MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
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Date: 11.15.12

Chevy Chase Lake Sector Plan, Worksession 2

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Completed: 11.8.12

Description

Worksession No. 2: Chevy Chase Lake Sector Plan
Staff recommendation: review and approve the recommendations for building height and density for specific properties; open space; and outstanding issues from worksession 1, including the overall vision and the phasing of the Newdale Mews site.

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

Discussion

Issue 1: Building height

The Sector Plan vision (p. 21) concludes with:

> 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 [emphasis added].

The Sector Plan recommends a maximum building height of 70' for properties along both sides of Connecticut Avenue. To the west, immediately adjacent to existing single-family homes, townhouse zoning (RT-15) with a 35' building height is recommended. The Board has supported a 55' building height for Newdale Mews. To the east, at the current shopping center site, a 90' building height is recommended immediately north of the Purple Line tracks as a separate zoning district. South of the proposed Purple Line, 70'building heights are recommended at 8401 Connecticut Avenue and 65' at the HOC Chevy Chase Lake Apartments.

Testimony:
Only three property owners have asked for additional building height beyond the recommendations of the Public Hearing Draft or existing zoning: Chevy Chase Land Company (Land Company)(comment no. 260), Newdale Mews (comment nos. 258, 294, and 321), and Howard Hughes Medical Institute (HHMI) (no. 289). While property-specific building height requests follow, it is noteworthy that the Land Company has asked for building heights up to 150'.

About half of the 321 testimonies (161), including the Connecticut Avenue Corridor Committee (CACC) and local municipalities and community associations, cited building height as key concern, but most supported the staff-recommended maximum building heights. Many were opposed to high-rise buildings, which were viewed as incompatible with community character. Roughly the same number (about 12 each) supported taller buildings, including up to 150', or wanted buildings that were shorter, with maximum building heights of 45' or less.

Staff response:
Staff recommendations for new development at Chevy Chase Lake consider building height as an important, though certainly not the only factor for compatible development. Currently, the predominant building height is two stories, but with two anomalies - two high-rise buildings along Connecticut Avenue; one about 150' and another about 170'.

To help determine appropriate building heights staff visited various communities in the metropolitan area. These were places with some or all of features that may well be present in a future Chevy Chase Lake: vertical mix of uses, proximity to single-family neighborhoods, transit, traffic, and open space. They included:

- Cleveland Park
- Columbia Heights
- Van Ness
- Tenleytown
- Chevy Chase DC
- Friendship Heights
- Bethesda
- Silver Spring
- Old Town Alexandria
- Rockville Town Center
- Reston Town Center
- Clarendon
- Ballston
- Arlington Courthouse
- Carlyle Alexandria.

Based on those visits, and given the limited size of the "core" of Chevy Chase Lake, staff viewed places with buildings "of moderate height" (about 6 stories) as having the most compatible and welcoming scale. Buildings at this height define and enclose streets well as public spaces, transition readily to 2 ½ or three-story residential buildings, and are economical to build. Places with taller buildings were much larger and typically transitioned to taller buildings, rather than 2-3 story homes.

Five of these places – Cleveland Park, Old Town Alexandria, Bethesda, Rockville Town Center, and Reston Town Center – were presented to the community as reflecting a broad spectrum of development intensity. Public preferences fell into the middle range; with Alexandria, Bethesda, and Rockville where building heights averaged about 5-6 stories, had ground-floor retail with residential or office uses above.

Issue 2: Additional density

The Sector Plan vision (p. 21) encourages "moderate levels of development compatible with the community character." At the Planning Board's request, the visual and traffic impacts of additional development (beyond that recommended by staff) was analyzed and included in the Public Hearing Draft.

Testimony:
Over half of the testimonies (no. 179) identified density as a major concern. Almost all stated that additional development would further burden already overtaxed roads and schools and that density should not be increased beyond levels recommended by staff. Only about 5% of the 179 testimonies supported the additional density requested by the Land Company.

Staff response:
Determining the right intensity of (re)development for established neighborhoods has been an ongoing debate in the County. The 1964 *General Plan ("…on wedges and corridors")* focused development within Corridor Cities, noting that "high density cores recommended for new corridor cities are not feasible in the urban ring, where community design has already been determined." The Plan recommended that "rapid transit and a few high-speed freeways will have to be painfully pushed through the ring, but once done this will keep through-traffic off the local streets and out of the quiet residential neighborhoods." (p. 36)

The 1969 *Update to the General Plan* established land use guidelines that focused more in intensifying development:

- "Secure bold increases in floor area ratios with mixed uses in activity centers and in the vicinity of proposed transit stations where high density is consistent with County policy." (p. 12)
- "Locate high density residential development to facilitate access to major thoroughfares, bus service and rapid rail service where available." (p.13)
- "Create new regional activity centers and encourage revitalization of older urban cores." (p. 14).

The *Update* addressed compatibility in only a limited fashion: "Require an environment in existing or proposed employment areas that is compatible with the character of the surrounding area." (p. 14)

The 1993 *General Plan Refinement* reaffirmed the 1964 Wedges and Corridors concept and replaced the 1969 *Update* guidelines. The Refinement provides greater emphasis on the compatibility of new development with existing communities. Two of the Guiding Principles of the *General Plan Refinement* specifically address appropriate and compatible development (p.16-17), with emphasis added:

Physically Concentrated Centers
The General Plan Refinement supports appropriately sized centers of activity whose edges complement the scale of the area in which they are located. It encourages an efficient land use pattern of jobs, housing, and other uses within centers. The Refinement promotes mixed-use development and sensitive increases in intensity within appropriate boundaries in centers to control sprawl, to reduce energy consumption and pollution, to contain infrastructure needs, and to reduce the development pressure on rural open space areas and farmland.

Compatibility
The General Plan Refinement encourages new development that will harmonize with the existing built environment and the natural environment. In some cases, this is a matter of scale and intensity. In other cases, compatibility is a question of location, function, or style. This principle is especially important as redevelopment of land becomes an increasing feature of growth.

Under discussion of "The Urban Ring Tomorrow" the *Refinement* highlights the challenge of "accommodating selective additional development and redevelopment in a sensitive manner." (p.25) It further states that:

> The Refinement does not recommend uniform high density throughout the Urban Ring. Suburban densities will be found within many areas of the Urban Ring outside centers. Since growth will include both infill and redevelopment, the Refinement stresses the special need for compatibility with existing communities. (p. 25)

Finally, the "Goals, Objectives, and Strategies" of the *Refinement* emphasize that future growth should be directed to the Urban Ring and the I-270 Corridor, especially near transit, and that master plans should "continue to ensure that centers are compatible in size, scale, and location with the intent of the Urban Ring..." (p. 45) and "limit new centers and expansion of existing centers to a size appropriate to the scale and character of the various communities throughout the County." (p. 46)

The staff recommendations for the height and density of development are framed in this context. Based on research, community input, and professional judgment, staff identified building heights that allow significant redevelopment, while providing a compatible transition to the surrounding neighborhood. Staff also modeled a theoretical maximum development for each site and formulated the zoning recommendations based on that density.

The traffic impacts of additional density were discussed briefly in the first worksession and are described on pages 96-97 of the Public Hearing Draft. However, the PAMR analysis that evaluates the area-wide traffic implications of the "maximum build-out scenario" could not be completed in time for this memo, but the results will be presented at the November 15th worksession.

The school impacts of both the recommended densities and the requested added densities have been reviewed with Montgomery County Public Schools (MCPS). Based on this analysis new residential development, considered under any scenario in the Public Hearing Draft, does not require a new school site. MCPS has provided additional material regarding school capacity planning (see Attachment 1).

Except as provided below, staff does not support increased densities, beyond those which are possible under the current zoning recommendations.

Issue 3: Chevy Chase Lake Shopping Center

The Public Hearing Draft recommends rezoning the Chevy Chase Lake Shopping Center, located on the east side of Connecticut Avenue at Manor Road, from the three single-use zones, C-1, C-2, and R-30, to two mixed-use zones (p. 35):

- 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.

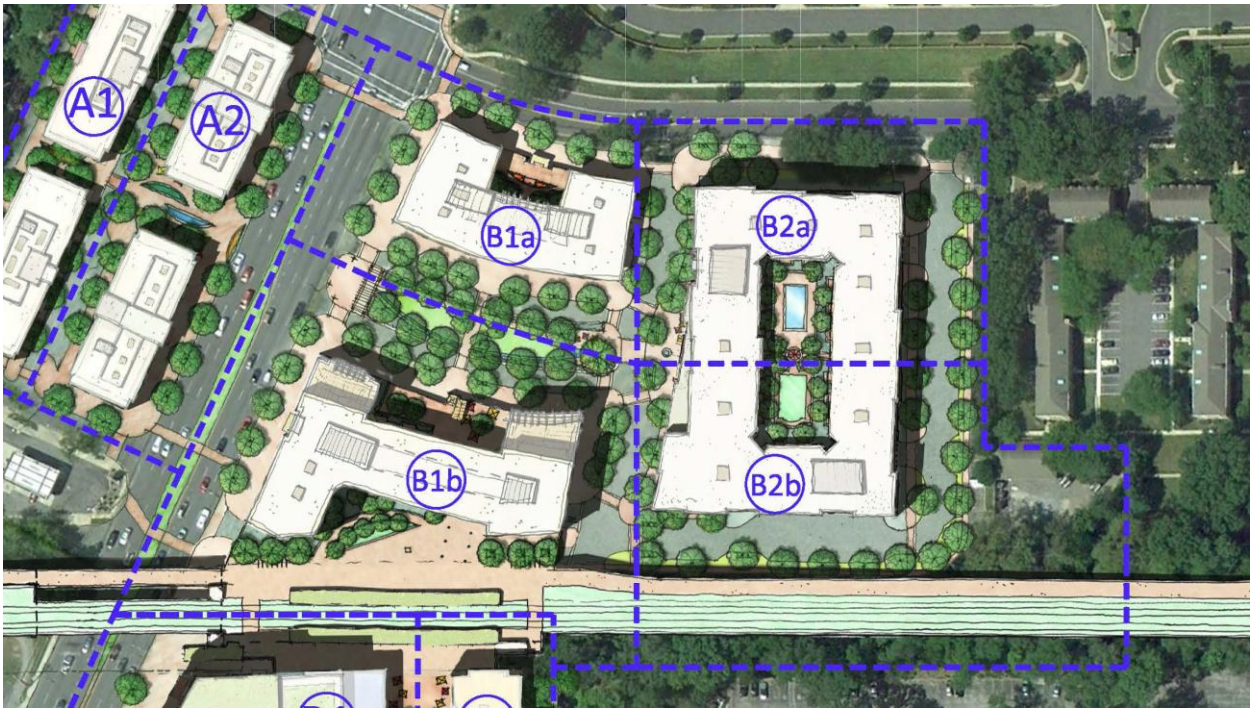
The following illustration (Public Hearing Draft p. 34) shows approximately where taller buildings should be allowed.

Illustration 3 Enhance Land Use

Location of recommended higher building height

Testimony:
The Land Company (no. 260) has requested that the shopping center property be divided into four distinct areas (see diagram below), each with a distinct zone with added height and/or density:

Parcel	Zoning	Development Potential (per CCLC)
B1a	CRT 2.0, C 2.0, R 2.0, H 80	115,000 sf.
B1b	CRT 2.75 C 1.0 R 2.75 H 150	367,000 sf.
B2a	CRT 2.0; C0.5 R 2.0 H 65	145,000 sf.
B2b	CRT 2.0 C1.0 R 2.0 H90	145,000 sf.
Total		**772,000 sf.**



Land Company shopping center parcel map

Additionally, Bozzuto Development (no. 284) testified that building heights of 90'-120' are not economically practicable.

One testimony from the Rollingwood Citizens Association (no. 298) supported increased heights (to 120') for the building immediately north of the Purple Line, provided development on the shopping center is provided access to Connecticut Avenue.

The CACC (nos. 171/279) recommended that taller buildings to the east of Connecticut Avenue, near the Purple Line Station, should terrace up from 70' along the street.

Most testimony supported the maximum building heights recommended by staff, with many opposed to high-rise buildings as being incompatible with community character. However, roughly the same number (about 12 each) supported buildings taller than those recommended by staff (up to 150'), or wanted heights reduced (maximum building heights of 45' or less).

Staff response:

Density

The density on the current shopping center site should not be increased since the recommended zoning allows a 2.0 FAR. This yields almost 790,000 sq. ft.; more than the 772,000 sq. ft. proposed by the Land Company before the Purple Line. As shown on the following table, the additional 0.75 FAR would allow 100,000 sq. ft. beyond that which the Land Company has identified as goal. It is also 87,000 sq. ft. more than recommended by staff.

Parcel	Zoning	Development Potential (per CCLC)	Max. per Gross Tract Area
B1a	CRT 2.0, C 2.0, R 2.0, H 80	115,000 sf.	155,500 sf.
B1b	CRT 2.75 C 1.0 R 2.75 H 150	367,000 sf.	320,720 sf.
B2a	CRT 2.0; C0.5 R 2.0 H 65	145,000 sf.	200,360 sf.
B2b	CRT 2.0 C1.0 R 2.0 H90	145,000 sf.	200,360 sf.
Total		**772,000 sf.**	**876,940 sf.**

Building Height

Staff continues to recommend two zones for the shopping center site, with identical densities but differing heights. The zone boundary should be offset from Manor Road (at a depth of approximately 200') and intersect Connecticut Avenue perpendicularly. The zone closest to Manor Road would require lower building heights, while the zone closest to the Purple Line would permit taller buildings.

In addition, maximum building heights for the zone along Manor Road should remain six stories. For parcel B1a, the Land Company has indicated the potential for either an apartment building or hotel. According to the Land Company, the hotel would require an 80' tall building. Staff supports the added 10' for the zone adjacent to Manor Road (the recommended zone is CRT 2.0, C 1.0, R 2.0, H 80) conditioned upon the added height only being allowed for the area identified as B1a, and only to accommodate a six-story hotel. Though the zone will allow up to 80', the sector plan and design guidelines will specify that in other parts of that zone, i.e. parcel B2a, other development, including but not limited to apartment buildings or office uses, will be limited to six stories at 70'.

For the zone district adjacent to the Purple Line, the plan explains the height recommendation (p. 35):

> The Plan recommends building heights of 70 feet along Connecticut Avenue and Manor Road, which could accommodate a six-story mixed-use residential building. This is an appropriate scale along these streets—five stories of apartments above ground-floor retail. Such an approach transitions well to the single-family neighborhood to the west. This scale of buildings would also provide a sense of enclosure along Connecticut Avenue and signal that the blocks between Manor Road and Chevy Chase Lake Drive are a distinct and identifiable Town Center.
>
> Along the elevated section of the Purple Line, the Plan recommends up to two additional stories, or a maximum 90 feet. This could accommodate an eight-story, mixed-use residential building, with seven stories of apartments over ground-floor retail. This zone would be limited to the interior of the current shopping center site and would not extend to Connecticut Avenue, or Manor Road. The additional height should provide further development incentives, while limiting the visual impact of taller buildings by screening them with lower 70-foot buildings.

Staff maintains an approach that accommodates consistent 6-story building heights along Connecticut Avenue; allowing taller buildings behind to terrace up. However, based on testimony regarding economic practicability, staff now recommends added height for the zone adjacent to the Purple Line (CRT 2.0, C 1.0, R 2.0, H 120). This added height would apply only to the parcel identified by the Land Company as B1b, located between Connecticut Avenue and the proposed new street. Although the zone allows heights up to 120', the sector plan and design guidelines will specify that in other parts of that zone, i.e. parcel B2b, development, including but not limited to apartment buildings or office uses, will be limited to eight stories at 90' and that along Connecticut Avenue building heights must step down to six stories.

Issue 4: Interim zoning on the west side of Connecticut Avenue

There are three C-1 zoned properties on the west side of Connecticut Avenue, south of Manor Road: the Chevy Chase Lake West Shopping Center, 8500 Connecticut Avenue (Arman's Chevy Chase Service Station), and 8402 Connecticut Avenue (Parkway Custom Drycleaning). The sector plan recommends rezoning these properties before the Purple Line with a new mixed-use zone that closely mirrors current heights and densities (p. 38): CRT 1.0, C0.75, R0.25, H 35. In phase 2, implemented after the Purple Line, these properties would be rezoned again to allow additional height and density.

Testimony:
The Board received no testimony on the issue, but it was briefly discussed at worksession 1.

Staff response:
The interim zoning was added at the request of the former Planning Director, out of concern that the Zoning Code Rewrite process would not address the property. Staff has discussed this with the Zoning Rewrite team and has found that it would be and, therefore, recommends removing the interim zoning from phase 1.

Issue 5: Chevy Chase Lake West Shopping Center

The Chevy Chase Lake West Shopping Center, owned by the Land Company, is located on the west side of Connecticut Avenue, between Manor Road and Laird Place. The roughly 2 acre shopping center and its 1 acre parking lot sit on two lots divided by a public alley. The sector plan recommends rezoning the two sites separately (p. 55):

- Rezone shopping center from C-1 to CRT2.0, C0.5, R2.0, H70
- Rezone parking lot from R-90 to RT-15.

RT-15 allows 15 dwelling units/acre with a maximum building height of 35', permitting about 15 townhouses.

Testimony:
The Land Company (no. 260) requests that the property be divided into two distinct areas (see following diagram); each with a distinct zone that requests additional height and density.

Shopping Center
The Land Company proposes to reduce the zoning on the shopping center from CRT2.0, C0.5, R2.0, H70 to CRT1.5, C1.5, R1.5, H65.

In addition to testimony supporting the recommended building heights, the Connecticut Avenue Corridor Committee (CACC) supports a 70' building height north of Laird Place.

shopping center aerial view

Parking Lot
The Land Company proposes to increase the zoning on the parking lot from RT-15 to CRN1.5, C0.5, R1.5, H40 to allow garden apartment or townhouse development; up to 70,000 sq. ft.

Three testimonies (nos. 148, 291, and 311) specifically opposed increasing building height on the east side of Loughborough Place (i.e., the parking lot) to 4 stories.

Staff response:
Shopping Center
Staff recommends retaining the zoning proposed in the Public Hearing Draft. A building height of 70' provides greater flexibility, allowing up to 6 stories. Staff had originally set the 6-story building height at 65', but increased it to 70' to allow 18' floor to ceiling heights for ground-floor retail. Staff does not recommend reducing the recommended density on the site. The proposed density provides greater flexibility for future development, within the recommended building height.

Parking Lot
Staff recommends retaining the proposed zoning. As stated in the plan (p.55):

For the existing parking lot along Loughborough Place, rezoning from the R-90, single-family residential zone, to RT-15, a townhouse zone will allow a transition between the existing single-family neighborhood and the mixed-use center, both in height and land use. The maximum building height of 35 feet corresponds to the 2.5-story homes across Loughborough Place. The resulting scale will enclose the street and visually screen the taller buildings along Connecticut Avenue. Further, the townhouse zone does not allow commercial uses, so the street will have a residential character.

The recommended townhouse zoning would allow 15 3-story townhouses, about 33,000 sq. ft. of development. More than doubling the development density on that side of the street, in 4-story apartment buildings, will not create a compatible transition from single-family homes. Adding 20,000 sf. of retail to this residential street is unnecessary given the considerable amount of retail proposed along Connecticut Avenue and will only detract from the quiet residential feel of Loughborough Place.

Issue 6: 8500 Connecticut Avenue (Arman's Chevy Chase Service Station)

The sector plan recommends rezoning the service station site after the Purple Line, from C-1 to CRT2.0, C0.5, R2.0, H70 (p. 56).

Testimony:
Seven testimonies, including the CACC and the Chevy Chase Hills community association, (nos. 1, 171, 199, 201, 225, 246, and 274) recommend reducing the maximum building height on this site to 45', to improve compatibility with the adjacent single-family community.

Staff response:
Maintaining 70' building heights 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 neighborhood west of Connecticut Avenue. The 70' height limit, with design guidelines to address stepping, setback, and screening issues for the adjacent single-family home, should also be retained.

Issue 7: 8402 Connecticut Avenue (Parkway Custom Drycleaning)

The sector plan recommends rezoning the drycleaner site after the Purple Line, from C-1 to CRT2.0, C0.5, R2.0, H70 (p. 56).

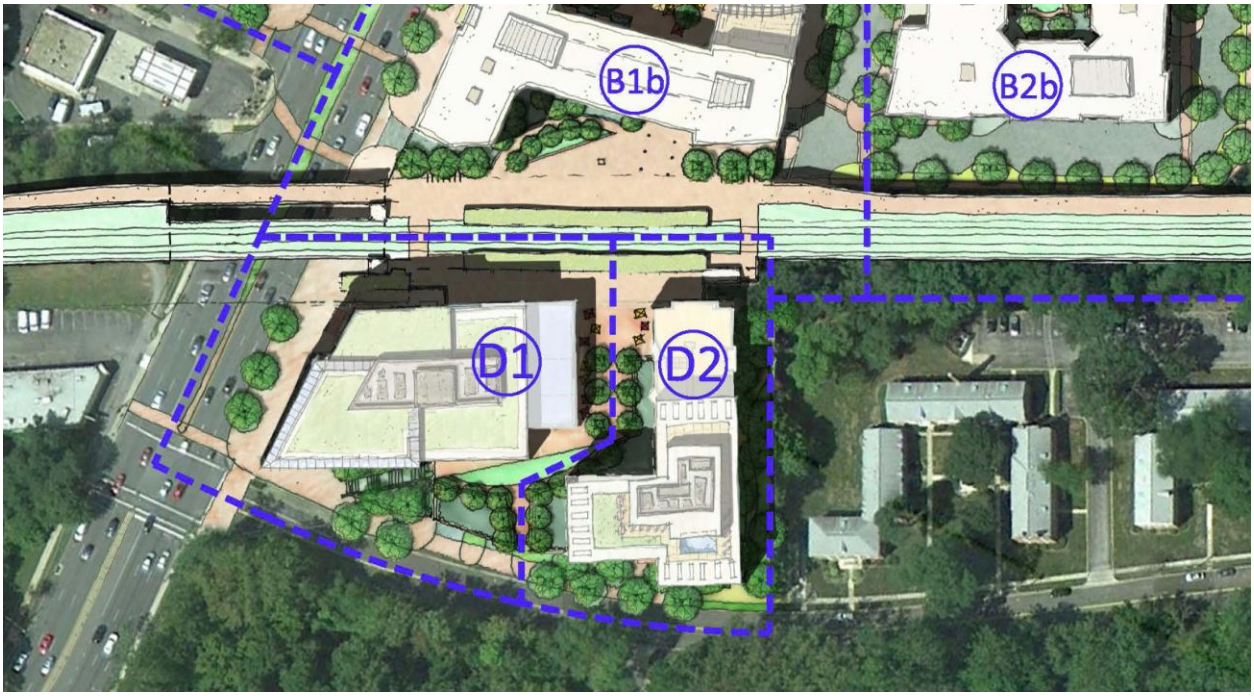
Testimony:
Five testimonies, including the CACC and the Chevy Chase Hills community association, (nos. 171, 199, 201, 246, and 274) recommend reducing the maximum building height to 45', to improve compatibility with the adjacent single-family community.

Staff response:
Staff recommends maintaining 70' building heights along both sides of Connecticut Avenue as essential to creating a sense of place in the Town Center. The site is located south of the elevated Purple Line, at a decent remove from the Chevy Chase Hills community. Furthermore, this site forms part of the southern gateway to the Town Center.

Issue 8: 8401 Connecticut Avenue (Chevy Chase Land Company)

The Public Hearing Draft Sector Plan recommends rezoning 8401 Connecticut Avenue, an office building located on the east side of Connecticut Avenue at Chevy Chase Lake Drive, from the three single-use zones, C-1, I-1, and R-30 to CRT2.0, C2.0, R2.0, H70 (p. 57). The main office building on the site is 13 stories, or about 150' tall.

Testimony:
In its testimony (no. 260), the Land Company requests that the property be divided into two distinct areas (see following diagram), each with a distinct zone that requests additional height and density.



Land Company parcel map

Parcel	Zoning	Development Potential (per CCLC)
D1	CR4.5, C4.5, R4.5, H150	350,000 sf.
D2	CRT3.5, C1.0, R3.5, H125	176,000 sf.
Total		**526,000 sf.**

Two testimonies asserted that the height of the existing office building should set the benchmark for height (214, 261).

Three testimonies, including CACC and the Village of North Chevy Chase, (171/279, 186, 216) support the staff recommendation, maintaining that the existing office building is an anomaly and that it should not set a benchmark for additional height.

Testimony strongly supported lower building heights, with many opposing building heights of 150'.

Staff response:

Density

Staff does not support additional density on this site. The recommended zone would allow over 260,000 sf. of development, 80,000 sf. more than exists today. The Land Company's proposal would double the density on the site and increase the plan-wide unit count by 15 percent. This will generate significant additional traffic on Connecticut Avenue and especially Chevy Chase Lake Drive, presently a dead-end street. Overdevelopment on this site would further reduce traffic capacity in the plan area and impair the ability of other sites, particularly HOC, to redevelop.

Furthermore, the proposed 350,000 sf. office building is out of scale with other office buildings that have been proposed or built in areas like downtown Silver Spring, where approved projects on Georgia Avenue have been in the 150,000-250,000 sf. range[1], which are readily accommodated by the recommended density.

Building Height

Staff does not support 150' building heights in the plan area. As with the Chevy Chase Lake Shopping Center, staff supports an approach that maintains a consistent 6-story building height along Connecticut Avenue, with building behind that terrace up. For parity with the building height recommended for that site, staff is recommending additional building height for 8401 Connecticut Avenue: CRT 2.0, C 2.0, R 2.0, H 120. Though the zone will allow up to 120', sector plan and design guideline language will specify that along Connecticut Avenue, the building height must step down to six stories.

Issue 9: Chevy Chase Lake Apartments (Housing Opportunities Commission)

The plan proposes to rezone the Chevy Chase Lake Apartments, located on the north side of Chevy Chase Lake Drive east of Connecticut Avenue, from R-30 to CRT1.0, C0.25, R1.0, H65 (p. 57), after the Purple Line.

Testimony:

The HOC is requesting to double the recommended density to 505,000 sq. ft., at 2.0 FAR, to accommodate 400 dwelling units. HOC is also requesting a maximum building height of 8 stories at the western edge of the property, stepping down to 4 stories on the eastern edge. The additional building height is intended in part to off-set the loss of buildable site area due to the potential location, in whole or in part, of the recommended new road between Manor Road and Chevy Chase Lake Drive on the western edge of the site.

Three testimonies, including CACC and the Coquelin Run Citizens Association, (171/279, 172, 216) oppose additional density and height at the HOC site; one testimony (219), from the Village of Martin's Additions, supported additional height and density.

Staff response:

Staff does not recommend additional density on the site. The recommended density on the roughly 5-acre site would yield about 230 units. There are 68 apartments on-site today, one-quarter of which (17) are affordable housing. The recommended zoning would triple the yield of the site as well as accommodate the 10% public use space requirement – about ½-acre. Doubling the density would significantly increase local traffic on Chevy Chase Lake Drive and nearby intersections.

[1] 8711 Georgia Avenue: 150,000 sf.; 8621 Georgia Avenue 190,000 sf.; 8515 Georgia Avenue: 255,000 sf.

To afford additional flexibility in accommodating the recommended new street, which is an essential component of the new Town Center, staff supports HOC's request for additional height adjacent to the 8401 Connecticut Avenue property. Specifically, of the four parcels that comprise the HOC site, staff recommends rezoning the western two to CRT1.0, C0.25, R1.0, H80. The eastern two would remain with a maximum building height of 65' as originally recommended. Design guidelines would provide further guidance on transitioning to lower building heights moving toward the existing 3-story condominium building.

Issue 10: Vision revisited

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 11: Newdale Mews revisited: phasing

Testimony:
The owner has 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.

Practically all who provided testimony on the Newdale Mews recommendations strongly opposed rezoning the property before the Purple Line.

Staff response:
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.

Staff recommends retaining Newdale Mews in the second phase.

Issue 12: Howard Hughes Medical Institute

Howard Hughes Medical Institute (HHMI) is located on the west side of Connecticut Avenue between Jones Bridge Road and Manor Road. The 36-acre campus is zoned R-90, with a Special Exception for a Charitable and Philanthropic Institution. Because HHMI did not participate in the sector plan process until after Staff Draft Sector Plan was written, the plan did not recommend new zoning for the site, but provided recommendations for the site were it to expand as a Special Exception or be developed in the future as an R-90 property.
HHMI requested (289) that their zoning be changed so that a Special Exception is no longer required for their land use; that the maximum density on the site be increased from 0.25 FAR, the maximum allowed for a Special Exception in the zone, to 0.5 FAR; and that the maximum building height be increased from 35', again the maximum allowed by the Special Exception, to 65'.

Two testimonies (171/279, 219), including that of CACC and the Village of Martin's Additions, said that HHMI should remain a Special Exception use, with CACC further stipulating that any density awarded to HHMI should be taken away from another property.

Three testimonies (148, 199, 291) recommended that), including the Chevy Chase Hills citizens association, wanted any new development at HHMI respect the neighborhood character of adjacent Chevy Chase Hills.

Chevy Chase Section 3 (203/277) recommends HHMI to be included in the plan so that traffic impacts could be addressed holistically.

Staff response:
Staff recommends rezoning the HHMI property from R-90 to LSC, the Life Science Center zone. This zone requires approval of a site plan (59-C-5.476 (a)) that is:

> consistent with the recommendations of the applicable master or sector plan, including general design principles recommended by the applicable master or sector plan and design guidelines adopted by the Planning Board to implement the applicable master or sector plan.

The zone further requires that "as part of its site plan, the applicant must submit for approval comprehensive design standards that address building types and facades…"

Staff recommends limiting development at HHMI to a maximum 0.5 FAR with no housing or retail uses. Uses would be limited to the administrative and conference center functions currently in operation. Staff recommends a maximum building height of 65', with design guidelines to address compatibility.

Staff further recommends modifying the allowed use table for the LSC zone (59-C-5.2) to add "Charitable and Philanthropic Institution". It is not currently listed. Two uses currently permitted in the zone that might cover HHMI include "conference center (without lodging facilities)" and "corporate,

administrative or business offices for companies principally engaged in health services, research and development, or high technology industrial activities." Adding the use as permitted will provide additional clarity and certainty.

Staff recommends a two-step zoning for HHMI. The currently approved Special Exception limits density on the site to 0.18 FAR. The maximum density allowed for this Special Exception use is 0.25 FAR. HHMI can apply for this additional density at any time through the Special Exception process. As stated above, the development review requirements for the LSC zone require consistency with the sector plan and sector plan design guidelines, as well as the creation of comprehensive site and project specific design guidelines. The review of such a proposed development would include public participation both during the review process and before the Board. Staff believes it is a reasonable compromise to rezone HHMI before the Purple Line for 0.25 FAR, and again after the Purple Line to 0.5 FAR. The plan recommendations and design guidelines would be applied to any development both before and after the Purple Line. Given the uncertain timing of the Purple Line, this approach balances the desire of HHMI to have the flexibility for modest expansion over the near term with the community's concern about oversight and involvement.

Issue 13: Ownership of open space

The sector plan recommends two new publicly owned parks, one on the shopping center site (p. 38) and a second at Chevy Chase Lake Apartments (p. 57).

Testimony:
Seven testimonies, including the Land Company and the Greater Bethesda-Chevy Chase Chamber of Commerce (GBCCCC), (nos. 140, 260, 261, 269, 282, 285, 288) suggested the recommended parks be privately owned to facilitate a consistent standard of maintenance that the Parks Department might not be able to maintain.

CACC (nos. 171/279) testified that if the parks are in private ownership, public rights on the property should be clearly delineated.

Staff response:
Staff acknowledges the comments from the public at the October 18, 2012 public hearing concerning the maintenance of the proposed urban park at the shopping center, but believes that this is a separate issue from the ownership of the park. Staff believes that the proposed civic green urban park should be publicly owned to ensure that it remains a truly civic space in perpetuity. Staff recognizes the need for developing maintenance standards that will ensure a high level of maintenance for the park and that these standards will be discussed and developed in detail during the development review process for the project. Staff also recognizes that there are many options for the maintenance and management of the park and options for funding the maintenance that will need to be worked out with the community and the developer. Staff is willing to work with the property owners if there becomes a need to locate parking under the proposed civic green urban park.

Issue 14: Location of the new road

The sector plan recommends a new road between Manor Road and Chevy Chase Lake Drive under the elevated Purple Line track (p. 40).

Testimony:
Chevy Chase Park (275) specifically supported the new road.

Staff response:
The sector plan does not precisely locate the new road beyond the terminating cross-streets, looking to the development review process to accomplish that. Before the Purple Line, the shopping center development will locate the northern leg of the new road. Redevelopment of the properties south of the Purple Line, recommended to take place after Purple Line funding, will then have to coordinate the southern leg of the new road. Given the Maryland Transit Administration (MTA) Purple Line engineering schedule, however, there will likely need to be a separate coordination process between MTA and the affected property owners, the Land Company and HOC, to more precisely locate the road.

Staff maintains that development process, with its greater level of specificity, and not the sector plan, is the appropriate tool to locate the road.

Issue 15: Pedestrian path across Coquelin Run

The Staff Draft did not recommend a pedestrian path across Coquelin Run connecting the Hamlet Neighborhood to Chevy Chase Lake Drive. At the pre-public hearing worksession, the Planning Board requested staff provide additional analysis showing the feasibility of such a path. This was provided for the Public Hearing Draft (p. 88).

Testimony:
Forty-eight testimonies opposed the pedestrian connection as unwanted and unsafe.

Staff response:
While staff supports expanding accessibility throughout the plan area, analysis shows significant practical impediments to implementing a pedestrian crossing to the Hamlet neighborhood. Staff does not recommend a pedestrian connection across Coquelin Run between the Hamlet Neighborhood and Chevy Chase Lake Drive.

Issue 16: East-West Highway/Brookeville Road intersection study

To provide safe pedestrian and bike crossing on East West Highway, the sector plan recommends studying improvements for the Brookville Road and East West Highway intersection.

Testimony:
Both Chevy Chase Village (204) and Section 3 of the Village of Chevy Chase (203) recommended against adding a traffic light at the intersection of East-West Highway and Brookeville Road.

Staff response:
Retain the recommendation. It is for further study only, and does not specifically or necessarily include a traffic signal.

Issue 17: Bicycle Access

The sector plan recommends a network of new bicycle access facilities in Chevy Chase Lake (p. 46).

Testimony:
The Montgomery Bicycle Advocates (314) provided comments about further improving north-south bicycle connectivity. See the specific comments italicized in the staff response section below.

Staff response:
Street B-1
The Sector Plan bikeway network does not include a bikeway recommendation on the new Business District Street, B-1.

Montgomery Bicycle Advocates (MoBike) believes this street should have an on-road bikeway. They prefer bike lanes rather than a signed shared roadway. (Bike lanes are exclusive space for bicycles that are about 5 ft. wide and can provide a greater level of comfort to bicycles on higher speed / higher volume roads. Signed shared roadways are shared space between bicycles and motor vehicles.) However, if the plan states that the street will be bike-friendly without providing additional width to accommodate bike lanes, a signed shared roadway would be acceptable. They reference Maryland Ave., adjacent to the Rockville Library, as the type traffic calming that is needed to achieve a bike-friendly street.

We agree that street B-1 should be a designated bikeway, but believe that a signed shared roadway with traffic calming is preferable to bike lanes for the following reasons:

- Traffic volume and speeds on Business District streets are typically low. The sector plan recommends a target speed of 25 mph, however, traffic calming is implemented by MCDOT.
- One of the goals of the sector plan is "promoting pedestrian-oriented, mixed use development in the Town Center." One way this is achieved is by keeping the distance between curbs as narrow as possible to reduce pedestrian crossing distances and to reduce traffic speeds.
- Widening the section to include bike lanes would increase the cost of accommodating street B-1 beneath the Purple Line and Capital Crescent Trail.

Connection between Chevy Chase Lake Drive and the Hamlet Neighborhood
The Sector Plan recommends north-south access for bicycles along Connecticut Ave and Jones Mill Rd.

MoBike recommends an additional north-south bicycle connection from Chevy Chase Lake Drive through the Hamlet neighborhood, crossing East-West Highway at Glendale Rd.

We disagree with this recommendation because the difference in elevation between Chevy Chase Lake Drive and the Hamlet neighborhood is substantial. A bikeable connection would require a large switchback ramp to make it accessible. In addition, the intersection of East-West Highway and Glendale Road is not signalized, so it would be difficult for cyclists to cross.

Dual Bikeway on Manor Road
The sector plan recommends a shared use path, LB-1, on Manor Road.

MoBike recommends a dual bikeway with both a shared use path and an on-road bikeway, preferably bike lanes, though a signed shared roadway would be acceptable.

We agree that Manor Road could be a designated as a dual bikeway, but believe that a shared use path and a signed shared roadway designation are preferable (over a shared use path and bike lanes designation) for the following reasons:

- No other street in the immediate area has a bike lane designation.
- The function and character vision for Manor Road with bike lanes may not be in line with the functional need to provide bike lanes along the roadway.
- Bike lanes and potentially its effect of additional 10 feet of pavement along Manor Road may not be consistent with the goals of the sector plan, which strives to promote walkability and safe crossing along Manor Road (given the existing residential development and elementary school to the north side of Manor Road), avail on street parking in close proximity to the mixed-use center, reduce pedestrian crossing distances, and reduce traffic speeds.

Connecticut Ave Bikeway

The sector plan recommends a shared use path on the east side of Connecticut Ave.

MoBike also agrees that a shared use path is needed along the east side of Connecticut Ave. This path should be designed to minimize conflicts between cyclists and pedestrians, especially between Manor Road and Chevy Chase Lake Drive, and could be implemented as two-way cycle tracks in this location. They believe that bikes also need to be accommodated on the west side of Connecticut Ave because this would enable cyclists traveling from Jones Bridge Road to cross Connecticut Ave using the Capital Crescent Trail bridge, avoiding traffic, rather than at the intersections with Jones Bridge Road and Manor Road.

We agree that the bikeway on the east side of Connecticut Ave should transition from a shared use path to a two-way cycle track between Manor Road and Chevy Chase Lake Drive due to the large number of pedestrians that can be expected in this area. We disagree with the need to provide a shared use path on the west side of Connecticut Ave so that cyclists can cross Connecticut on the Capital Crescent Trail. The intersection of Connecticut Ave and Jones Bridge Road will be much improved for cyclists once the BRAC improvements are complete. Cyclists crossing on the south leg of an intersection typically face two conflicts when they have a green light: westbound left turning vehicles and eastbound right turning vehicles. The more dangerous of the two conflicts – the westbound left turning vehicles – is not permitted at this intersection (traffic must instead use Manor Road). And the conflict with eastbound left turning traffic will be improved with the elimination of the free right turn by the BRAC intersection improvement.

Additional Items

A bikeway connection is needed on the west side of Connecticut Ave from the Capital Crescent Trail to the future signalized intersection at Laird Place.

Staff does not recommend this connection. A shared-use path already recommended for the east side of Connecticut Avenue will provide sufficient connectivity.

Attachments

1. Montgomery County Public School Information
2. Chevy Chase Land Company Binder
3. Housing Opportunity Commission comments