of Newdale Testimony pt 1.pdf; 10.18.12 Planning Hearing - Neighbors of Newdale Testimony pt 2.pdf

Ms. Hill,

Thanks for all of your help today with public hearing logistics. I'm attaching my testimony for the hearing in two parts - the first is the text explanation, and the second is the PowerPoint. Please include them in the record next to each other with the text document first.

Best,

Tim Pryor
8415 Lynwood Place

**Neighbors of Newdale Mews
Public Hearing PowerPoint
October 18, 2012**

Image 1/ Introduction/bird's eye view of neighborhood

- My fellow neighbors of Laird and Lynwood Place are very concerned about the Planning Board's proposed heights for Newdale Mews and the Sunoco property. We are also worried you may allow those heights before the Purple Pine is built.
- After the Board's July meeting, we hired an architectural illustrator to show what 65 feet at Newdale Mews and 70 feet at the Sunoco property along Connecticut Avenue would mean.
- This bird's eye view looks east from above Columbia Country Club across our neighborhood with Connecticut Ave along the top. Potential heights at Newdale Mews and Sunoco are shown to the right and top of our street.

Image 2/CRT Zone description in Code

- We based our images on the County Code's CRT Zone requirements. They require:
 - 25 foot setbacks
 - 45 degree height before step backs
 - After 45 feet, roof steps back at 45% angle

Image 3/ View finding – Section – Dickstein House

- This red arrow shows you the perspective we used for our section – which is similar to the Planning Staff's B section. Imagine taking a slice through this house and the apartments – midway between Connecticut Ave. and Columbia Country Club, then facing the country club.

Image 4/ Section – Dickstein House

- These two images show before and after scenarios.
- In the lower image, a 65-foot Newdale Mews towers over our street's single family homes.
- A 25 foot buffer doesn't provide much protection – after all, it's only a little more than 7 yards
- Without requirements to preserve the tall mature trees on the Mews property, the contrast in the lower image is even worse.

Image 5/ View key – Photoshop illustrations

- This sets up the Photoshop illustrations I'm about to show. #1 is my house in the middle of the block. #2 is the Rule house, closer to Connecticut Ave. You'll hear from Allison Rule shortly.

Image 6/Photoshop – Before – Pryor House

- This is my backyard this summer.
 - You can't really see how tall the existing Newdale Mews apartments are to the left of the man in the blue shirt but you can see most of it.
 - Vegetation is key here. Look at how well hidden Newdale Mews is.

Image 7/Photoshop – After – Pryor House

- This is what Newdale Mews would look like at 65 feet
 - The first floor is placed 10-15 feet below ground level to account for the hillside separating the properties. The height of the buildings looks shorter than it really is because it takes into account a 25 foot setback to our property line.
 - At night, it would look worse. No trees would block the outdoor lighting, which would flood into the back yard of this home.

Image 8/Photoshop – Before – Rule House

- This is the Rule house, on Laird Place closer to Connecticut Ave. It is next door to the Sunoco Station and in front of Newdale Mews.

Image 9/Photoshop – After – Rule House

- The Sunoco property height increase is even more dramatic than Newdale Mews.
 - This is a 70 feet high building on the Sonoco property stepping back at 45 feet up.
 - You can't even see the Newdale property to the right. Imagine that at 65 feet. The Rules are boxed in.

Image 10/Newdale Shadow Impact

- Again, this bird's eye view shows just how extreme the transition is between Sunoco and Newdale and Chevy Chase Hills.

Image 11/Newdale Shadow Impact – Plan view

- This is another perspective showing the contrast between our single family homes and 6-7 story buildings

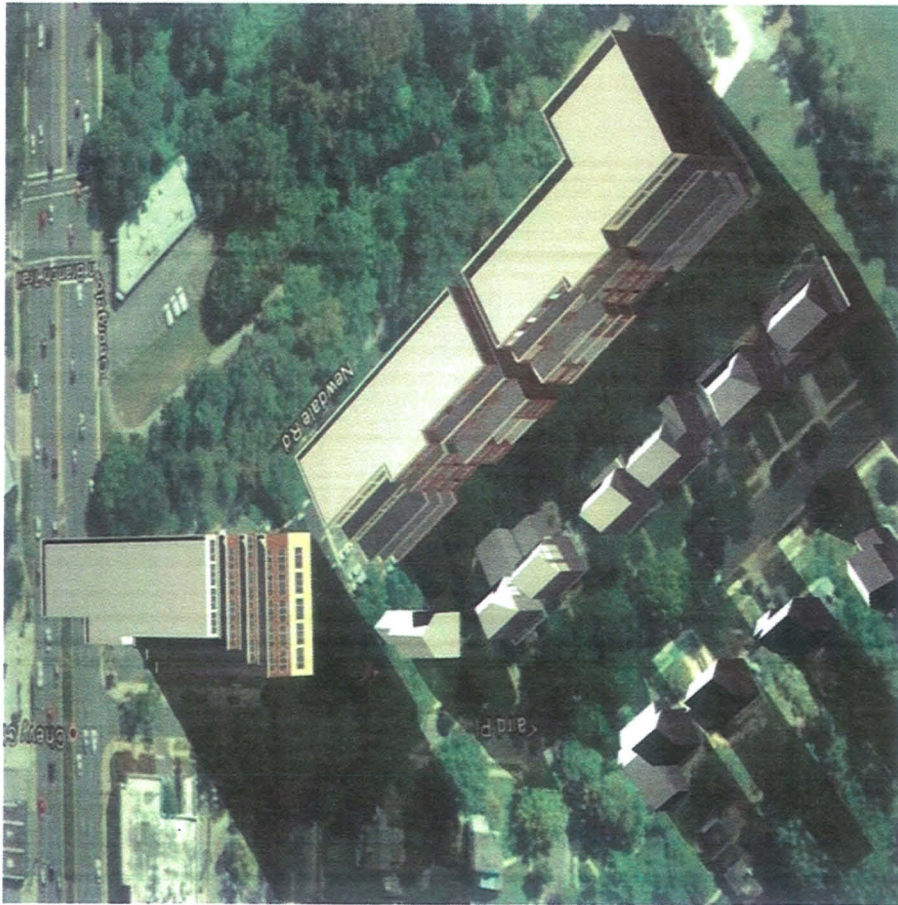
Image 12/ Please adopt our 4 Positions

- **Do not rezone Sunoco/Newdale Mews before Purple Line construction**
 - Too much could change with the neighborhood and the Purple Line before it's actually built
 - Who knows when that will be? Give us the benefit of existing conditions until then.
- **Cap Newdale Mews and Sunoco Station heights at 45 feet**
 - We'd prefer less, but feel this is as high as it can go without being totally incompatible
- **Newdale Mews is not a good buffer for the Purple Line**
- **Retain substantial tree buffer between Lynwood/Laird and Newdale Mews**
 - Mature trees will prevent unsightly flood lights and mask the height increase
 - Mature trees will provide privacy
 - Mature trees are not a substitute for a 45 foot height cap. They are only leafy half the year.

Presented by:
Tim Pryor
8415 Lynwood Place

Neighbors of Newdale Mews

Planning Board Public Hearing 10/18/12



Proposed Height Change Analysis

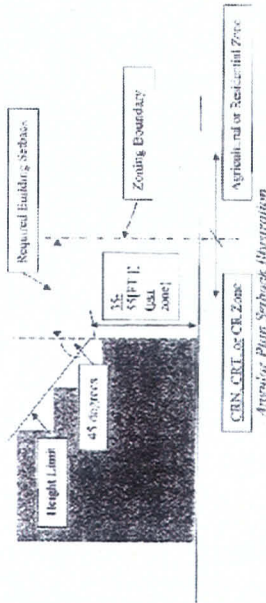
Lynwood/Laird Place and Newdale Mews

Neighbors of Newdale Mews

Planning Board Public Hearing 10/18/12

Ordinance No. 17-05

567 (c) The development of a new building in place of a building existing when
 568 [the] a CRN, CRU, or CR zone is applied may be built to the [pre-existing
 569 setback] previously allowed setback if the height of the new building is not
 570 increased [over that] above the height of the former building.



571 [50-C-15.74] [50-C-15.73]. Public use space.

572 (a) Public use space is not required for any standard method project that does
 573 not require a site plan. If a site plan is required for the proposed project
 574 [then the minimum] public use space is [10 percent of the project's net land
 575 area.] [required as follows:]

Gross Tract Area	Minimum Public Use Space
Less Than 10,000 sq. ft.	None
10,000 [to] 50,000 sq. ft.	10% of net land area
Over 50,000 sq. ft.	10% of net land area

CRT Zone Requirements

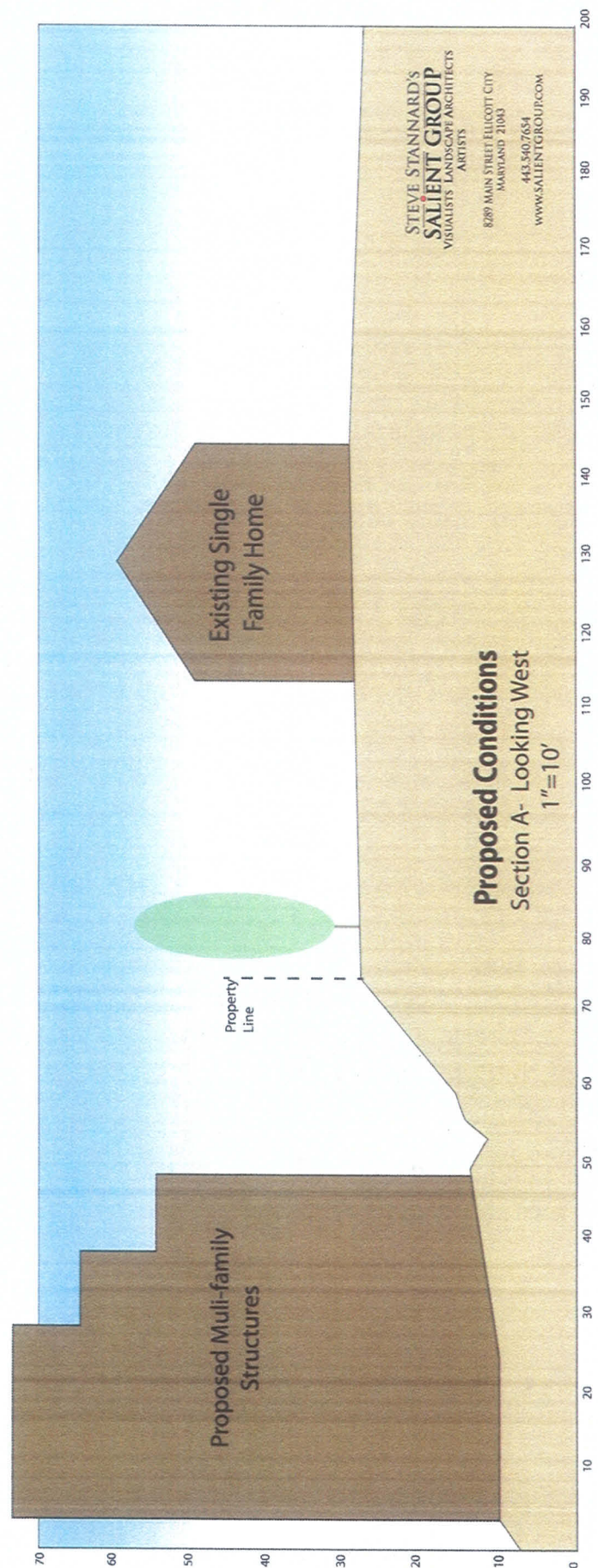
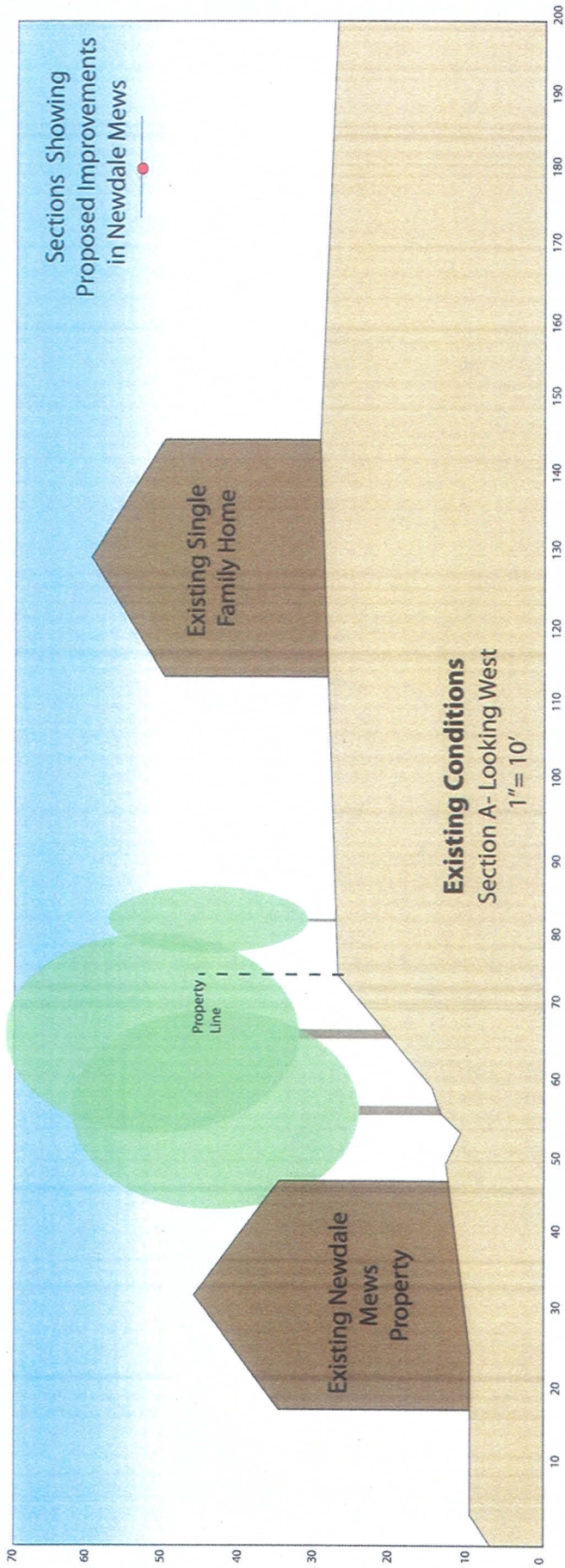


Section Key
 for Proposed Project Adjacent to
 Lynwood



STEVE STANNARD'S
SALIENT GROUP
 VISUALISTS LANDSCAPE ARCHITECTS
 ARTISTS

8/8/2012





View Key
 for Illustrations of
 Proposed Project Adjacent to

Lynwood

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Existing View 1
of Proposed Project Adjacent to

Lynwood

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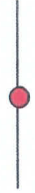


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Proposed View 1
of Proposed Project Adjacent to
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Existing View 2
of Proposed Project Adjacent to
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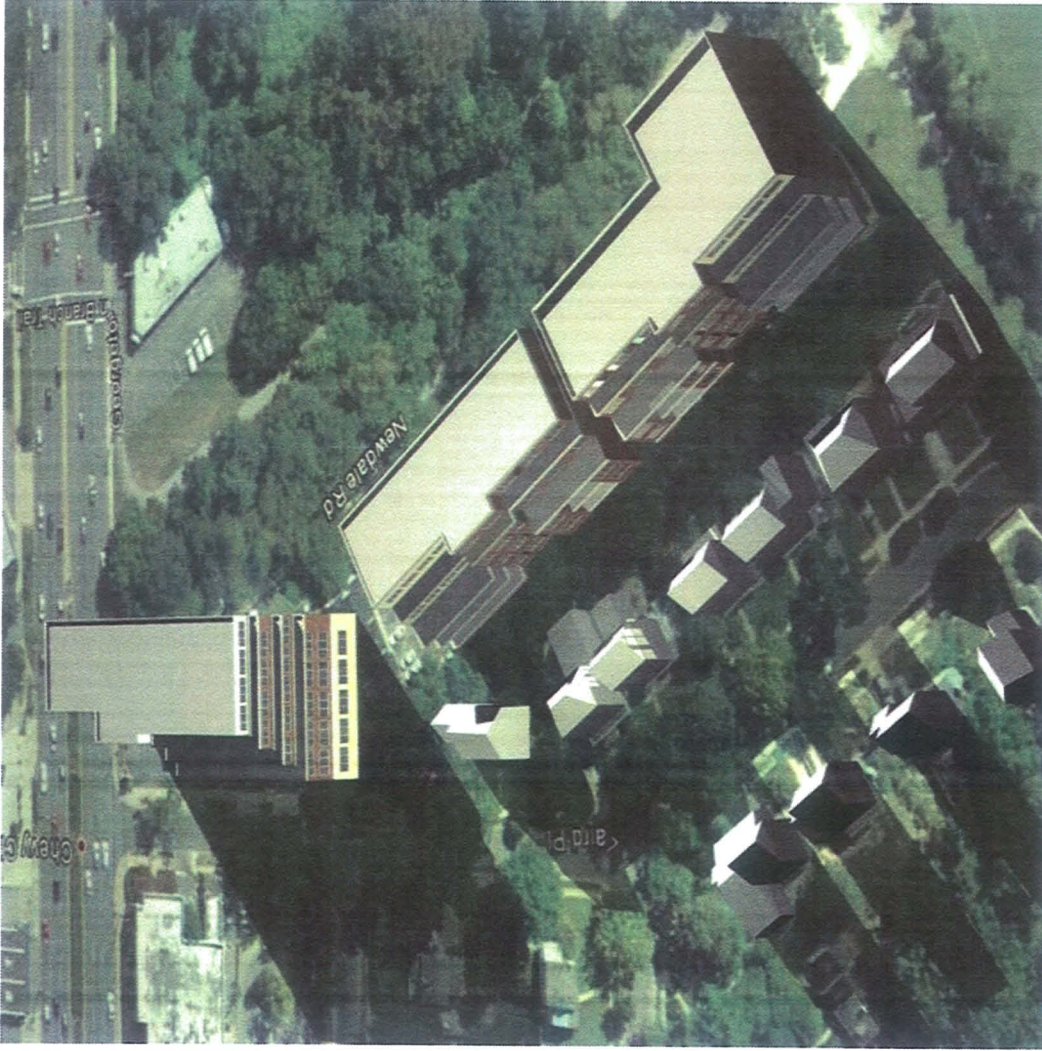


Conceptual View 2
of Proposed Project Adjacent to
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Shadow Impact
of Proposed Project on

LYNWOOD

at 9:00 a.m. 12/25/2012

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Shadow Impact
of Proposed Project on

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Neighbors of Newdale Mews

Planning Board Public Hearing 10/18/12

Positions

- Do not rezone Sunoco/Newdale Mews before Purple Line construction
- Cap Newdale Mews and Sunoco Station heights at 45 feet
- Newdale Mews is not a good buffer for the Purple Line
- Retain substantial natural buffer between Lynwood/Laird and Newdale Mews