

## Chevy Chase Lake Sector Plan

Staff-Planning Board Draft

June 2012January 2013

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Montgomery County Planning Department

M-NCPPC

MontgomeryPlanning.org

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## Abstract

This Plan contains the text and supporting maps for a comprehensive amendment to the 1990 *Bethesda-Chevy Chase Master Plan*, as amended. It also amends the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery County*, as amended; the *Master Plan of Highways within Montgomery County*, as amended; and the *Countywide Bikeways Functional Master Plan*, as amended.

This Plan focuses on land use, appropriate density, mobility, and public facilities for the 380 acres surrounding the proposed Purple Line station at Connecticut Avenue. It makes recommendations for zoning, urban design, the transportation network, and the environment.

## Source of Copies

The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

Online at [www.MontgomeryPlanning.org/community/chevychaselake](http://www.MontgomeryPlanning.org/community/chevychaselake)

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Prepared by the  
Montgomery County Planning Department

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Online at: [www.MontgomeryPlanning.org/community/chevychaselake](http://www.MontgomeryPlanning.org/community/chevychaselake)

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## Introduction

Located between the busy centers of Bethesda and Silver Spring, Chevy Chase Lake is an established residential community with a neighborhood shopping center, the Capital Crescent bike trail, and the wooded Coquelin Run stream valley. At the end of the one-time Chevy Chase trolley line on Connecticut Avenue and established over the course of more than a century, Chevy Chase Lake exemplifies what the 1990 *Bethesda-Chevy Chase Master Plan* called “the high quality of life to which citizens of Bethesda-Chevy Chase are accustomed.”

The purpose of this Plan is to build on community assets to create a better “town center,” in a way that fits with the community’s character. The Plan also recommends replacing outdated commercial zoning with new mixed-use zones that encourage more housing, including affordable housing. This will help bolster local businesses and add new public open spaces, with gathering areas and playgrounds. The Plan also introduces new alternatives for getting around in Chevy Chase Lake, including the planned light rail system, the Purple Line.

**Insert** Map 1 Community Resources

## The Foundation: The Chevy Chase Lake Community

*The Chevy Chase Lake Sector Plan* covers an area of about 380 acres between Rock Creek Park to the east, the Columbia Country Club to the west, Jones Bridge Road to the north, and East West Highway to the south. It enjoys both the benefits of a quiet suburban neighborhood and the convenient proximity of local shopping, the Capital Crescent Trail and Rock Creek Park, and nearby Bethesda, Silver Spring, and the District of Columbia.

### Land Use

Chevy Chase Lake is first a residential community, with many different types of housing. Along the edges of the planning area the neighborhoods are predominantly single-family detached homes. However, townhouses and low-rise garden apartments are along the Capital Crescent Trail, with taller apartment buildings for seniors along Connecticut Avenue.

**Insert photos 1, 2, 3, 4**

A number of shops and businesses, both large and small, are also located along Connecticut Avenue near the Capital Crescent Trail. The larger include the Chevy Chase Supermarket, the T.W. Perry lumber yard, and a 13-story office building. The smaller businesses include a bike shop, gas stations, dry cleaners, a bank, clothing stores, restaurants, a café, and beauty parlor.

**Insert photo 5**

The community has numerous civic uses, including North Chevy Chase Elementary School, a public library, a fire station, and social and religious organizations.

**Insert** Map 2 Existing Land Use

### Access

Getting where you want to go in Chevy Chase Lake can be a challenge. The community is served by four major roads—Connecticut Avenue, East West Highway, Jones Bridge Road, and Jones Mill Road—that handle the majority of automobile traffic. During the morning and evening rush these roads, particularly Connecticut Avenue, are congested, with the bulk of the traffic passing through the community to Bethesda, Silver Spring, the Beltway, and DC.

Ideally, local traffic would be able to avoid these major roads by using neighborhood streets. But in Chevy Chase Lake, the neighborhood streets do not form a connected network. They do not cross Coquelin Run, the Capital Crescent Trail, Rock Creek, or the Columbia Country Club. Consequently, individual neighborhoods are isolated from each other and must rely on the major roads, even to get to neighborhood shops.

Insert photos 6, 7

For bicyclists, however, the Capital Crescent Trail crosses boundaries that local streets do not. Running in the path of the former Georgetown Branch railroad, the Capital Crescent Trail goes from Georgetown, in DC, through downtown Bethesda, across Connecticut Avenue and Rock Creek Park, and into downtown Silver Spring. Cyclists can access the trail at both Connecticut Avenue and Jones Mill Road. The community is also served by county and metropolitan bus lines.

Insert photo 8

Insert Map 3 Existing Community Access

## Environment

Chevy Chase Lake is known for its shaded, tree-lined streets—over 50 percent of the Plan area is shaded by trees—and the wooded Coquelin Run stream valley weaves through the community. The stream valley is largely in private ownership and only a portion (within the unbuilt Coquelin Run Parkway) is on public land. Once the source and location of Chevy Chase Lake, the stream valley is largely wooded and contains diverse wildlife, and a secluded waterfall. However, the persistence of invasive plant species and erosion caused by uncontrolled stormwater runoff threaten its health.

Insert photo 9

Insert Map 4 Tree Canopy Cover

## Community Character

The primary focus of this Plan is to preserve and build on the distinct character of Chevy Chase Lake. Chevy Chase Lake began at the junction of two rail lines: the Georgetown Branch freight line and the Rock Creek Railway's Chevy Chase streetcar. At the turn of the 20<sup>th</sup> century, Chevy Chase Lake was the northern terminus of the streetcar line, which helped create the suburb of Chevy Chase along the extension of Connecticut Avenue, from the District of Columbia.

The lake, a man-made reservoir created by damming Coquelin Run, was used to cool the power plant that supplied electricity to the streetcars. Until the Great Depression, the community was a summertime getaway for city residents, with an amusement park, band shell, and rowing on the lake. Across Connecticut Avenue, the Chevy Chase Lake Swimming Pool opened in 1927, drawing guests from the surrounding communities for over forty years. Freight trains continued to run along the Georgetown Branch until the 1980s.

The community has two historic sites designated on the *Master Plan for Historic Preservation*. Hayes Manor, built in 1767 on what is now the campus of the Howard Hughes Medical Institute, is one of the earliest and best-preserved examples of Georgian style architecture in the region. The Chevy Chase Lake Streetcar Station site, located on Connecticut Avenue opposite Chevy Chase Lake Drive, was the northern terminus of the streetcar that served local residents and day-trippers attending the Chevy Chase Lake amusement park.

Insert photos 10, 11, 12 with source lines

Insert Map 5 Historic Resources

Despite the challenges posed by traffic congestion, the houses, shops, and tree-lined neighborhood streets fit well together, creating a place with a distinct community character:

- The overall lower building heights combine with the numerous shop windows, awnings, stoops, and architectural details to create a residential and pedestrian-friendly scale.
- The shopping center and many of the homes and apartment buildings have a traditional architectural character.
- The buildings are well integrated into the landscape of trees, hills, and streams.

## Planning Context

This Sector Plan is a comprehensive amendment to the 1990 *Bethesda Chevy Chase Master Plan* (B-CC Plan). That plan was developed in conjunction with the 1990 *Georgetown Branch Master Plan*, which recommended a transit line between Bethesda and Silver Spring, with a station at Connecticut Avenue.

The B-CC Plan served to protect the residential communities in the planning area. It also focused new employment in the Bethesda and Friendship Heights central business districts, the Westbard Sector Plan area, and the Federal employment centers of NIH and what is now the National Naval Medical Center. It promoted moderate levels of development and encouraged transportation alternatives.

**Insert** Map 6 Master and Sector Plan Areas

For Chevy Chase Lake, the B-CC Plan recommended maintaining “the community-oriented shopping area, with its mix of nearby public facilities and several office buildings, surrounded by a variety of housing types,” while enhancing open space, the diversity of housing and retail, and “the visual quality of the study area.”

To do this, the B-CC Plan did three things in Chevy Chase Lake:

- replaced existing high-density industrial zoning with lower-scale commercial zoning “appropriate for the scale and uses” of the area
- reconfirmed high-density existing zoning for larger-scale uses that had already been built (a 13-story office building), or were under construction (a 16-story multifamily senior housing building)
- reconfirmed low-density existing zoning for small-scale residential and commercial uses.

The B-CC Plan emphasized that its recommendations were appropriate for the scale of Chevy Chase Lake, with or without the proposed transit line. The *Georgetown Branch Master Plan* reconfirmed those land use and zoning recommendations. The 2010 *Purple Line Functional Plan* expanded on the recommendations of the *Georgetown Branch Master Plan* to construct a transit line between the Bethesda and New Carrollton Metro Stations, with a station at Connecticut Avenue in Chevy Chase Lake. The functional plan further recommended that this section of the Purple Line be elevated, with a bridge crossing over Connecticut Avenue, and with an elevated station platform on the east side of the avenue.

The *Chevy Chase Lake Sector Plan* springs from discussions with the community and aims to create a Town Center better in many more ways than today, with more housing, shops, and open space and with better access. The future Purple Line will be a significant way to get to and from Chevy Chase Lake, but it will not be the only way. While the Sector Plan recommendations are based on the current configuration of the Purple Line station, as stated in the functional plan, any significant changes to the future location or design of the station strongly suggest rethinking the Sector Plan’s recommendations.

**Insert text sidebar**



The Plan's recommendations emphasize mixed residential development, a shift from the current commercial zoning that will help balance the area's jobs-housing ratio.

## Community Outreach and Partnerships

From the very beginning of the planning process, the Planning Department reached out to the community, including residents, property owners, and local governments. Employing outside facilitators, the Department held a series of meetings over many months to understand how the community viewed itself and its past, present, and future. Highlights of the public engagement efforts include:

- *Open House*, where planning staff introduced the planning process and listened to community and developer concerns
- *Major Landowners Forum*, held with the Chevy Chase Land Company, Montgomery County Housing Opportunities Commission, and Howard Hughes Medical Institute to present their visions for a future Chevy Chase Lake to the public
- *Community Design Workshop*, where residents, property owners, and others shared what they would like to see preserved, enhanced, and created in Chevy Chase Lake
- *Individual Community Meetings*, where staff listened and spoke to home-owners associations and local governments
- *Presentation of Initial Recommendations*, with the Planning Director and staff answering questions from the public.

### Insert photo 13

From these meetings and numerous other conversations, the Department received feedback, which was consistent, and largely reflected the goals and objectives of the 1990 Master Plan: Chevy Chase Lake could grow and improve, but without losing its character and sense of identity. The following principles grew from these conversations:

- Future development in Chevy Chase Lake should be limited to the commercial area and remain “local” in character and identity, not a destination; preserving residential areas.
- The existing commercial area should become a low- to medium-scale village center with expanded affordable housing, a diversity of community-serving retail and restaurants, and a central green space. New office space should be limited to small-scale professional and/or doctor and dentist uses. Any new hotels should be small, at the scale of an inn.
- Traffic flow along Connecticut Avenue should be improved, while at the same time enhancing the pedestrian experience and crossing safety. Future development at Chevy Chase Lake should be tied to transportation/transit improvements.
- Access, primarily pedestrian and bicycle, from the surrounding residential neighborhoods to both the commercial area and nearby trails should be improved and expanded. New development should feature wide landscaped sidewalks. Transit opportunities and facilities should be similarly improved and expanded.
- Chevy Chase Lake should feature a diverse network of open spaces for active and passive recreation, centered on a space in the commercial area that could accommodate community events, such as a farmers’ market, and should include links to the surrounding residential neighborhoods.

In contrast, some of the larger property owners presented an alternative approach. In many respects, the two visions were alike; both focused development in the commercial area, expanded housing and retail choices, and improved access throughout the community. The differences lay in the quantity of development, in particular how tall the buildings would be. Overall, community interests favored buildings closer to the heights of a typical

existing building in Chevy Chase Lake, while developer interests envisioned much taller buildings, ranging from 15-20 stories.

## The Plan Vision

### Compatible Growth

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.~~

Advancing from the conversations and input gained at public meetings, the Plan is based on a framework of planning themes "preserve, enhance, create." Each is addressed in its own section of the plan and clarified below.

#### Screen or graphic treatment consistent with section headings

**Preserve** the well-established community character of Chevy Chase Lake by protecting existing residential areas, restoring Coquelin Run, and focusing new development and redevelopment in the Town Center and by defining a standard for compatibility.

**Enhance** quality of life and connectivity within and to the Chevy Chase Lake community by promoting pedestrian-oriented mixed-use development in the Town Center, improving access to different modes of transportation throughout the community.

**Create** new choices in the Chevy Chase Lake Town Center with new opportunities for local shopping, housing, public spaces, and transit.

~~Insert~~ map 7 Plan Vision

### Waiting for the Purple Line

Alternative transportation modes are seen as effective and attractive ways of moving people because Chevy Chase Lake has a limited network of interconnected roads and high traffic volumes, especially on perimeter streets. The future Purple Line will provide ready access to Bethesda, Silver Spring, and beyond, and will be an important way to get to and from 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.

#### Spread:

~~Insert~~ Illustration 1 Enhance  $\frac{3}{4}$  page with caption:

Properties to be rezoned before the Purple Line.

~~And with paragraph below on the page:~~

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.

Insert Illustration 2 Create  $\frac{3}{4}$  page with caption:

Properties to be rezoned after the Purple Line.

And with paragraph below on the same page:

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.

## Summary of Recommendations

### Land Use

Focus redevelopment in existing commercial areas to make a better Town Center.

- Reconfirm all residential zoning outside the Town Center.
- Replace existing single-use zoning with new mixed-use commercial-residential zones to expand both market rate and affordable housing options in support of community retail.
- After the Purple Line is built, accommodate about 1.52.2 million square feet of development in the Town Center, including 1,0001,300 new dwelling units.
- Development under the proposed zoning would not require new sites for schools, the library, or the fire station.
- Create two new public parksspaces, including a central community green and a public neighborhood playground.

**Insert** Table 1 Development Potential

### Access

This Plan alone cannot reduce the number of cars that move through Chevy Chase Lake at peak times and does not recommend widening Connecticut Avenue, or expanding existing rights-of-way. Instead, it focuses on enhancing the pedestrian experience and creating alternative ways to get around.

- Knit together the two sides of Connecticut Avenue with new and enhanced pedestrian crossings, on-street parking, and buildings that respect pedestrian scale and support street life.
- Integrate the Purple Line into the community by :
  - developing a new street beneath the overhead section of the Purple Line, better linking the station entrance to the adjacent neighborhoods
  - enhancing the design of the bridge over Connecticut Avenue so it better fits community character and activates the space under the bridge.
- Improve pedestrian access and safety with new routes, including upgraded sidewalks and paths.
- Implement new on-road and shared bikeways throughout the community.
- Accommodate future transit options, including the Purple Line and Rapid Transit Vehicles (RTV).

### Environment

Preserve and restore environmental features while minimizing the impact of future development.

- Restore the Coquelin Run stream valley by promoting stream and forest restoration and creating a conservation easement.
- Expand the existing tree canopy.
- Promote sustainable site and building design to mitigate negative environmental impacts.

### Community Character

Preserving the established neighborhood character of this community while allowing it to grow is the umbrella idea that covers all Plan recommendations.

- Establish qualitative criteria for compatibility with the existing community character.
- Transition between taller buildings in the Town Center and the lower buildings in surrounding neighborhoods by stepping down building heights, limiting commercial development at the edges, and focusing on architectural character.

## Screen or graphic treatment

### Preserve

**Preserve** the well-established community character of Chevy Chase Lake by protecting existing residential areas, restoring Coquelin Run, and focusing new development and redevelopment in the Town Center and by defining a standard for compatibility.

### Preserving the Neighborhood Character

The goal of preserving Chevy Chase Lake's established neighborhood character helped inform and guide the development of this plan and related zoning recommendations, including the following strategies:

#### Land use

- Reconfirm current residential zoning categories for all areas located outside the Town Center.
- Focus new growth at the Town Center to limit potential development impacts on surrounding neighborhoods.
- Implement mixed-use zoning in the Town Center to expand varied housing types, shopping, and office space opportunities and to create a critical mass of people and amenities needed to support local businesses.
- Stage development to coincide with the Purple Line as a way of helping reduce traffic volumes on busy area streets.

Insert Map 8 Preserve Land Use

#### Access

- To improve continuity, support a direct connection of the Capital Crescent Trail over Connecticut Avenue, as recommended in the *Purple Line Functional Plan*.
- Support expanded or enhanced access to the Capital Crescent Trail from all newly developed or redeveloped sites.

#### Environment

- Protect the Coquelin Run stream valley network and its associated forested slopes (not including the area of the Coquelin Run Parkway) through a Category I Conservation Easement.
- Reduce direct stormwater discharge into Coquelin Run.
- Support stream and forest restoration projects to stabilize banks, remove invasive species, restore native forest structure, and prevent further stream erosion.
- Enhance Coquelin Run Parkway as a public right-of-way that accommodates only bicycle and pedestrian use.

Insert Map 9 Preserve Environment

#### Community Character

- Implement new mixed-use zoning, applying height and density limits appropriate to the current and future scale and character of land uses in the community.

- Establish specific design guidelines that apply to architectural character, sites, open spaces, the design of streets and streetscapes, and other infrastructure. Pay particular attention to transitions between mixed-use and purely residential areas.
- Clearly define criteria that can be used to determine whether new development is compatible with existing community character.

## **Criteria for Compatibility**

Beyond the quantitative limits of zoning, new development will have to demonstrate compatibility with the character of the community. During the development review process, the Planning Board will have to make that determination with input from developers, the community, and staff. This Plan establishes three criteria to determine compatibility: Scaled for People, Tradition(al), and Nature and the Garden. The design guidelines, which accompany this Plan, provide further details.

### **Scaled for People**

The Town Center must have a welcoming human scale. Purely residential streets should be lined with two-story homes that sit close to one another and to the street. Along tree-shaded sidewalks, frequent stoops, lead walks, and entries will help create an intimate neighborhood setting. The shopping area must be similarly designed. Architectural details, shop windows, and awnings must enhance the experience at the street level. New development should be engaging for residents, workers and visitors by paying particular attention to the design details of open spaces, sites, and buildings, between the pedestrian level and approximately 30 feet above.

[Insert photos 14, 15](#)

### **Tradition(al)**

Many of the houses, apartment buildings, and shops currently share a common, traditional architectural character. This is supported through the use of consistent elements—materials are primarily brick—and the integration of architectural details in the design of buildings and streetscapes. While the direct application of traditional architectural styles may not be appropriate for every building, the architectural design of new construction should nevertheless respond to the architectural tradition of Chevy Chase Lake.

[Insert photos 16, 17](#)

### **Nature and the Garden**

Buildings in Chevy Chase Lake today are well integrated into a landscape of trees, hills, and streams. While the community has many homes and businesses, it still retains a green and leafy character, which must be respected. This can be achieved by integrating water features and native trees and plantings that reflect the prominence and historic significance of Coquelin Run and the wooded landscape of the community.

[Insert photos 18, 19](#)



Screen or graphic treatment

## Enhance

**Enhance** quality of life and connectivity within and to the Chevy Chase Lake community by promoting pedestrian-oriented, mixed-use development in the Town Center and improving access to different modes of transportation throughout the community.

### A Better Town Center

This section recommends ways to improve quality of life and enhance pedestrian, bicycle and vehicular connections in Chevy Chase Lake, before the Purple Line has been realized. The Town Center includes the commercial properties on Connecticut Avenue between Chevy Chase Lake Drive and Manor Road, plus the Newdale Mews and Chevy Chase Lake Apartments. This section focuses on the redevelopment of Chevy Chase Lake shopping center and the added flexibility of mixed-use zoning for current commercial properties. Development under the Plan's proposed zoning proposed would not require new sites for schools, the library, or the fire station.

#### Land Use

[Insert Map 10 Enhance Land Use](#)

#### *Chevy Chase Lake East Shopping Center*

Rezone from C-1, C-2, and R-30 to CRT2.0, C2.0, R2.0, H80 and CRT2.0, C1.0, R2.0, H150

The Chevy Chase Lake and Chevy Chase Lake West shopping centers are located across from one another on Connecticut Avenue, south of Manor Road. The businesses—a grocery, lumber yard, shops, restaurants, a bank, and other services—are centrally located and have ample surface parking. The shopping centers ~~are currently zoned~~ have only for commercial uses. This single-use zoning that prevents mixed-use development, where housing is built above offices, shops and restaurants, bringing in more people to create mutually supportive and sustainable land use relationships.

[Insert Map 10 Enhance Land Use](#)

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 ~~70150, along Connecticut Avenue and Manor Road~~ at Connecticut Avenue and the Purple Line station
- CRT 2.0, C ~~12.0~~, R 2.0, H ~~9080, along the elevated Purple Line~~ on the rest of the site.

[Insert Illustration 3 Enhance Land Use \(full page with key\)](#)

Consistent with the vision to keep Chevy Chase Lake as a primarily residential community, the recommended zoning prioritizes residential development, but would also permit more than the already approved 250,000 square feet of commercial and retail development, for ground-floor restaurants and shops and other uses, including office and hotel.

~~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.~~

The plan recommends a maximum building height of 150' on the portion of the site adjacent to Connecticut Avenue and the Purple Line station. Buildings must be designed to minimize their presence on Connecticut Avenue, with the design guidelines providing further guidance. On the remainder of the property, a maximum building height of 80' is recommend, and applies only to a hotel when located at the corner of Connecticut Avenue and Manor Road. All other land uses, particularly residential, should have a maximum building height of 70'. Building The Plan recommends building heights of 70 feet along Connecticut Avenue and Manor Road, which could can accommodate a six-story six stories of mixed-uses, which is residential building. This is an appropriate scale along these streets—five stories of apartments-residential 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. To ensure appropriate height relationships, buildings taller than 70 feet may not be constructed before the Purple Line has been realized.~~

The shopping center site must also include a ~~future~~ public open space. To provide the greatest public benefit, the Plan recommends a central ~~public park green space~~ of at least ½-acre, ~~to be owned and managed by the M-NCPPC Parks Department~~. The Planning Board will determine its exact location and design through the development process. ~~The initial development phase, up to 250,000 square feet of building area, must include a usable portion of this park.~~

#### Commercial Properties on the west side of Connecticut Avenue Rezone from C-1 to CRT1.0, C0.75, R0.25, H35

~~For~~ The Chevy Chase Lake West shopping center, 8500 Connecticut Avenue (Arman's Chevy Chase Service Station), and 8402 Connecticut Avenue (Parkway Custom Drycleaning) are currently zoned for single-use commercial development. , on the west side of Connecticut Avenue, the The Plan proposes rezoning these sites from C-1 to CRT1.0, C0.75, R0.25, H35. This with a new mixed-use zone that closely mirrors current heights and densities. In the later Create section of the Plan, to be implemented after the Purple Line is realized, these properties will be rezoned again to allow additional height and density.

~~South of the shopping centers on the west side of Connecticut Avenue, two properties are currently zoned for single-use commercial development: 8500 Connecticut Avenue (Arman's Chevy Chase Service Station) and 8402 Connecticut Avenue (Parkway Custom Drycleaning). Here the Plan also recommends new mixed-use zones that mirror existing development. These properties would be rezoned from C-1 to CRT1.0, C0.75, R0.25, H35. After the Purple Line, as with the shopping center properties, another zone is proposed, which would allow additional height and density.~~

~~However, the~~The Plan does not recommend rezoning the remaining commercial property at 8401 Connecticut Avenue until after the Purple Line has been realized. This property is presently covered by a mix of commercial, industrial, and multifamily zoning (C-1, I-1, and R-30).

### Howard Hughes Medical Institute

#### Rezone from R-90 to LSC

#### Insert Illustration 6 Howard Hughes Medical Institute (3/4 page with key)

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. Staff recommends rezoning the property to the Life Science Center (LSC) zone, which allows the sector plan to directly limit the type and scope of development.

The sector plan recommends limiting development at HHMI to a maximum 0.5 FAR with no housing, commercial, or retail uses. Uses would be limited to the administrative and conference center functions currently in operation. The sector plan recommends a maximum building height of 65', with design guidelines to address compatibility. The plan further recommends modifying the allowed use table for the LSC zone to add "Charitable and Philanthropic Institution".

Redevelopment at HHMI under the LSC zone will trigger a public use space requirement, which the design guidelines address.

### Remaining sites

~~Finally, the~~ plan recommends reconfirming current zoning categories for all other lands outside the Town Center and on specific properties within the Town Center:

- Chevy Chase Lake West parking lot along Loughborough Place
- Newdale Mews
- Chevy Chase Lake Apartments.

Insert Map 11 Existing Zoning

Insert Map 12 Enhance Zoning

## Access

### Roadways

Traffic congestion during the morning and evening rush hour on Connecticut Avenue, and the other major roads in Chevy Chase Lake, is a major community concern. Data show that on Connecticut Avenue the majority of that traffic, about 80 percent of the morning and evening rush, is pass-through. The current traffic generated by trips to and from Chevy Chase Lake is, relatively low.

Insert Map 13 Enhance Access

~~But,~~ development and redevelopment allowed by new zoning will increase local traffic within Chevy Chase Lake. The Plan takes a number of steps to address that issue, the key being the new zoning designations. The recommended mixed-use zoning distributes most of the density to residential uses, which in general generate less traffic than commercial ones. The recommended total for new development, about 1.7 million square feet, includes roughly 1,000 new dwellings, equivalent to about one million square feet. This mix is projected to

generate about as much traffic as would be generated under the current single-use commercial and multifamily zoning alone.

New traffic generated by specific development proposals will also be addressed through traffic mitigation improvements. The most congested intersections in the Plan area are Connecticut Avenue and Jones Bridge Road and Connecticut Avenue and East West Highway. Improvements to the intersection of Connecticut and Jones Bridge Road have been planned as part of the federal Base Realignment and Closure (BRAC) program to address new traffic associated with the National Naval Medical Center. The initial stages of these multi-phase improvements are already being implemented. For the intersection of Connecticut Avenue and East West Highway, the Plan does not recommend comprehensive intersection improvements due to right-of-way limitations.

Planning Department and Planning Board review of specific development proposals will identify additional improvements, based on the limits of the local road network. To enhance that network, and to make congested roads function better, the Plan recommends:

- A new public street from Manor Road to Chevy Chase Lake Drive that links beneath the elevated section of the Purple Line and Capital Crescent Trail. The final location will be determined during the development review process for affected properties and its full measure will not be realized until after the Purple Line has been constructed. The final design of the supporting structure for this elevated section should accommodate the recommended right of way in a safe and inviting fashion.

This street may be implemented as a private street subject to the following conditions:

- Public easements must be granted for the roadway and be reviewed and approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Montgomery County Department of Transportation (MCDOT) for connectivity and consistency with the Sector Plan prior to acceptance of the easement.
  - The design of the road must follow or improve upon the corresponding Road Code standard for a similar public road, unless approved by MCDOT and the Planning Board at the subdivision review stage or otherwise specified in the Plan.
  - Installation of any public utilities must be permitted within such easement.
  - The road must not be closed for any reason unless approved by MCDOT.
  - Approval from the Department of Fire and Rescue Services must be obtained for purpose of fire access.
  - The public easement may be volumetric to accommodate uses above or below the designated easement area.
  - The County may require the applicants to install appropriate traffic control devices within the public easement, and the easement must grant the right to the County to construct and install such devices.
  - Maintenance and liability agreements will be required for each easement area. These agreements must identify the applicants' responsibility to maintain all of the improvements within their easement area in good fashion and in accordance with applicable laws and regulations.
- 
- As properties along Connecticut Avenue redevelop, consolidate and minimize the number and width of driveways, whenever possible.
  - Support intersection improvements at the Connecticut Avenue and Jones Bridge Road/Kensington Parkway intersection that are related to the BRAC initiative.
  - To provide safe pedestrian and bike crossing on East West Highway, study improvements for the Brookville Road and East West Highway intersection.

Table 2 Street and Highway Classifications

roadway facility	master plan of highways number	limits	minimum r.o.w. <sup>1</sup> (feet)	number of lanes <sup>2</sup>	target speed	design standard <sup>3</sup>
Connecticut Ave (MD 185)	M-7	Jones Bridge Rd to East West Hwy	120 <sup>4</sup>	6 Lane divided <sup>5</sup>	35	2008.01 Modified
East West Hwy (MD 410)	M-20	Connecticut Ave to Jones Mill Rd	120	4	35	2008.01 Modified
Jones Bridge Rd	A-65	Rockville Pike to Connecticut Ave	80	4	35	2004.01 Modified
Jones Bridge Rd	P-7	Connecticut Ave to Jones Mill Rd	70	2	25	2003.11 Modified
Jones Mill Rd	P-8	Jones Bridge Rd to East West Hwy	70	2	25	2003.10 Modified
Manor Road	P-14	Connecticut Ave to Jones Bridge Rd	70	2	25	2003.11 Modified
CCL East – New Street	B-1	Chevy Chase Lake Dr to Manor Rd	60	2	25	2005.01 Modified

Notes:

1. Reflects minimum right-of-way, and may not include lanes for turning, parking, acceleration, deceleration, or other auxiliary travel lanes. Rights-of-way are measured symmetrically from the roadway centerline.
2. Refers to the number of planned through travel lanes for each segment.
3. Reflects the most representative roadway cross section.
4. This proposed minimum does not include any additional right-of-way that may be required to accommodate the Purple Line crossing. Additional right-of-way requirements will be determined at the time of final design or at the time of subdivision using latest project-level plans available.
5. The BRAC improvements at the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection will include a fourth northbound through lane along Connecticut Avenue, north of Manor Road to the Capital Beltway (I-495), and a continuous southbound right-turn lane along Connecticut Avenue, from the Capital Beltway Inner Loop southbound off-ramp to Jones Bridge Road.

Insert Map 14 Roadway Classifications

**Pedestrian and Bicycle**

Today, Connecticut Avenue divides the Town Center, as two separate places. The supermarket and shops of the Chevy Chase Lake shopping center on the east side of the avenue are isolated from the coffee shop, eateries, and other businesses on the west side. While it is possible to cross Connecticut Avenue on foot, few people do.

For the Town Center to be successful, pedestrians must have a distinct and welcoming experience. Especially for those blocks between Chevy Chase Lake Drive and Manor Road, Connecticut Avenue must be transformed from what is primarily a through-way, dedicated to moving vehicles through Chevy Chase Lake, to a pedestrian-oriented avenue that invites people to stay, making Town Center a whole place and more inviting to pedestrians and cyclists. The design guidelines provide further details on this topic.

Insert photo 20

Insert Illustration 4 Enhance Access (3/4 page with key)

The Plan recommends knitting the two sides of the Town Center together, across Connecticut Avenue, by:

- enhancing existing street crossings with sidewalk, crosswalk, and median improvements
- providing a new signalized crosswalk at the Connecticut Avenue/Laird Place intersection
- allowing on-street parallel parking during off-peak hours along Connecticut Avenue, between Manor Road and Chevy Chase Lake Drive
- installing a distinctive and human-scaled streetscape, including sidewalk paving, streetlights, street trees, integrated stormwater management, and placing all utilities underground.

Additionally, the Plan recommends enhancing and expanding the network of sidewalks and paths within the community.

- Implement a natural surface pedestrian path within the Coquelin Run Parkway right-of-way, between Chevy Chase Lake Drive and Jones Mill Road.
- Upgrade the existing sidewalk along the east side of Jones Mill Road, between Jones Bridge Road and East West Highway, to *Road Code* standards.
- Construct a sidewalk along East-West Highway between Glengalen Lane and Jones Mill Road/Beach Drive.
- Expand pedestrian and bicycle access to the Capital Crescent Trail, where feasible.

Construct a shared-use path (a wide sidewalk that accommodates both pedestrians and bicycles) along:

- the east side of Connecticut Avenue, between Blackthorn Street and Chevy Chase Lake Drive, and between Manor Road and Jones Bridge Road
- the south side of Jones Bridge Road, between Connecticut Avenue and Manor Road
- Manor Road, between Connecticut Avenue and Jones Bridge Road
- Coquelin Run Parkway, between the Jones Bridge Road/Manor Road intersection and Chevy Chase Lake Drive, with a connection to the Capital Crescent Trail and Coquelin Terrace
- the south side of Newdale Road between the Capital Crescent Trail ramp and Connecticut Avenue
- the west side of Connecticut Avenue between Newdale Road and Laird Place-

Implement a signed, shared bikeway (on-street ~~bike lanes~~bikeway):

- along Jones Bridge Road, between Rockville Pike and Jones Mill Road.
- along Jones Mill Road, between East-West Highway and Jones Bridge Road.
- on Chevy Chase Lake Drive, between Connecticut Avenue and the proposed Coquelin Run Parkway shared-use path
- along Kensington Parkway, between Connecticut Avenue/Jones Bridge Road and Inverness Drive.
- between Jones Bridge Road and Kensington Parkway along:
  - Montgomery Avenue, between Inverness Drive and Jones Bridge Road
  - Inverness Drive, between Kensington Parkway and Montgomery Avenue
- between Connecticut Avenue and Brookeville Road along:
  - Blackthorn Street, between Connecticut Avenue and Glendale Road
  - Glendale Road, between Blackthorn Street and Woodbine Street
  - Woodbine Street, between Glendale Road, Brookville Road, and Beach Drive.
- along Manor Road between Connecticut Avenue and Jones Bridge Road.
- along New Street B-1 between Manor Road and Chevy Chase Lake Drive.

Construct a cycle track along the east side of Connecticut Avenue between Chevy Chase Lake Drive and Manor Road

Table 3 Bikeway Classifications

route number	name	type	limits	status	description
DB-46	Jones Bridge Rd	Dual Bikeway: Shared use path and signed shared roadway	Rockville Pike (MD 355) and Manor Rd <sup>1</sup>	Under construction/ Proposed	Closes a gap in the east-west, off-road bicycle network between Bethesda and Silver Spring. Connects to Bethesda NNMC and NIH, HHMI, CCL Purple Line Station, and Capital Crescent Trail
SP-6	Georgetown Branch Interim Trail (Future Capital Crescent Trail)	Shared-use path	Bethesda CBD to Silver Spring CBD	Existing (through the sector plan area with a temporary crushed stone surface)/Proposed	Provides direct off- road bikeway/trail connection between Washington, D.C., Bethesda CBD, and Silver Spring CBD
SP-81	Connecticut Ave (MD 185)	Shared-use path	<del>Blackthorn St</del> Manor Rd to Jones Bridge Rd <sup>2</sup> ; <del>Blackthorn St to Chevy Chase Lake Dr<sup>2</sup></del>	Proposed	Closes a gap in the north-south, off-road bicycle network between CCL Purple Line Station, HHMI, Capital Crescent Trail, Bethesda NMC and NIH, and Washington, D.C.
<u>CT-1</u>	<u>Connecticut Avenue (MD 185)</u>	<u>Cycle Track</u>	<u>Chevy Chase Lake Dr to Manor Rd</u>	<u>Proposed</u>	<u>A segment of the Connecticut Avenue bikeway that provides separation for cyclists from vehicular and pedestrian traffic in an area that will have substantial activity</u>
LB-1	Manor Rd	<del>Dual Bikeway: Shared use path and signed shared roadway</del> <del>Shared- use path</del>	Connecticut Ave to Jones Bridge Rd	Proposed	Provides a direct <u>on- road and</u> off-road bikeway connection between the adjacent neighborhoods, Connecticut Ave, Jones Bridge Rd, and Coquelin Run to the proposed Chevy Chase Lake Town Center and Purple Line station
SP-82	Coquelin Run	Shared-use path	Chevy Chase Lake Dr to Jones	Proposed	Provides a direct off- road connection

			Bridge Rd/Manor Rd		between Capital Crescent Trail and adjacent neighborhoods, Jones Bridge Rd, Chevy Chase Lake Dr, the proposed Chevy Chase Lake Town Center/Purple Line tation and Connecticut Ave
SR-29	Kensington Pkwy	Signed shared roadway	Connecticut Ave to Beach Dr	Proposed	Provides north-south on-road connection
SR-66	Montgomery Ave	Signed shared roadway	Jones Bridge Rd to Inverness Dr	Proposed	Provides north-south on-road connection
SR-66	Inverness Dr	Signed shared roadway	Kensington Pkwy to Montgomery Ave	Proposed	Provides north-south on-road connection
SR-67	Jones Bridge Rd	Signed shared roadway	Manor Rd to Jones Mill Rd	Proposed	Provides east-west, on-road connection
SR-28	Jones Mill Rd	Signed shared roadway	East West Hwy to Jones Bridge Rd	Proposed	Provides north-south, on-road connection
LB-2	Chevy Chase Lake Dr	Signed shared roadway	Connecticut Ave to Coquelin Run	Proposed	Provides neighborhood connections to the Purple Line station and Capital Crescent Trail
SR-68	Blackthorn St	Signed shared roadway	Connecticut Ave to Glendale Rd	Proposed	Provides north-south, on-road connection
	Glendale Rd	Signed shared roadway	Woodbine St to Blackthorn St	Proposed	Provides north-south, on-road connection
	Woodbine St	Signed shared roadway	Glendale Rd to Brookeville Rd	Proposed	Provides north-south, on-road connection
<u>LB-3</u>	<u>Street B-1</u>	<u>Signed shared roadway</u>	<u>Manor Rd to Chevy Chase Lake Dr</u>	<u>Proposed</u>	<u>Provides on-road access to the Town Center</u>
<u>LB-4</u>	<u>Capital Crescent Trail Connector</u>	<u>Shared-use path</u>	<u>Capital Crescent Trail ramp on Newdale Rd to intersection of Connecticut Ave and Laird Pl</u>	<u>Proposed</u>	<u>Connects the Capital Crescent Trail ramp to the Town Center. Located on the south side of Newdale Rd and the west side of Connecticut Ave</u>

Notes:

- As part of BRAC improvements, MCDOT has constructed an off-road shared-use path along the north side of Jones Bridge Road between Wisconsin Avenue (MD 355) and Platt Ridge Drive. The Maryland State Highway Administration (SHA), as part of its improvements to the Connecticut Avenue/Jones Bridge Road intersection,



will extend this off-road shared-use path to the intersection. The above shared-use path is inconsistent with the Countywide Bikeways Functional Master Plan recommendations for bike lanes along Jones Bridge Road, between Wisconsin Avenue and Jones Mill Road (BL-9). This plan recommendation acknowledges the field change that has occurred and recommends enhancements to further strengthen the current implementation.

2. The off-road, shared-use path recommended for Connecticut Avenue should be extended south beyond the sector plan area to Blackthorn Street, to connect it to the on-road bikeway proposed for Brookeville Road (south to Washington, D.C. via Blackthorn Street, Glendale Road, and Woodbine Street).

**Insert** Map 15 Bikeway Classifications

## **Environment**

The expansive tree cover in Chevy Chase Lake—50 percent of the Plan area—is an important part of the community’s character, as well as its ecological health. New development should:

- increase tree cover in the Town Center to a minimum 30 percent
- retain or improve canopy cover throughout the Plan area, within street medians, along new and existing streets, and in surface parking areas.

New development should also minimize its impact on the environment by exceeding the Montgomery County required minimum certification under the Leadership in Energy and Environmental Design (LEED) program. The LEED standards identify architecture, landscape, and engineering best practices for sustainable site and building design. See the design guidelines for further details.

## **Community Character**

Beyond the recommended compatibility standards in the Preserve section of the plan, the design guidelines provide more detailed guidance on the design of the Town Center, including buildings, streets, and open spaces, with specific recommendations for transitions between new development and the existing neighborhoods.

## Purple Line

The arrival of the Purple Line at Chevy Chase Lake will dramatically change the community as it currently exists. The transit line will bring improved access to Bethesda and Silver Spring and provide residents and visitors with a convenient alternative to automobile travel. But it will also bring physical change: two new bridges over Connecticut Avenue, one for the train and the other for the Capital Crescent Trail. It will introduce an elevated station platform, with elevators, access gates, and shelters. The recommended new street connecting Manor Road and Chevy Chase Lake Drive under the elevated rail line will also offer an alternative station access point for buses, rapid transit vehicles, and commuter kiss-and-ride cars.

**Insert** Map 16 Purple Line

The new street must be wide enough for one travel lane in each direction, with on-street parking on both sides. This configuration will further promote walkability and help slow traffic. Priority access to the station will be for pedestrians, bicyclists, and transit, with seating areas, bike racks and bike share, and a bus stop. Vehicular access to the station is a lower priority, with only on-street parallel parking, some of which may be reserved for pick-up and drop-off during rush hours. On weekends and outside of rush hour, curb lanes should be devoted to short-term metered parking to serve restaurants and shops. As with all new development, all these features must be compatible with the character of the Town Center.

The design guidelines provide greater detail on Plan recommendations, listed below, and for integrating the Purple Line bridge and station into the Town Center.

### Land Use

- Publicly accessible spaces below the tracks, at street level, must be designed, programmed, and maintained for the public's benefit.

### Access

- Pedestrian access to the station should be afforded from both Connecticut Avenue and the proposed new street.
- Ample bike storage should be provided at the station or immediately adjacent.
- New development should maximize opportunities to improve pedestrian and bicycle access to the Capital Crescent Trail.

### Environment

- The likely removal of many existing, mature trees along the Capital Crescent Trail during the construction of the Purple Line reinforces the need to plant new ones. To expand the tree canopy in Chevy Chase Lake, they must be planted in association with new development or redevelopment projects.

### Community Character

- The Purple Line and Capital Crescent Trail bridges over Connecticut Avenue will be highly visible, acting as visual gateways to the Town Center. Their design should reflect the character and history of Chevy Chase Lake.

Screen or graphic treatment

## Create

**Create** new choices in the Chevy Chase Lake Town Center with new opportunities for local shopping, housing, public spaces, and transit.

### Expanding Choice at the Town Center

This section looks at the Town Center after the Purple Line and focuses on new mixed-use development, which further expands the housing, shopping, and open space choices available in the community. Following the full funding grant agreement for the Connecticut Avenue portion of the Purple Line, the Plan recommends rezoning the remaining Town Center properties to allow over one million square feet of new mixed-use development. This includes added housing, retail, and community amenities, like a park and trails. Development under the zoning recommendations would not require new sites for schools, the library, or the fire station.

### Land Use

*Chevy Chase Lake West Shopping Center and [Loughborough Place](#) parking lot*

Rezone shopping center from CRT1.0, C0.75, R0.25, H35 to CRT2.0, [C1.0-5](#), R2.0, H70

Rezone [Loughborough Place](#) parking lot from R-90 to RT-15

Insert Illustration 5 Create Land Use (full page with key)

The shopping center sits on two lots divided by a public alley. This zoning closely mirrors that of the shopping center on the east side of Connecticut Avenue. The emphasis remains on residential development and a smaller proportion of commercial uses will allow a transition to the residential community on the west. The 70-foot building height maximum will further provide a strong edge and sense of enclosure to this block.

Rezoning and redevelopment of the commercial site should carefully consider appropriate transitions from the Town Center to the adjacent single-family neighborhood. 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. To facilitate access, the Plan also recommends a mid-block pedestrian connection between Loughborough Place and Connecticut Avenue. The Plan also supports the abandonment of the public alley located on the site.

### 8500 Connecticut Avenue (Arman's Chevy Chase Service Station)

Rezone from CRT1.0, C0.75, R0.25, H35 to CRT2.0, C0.5, R2.0, H70

The relatively small size of this property limits its potential redevelopment as a stand-alone project. However, its location creates opportunities for redevelopment, as part of an assemblage of properties. To encourage this, the Plan recommends rezoning to match the shopping center's height and density. If this property is ever assembled with others, as part of a unified development, the number of curb cuts along Connecticut Avenue, between Manor Road and Chevy Chase Lake Drive, should be reduced. [New development on this site should be designed to minimize the impact on the existing homes on Laird Place and Loughborough Place. The design guidelines provide further guidance.](#)

## Newdale Mews

Rezoned from R-30 to CRT1.5, C0.25, R1.5, ~~H45H55~~

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 allowing only the smallest amount just a small amount~~ of commercial uses possible in the zone. Since commercial uses on this site are unlikely to be compatible with the adjacent housing, they are discouraged. Should the property be assembled with the adjacent service station, commercial uses and density should be located on Connecticut Avenue, which should be focused at the eastern edge of the property, near Connecticut Avenue. Building heights would be limited to ~~45-55 feet and accommodate up to a four-story building~~. An essential part of redeveloping this site will be ~~its to maintain~~ compatibility with the single-family homes to the north. Particular, paying particular attention should be paid to solar access and shading, as well as maintaining and extending building setbacks from the existing homes, vegetative screening, and views between the new buildings. The design guidelines provide further recommendations to promote compatibility.

### 8402 Connecticut Avenue (Parkway Custom Drycleaning)

Rezoned from CRT1.0, C0.75, R0.25, H35 to CRT2.0, C0.5, R2.0, H70

Located just south of the Purple Line, this site is a gateway into the Town Center. The Plan's proposed rezoning extends the density, land use, and height recommendations from the adjoining properties, along Connecticut Avenue. Redevelopment should also address the Chevy Chase Lake Trolley Station site, a historic resource located on this site.

### 8401 Connecticut Avenue

Rezoned from C-1, I-1, and R-30 to ~~CRT2CRT4.0, C2C4.0, R2R4.0, H70H150~~

The property is currently within three separate zoning districts that allow convenience commercial along Connecticut Avenue, light industrial along the Capital Crescent Trail, and low-density multifamily residential, along Chevy Chase Lake Drive. The site is occupied by a 13-story office tower, with an attached two-story commercial building and a separate parking structure. The recommended zoning provides flexibility to redevelop the site with multiple buildings containing commercial, residential, and mixed uses. However, commercial development other than ground-floor retail, restaurant, and similar uses must be limited to the western portion of the site, closer to Connecticut Avenue. Residential uses may be located anywhere on the site.

The plan recommends a maximum building height of 150', which is limited to the western portion of the site closer to Connecticut Avenue. The design of a 150' tall building along Connecticut Avenue should address the same design goals recommended for the Chevy Chase Lake East shopping center, located to the north of the Purple Line. The design guidelines again provide further guidance. Building heights on the eastern portion of the site are limited to 125', which allows transition to the residential buildings at the east end of Chevy Chase Lake Drive.

The highest priority must be the redevelopment of the existing office building, the design of which is incompatible with the urban design goals of this plan. The recommended densities are sufficient to accommodate multiple buildings and incentivizes redevelopment of the existing office building. They do not encourage the preemptive construction of an additional building on the eastern portion of the site. Therefore, this plan strongly recommends that no development occur on the eastern portion of the site until the current office building site has redeveloped. Sketch, preliminary, and site plans for the western and eastern portions of the site may be approved consecutively, with the western portion being approved first, or simultaneously. Any

plan approval must ensure, through enforceable phasing or other appropriate conditions, that the western portion of the site redevelops first. Without such restrictions, this plan would have recommended less density for the site as a whole.

~~The 1990 B-CC Plan identified the existing office building as a “permanent use” and did not recommend replacing its higher-density industrial zoning with a category more “appropriate for the scale and uses” of the area, as it did for the shopping center and other sites in Chevy Chase Lake.~~

~~This Plan concurs with the 1990 recommendation that, overall, higher density I-1 zoning—with its 110-foot maximum building height—is not appropriate for the scale of the community. As an existing building that is a “permanent use” however, it should remain conforming. The recommended zone would result in making the existing building a conforming use. Should the site redevelop, the Plan recommends allowing roughly 40 percent more density than exists today in a building more compatible with the adjacent development. Redevelopment will also have to must address the location of the southern portion of the new public street, recommended to connect Manor Road with Chevy Chase Lake Drive.~~

### **Chevy Chase Lake Apartments**

Rezone from R-30 to CRT1.5, C0.25, R1.5, H100 and CRT1.05, C0.25, R1.05, H65

The Montgomery County Housing Opportunities Commission (HOC) owns the 68 rental garden apartments on Chevy Chase Lake Drive, and provides about one-quarter as affordable housing. The Proposed rezoning will provide additional affordable housing in Chevy Chase Lake by allowing ~~about over 250-300~~ dwelling units. To allow a transition between taller buildings along Connecticut Avenue and the lower existing residential buildings at the end of Chevy Chase Lake Drive, the plan recommends stepping down building heights. The lot adjacent to 8401 Connecticut Avenue would have a maximum building height of 100’, while the remaining lots would have a maximum building height of 65’ in a six-story building. The Plan also recommends a new public park, to be located on the eastern portion of the site. It must be at least ½-acre in size, owned and operated by M-NCPPC Parks Department, and designed per Parks Department standards. Future redevelopment must further address the location of the southern portion of the new public street recommended to connect Manor Road with Chevy Chase Lake Drive.

Insert Map 12 Enhance Zoning (appears twice)

Insert Map 17 Create Zoning

### **Access**

In addition to those in the Enhance section, the following recommendations will further improve mobility in Chevy Chase Lake.

Insert Map 18 Create Access

### **Transit**

To expand and encourage transit use:

- extend Rapid Transit Vehicle (RTV) service along Connecticut Avenue to Chevy Chase Lake
- support local feeder bus service between the Connecticut Avenue Purple Line Station and nearby major employment locations and transit stations
- study local circulator service feasibility within the Plan area

- expand the Bethesda Transportation Management District (TMD) to include Chevy Chase Lake.

### Roadway

- To facilitate the assembly of smaller commercial properties on the west side of Connecticut Avenue for redevelopment, the Plan supports the abandonment of the public alley located within the existing parking lot of the Chevy Chase Lake West shopping center.
- The abandonment of portions of other public rights-of-way are subject to the compatibility criteria listed in the Preserve section.

### Pedestrian

- Provide a mid-block pedestrian connection between Loughborough Place and Connecticut Avenue.
- Implement a natural surface “Tranquility Trail” on the south side of Chevy Chase Lake Drive. It would be within the public right-of-way, between the public sidewalk on Connecticut Avenue and the Coquelin Run Parkway open space at the end of Chevy Chase Lake Drive. The trail should include seating areas with views of the waterfall and other natural features. See the design guidelines for further details.

### Bicycle

- Designate the area next to Purple Line Station, along Connecticut Avenue between Chevy Chase Lake Drive and Manor Road, as a Bicycle-Pedestrian Priority Area. This designation makes enhancing bicycle and pedestrian traffic a State of Maryland priority.

### Environment

As stated in the Enhance section, new development should:

- increase tree cover in the Town Center to a minimum 30 percent
- retain or improve canopy cover throughout the Plan area, within street medians, along new and existing streets, and in surface parking areas.

New development should also minimize potential impacts on the environment by exceeding the Montgomery County required minimum certification under the Leadership in Energy and Environmental Design (LEED) program. The LEED standards identify architecture, landscape, and engineering best practices for sustainable site and building design. See the design guidelines for further details.

### Community Character

Beyond the recommended compatibility standards in the Preserve section of the Plan, the associated design guidelines provide more detailed guidance on the design of Town Center. They address architectural character, site design, open spaces, the design of streets and streetscapes, and other infrastructure. They also provide specific recommendations for transitioning between new developments and existing neighborhoods.

### ~~Howard Hughes Medical Institute (HHMI)~~

~~The Howard Hughes Medical Institute is a private institution, which funds scientific research through an endowment. This research is not conducted on the Chevy Chase Lake campus, which is a headquarters where numerous scientific conferences and meetings occur. The campus is currently zoned R-90, which allows single-family homes, but it operates under a special exception, approved by the County Board of Appeals. The Plan recommends retaining the existing zoning; however, should HHMI cease to operate, the site could be redeveloped with single-family homes or other use based on another special exception.~~

~~Insert Illustration 6 – Howard Hughes Medical Institute (3/4 page with key)~~

Should HHMI apply to expand the current special exception, the Plan recommends public pedestrian and bicycle access through the property, between Platt Ridge Road and Manor Road. This would significantly enhance choices for pedestrians and cyclists between Jones Bridge Road and the Town Center.

Should the HHMI site redevelop, the property should:

- retain its understated campus-like character, especially along Jones Bridge Road and Connecticut Avenue
- consolidate vehicular access points
- provide pedestrian and bicycle access through the site between Manor Road, Jones Bridge Road, and Connecticut Avenue
- locate required residential amenities, like open space, and recreation areas near Manor Road
- construct a sidewalk along the north side of Manor Road
- provide street trees along Connecticut Avenue
- provide public access to the Hayes Manor site.

## **Implementation**

### **Sectional Map Amendments**

Plan recommendations should be implemented through two separate Sectional Map Amendments. The first, upon adopting the Plan, should cover the zoning recommendations contained within the Preserve and Enhance sections. The second amendment should implement the zoning recommendations of the Create section, but only after a full-funding grant agreement has been executed for the section of the Purple Line serving the Chevy Chase Lake Plan area.

### **Compatibility**

The Plan establishes criteria by which the Planning Board will make compatibility findings for proposed development projects during the development process.

### **New Public Parks**

Land for the new public parks will be acquired either through dedication by the property owner to, or direct purchase by, the M-NCPPC Parks Department. The design and construction of the parks will be addressed through the development review process.

### **Transportation and Connectivity Improvements**

Transportation-related improvements can also be secured during the development review process. Private development projects must demonstrate that transit and road networks will be able to handle generated traffic, with developers either constructing the necessary enhancements or making payments to appropriate agencies toward their subsequent construction. Alternatively, public agencies can implement improvements directly.

### **Natural Environment**

While most of the Coquelin Run stream valley is in private ownership, the development review process, which includes multi-agency coordination to address forest conservation, stormwater, and other environmental concerns, can be employed to secure improvements. Bikeway and path recommendations can be similarly implemented.

### **Commercial/Residential Town Zones**

To encourage mixed-use development and promote increased diversity of housing choice, environmentally sound buildings, active streets that connect communities, and innovative design, recommendations for the Town Center will be implemented through use of CRT (Commercial/Residential Town) Zones.

These zones are designed to:

- implement the goals and objectives of applicable master and sector plans
- target opportunities for the redevelopment of commercial strips and surface parking lots with a mix of uses
- reduce auto dependence by encouraging development, which integrates a combination of housing types, mobility options, services, and amenities
- encourage an appropriate balance of employment and housing opportunities and compatible relationships with adjoining neighborhoods



- provide certainty with regard to maximum density and building height in each zone, while allowing flexibility in site design and mix of uses
- define the facilities and amenities required by private development to support the allowed optional method densities and heights in the CRT Zones.

The CRT Zones allow a broad range of uses and require the designation of four elements: a total allowed floor area ratio (FAR), a maximum nonresidential (C) FAR, a maximum residential (R) FAR, and a maximum building height.

They also provide both a standard and an optional method of development. The standard method limits overall density to a 1.0 FAR, while the optional method creates incentives to provide public benefits, thereby earning additional density. Projects proposed within CRT Zones can also achieve additional density using the optional method because of their proximity to public transit using a dedicated right-of-way, the Purple Line.

The CRT Zones require public use space for development of a certain size and configuration. Public use spaces may be privately owned and located on-site, but must be accessible to the public. The requirement may also be satisfied by off-site physical improvements to parks or public use space or by payments that support public use space elsewhere. This Plan assumes that much of the public space system will be obtained through this requirement.

Public benefits provided under the optional method are drawn from seven categories outlined in the Zoning Ordinance. The following list of public benefits should be considered a priority during project development and review of optional method projects in the CR Zone. This list is not mandatory, and it does not preclude consideration of other benefits, as listed in the CR Zone, to achieve the maximum permitted FAR. The requested benefits should be analyzed to make sure they are the most suitable for a particular location, that they are consistent with the Plan’s vision, and that they satisfy the changing needs of the area over time.

When selecting these benefits, the Planning Board should consider the following community needs as determining factors:

- major public facilities
- affordable Housing
- small Business Opportunities
- dwelling unit mix
- public art
- habitat preservation and restoration
- tree canopy
- historic resource protection.

### Capital Improvements Program

Recommended improvements that cannot be achieved through the development process must be publicly funded through the Capital Improvements Program (CIP). In Chevy Chase Lake, priority should be given to the following CIP projects.

Table 4 Capital Improvement Projects

section	improvement	agency	cost estimate
Enhance	<u>signalized crosswalk on Connecticut Avenue at Laird Place</u> <del>central public park</del>	<u>SHAM-NCPPC</u>	<u>TBD</u> <del>TBD</del>
	<u>off-peak, on-street parking on Connecticut</u>	<u>SHASHA</u>	<u>TBD</u> <del>TBD</del>

	<del>Avenue between Chevy Chase Lake Drive and Manor Road</del> <del>signalized crosswalk on Connecticut Avenue at Laird Place</del>		
	<del>Coquelin Run Parkway pedestrian and bicycle improvements</del> <del>off-peak, on-street parking on Connecticut Avenue between Chevy Chase Lake Drive and Manor Road</del>	<del>DOT</del> <del>SHA</del>	<del>TBD</del> <del>TBD</del>
	<del>neighborhood sidewalk improvements</del> <del>Coquelin Run Parkway pedestrian and bicycle improvements</del>	<del>SHA</del> <del>DOT</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
	<del>shared-use paths</del> <del>neighborhood sidewalk improvements</del>	<del>SHA</del> <del>DOT</del> <del>SHA</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
	<del>New access points to the Capital Crescent Trail</del> <del>shared-use paths</del>	<del>MTA</del> <del>DOT</del> <del>SHA</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
	<del>on-road bicycle facilities</del> <del>New access points to the Capital Crescent Trail</del>	<del>SHA</del> <del>DOT</del> <del>MTA</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
	<del>roadway improvements</del> <del>on-road bicycle facilities</del>	<del>SHA</del> <del>DOT</del> <del>SHA</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
	<del>rapid transit vehicle access</del> <del>roadway improvements</del>	<del>DOT</del> <del>SHA</del> <del>SHA</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
	<del>Tranquility Trail</del> <del>rapid transit vehicle access</del>	<del>DOT</del> <del>DOT</del> <del>SHA</del>	<del>TBD</del> <del>TBD</del>
	<del>Purple Line</del> <del>Tranquility Trail</del>	<del>MTA</del> <del>DOT</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
Purple Line	<del>local feeder bus service</del> <del>Purple Line</del>	<del>DOT</del> <del>MTA</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
	<del>neighborhood recreational park</del> <del>local feeder bus service</del>	<del>M-NCPPC</del> <del>DOT</del>	<del>TBD</del> <del>TBD</del>
Create	<del>neighborhood recreational park</del>	<del>M-NCPPC</del>	<del>TBD</del>

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## **Chevy Chase Lake Sector Plan**

| [June 2012](#)[January 2013](#)

### **Logo**

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