



## Planning Board Draft Chevy Chase Lake Sector Plan

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**Completed: 9.3.13**

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### Description

#### Planning Board Draft Chevy Chase Lake Sector Plan

*Staff recommendation: Approve the Resolution of Adoption for the Planning Board Draft Chevy Chase Lake Sector Plan and transmit the Resolution of Adoption to the Full Commission.*

### Summary

The Planning Board Draft *Chevy Chase Lake Sector Plan* updates the *1990 Bethesda-Chevy Chase Master Plan* 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, focusing on the redevelopment of the Center, a 25-acre area around the planned station. In the Center, the plan recommends replacing lower-scale, single-use, automobile-oriented development with medium-scale, mixed-use, and transit-, bicycle-, and pedestrian-oriented development, including affordable housing, that is compatible with the character of the surrounding community. The Plan further recommends that redevelopment be staged with the construction of the Purple Line, with limited development allowed before the Purple Line and more after the line is constructed. The Plan recommends two significant new public open spaces and greatly expands the pedestrian and bicycle network in the Plan Area. The Plan also includes measures to expand tree cover in the Center and protect the Coquelin Run stream valley.

The County Council held a Public Hearing on the Planning Board Draft *Chevy Chase Lake Sector Plan* on March 5, 2013, and the Planning, Housing, and Economic Development (PHED) Committee met on March 18, June 17, and June 24, 2013, to discuss the plan. On July 8, 2013, the County Council reviewed the recommendations of the PHED Committee, and on July 30, 2013, approved the Planning Board Draft by Resolution No. 17-857.

### Attachments

- County Council Resolution No. 17-857, Approval of Planning Board Draft Chevy Chase Lake Sector Plan
- Planning Board Resolution No. 12-135
- Planning Board Draft Chevy Chase Lake Sector Plan

Resolution No.: 17-857  
Introduced: July 30, 2013  
Adopted: July 30, 2013

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

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By: County Council

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**SUBJECT:** Approval of Planning Board Draft Chevy Chase Lake Sector Plan

1. On January 25, 2013, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Chevy Chase Lake Sector Plan.
2. The Planning Board Draft Chevy Chase Lake Sector Plan amends the approved and adopted 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 and Prince George's Counties, as amended; the Master Plan of Highways within Montgomery County, as amended; and the Countywide Bikeways Functional Master Plan, as amended.
3. On March 14, 2013, the County Executive transmitted to the County Council his fiscal impact analysis for the Chevy Chase Lake Sector Plan.
4. On March 5, 2013, the County Council held a public hearing regarding the Planning Board Draft Chevy Chase Lake Sector Plan. The Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On March 18, June 17, and June 24, 2013, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Chevy Chase Lake Plan.
6. On July 9, 2013, the County Council reviewed the Planning Board Draft Chevy Chase Lake Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

### **Action**

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Chevy Chase Lake Sector Plan, dated January 2013, is approved with revisions. County Council revisions to the Planning Board Draft Chevy Chase Lake Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the January 2013 Planning Board Draft Plan.

Throughout the Sector Plan, replace the term “Town Center” with the term “Center”.

Page 18: Revise “Plan Vision” map to reflect revised plan recommendations:

- Include the HOC property and the Howard Hughes Medical Institute in the “Enhance” shaded area.
- Change Newdale Mews from Enhance to Create designation.
- Add the recommended new street as “Improved Access”.

Page 19: Amend the second paragraph as follows:

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

Page 19: Modify the heading preceding the third paragraph and the third paragraph as follows:

Staging: 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] construction of new development to coincide with the implementation of the Purple Line. This plan includes a staging provision to ensure that significant portions of proposed redevelopment will not occur before the Purple Line.

Page 20: Delete the first paragraph and replace as follows:

[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.]

In the “Enhance” phase, only a few properties will be able to develop to the full extent of the zone: those with an existing development approval, those that are devoted to charitable and philanthropic uses, and those that provide an extraordinary amount of affordable housing (at least 45 moderately priced dwelling units and 30 workforce housing units as defined elsewhere in this Plan).

Page 21: Delete the first paragraph and replace as follows:

[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.]

The remaining sites in the Plan area that are recommended for new zoning may not develop to the limit of the new zone until the “Create” phase, which begins once construction of the Purple Line between Bethesda and Silver Spring has started. Although they are encouraged to wait for this trigger and redevelop under new zoning, each property can redevelop in the interim, provided the redevelopment does not exceed the density and height of structures existing at the approval date of the Sector Plan.

Page 22: Revise the third bullet under “Land Use” as follows:

- After the Purple Line is built, accommodate about 2.2 million square feet of new development in the [Town] Center, including [1,300] 1,400 new dwelling units.

Page 23: Revise the final bullet under “Access” as follows:

Accommodate future transit options, including the Purple Line [and Rapid Transit Vehicles (RTV)].

Pages 25-29: Delete in their entirety; text to be relocated.

Page 31: Retitle chapter as “Land Use” and modify the first paragraph as follows:

[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] Chevy Chase Lake Center*

This section recommends ways to improve quality of life and enhance pedestrian, bicycle and vehicular connections in and around the Chevy Chase Lake Center], 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.]

*Sites that may be constructed before the Purple Line*

The following properties meet the criteria established in this Plan to enable them to develop prior to the Purple Line.

[Land Use]

Page 31: Revise the first sentence in the section immediately under “Chevy Chase Lake East Shopping Center” as follows:

*Chevy Chase Lake East Shopping Center (Sites X and XX on Map X)*

Rezone from C-1, C-2, and R-30 to CRT 2.0, C 2.0, R 2.0, H 80 and CRT 2.0, C 1.0, R [2.0] 1.75, H [150] 120.

Page 33: Revise the last sentence in the first paragraph as follows:

The development remains unbuilt, though the approval remains valid until at least [2018] 2020.

Page 33: Revise the first bullet in the second paragraph as follows:

- CRT 2.0, C 1.0, R [2.0] 1.75, H [150] 120, at Connecticut Avenue and the Purple Line station.

Page 33: Revise the third paragraph as follows:

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, without generating additional traffic beyond the 2005 approval (i.e., no more than 503 Total AM Peak Hour Trips and 1,051 Total PM Peak Hour Trips).

Page 33: Revise the first sentence in the fourth paragraph as follows:

The Plan recommends a maximum building height of [150] 120 feet on the portion of the site adjacent to Connecticut Avenue and the Purple Line station.

Page 33: Revise the last paragraph on the page as follows:

The shopping center site must also include a public open space that will be privately owned and maintained. This space should serve as a gathering place for existing as well as new residents and should have the amenities necessary to make it an appealing destination for the entire community. To provide the greatest public benefit, the Plan recommends a central [green] public space of [at least] approximately ½-acre. The Planning Board will determine its exact size, location and design through the development process.

Page 33: Add to the end of the page:

Redevelopment of the shopping center must also include the portion of New Street B-1, from Manor Road to the southern property line of the shopping center site, with dedication of, or provision of public access easements for, the full-width right-of-way (see Table X), and construction of the full-width roadway, including sidewalks, street trees, and streetscape pavers, as described in the Design Guidelines for this Plan.

Page 36: Delete the first two sections as follows:

*[Commercial Properties on the west side of Connecticut Avenue*

Rezone from C-1 to CRT1.0, C0.75, R0.25, H35

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. The Plan proposes rezoning these sites 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.

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).

*Newdale Mews*

Rezone from R-30 to CRT1.5, C0.25, R1.5, H55

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 allowing only the smallest 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. Building heights would be limited to 55 feet. An essential part of redeveloping this site will be to maintain compatibility with the single-family homes to the north. 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.]

Page 36: Insert the following text before “Howard Hughes Medical Center”:

*Chevy Chase Lake Apartments (Sites 7 and 8 on Map X)*

Rezone from R-30 to CRT 2.0, C 0.25, R 2.0, H 100 and CRT 1.5, C 0.25, R 1.5, H 50

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.

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. Site 7, adjacent to 8401 Connecticut Avenue, would have a maximum building height of 100 feet, while site 8 would have a maximum building height of 50 feet.

The Plan also recommends a new public space to serve as a recreational place for existing as well as new residents. This new public space must be approximately ½-acre in size, should have the amenities necessary to make it an appealing destination for the entire community, and should be designed per Parks Department standards.

Redevelopment of the Chevy Chase Lake Apartments (sites 7 and 8) in the first stage must be approved in a single sketch plan and include each of the following public benefits, to support incentive density under the optional method of development in the CRT zones. Compliance with the affordable housing requirements listed in the following

bullets satisfies the affordable housing requirements of the Sector Plan for development in the first stage.

- New Street B-1, from Chevy Chase Lake Drive to the northern property line of site 7:
  - dedication of, or provision of public access easements for, the full-width right-of-way (see Table X);
  - construction of the full-width roadway, including sidewalks, street trees, and streetscape pavers, as described in the Design Guidelines for this Plan;
- on site 7, a minimum of 20% Moderately Priced Dwelling Units or HOC affordable units at or below 60% of the area median income *in addition to* a minimum of 20% Workforce Housing Units of the total number of units; the Workforce Housing Units must be built under a regulation or binding agreement that limits the sale price or rent charged for a specified control period and ensures that the Workforce Housing Units are affordable to a full range of eligible households (up to 100% of area median income);
- on site 8, a minimum of 15% MPDUs; and
- dedication of, or a public access easement for, the ½-acre public space described above.

If the sites are redeveloped after the Purple Line, the sites are encouraged to be reviewed together as a single sketch plan. To support incentive density under the optional method of development in the CRT zones, redevelopment must provide as public benefits the portion of New Street B-1 and the ½-acre public space described above. For affordable housing, the Plan recommends maximizing the percentage of affordable and workforce units, but does not set specific numerical goals.

Page 36: Revise the title for the third section:

*Howard Hughes Medical [Center] Institute (Site X on Map X)*

Page 36: Revise the third sentence of the last paragraph as follows:

The Plan recommends a maximum building height of 65 feet, with design guidelines to address compatibility. Although Charitable and Philanthropic Institutions are not currently allowed uses in the LSC zone, they are proposed to be permitted as part of the Zoning Ordinance Rewrite. If the Zoning Ordinance Rewrite does not include these as allowed uses, the Plan [, and] further recommends modifying the allowed use table for the LSC [Zone's table of allowed uses] zone to add "Charitable and Philanthropic Institution".



Page 38: Delete “Remaining Sites” and its accompanying paragraph and replace as follows:

*[Remaining Sites*

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

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

*Sites That May Not Fully Develop Until Staging Trigger is Met*

The following sites do not meet the staging criteria described in this Plan to enable them to develop in advance of the Purple Line and therefore they may not develop to the heights and density allowed by the new zoning until construction of the Purple Line between Bethesda and Silver Spring has started. Although they are encouraged to wait for this trigger and redevelop under new zoning, each property can redevelop in the interim, provided the redevelopment does not exceed the density and height of structures existing at the approval date of the Sector Plan.

*Chevy Chase Lake West Shopping Center and Loughborough Place parking lot (Sites X and XX on Map X)*

Rezone the shopping center from C-1 to CRT 2.0, C 1.0, R 2.0, H 70

Rezone the Loughborough Place parking lot from R-90 to CRN 1.0, C 0.25, R 1.0, H 40

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 a single-family residential zone to a low-density mixed-use zone will allow a transition between the existing single-family neighborhood and the mixed-use center, both in height and land use. The resulting scale will enclose the street and visually screen the taller buildings along Connecticut Avenue. Further, the new zone allows only limited commercial uses, promoting a residential character. Any development on the site of the existing parking lot should either be residential or have a residential appearance. To facilitate access, the Plan 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) (Site X on Map X)*

Rezone from C-1 to CRT 1.5, C 1.5, R 1.5, H 50

The relatively small size of this property limits its potential redevelopment as a stand-alone project. However, its location, adjacent both to properties zoned for mixed-use on Connecticut Avenue and Newdale Road and to the single-family neighborhood behind it, creates opportunities for redevelopment as part of an assemblage of properties, but also raises compatibility concerns. To balance these, the Plan recommends new zoning to match that of the property to the west along Newdale Road, but with the potential for commercial development on Connecticut Avenue.

This property faces Connecticut Avenue to the east and a garden apartment complex and a corner of single-family residence to the west. To allow for potential assemblage with the property along Newdale Road, the Plan recommends the same height limits as for the property on Newdale Road: a maximum height of 50 feet as measured from Newdale Road.

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. Any 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 (Site X on Map X)*

Rezone from R-30 to CRT 1.5, C 0.25, R 1.5, H 50

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 allowing only the smallest 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.

The recommended zoning allows a maximum height of 50 feet. The height should be measured from Newdale Road and no building should be more than 4 stories tall.

An essential part of redeveloping this site will be to maintain compatibility with the single-family homes to the north. Particular attention should be paid to the following:

- solar access and shading;
- maintaining and extending building setbacks from the existing single-family residential properties: new development should be set back from the rear property line between 35 and 50 feet;
- vegetative screening, including maintaining existing viable trees and increasing landscaping to create an attractive buffer between existing homes and new development; and
- view corridors between the new buildings.

The design guidelines provide further recommendations to promote compatibility.

8402 Connecticut Avenue (Parkway Custom Drycleaning) (Site X on Map X)  
Rezone from C-1 to CRT 2.0, C 0.5, R 2.0, H 70

Located just south of the Purple Line, this site is a gateway into the Chevy Chase Lake 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 (Site X on Map X)  
Rezone from C-1, I-1, and R-30 to CRT 4.0, C 4.0, R 4.0, H 150

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 feet, which is limited to the western portion of the site closer to Connecticut Avenue. The design of a 150 foot 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 feet, 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 incentivize 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 design of new development must be oriented towards and reinforce the activation of the southern portion of the new street recommended to connect Manor Road with Chevy Chase Lake Drive.

*All remaining properties in the Plan area*

The Sector Plan reconfirms current residential zoning categories for all areas located outside the Chevy Chase Lake Center.

Page 38: Create new “Access” chapter and amend as follows:

*Access*

This section recommends ways to improve access within the Chevy Chase Lake community and beyond. The improvements focus on roadways, bicycle and pedestrian access, and integrating transit.

*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.

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 1.5 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 currently 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.]

All possible improvements may be considered, to include any transit options that may be developed, and including, but not limited to the following:

- For the intersection of Connecticut Avenue and East-West Highway:
  - add a third eastbound-to-northbound left-turn lane, and;
  - add a fifth lane from the north on Connecticut Avenue, allowing for an exclusive right-turn lane in the morning peak period and a second southbound-to-eastbound left-turn lane in the evening peak period;
- For the intersection of Connecticut Avenue and Manor Road:
  - add an exclusive right-turn lane from westbound Manor Road to northbound Connecticut Avenue;
- For the intersection of East-West Highway and Jones Mill Road:
  - add a second left-turn lane from southbound Jones Mill Road to eastbound East-West Highway.

Page 40: Amend first bullet as follows:

- 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 the Chevy Chase Lake East Shopping Center and the Chevy Chase Lake Apartments (or other 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.

Page 40: Add the following bullets to the end of the list:

- 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 is subject to the compatibility criteria listed in the Community Character section.

Page 43: Amend the bullets in the fourth paragraph as follows:

- [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.
- 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.

Page 43: After the fourth paragraph, insert as a new paragraph the following:

To improve bicycle access within the Center, the Plan recommends designation of the area next to the 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. Further, the Plan supports expanded or enhanced access to the Capital Crescent Trail from all newly developed or redeveloped sites.

Page 44: Revise the third bullet as follows:

- Coquelin [Run] Parkway, between the Jones Bridge Road/Manor Road intersection and [Chevy Chase Lake Drive] Jones Mill Road, with [a] connections to the Capital Crescent Trail, Chevy Chase Lake Drive, and Coquelin Terrace. If a subsequent detailed study finds the segment between Chevy Chase Lake Drive and Jones Mill Road to be infeasible as a shared-use path, then a natural surface pedestrian path should be built in this segment.

Page 45: On Table 3, on the Line that describes route CT-1, amend the description under the “type” column as follows:

Cycle Track or physically protected, dedicated bike lanes

Page 48: Insert the following text (relocated from page 51):

#### 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 should also offer an alternative station access point for buses, rapid transit vehicles, and commuter kiss-and-ride cars.

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 Center.

Additionally, the Plan makes the following recommendations:

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

### Transit

To expand and encourage transit use:

- 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.

Page 49: Create new “Environment” chapter and amend existing text as follows:

### *Environment*

This section includes recommendations to maintain and improve the quality of the natural environment in Chevy Chase Lake.

The Sector Plan recommends that any further development achieve the following objectives:

- Protect the Coquelin Run stream valley network and its associated forested slopes (not including the area of the Coquelin 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 Parkway as a public right-of-way that accommodates only bicycle and pedestrian use.

Additionally, the [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. One of the goals of the Plan is to maximize tree cover for new development with overall goals of 25 to 30 percent tree canopy in the Chevy Chase Lake Center area. New development should also [:

- 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.

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.

[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.]

Page 49: Create new “Community Character” chapter and amend as follows:

### *Community Character*

This section recommends ways that new development can maximize compatibility with the existing community.

### *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.



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.

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.

Design Guidelines

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.] 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.

The Purple Line

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.

Delete pages 51 to 62 (information from these pages has been inserted earlier in this resolution).

Page 63: Before “Implementation”, add a new “Community Facilities” section as follows:

Community Facilities

The Chevy Chase Lake community has a wealth of community facilities, including a library, fire station, North Chevy Chase Elementary School, and numerous civic and religious organizations. The Sector Plan included review of the following public community resources.

Library Facilities

The Plan area is currently served by the Chevy Chase Library, located within five minutes’ walk from the Town Center. Based upon recommended library standards, a branch library should be able to support a population of 40,000 users per branch. MCPL

did not request nor does the Plan recommend new or expanded library facilities in the plan area.

#### *Fire, Rescue, and Emergency Medical Services*

The Montgomery County Fire and Rescue Service (MCFRS) provides fire protection and emergency medical services for the County. The services are provided by a combination of paid County personnel and volunteer members of the various independent, non-profit volunteer fire and rescue corporations throughout the County.

In 2004, the County Council passed legislation to reorganize the Fire and Rescue Service by placing all personnel, career and volunteer, under the command of a single fire chief. However, actual services are delivered from the 19 local fire and rescue companies. The County uses an incident command system to coordinate the efforts of paid and volunteer personnel at the scenes of emergencies. MCFRS has determined that existing fire, rescue, and emergency medical services (EMS) at existing stations provide sufficient service to the Plan area, which is serviced by Chevy Chase Station 7 First Battalion. The Plan does not recommend new or expanded facilities for fire, rescue, or emergency medical services.

#### *Public Schools*

Enrollment in Bethesda-Chevy Chase cluster schools has seen a strong increase in the past few years, corresponding to the onset of the recession. These enrollment increases have been most pronounced at elementary schools, but over the coming years these students will be in middle schools and high schools in the cluster. MCPS monitors the housing market to factor in new development in the forecast for schools, and works with County planners on master plans and sector plans – providing input on the impact of proposed plans. School enrollment projections are redone each fall to take into account the latest enrollment trends at schools and information about new housing construction schedules. In the fall of each year new enrollment projections are reviewed by the superintendent and Board of Education to determine whether capital projects – including classroom additions and new schools – are needed. In the B-CC cluster this process has resulted in numerous capital projects to address enrollment growth in the cluster by adding capacity at schools and opening a new middle school.

#### *Police*

Chevy Chase Lake is served by the Montgomery County Police Department's (MCPD) Second District, headquartered in Bethesda. MCPD did not request accommodation of a new facility within the Chevy Chase Lake Plan Area, and the Sector Plan does not recommend one.

#### *Recreation*

Chevy Chase Lake is located in the Montgomery County Recreation Department's "Area II" and is served by two community centers: the Jane E. Lawton Community Recreation Center (CRC) in the Town of Chevy Chase, and the Wisconsin Place CRC in Friendship Heights. The nearest aquatic facilities include the Bethesda Outdoor Pool, just south of the Bethesda Central Business District (CBD), and the Shriver Aquatic Center in North

Bethesda. The Montgomery County Recreation Department did not request accommodation of a new facility within the Chevy Chase Lake Plan Area, and the Sector Plan does not recommend one.

There are numerous private recreation facilities proximal to the Plan Area, including the Chevy Chase Recreation Association, Columbia Country Club, and the Chevy Chase Club.

#### Parks

The Chevy Chase Lake Sector Plan Area only features one existing public park: Jones Mill Road Neighborhood Park, located east of Jones Mill Road. However, the community is served by numerous parks and recreational resources within and outside of the Plan Area, including Rock Creek Park, North Chevy Chase Local Park, Meadowbrook Local Park, Lynbrook Local Park, East-West Highway Neighborhood Conservation Area, Chase Avenue Urban Park, Cheltenham Drive Urban Park, Elm Street Urban Park, Leland Neighborhood Park, Ray's Meadow Local Park, Elmhirst Parkway Neighborhood Conservation Area, Kensington Parkway Stream Valley Park, and Rock Creek Hills Local Park.

Page 63: Delete the first paragraph as follows:

#### *[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.]

Page 63: Revise the third paragraph as follows:

#### *New Public Parks and Open Space*

Land for [the] new publicly-owned parks will be acquired either through dedication by the property owner to, or direct purchase by, the M-NCPPC Parks Department. New privately-owned public open space will be provided by property owners per the requirements of the applicable zoning designation and the recommendations of the Sector Plan. The design and construction of the parks and open space will be addressed through the development review process.

Page 65: Amend the first two paragraphs as follows:

### Public Benefits

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.

The public open space on the Chevy Chase Lake East Shopping Center is one of the major public amenities in the Sector Plan and it is possible that the Planning Board will find that the optimum public open space to serve the needs of existing and future residents will be larger than required by the CRT zone. If this is the case, the Planning Board should encourage additional public use space as a public benefit. Other public benefits that should be considered by the Planning Board include the following:

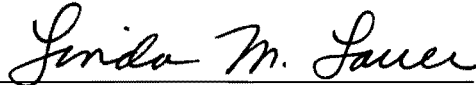
[When selecting these benefits, the Planning Board should consider the following community needs as determining factors:

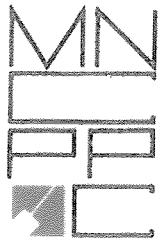
- major public facilities]
- affordable [Housing] housing
- small [Business Opportunities] business opportunities
- dwelling unit mix
- public art
- habitat preservation and restoration
- tree canopy
- historic resource protection.

### General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft. The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft.

This is a correct copy of Council action.

  
Linda Lauer, Clerk of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6611 Kenilworth Avenue • Riverdale, Maryland 20737

M-NCPPC No. 13-24

MCPB No. 12-135

**RESOLUTION**

WHEREAS, under the Maryland Land Use Article The Maryland National Capital Park and Planning Commission is authorized to make, adopt, amend, extend, and add to The General Plan for the Physical Development of the Maryland-Washington Regional District, and in Montgomery and Prince George's Counties; and

WHEREAS, on October 18, 2012, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission held a public hearing on the Public Hearing Draft of the Chevy Chase Lake Sector Plan, being also a comprehensive amendment to the 1990 Bethesda-Chevy Chase Master Plan, as amended; 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; and

WHEREAS, on January 25, 2013, the Montgomery County Planning Board, after public hearing and due deliberation, approved the Planning Board Draft of the proposed Plan, forwarded it to the County Executive for review, and recommended that the District Council approve it; and

WHEREAS, on March 14, 2013, the Montgomery County Executive transmitted to the District Council a fiscal impact analysis for the Planning Board Draft Chevy Chase Lake Sector Plan; and

WHEREAS, on March 5, 2013, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing and heard testimony concerning the Planning Board Draft Chevy Chase Lake Sector Plan; and

WHEREAS, on July 30, 2013, the District Council approved the Planning Board Draft Chevy Chase Lake Sector Plan, subject to certain modifications set forth in Resolution No. 17-857; and

NOW, THEREFORE, BE IT RESOLVED that the Montgomery County Planning Board hereby adopts the Chevy Chase Lake Sector Plan, together with the General Plan for the Physical Development of Maryland-Washington Regional District, as amended; the Countywide Bikeways Functional Master Plan, as amended; and the Master Plan of Highways within Montgomery County, as amended, and as approved by the District Council in the attached Resolution No. 17-857; and

BE IT FURTHER RESOLVED that copies of the Chevy Chase Lake Sector Plan must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, with Commissioners \_\_\_\_\_, and \_\_\_\_\_ voting in favor of the motion, and Commissioner \_\_\_\_\_, at its regular meeting held on \_\_\_\_\_.

\_\_\_\_\_  
Francoise M. Carrier