




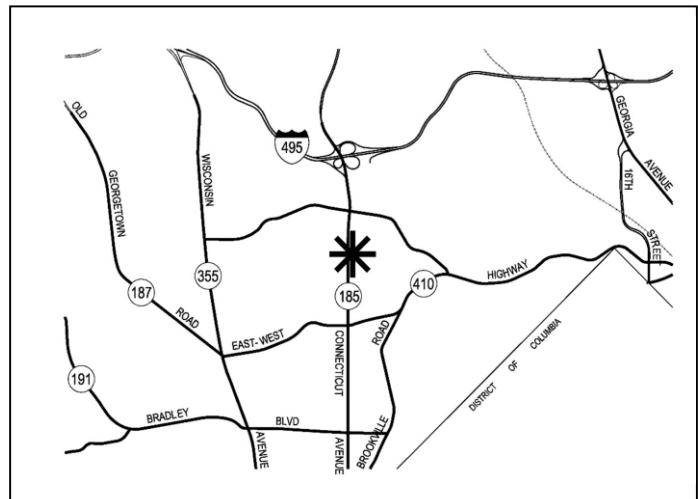
**Chevy Chase Lake, Blocks A, B, and D, Sketch Plan No. 320160030**

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**Completed: 01/11/2016**

**Description**

- Construction of a mixed-use development with up to 1,526,289 square feet total development with up to 1,385,360 square feet of residential uses and up to 676,700 square feet of non-residential uses;
- Current use: one and two story commercial buildings and associated surface parking and a 13-story office building;
- Located between Chevy Chase Lake Drive and Manor Road on both sides of Connecticut Avenue;
- 15.94 gross acres zoned:  
The Chevy Chase Lake East Shopping Center - CRT 2.0: C 2.0, R 2.0, H 80 and CRT 2.0: C 1.0, R 1.75, H 120; The Chevy Chase Lake West Shopping Center - CRT 2.0: C 1.0, R 2.0, H 70 and CRN 1.0, C 0.25, R 1.0, H 40; 8401 Connecticut Avenue – CRT 4.0, C 3.5, R 3.5, H 150;
- Located in the 2013 *Chevy Chase Lake Sector Plan*;
- Applicant: The Chevy Chase Land Company and Bozzuto Development Company
- Filing date: October 22, 2015.



**Summary**

- The proposed development will redevelop the site with a mixed-use development including residential, retail, service, restaurants, and possible office uses.
- The Application includes 12.5% moderately priced dwelling units, Sector-Planned Neighborhood Square, construction of the northern portion of New Street B-1, a separated bicycle facility (cycle track) on the east side of Connecticut Avenue, wayfinding, structured parking, and a vegetated roof.
- The development is proposed to be built in three phases.
- The Application was filed on October 22, 2015, and is being reviewed under the current Zoning Ordinance.
- Staff recommends approval of the Chevy Chase Lake, Blocks A, B and D, Sketch Plan with conditions.

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## SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Chevy Chase Lake, Blocks A, B and D, Sketch Plan No. 320160030, a mixed-use development including up to 1,526,289 square feet total development with up to 1,385,360 square feet of residential uses and up to 676,700 square feet of non-residential uses on 15.94 gross tract acres including the Chevy Chase Lake East Shopping Center (Block B) zoned CRT 2.0: C 2.0, R 2.0, H 80 and CRT 2.0: C 1.0, R 1.75, H 120; the Chevy Chase Lake West Shopping Center (Block A) zoned CRT 2.0: C 1.0, R 2.0, H 70 and CRN 1.0, C 0.25, R 1.0, H 40; and 8401 Connecticut Avenue (Block D) zoned CRT 4.0, C 3.5, R 3.5, H 150. The following site development elements shown on the Sketch Plan stamped "Received" by the M-NCPPC on December 2, 2015 are binding under Section 59-7.3.3.F:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 1,526,289 square feet of total development on the Subject Property. The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Site Plan. Per the Sector Plan, the Pre-Purple Line density on Block B is limited to development that does not exceed the approved trip generation credit of 503 morning, and 1,051 evening vehicular trips.

2. Height

The development is limited, as illustrated on the Sketch Plan, to a maximum height of:

- a. 40 feet on Block A, Site A1
- b. 70 feet on Block A, Site A2
- c. 120 feet on Block B, Building B1
- d. 80 feet on Block B, Buildings B2 and B3
- e. 150 feet on Block D

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 50 and be chosen from at least three categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. Major Public Facility, achieved through providing a bike share station on site and a master-planned Neighborhood Square;
- b. Transit Proximity, achieved through location abutting/confronting a sector-planned Level 2 Transit Station;
- c. Connectivity and Mobility, achieved through transit access improvement and wayfinding;
- d. Quality of Building and Site Design, achieved through exceptional design and structured parking; and
- e. Protection and Enhancement of the Natural Environment, achieved through a vegetated roof.

4. Public Space

The Applicant must construct an approximately ½-acre public open space on Block B, as conceptually shown on the Sketch Plan, that will be privately owned and maintained. The exact size, location and design will be determined at the time of Site Plan.

5. New Street B-1

The Applicant must design, construct and maintain New Street B-1 between Manor Road and the Purple Line. The final extent, delineation and alignment of any private rights-of-way or easements will be determined at the time of Preliminary Plan. Easements for private streets must be approved by the Planning Board and MCDOT. The Applicant must enter into a Maintenance and Liability Agreement for each easement, which must identify the Applicant's responsibility to maintain all the improvements within the easement areas in good fashion and in accordance with applicable laws and regulations.

6. Environment

The Applicant must coordinate with the Maryland Department of Natural Resources and M-NCPPC Staff to address as appropriate the guidelines and recommendations regarding any Rare, Threatened, or Endangered species identified in the vicinity of the site.

7. Future Coordination for Preliminary Plan(s) and Site Plan(s)

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan:

- a. Fire and Rescue access and facility details;
- b. Streetscape details;
- c. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- d. Implementation of transportation improvements;
- e. Consideration of building-to-street interface to maximize activation and safety;
- f. Provide a mid-block pedestrian connection between Loughborough Place and the sidewalk on the west side of Connecticut Avenue (through Block A);
- g. Focus on energy efficiency in building design features;
- h. Noise analysis at the time of Preliminary Plan;
- i. Stream restoration work and/or riparian forest enhancements within the same watershed that includes elements such as bank stabilization, removal of invasive species and planting of native species;
- j. Maximize, to the extent possible, tree cover for new development with overall goals of 25 to 30 percent tree canopy for the Chevy Chase Lake Center area;
- k. Finalize the NRI/FSD;
- l. Necessary right-of-way dedication;
- m. Provide transportation mitigation strategies as determined at the time of Preliminary Plan(s) and Site Plan(s);
- n. Abandonment of the alley on Block A;
- o. Provide the separated bicycle facility (cycle track) on the east side of Connecticut Avenue and all other associated improvements listed in the Sector Plan for Connecticut Avenue;
- p. Coordinate with the adjacent property owner to the south for the design and construction of New Street B-1; and
- q. Coordination with Maryland Transit Administration (MTA) in regards to the Purple Line.

## SECTION 2: SITE DESCRIPTION

### Site Vicinity and Analysis

#### *Subject Property*

The property is located along Connecticut Avenue, south of Manor Road and north of Chevy Chase Lake Drive, abutting the future Connecticut Avenue Purple Line station to both the north and south (Property or Subject Property). The Property consists of an assemblage of properties, broken down as follows:

**Block B:** 8505, 8507, 8519 and 8551 Connecticut Avenue (collectively, the Chevy Chase Lake East Shopping Center) have a combined net lot area of approximately 271,143 square feet (or 6.22 acres) and a gross tract area of 412,215 square feet (or 9.46 acres), which includes a portion of the land that is subject to a right-of-way easement, held by Montgomery County and reserved for the future Purple Line. The Chevy Chase Lake East Shopping Center comprises several unrecorded lots and Part of Parcel A, Block 2, Chevy Chase Section 5-C;

**Block A:** 8550 Connecticut Avenue, Lots 1-6 (hereinafter known as Site A2) and Lots 7-12 (hereinafter known as Site A1) are located along the east side of Loughborough Place, in a subdivision known as Chevy Chase Section 4-A (collectively, the Chevy Chase Lake West Shopping Center). The Chevy Chase Lake West Shopping Center has a net lot area of approximately 80,404 square feet (or 1.85 acres) and a gross tract area of approximately 134,711 square feet (or 3.09 acres); and

**Block D:** 8401 Connecticut Avenue, more particularly known as Part of Parcel A, Block 1, Chevy Chase Section 5-C subdivision, has a net lot area of approximately 85,287 square feet (or 1.96 acres) and a gross tract area of approximately 147,341 square feet (or 3.38 acres).

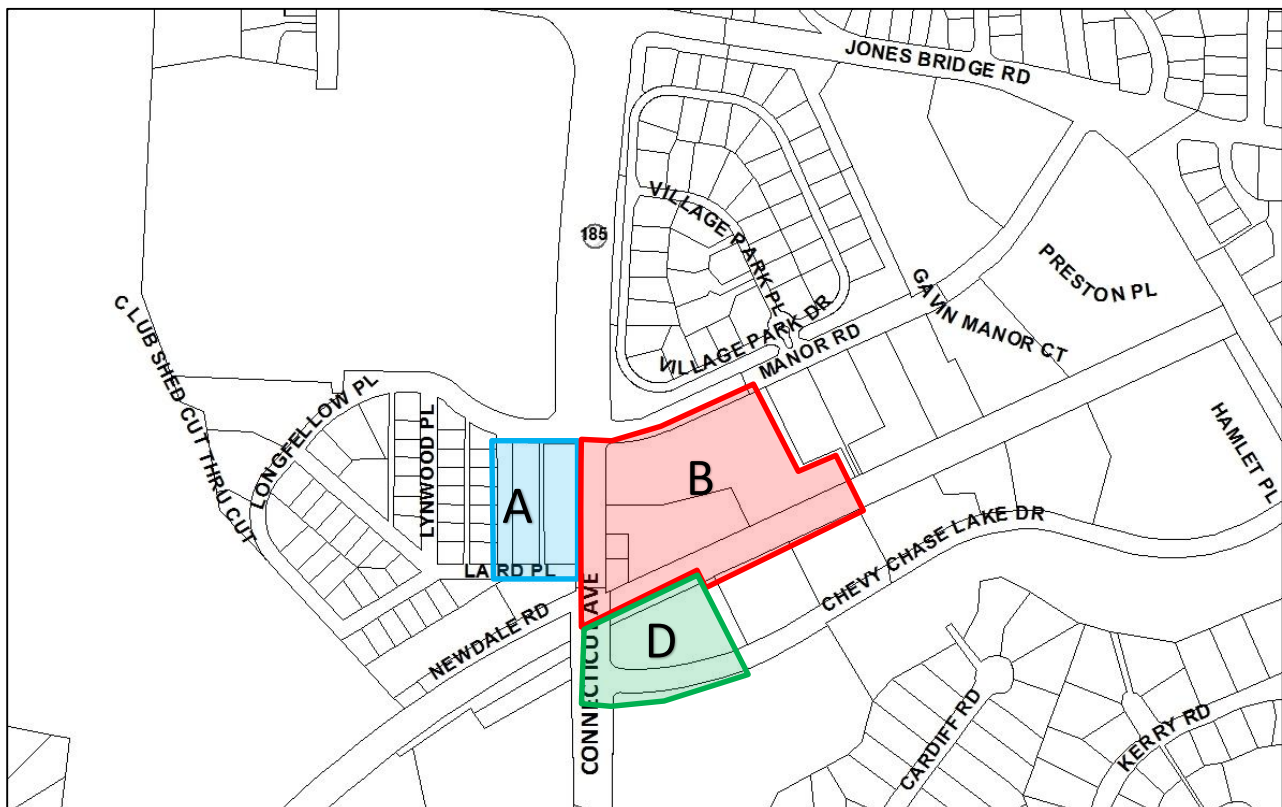


Figure 1-Subject Property, Development Blocks



Combined, the Property has a net lot area of approximately 436,834 square feet or 10.03 acres. Including prior dedications, the Property has a total gross tract area of approximately 694,267 square feet, or 15.94 acres.

The Property is within the area encompassed by the 2013 *Chevy Chase Lake Sector Plan*.

*Site Analysis*

The Chevy Chase Lake East and West Shopping Centers are located directly across from one another on Connecticut Avenue and are currently improved with low-rise commercial shopping centers and associated surface parking. The Chevy Chase Lake East Shopping Center contains approximately 67,009 square feet of floor area and the Chevy Chase Lake West Shopping Center contains approximately 28,497 square feet of floor area. 8401 Connecticut is located just south of the Chevy Chase Lake East Shopping Center, separated by the Capital Crescent Trail and future Purple Line right-of-way and is improved with approximately 169,812 square feet of gross floor area in a 13-story office building and attached two-story commercial building, with associated structured parking.

A Natural Resource Inventory Forest Stand Delineation (NRI/FSD) was submitted for the Project on September 30, 2015. The NRI/FSD approval is not a required element at the Sketch Plan stage. The Maryland Department of Natural Resources has identified a potential rare, threatened, or endangered species in the vicinity of the site. There are no known historic properties or features on the Property.



*Figure 2-Aerial View*

### *Surrounding Uses*

Surrounding the Property is a mix of single-family attached and detached residences, as well as low-rise multi-family and mid-rise multi-family residential buildings. Other nearby uses include a gas station and dry cleaners, library, elementary school and the Howard Hughes medical Institute.

### *Previous Approvals*

In 2002, the Montgomery County Planning Board approved Preliminary Plan No. 120020200, for consolidation of the Chevy Chase Lake East Shopping Center property into one record lot to accommodate 248,372 square feet of commercial development with up to 174,016 square feet of commercial retail and up to 74,356 square feet of office uses. As part of a Preliminary Plan Amendment, the Board granted an extension of the Adequate Public Facilities and Preliminary Plan validity period. More recent, the County Council actions extended the validity period for the Preliminary Plan and the Adequate Public Facilities determination until 2022.

## **SECTION 3: PROJECT DESCRIPTION**

### **Proposal**

The Applicant is proposing to redevelop the Property, on a phased basis, with a mixed-use development containing a maximum of 1,526,289 gross square feet in total, including up to a maximum of 1,385,360 square feet of residential and up to 676,700 square feet of non-residential development. The residential piece of the project will include multi-family housing and potential townhouses, including a minimum of 12.5% MPDUs across the Project's rental housing program, in conformance with Chapter 25A. In addition, proposed for-sale multi-family housing will also comply with Chapter 25A. The Project will provide ground-floor retail and restaurant uses, a potential grocery store, open space including a sector-planned central Neighborhood Square, new vehicular and pedestrian connections, cycle track along Connecticut Avenue, landscaping and streetscape improvements, and required public benefits and amenities.

As part of this Sketch Plan Application, the Applicant is requesting approval for the maximum development on the Property to allow flexibility in the distribution of residential and non-residential density between the Blocks with subsequent development applications. Within the maximum development cap of 1,526,289 square feet, any given combination of uses on the Property will not exceed 1,385,360 square feet of residential development or 676,700 square feet of non-residential use, respectively. The final allocation of residential and non-residential density will be determined at Preliminary Plan and Site Plan(s) review.

### Phased Development

The Project will be implemented in multiple phases. While the Sketch Plan encompasses the entire Project, the Applicant will seek Preliminary Plan and Site Plan approval, for each phase, when the respective development is ready to proceed.

### Alternative Design

The Applicant has submitted for review, a number of alternative design options for distribution of the proposed density among the Blocks. The Sketch Plan review is intended to be general and recognizes that the building locations and layout are not fixed until Site Plan(s). The submitted options are included in Attachment A for informational purposes.

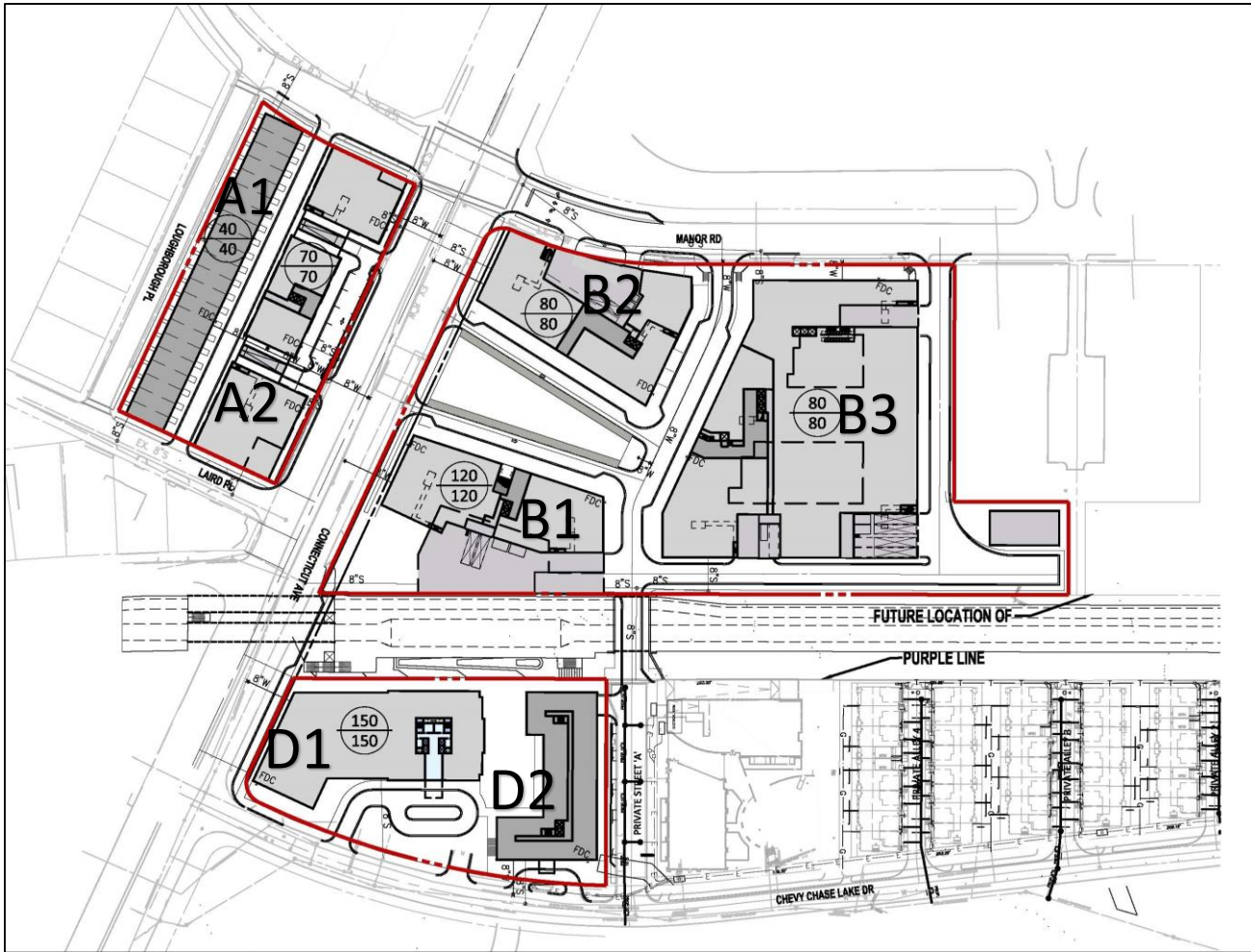


Figure 3-Sketch Plan

**Block B**

As part of the first phase of development, Block B, the Chevy Chase Lake East Shopping Center will be entirely redeveloped with the possible exception of the gasoline service station located at 8505 Connecticut Avenue that may remain to be redeveloped as a later phase. Block B (Phase One), will include the construction of three buildings containing a maximum of 791,411 square feet of total gross floor area, with up to 216,900 square feet of commercial uses and up to 717,800 square feet of residential construction above. The Applicant is pursuing a grocery store tenant for the ground floor of Building B3 that is anticipated to comprise of approximately 45,000-60,000 square feet of floor area. The Applicant seeks approval for a grocery up to 60,000 square feet as a limited use. Building B1 will have a maximum height of 120 feet, Buildings B2 and B3 will have a maximum height of 80 feet. The Applicant proposes to construct new private internal streets, a cycle track on Connecticut Avenue and an approximately 20,800 square foot Neighborhood Square.

**Block A and Block D**

The Sector Plan’s staging criteria restricts full-scale redevelopment of the Chevy Chase Lake West Shopping Center (Block A, Phase Two) and 8401 Connecticut Avenue (Block D, Phase Three), to the full heights and density allowed by the current zoning, until construction has commenced on the Purple Line segment between Silver Spring and Bethesda. As such, Blocks A and D will be filed as separate and/or combined Preliminary and Site Plans in the future. The Application proposes up to 734,878 square feet of total development for Blocks A and D, with the precise mix to be determined at the time of Preliminary Plan(s) and Site Plan(s).



Subsequent to Preliminary Plan approval, Block A will comprise two separate lots: Site A1 and Site A2. Site A1 is zoned CRN 1.0, C-0.25, R-1.0, H-40 and accordingly, will be developed under the Standard Method of Development. Site A1 is included in this Sketch Plan Application only for purposes of describing the overall development program.

#### Block A

Block A will include the redevelopment of the Chevy Chase Lake West Shopping Center. The Applicant is proposing three development options for Block A that adhere to the Sector Plan recommendations and the maximum development caps proposed for the Property (Attachment A). The residential uses and lower building heights have been strategically located along the site's western boundary to provide a transition between the more intensive uses in the Center and the residential neighborhoods located just outside the Center. Block A will achieve a maximum building height of 70 feet along Connecticut Avenue and will step down to a maximum height of 40 feet along Loughborough Place.

#### Block D

The Applicant proposes to redevelop 8401 Connecticut Avenue as part of Block D. As with Block A, the Applicant has provided three illustrative development options for Block D, all of which can be achieved within the total allowable densities for residential and non-residential uses. In accordance with the Sector Plan, a redevelopment proposal for the western portion of the site will occur before new construction on the eastern portion of the site. For the western portion of the site, the Applicant is considering a range of redevelopment scenarios that may involve repositioning the existing office building along with additional development to activate Connecticut Avenue or fuller redevelopment that would require demolition of the office building. The three development options proposed by the Applicant adhere to the Sector Plan recommendations and the maximum development caps proposed for the Property (Attachment A). Block D will achieve a maximum building height of 150 feet on the western portion of the site and will step down to 125 feet along the eastern portion of the site to promote compatibility.

#### Buildings

The architectural design, scale and building heights will provide a sense of enclosure along Connecticut Avenue and signal that the blocks between Manor Road and Chevy Chase Lake Drive are a distinct but identifiable center and provide an appropriate transition to the surrounding residential neighborhoods. The Project will contribute to the Center as a vibrant, mixed-use development, providing residential, retail and possibly office uses, along with public open space and public benefits, all within walking distance of the proposed Purple Line station. Furthermore, the architectural design of the Project will provide coherence with the residential character of the surrounding neighborhoods.

The buildings are proposed to be pulled up to the edges of the sidewalks on their respective streets, creating a pedestrian friendly environment activated by street level retail as well as outdoor public spaces. The Project will provide streetscape improvements for pedestrians and cyclists along Connecticut Avenue, as well as streetscape improvements along Manor Road. At the ground level, where retail fronts onto wide sidewalks, the façades will be relatively transparent with large expanses of glass in articulated storefront windows, providing good visibility to the shops, cafes and restaurants within. Above the street level, where the predominant use will be multi-unit residential, façades will feature traditional punched windows as well as bays, oriels and balconies.



*Figure 4- Illustrative, Intersection of New Road B-1 and Manor Road*

The Project will closely follow the Sector Plan Design Guidelines and the architecture will be compatible with the existing, distinctive character of the community. The traditional architecture is conveyed through the detailing of the façades, silhouettes, and roof elements. Additionally, the Project's façades will utilize elements such as bandings, belt courses, friezes, ornamental panels and pilasters appropriate to more traditional architectural styles.

#### Open Space and Recreation

Block B will provide a significant amount of open space on-site. In accordance with the Optional Method of Development standards in the CRT Zone, Block B will provide the minimum percent of the site area as public open space. As recommended in the Sector Plan, Block B will include the construction of an approximately 20,800 square foot Neighborhood Square that will serve as a central public gathering space for existing and future residents of Chevy Chase Lake. Additional open space will be provided as streetscape and a plaza near the future Purple Line station. The Neighborhood Square, located along Connecticut Avenue, is spatially defined by, and will be constructed alongside, Buildings B1 and B2. Buildings B1 and B2 have been designed to frame and activate the Neighborhood Square with commercial uses and residential lobbies. The design of the Neighborhood Square will be determined at the time of Site Plan. It is anticipated that benches, lighting, hardscape, and other programming opportunities and amenities will activate the space. (Figure 5)





*Figure 5-Illustrative Neighborhood Square Concept*

Block A will provide both common open space (if townhomes are developed) and public open space. The open space will complement the Neighborhood Square, located on the opposite side of Connecticut Avenue, and provide a buffer from the Connecticut Avenue right-of-way. The open space will be designed in accordance with the standards contained in Division 6.3. Block D will provide the minimum percent of the site area as public open space. Final location and square footage of open space will be determined at the time of Site Plan(s).

Section 6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units must offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. Each phase of the Project will provide recreational components for future residents, including amenities such as a pool, roof top decks, interior courtyards and a shared fitness center. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CR Zone, will be submitted at the time of Site Plan(s).

#### Transportation

Each of the development Blocks is adjacent to Connecticut Avenue (MD 185) and within the immediate vicinity of the future Chevy Chase Lake Purple Line station. Connecticut Avenue is a median-divided six-lane major highway along the entire Property's frontage, a condition that is anticipated to remain throughout the implementation of this project. Pedestrian and bicycle access to the Property will be maintained along the property frontage sidewalk and public roadway. Additionally, a new separated bicycle lane will be constructed along the east (northbound) side of Connecticut Avenue, between Manor Road (P-14) and Chevy Chase Lake Drive.

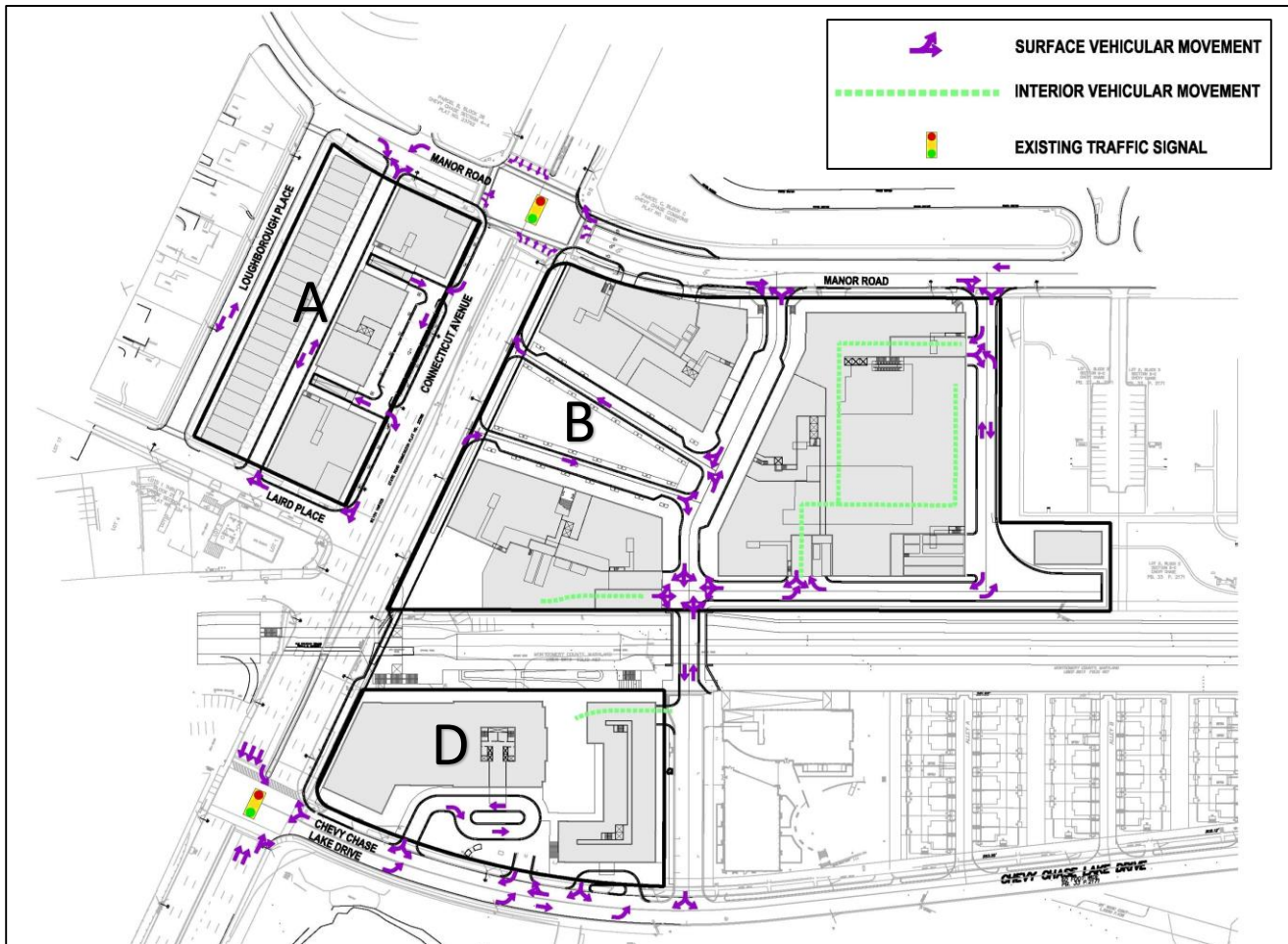


Figure 6-Vehicular Circulation

Vehicular Access to each of these Blocks is proposed in the following manner:

- Block A, located on the southwest side of the Connecticut Avenue/ Manor Road intersection, will have access from Manor Road and Laird Place via a proposed private alley (full-movement intersections at both streets) and Connecticut Avenue via two midblock curb-cuts. The Connecticut Avenue curb cuts are proposed to operate in a one-way counter-clockwise manner with the northern curb-cut serving inbound traffic and the southern curb-cut serving outbound traffic. The existing Alley will be abandoned.
- Block B, located on the southeast side of the Connecticut Avenue/ Manor Road intersection, will have access from Manor Road via a new master-planned private street (B-1) that will be improved to Chevy Chase Lake Drive in conjunction with the previously approved Chevy Chase Lake HOC/EYA project (120150130). Block B will also have access from Connecticut Avenue via two mid-block curb-cuts. The Connecticut Avenue curb cuts are proposed to operate in a one-way counter-clockwise manner with the southern curb-cut serving inbound traffic and the northern curb-cut serving outbound traffic.
- Block D, located east of Connecticut Avenue along the south side of Block B and Chevy Chase Lake Drive, will have access from Chevy Chase Lake Drive and the future master-planned private street (B-1).

The Project will provide improvements to both the pedestrian environment and vehicular circulation. An important component of Block B is the construction of the Project's portion of New Street B-1, as recommended in the Sector Plan. New Street B-1 will provide an important vehicular connection between Manor Road and Chevy Chase Lake Drive. The Applicant must coordinate with the recently approved Chevy Chase Lake development to



the south in regards to the construction of New Street B-1 under the Purple Line. Additionally, a one-way internal street will be constructed around the proposed Neighborhood Square in connection with Buildings B2 and B1.

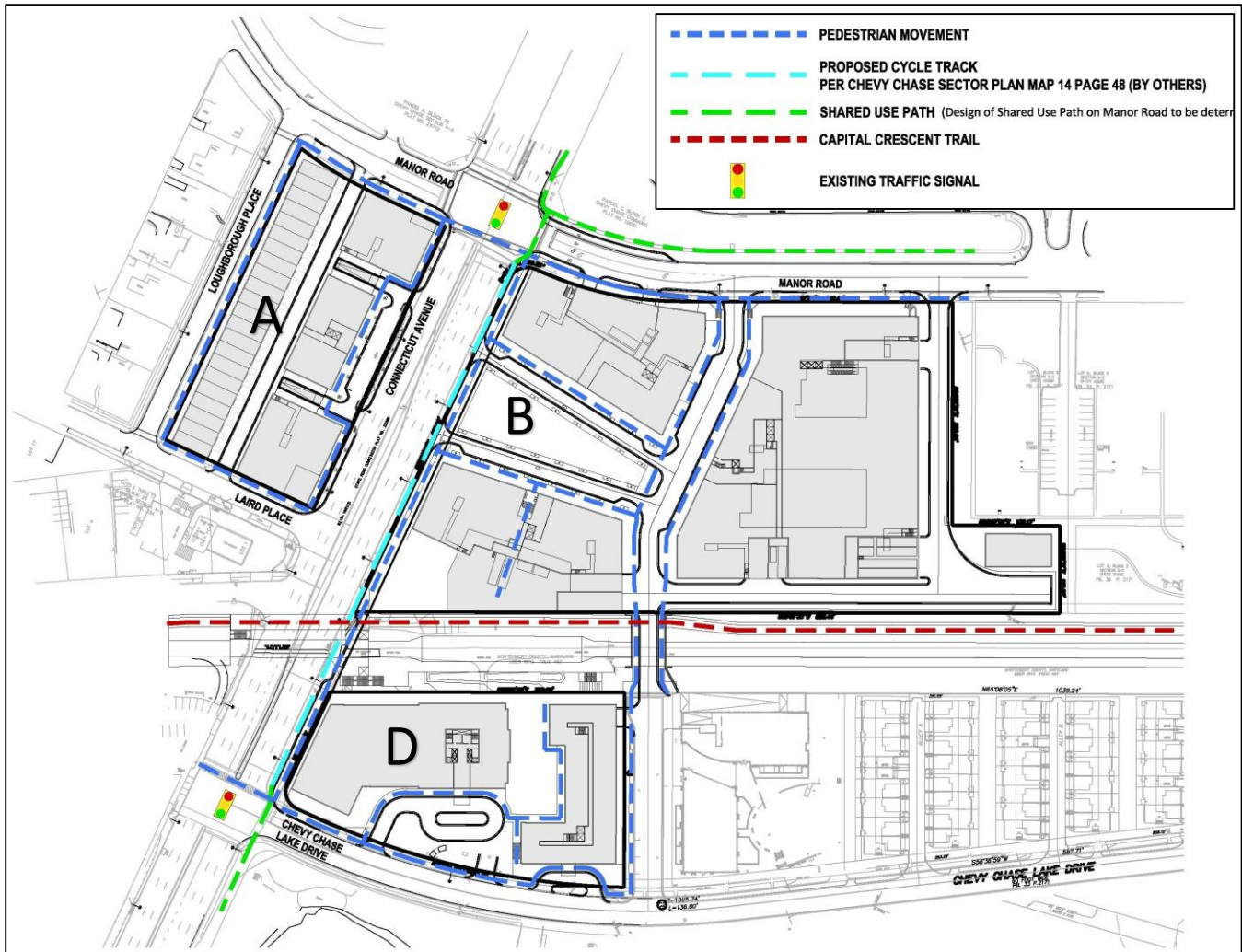


Figure 7-Pedestrian Circulation

*Adequate Public Facilities*

Block B, the portion of the subject development eligible for construction prior to the Purple Line, currently has a valid transportation APF approval through Preliminary Plan 12002020A and can proceed without additional transportation analysis, provided that the proposed Block B development does not exceed the previously approved weekday peak-hour trip generation of 503 morning and 1,051 evening vehicular trips. As proposed under this Sketch Plan, and illustrated in Table 1, Block B is anticipated to generate 397 net new morning peak hour trips and 799 net new evening peak hour trips. This trip generation results in a net decrease of 106 morning peak hour trips and 252 evening peak hour trips from the previous APF determination.



Table 1: Summary of Site Trip Generation, Proposed Chevy Chase Lake: Block B

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
<b>Proposed</b>						
561 High Rise Apartments	43	131	174	124	79	203
107,850 SF Retail	136	126	262	545	503	1048
<b>Total</b>	<b>179</b>	<b>257</b>	<b>436</b>	<b>669</b>	<b>582</b>	<b>1251</b>
<b>Credit</b>						
40% PM Retail Pass-by (excludes residential)	(0)	(0)	(0)	(218)	(201)	(419)
9% AM Internal Capture	(16)	(23)	(39)	(0)	(0)	(0)
4% PM Internal Capture	(0)	(0)	(0)	(18)	(15)	(33)
<b>Total Credit</b>	<b>(16)</b>	<b>(23)</b>	<b>(39)</b>	<b>(236)</b>	<b>(216)</b>	<b>(452)</b>
<b>Net New Trips</b>	<b>164</b>	<b>234</b>	<b>397</b>	<b>433</b>	<b>366</b>	<b>799</b>
<b>Previous APF Approval</b>	<b>303</b>	<b>200</b>	<b>503</b>	<b>503</b>	<b>548</b>	<b>1051</b>

Source: Sustainable Transportation Solutions, LLC. Traffic Statement, dated December 7, 2015.

Blocks A and D of the proposed development will be reviewed for transportation APF through subsequent preliminary plans. As a result of the proposed transportation impact, a traffic study will be submitted with each subsequent Preliminary Plan application. Although the subject application is not eligible for formal APF transportation review at the time of Sketch Plan, Staff is including the following preliminary analysis of traffic impacts associated with the proposed development.

In determining the potential future development scenario for the Site, the Applicant submitted illustrative trip generation tables for anticipated future phases of development and potential options within those phases. As submitted, the development is anticipated to be constructed through three phases. Table 2, below, illustrates the concept for Block A and is inclusive of Block B impacts, which are anticipated to occur prior to Block A. Block A is anticipated to generate 146 net new morning peak hour trips and 254 net new evening peak hour trips.

Table 2: Summary of Site Trip Generation, Proposed Chevy Chase Lake: Blocks A and B

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
<b>Proposed Block A</b>						
147 High Rise Apartments	13	41	54	38	24	62
22 Townhomes	2	9	11	12	6	18
27,178 Retail	44	40	84	175	161	336
<b>Total</b>	<b>59</b>	<b>90</b>	<b>149</b>	<b>225</b>	<b>191</b>	<b>416</b>
<b>Credit Block A</b>						
40% PM Retail Pass-by (excludes residential)	(0)	(0)	(0)	(70)	(64)	(134)
4% AM Internal Capture	(1)	(2)	(3)	(0)	(0)	(0)
10% PM Internal Capture	(0)	(0)	(0)	(15)	(13)	(28)
<b>Total Credit</b>	<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(85)</b>	<b>(77)</b>	<b>(162)</b>
<b>Net New Trips Block A</b>	<b>58</b>	<b>88</b>	<b>146</b>	<b>140</b>	<b>114</b>	<b>254</b>
Total Block B (Table 1)	164	234	397	433	366	799
<b>Net New Trips Blocks A &amp; B</b>	<b>221</b>	<b>322</b>	<b>543</b>	<b>573</b>	<b>480</b>	<b>1053</b>
25% Transit Reduction	(55)	(80)	(135)	(143)	(120)	(263)
<b>Total Phase Two, Option 1 (Blocks A &amp; B)</b>	<b>166</b>	<b>242</b>	<b>408</b>	<b>430</b>	<b>360</b>	<b>790</b>

Source: Sustainable Transportation Solutions, LLC. Traffic Statement, dated December 7, 2015.

Table 3: Summary of Site Trip Generation, Proposed Chevy Chase Lake: Block D

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
<b>Proposed Block D</b>						
170 High Rise Apartments	15	45	60	43	27	70
25,410 SF Retail	41	38	79	163	151	314
154,401 SF Office	221	33	254	41	201	242
<b>Total</b>	<b>277</b>	<b>116</b>	<b>393</b>	<b>247</b>	<b>379</b>	<b>626</b>
<b>Credit Block D</b>						
40% PM Retail Pass-by (excludes office and residential)	(0)	(0)	(0)	(65)	(60)	(125)
2% AM Internal Capture	(6)	(2)	(8)	(0)	(0)	(0)
10% PM Internal Capture	(0)	(0)	(0)	(18)	(32)	(50)
<b>Total Credit</b>	<b>(6)</b>	<b>(2)</b>	<b>(8)</b>	<b>(83)</b>	<b>(92)</b>	<b>(175)</b>
<b>Net New Trips Block D</b>	<b>271</b>	<b>114</b>	<b>385</b>	<b>164</b>	<b>287</b>	<b>451</b>
25% Transit Reduction	(68)	(28)	(96)	(41)	(72)	(113)
<b>Total Phase Three Option 1, (Block D)</b>	<b>203</b>	<b>86</b>	<b>289</b>	<b>123</b>	<b>215</b>	<b>338</b>
Total Blocks A & B (Table 2)	166	242	408	430	360	790
<b>Total Phase Three Option 1, (Blocks A, B &amp; D)</b>	<b>369</b>	<b>328</b>	<b>697</b>	<b>553</b>	<b>575</b>	<b>1128</b>

Source: Sustainable Transportation Solutions, LLC. Traffic Statement, dated December 7, 2015.

For Blocks A and D, the Applicant is requesting flexibility in determining the precise land use mix of the project and is therefore requesting a maximum future development of 734,878 gross square feet. Illustrative trip generation tables demonstrating conceptual developments on Blocks A and D are presented in Tables 2 and 3. This approach is intended to better respond to market demand over the life of this project and will permit the land use mix and density to be refined as part of each subsequent development application.

#### *Transportation Policy Area Review (TPAR)*

As proposed, APF review of the project under the 2012-2016 Subdivision Staging Policy, would consider the site “inadequate” under the Transportation Policy Area Review (TPAR) transit test and “adequate” under the TPAR roadway test within the Bethesda Chevy Chase Policy Area. As a result, the Applicant would have to satisfy the TPAR test by making a mitigation payment, equal to 50 percent of the General District Transportation Impact Tax, which only applies to the later phases of development not captured by the existing APF approval for Block B. The timing and amount of the payment will be in accordance with Chapter 52 of the Montgomery County Code.

#### *Traffic Mitigation*

The Applicant must enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and MCDOT to participate in the Bethesda Transportation Management District, when and if it is expanded to include Chevy Chase Lake, if applicable.

#### Environment

##### *Environmental Guidelines*

A Natural Resource Inventory Forest Stand Delineation (NRI/FSD) # 420160610, submitted for the project and is under review. The NRI/FSD approval is not a required element at the Sketch Plan stage.

The site contains retail, commercial and office space, most of which has been in place for many decades. There are significant impervious areas surrounding the buildings with little or no stormwater management. There are

numerous significant and specimen trees occurring along the fringes the site. The site topography has been graded out into generally flat areas with pockets of steep slopes occurring along some of the property lines. Many of the larger trees occur in these same pockets of steep slopes.

The Coquelin Run stream runs parallel to the south side of Chevy Chase Lake Drive. The stream is within a forested area that contains many significant and specimen trees. Coquelin Run is a tributary to Rock Creek which is a Use I<sup>1</sup> Watershed. There are Stream Valley Buffers (SVBs) that extend into the Subject Property along portions of Chevy Chase Lake Drive and also within the center of the site. The stream channel begins at a pipe outfall and runs underneath a bridge associated with the Capital Crescent trail that was originally built for the B&O Railroad. The SVB associated with the main stem of Coquelin Run is located along portions of the southern property line. The total area of onsite SVB is approximately 0.50 acres. A tributary to Coquelin Run is situated near the center of the site, within the Purple Line right-of-way.

The Environmental Guidelines and priorities for afforestation outlined in Forest Conservation Law emphasize the protection of stream buffer areas with planted Category I Easements. However, the subject application is along an arterial roadway, adjacent to the proposed Purple Line Station and meets the general vision of the Sector Plan regarding density, massing and scale. Therefore, the SVB impacts would be supported by Staff on the condition that the following environmental recommendations of the Sector Plan are also met at Preliminary Plan and Site Plan(s):

- Provide stream restoration work and/or riparian forest enhancements within the same watershed that includes elements such as bank stabilization, removal of invasive species and planting of native species (an objective of the Sector Plan page 49). This theme is also reflected on Page 19 “Preserve the community character of Chevy Chase Lake by ...restoring Coquelin Run...”
- Page 49, “...maximize tree cover for new development with overall goals of 25 to 30 percent canopy cover in the Chevy Chase Lake Center area. New development should also retain or improve canopy cover throughout the plan area...”

Environmental enhancements that will meet the Sector Plan environmental objectives such as maximizing tree cover, providing stream restoration work, removal of invasive species, and restoring native forest structure will help justify the environmental impacts and SVB encroachments relative to the Environmental Guidelines, Forest Conservation Law, and Variance provisions, in addition to making the finding of conformance with sector plans. Therefore, related conditions of approval are recommended and the proposed mitigation efforts will need to be addressed at the Preliminary and/or Site Plan. Further environmental enhancement opportunities exist along the Coquelin Run and could potentially be implemented along with the construction of the Tranquility Trail (when Block D is redeveloped). Note, the implementing of the trail itself is not an environmental enhancement but rather a Sector Plan recommended footpath allowing visitors to experience Coquelin Run-its wooded valley, waterfall and wildlife.

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<sup>1</sup> Use I:

**WATER CONTACT RECREATION & PROTECTION OF AQUATIC LIFE**

*Waters that are suitable for: water contact sports: play and leisure time activities where the human body may come in direct contact with the surface water; fishing; the growth and propagation of fish (other than trout); other aquatic life, and wildlife; agricultural water supply and industrial water supply.*

### *Forest Conservation*

Forest conservation law is not applicable to the project *at its current stage*, since applicability references in the forest conservation law do not include sketch plans. Therefore, the forest conservation plan submission and review will occur at a future stage.

Removal and impacts to any tree  $\geq 30''$  DBH associated with the project will require the submission and approval of the forest conservation variance for each affected tree. There are a number of onsite and offsite trees which would be subject to a variance due to removals or impacts associated with the proposed development. The submitted plans show very extensive building footprints and paved areas, with relatively little greenspace that could accommodate the necessary mitigation plantings. Therefore, the following concerns will need to be addressed at the Preliminary and/or Site Plan stages, to the extent possible:

- Avoid and minimize impacts of variance trees to the extent possible.
- Mitigation for any justified removals will need to be planted on the properties from which they are removed, assuming the appropriate permission from any applicable offsite landowners is obtained. Otherwise the mitigation of offsite trees shall be provided within the Subject Property.
- Generously sized plantings beds (to accommodate mitigation plantings) will be needed that are free and clear of utilities and conflicting easements, and that are readily capable of sustaining the mitigation plantings so they will ultimately replace the form and function of the resources removed.

### *Rare, Threatened, Endangered Species (RTES)*

The Subject Property is near a colony of Yellow-Crowned Night Herons (*Nyctanassa violacea*) documented along Coquelin Run. At the time of Preliminary Plan, the Applicant must coordinate with the Maryland Department of Natural Resources and M-NCPPC Staff to address as appropriate the guidelines and recommendations regarding any Rare, Threatened, or Endangered species identified in the vicinity of the site.

### *Noise*

The project includes residential units near an arterial roadway and the proposed Purple Line. A noise analysis will be required at the time of Preliminary Plan to determine whether or not mitigation techniques are needed.

### *Stormwater Management*

A Stormwater Management Concept Plan is not required at the time of Sketch Plan. Submission of the concept to the Department of Permitting Services (DPS) and approval will be required at the time of Preliminary Plan.

### **Sector Plan Conformance**

The Project substantially conforms to the recommendations for the Property included in the *Chevy Chase Lake Sector Plan* and the Approved Design Guidelines for Chevy Chase Lake, as discussed in detail in the following Project Analysis and Findings section.

### **Community Outreach**

On October 6, 2015, the Applicant held a pre-submittal public meeting at the Bethesda-Chevy Chase High School. The Applicant has complied with all submittal and noticing requirements.

Staff has received a letter from three community associations including Hamlet Place Owners' Inc., Hamlet House Condominium, 8101 Connecticut Avenue Condominium Association (Attachment B) raising a number of issues about the potential impacts of the Sketch Plan on the surrounding area. First, the letter raises concern about traffic congestion on Connecticut Avenue, particularly at the intersection with Chevy Chase Lake Drive. The properties covered under this application are expected to be developed in stages, one after another, over a

number of years. Of the sites included in the Plan, only Block B (the Chevy Chase Lake East Shopping Center) can develop before the Purple Line.

Each of the development sites will have its own traffic impact review, as part of a Preliminary Plan of Subdivision. The Planning Board has already approved this traffic review for the Lake East Shopping Center site, Block B, as part of Preliminary Plan 12002020A, which remains valid. When the other two sites (Chevy Chase Lake West Shopping Center, Block A and the 8401 Connecticut Avenue office building, Block D) come in for Preliminary Plan review, Staff will conduct new traffic reviews based on traffic conditions at that time. Staff fully expects that traffic conditions at the intersection of Connecticut Avenue and Chevy Chase Lake Drive – including the impacts of New Street B-1 connecting Manor Road to Chevy Chase Lake Drive – will be evaluated for each of those development sites.

The New Street B-1 will be built by the private developer in coordination with the Maryland Transit Administration (MTA). The Chevy Chase Lake Sector Plan envisions New Street B-1 as a local road, providing pedestrian access to the Capital Crescent Trail, the Purple Line Station, and the new community green at the Shopping Center site, as well as facilitating vehicular access to parking and loading. Staff has been working with both developers and MTA to make sure the new street is designed to fulfill that vision.

Finally, to help minimize construction-related impacts, Staff will work with the community to establish relationships with an appropriate point of contact at the Department of Permitting Services, which will oversee construction for the county, and the Bethesda-Chevy Chase Regional Services Center.

Staff has not received additional correspondence on this Project as of the date of this report.

#### **SECTION 4: PROJECT ANALYSIS AND FINDINGS**

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59-7.3.3.E of the Zoning Ordinance states: “To approve a sketch plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The sketch plan must:”

- 1. meet the objectives, general requirements, and standards of this Chapter;*

Section 4.5.4 of the Zoning Ordinance sets forth the development standards for the Optional Method of Development within the CRT Zone. Section 4.5.3 sets forth the development standards for the Standard Method of Development in the CRN Zone. As previously mentioned, the residential development proposed in Block A, on Site A1, is being developed under the Standard Method of Development. The proposed development will satisfy the applicable development standards for Standard Method of Development in the CRN Zone, with the exact figures to be determined at the time of Site Plan.



Table 4: Sketch Plan 320160030 Data Table

Section 59 - 4	Development Standard	Permitted/Required	Proposed
	<b>Gross Tract Area / Net Lot Area (sf)</b> Block A Block B Block D <b>TOTAL</b>		<b>134,711/80,404</b> <b>412,215/271,144</b> <b>147,341/85,287</b> <b>694,267/436,834</b>
<b>4.5.4.B.2.b</b>	<b>Density</b> Block A Commercial FAR/GFA Residential FAR/GFA Block B Commercial FAR/GFA Residential FAR/GFA Block D Commercial FAR/GFA Residential FAR/GFA <b>TOTAL FAR/GFA<sup>1</sup></b> <b>Commercial FAR/GFA</b> <b>Residential FAR/GFA</b>	 1.52/88,846 0.68/198,777  1.62/666,104 1.85/760,569  0.32/459,653 0.32/467,630  <b>1.75/1,214,693</b> <b>2.06/1,426,976</b>	 Combined with Block D Totals <sup>2</sup>  0.53/216,900 1.74/717,800  1.63/459,800 <sup>3</sup> 2.36/667,559  <b>0.97/676,700</b> <b>2.00/1,385,360</b>
<b>4.5.4.B.2.b</b>	<b>Building Height (feet)</b> Block A: Site A1 Site A2 Block B: Building B1 Building B2 Building B3 Block D: Building D1 Building D2	 40 70  120 80 80  150 150	 40 70  120 80 80  150 150
<b>4.5.4.B.1</b>	<b>Open Space (minimum)<sup>4</sup></b> Common Open Space-Townhouses (%/sq. ft.) Public Open Space-Multi-Family (%/sq. ft.)	 10/3,846 10/42,000	 10/3,846 10/42,000

<sup>1</sup> Densities in the table accommodate options as submitted by the Applicant at the time of Sketch Plan but may be modified or reallocated up to the maximums allowed under the sum of the respective total, commercial, and residential densities allowed on all properties, with the exception of Block A1, which will not be developed above the maximum total density of 57,454 square feet, including up to 15,599 square feet of commercial density.

<sup>2</sup> At the time of the Sketch Plan application, the Applicant proposed averaging the density between existing lots, pursuant to Section 59-4.5.1.B of the 2014 Zoning Ordinance, as the Property's lots are directly abutting, subject to the same sketch plan, and maximum residential density limits apply to the entire Project. Upon further review, it has been determined that pursuant to Section 59-4.5.1.B of the 2014 Zoning Ordinance, FAR Averaging only applies between two or more properties—because the entire site in this Application is currently under common ownership, the Chevy Chase Land Company, it constitutes a single property, and therefore FAR Averaging does not apply to this Application.

<sup>3</sup> Proposed total density for Block D includes Block A.

<sup>4</sup> Final open space may be allocated over one or more blocks and will be constructed at least proportionally with each phase.

The Sketch Plan meets the development standards of Section 59-4.5, as shown in the Data Table above. The Application will provide the minimum required number of bicycle parking spaces for residents and visitors, and commuter shower/change facilities within the building, which will be determined at the time of Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the number of residential dwelling units.

Section 3.5.11.B.2.a.iii: Retail/Service Establishment

Section 3.5.11.B.2.a.iii of the Zoning Ordinance sets forth the use standards for retail/service establishments over 50,000 square feet that are permitted as a limited use in the CRT Zone. The Project proposes a grocery store, which may be up to 60,000 square feet in Building B3. The grocery store confronts properties zoned R-90 (Residential Detached Zone) across Manor Road, which are improved with residential uses. As such, as required by the Optional Method of Development and in satisfaction of the additional standards for approval contained in Section 3.5.11.B.2.a.iii, the grocery store will be subject to Site Plan approval.

The Sketch Plan conforms to the intent of the CRT and CRN zones as described below.

- a) *Implement the recommendations of applicable master plans.*

Planning Themes of the Sector Plan

The Project substantially conforms to the recommendations for the Property included in the *Chevy Chase Lake Sector Plan* and the Approved Design Guidelines for Chevy Chase Lake, and has been designed to respond to and incorporate the specific recommendations for the Property. One of the primary objectives of the Sector Plan is to preserve the distinct character of Chevy Chase Lake and build on the existing community assets to create a better Center with more housing, shops, open space and better pedestrian and vehicular access.

The Project responds to the three main planning themes in the Sector Plan (page 19):

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

The Project, located entirely within the Town Center, will facilitate the creation of a vibrant, mixed-use, transit-oriented Town Center. The Project's design displays particular sensitivity to the surrounding residential uses and will promote compatibility with the existing character of Chevy Chase Lake. The Project will closely follow the Sector Plan Design Guidelines and the traditional architecture conveyed through the detailing of the façades, silhouettes, and roof elements, will be compatible with the existing, distinctive character of the community.

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

As recommended in the Sector Plan, the Project provides for a mix of uses, including street activating uses such as ground-floor retail and restaurants, within close proximity to the existing residential communities and the proposed Purple Line station. The Project will substantially improve the pedestrian environment and vehicular access within Chevy Chase Lake. The Project includes the construction of new internal streets that will provide a more efficient means of transportation and access to neighborhood commercial services in the Town Center. The design of the internal streets

will create an enjoyable and safe pedestrian space that is buffered from vehicular traffic. The Project also will provide streetscape improvements along Manor Road and Connecticut Avenue to provide enhanced pedestrian connections. In addition, the Project will also provide key bicycle-oriented amenities along this important biking corridor, including a dedicated bike lane along Connecticut Avenue (cycle track), storage facilities, a bike share station and a network of shared-use internal streets.

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

The Project will contain a significant amount of new residential development. As recommended in the Sector Plan, the Project will provide diverse housing opportunities including a variety of unit sizes and layouts to facilitate the availability of new housing, in a range of types and rents. The Project will provide housing opportunities for a variety of income levels, including a minimum of 12.5% MPDUs across the Project's rental housing program, in conformance with Chapter 25A. In addition, for-sale multi-family housing will also comply with Chapter 25A.

Additionally, the Project provides a significant amount of neighborhood retail and service uses, including restaurants that will support the surrounding residential communities. Block B of the Project proposes a new grocery store that will provide a desired amenity for existing and future residents of Chevy Chase Lake and will also anchor and support the on-site retail. The Project is located in close proximity to the future Purple Line station which, in combination with the on-site pedestrian and vehicular circulation, will provide for improved access to the proposed commercial services and facilities.



Figure 8-Chevy Chase Lake Center (Sector Plan, page 25)



Figure 9-Enhanced Land Use (Sector Plan, page 27)

### Land Use

The Sector Plan provided specific recommendations for the development of the Subject Property, which the Projects incorporates:

#### *Chevy Chase Lake East Shopping Center* (CRT2.0, C2.0, R2.0, H80 and CRT2.0, C1.0, R1.75, H120)

In 2002, the Planning Board approved a Preliminary Plan for 248,372 square feet of commercial development at the Chevy Chase Lake shopping center, on the east side of Connecticut Avenue. This included 174,016 square feet of retail and 74,356 square feet of office uses. At the time the Sector Plan was approved, the development was unbuilt, though the approval remains valid until at least 2022. The Sector Plan recommended that trips associated with the development in Block B (Phase One) be capped at 503 total AM peak hour trips and 1,051 total PM peak hour trips. This trip cap is intended to mirror the traffic impacts for the existing Preliminary Plan and associated trip credits approved for this site. The Project will conform to this recommendation and Block B will not exceed the cap.

The Plan recommends a maximum building height of 120 feet on the portion of the site adjacent to Connecticut Avenue and the Purple Line station. The Plan recommends the remainder of the Property to have a maximum building height of 80 feet, which only applies to a proposed hotel located at the corner of Connecticut Avenue and Manor Road. The Plan states that all other land uses, particularly residential, should have a maximum building height of 70 feet. Building heights of 70 feet can accommodate six stories of mixed uses, which is an appropriate scale—five stories of residential above ground-floor retail. The Project’s structures will step down in height from a maximum of 120 feet to 70 feet (80 feet if Building B2 is a hotel) 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 Project's scale of buildings provides a sense of enclosure along Connecticut Avenue and signals that the blocks between Manor Road and Chevy Chase Lake Drive are a distinct and identifiable Center.

The Plan recommends that the shopping center site also include a public open space, to be approximately ½-acre in size, which 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. The Project conforms to the recommendation by providing an approximately ½-acre new public open space (Neighborhood Square) with attractive amenities, to be determined at the time of Site Plan, and the Neighborhood Square will be located central to the Block.

The Sector Plan recommends redevelopment of the shopping center to 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, and construction of the full-width roadway, including sidewalks, street trees, and streetscape pavers, as described in the Design Guidelines for this Plan. Phase One, Block B includes constructing the portion of the new master-planned street between Chevy Chase Lake Drive and Manor Road on the Property (New Street B-1), including sidewalks, street trees, and streetscape pavers as described in the design guidelines, to provide vehicular, pedestrian, and bicycle access to the future Purple Line station, adjacent neighborhoods, and roadways.

*Chevy Chase Lake West Shopping Center and Loughborough Place parking lot (CRT2.0, C1.0, R2.0, H70 and CRN 1.0, C0.25, R1.0, H40)*

The Sector Plan recommends the emphasis remain on residential development for Block A and a smaller proportion of commercial uses to allow a transition to the residential community on the west. The 70-foot building height maximum along Connecticut Avenue will further provide a strong edge and sense of enclosure to this block, which the Project proposes the maximum height of 70 feet along Connecticut Avenue. The Plan further recommends the existing parking lot along Loughborough Place be zoned to allow a low-density mixed-use zone in order to provide a transition between the existing single-family neighborhood and the mixed-use center, both in height and land use. The Project proposes stepping down from 70 feet to 40 feet, which provides an appropriate transition from the Center to the adjacent single-family neighborhood. The buildings will be designed to 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. At the time of Site Plan(s) for Block A, the Applicant will need to provide a mid-block pedestrian connection. The Plan also supports the abandonment of the public alley located on the site, which the Applicant will be pursuing through the Council Abandonment process.

*8401 Connecticut Avenue (CRT4.0, C3.5, R3.5, H150)*

The Plan recommends a maximum building height of 150 feet, limited to the western portion of the site closer to Connecticut Avenue, and the building design should address the same design goals recommended for the Chevy Chase Lake East shopping center. The Plan further states that the 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 Sector Plan states that 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. Block D will be oriented towards the southern portion of New Street B-1, which will connect Manor Road with Chevy Chase Lake Drive, as recommended in the Plan.



The Plan strongly recommends that no development occur on the eastern portion of the site until the current office building site has redeveloped. A redevelopment proposal for the western portion of the site will occur before new construction on the eastern portion of the site.

#### Transportation Network

The Applicant proposes to construct their portion of the New Street B-1 which is proposed as private and subject to a public access easement, under the conditions specified in the Sector Plan. New Street B-1 will be a segment of a new local business district street recommended in the Sector Plan that will enhance connectivity by linking Chevy Chase Lake Drive with Manor Road (P-14), providing access to the planned Purple Line light rail station, and serving as a shared roadway for bicycles as recommended in the Sector Plan. The Project will be a key node along a major regional recreational resource and transportation route, the Capital Crescent Trail, and will be fully accessible to Trail users and vice versa. This connection to the Trail will further promote bicycling as a viable mode of transportation for daily living, recreation, and work with its proximity to residences and businesses. The Project will provide key bicycle-oriented amenities along this important biking corridor, including a dedicated bike lane along Connecticut Avenue, storage facilities, a bike-share station and a network of shared-use internal streets.

#### Open Space

The proposed public open spaces are consistent with the Sector Plan recommendations. The Sector Plan recommends a new, approximately ½-acre, Neighborhood Square, to be located on the Property. The Sector Plan recommends this public open space should serve as a gathering place for existing and new residents and should have the amenities necessary to make it an appealing destination for the entire community. The Project includes an approximately ½-acre new public open space, privately owned and maintained, located between Buildings B1 and B2, fronting Connecticut Avenue and New Street B-1 and will include attractive amenities.

#### Environment

The Sector Plan contains several recommendations to preserve and restore environmental features while minimizing the impact of future development including expanding the existing tree canopy and promoting sustainable site and building design to mitigate negative environmental impacts. The Project illustrates landscaping throughout the Property and anticipates a vegetated roof on Buildings D1 and D2. A goal of the Sector Plan is to maximize tree cover for new development with overall goals of 25 to 30 percent tree canopy for the Chevy Chase Lake Center area, with retaining or improving canopy cover within street medians, along new and existing streets, and in surface parking areas, which the proposed Project supports to the extent possible.

- b) *Encourage development that integrates Target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.*

The Project will redevelop the existing low-density commercial shopping centers and associated surface parking, along with the 13-story office building with a higher-density mixed-use development with underground parking to maximize development adjacent to the planned Purple Line station. The Project proposes retail, residential units, service, office uses, and public open space. The Project meets the objective of this finding.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Project will offer diverse multi-family units and possible townhouses units targeted to a wide variety of incomes, including MPDUs, near existing transit and the adjacent planned Purple Line station, retail services, employment centers, and recreational amenities. The development will include a new Neighborhood Square and construct a new local connector street on the Property. The proposed non-residential uses (retail and/or office) on the ground floor provide commercial services for the residents and surrounding neighborhood. The Project facilitates all modes of transit – pedestrian, bicycle, and vehicular.

- d) *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Project will provide a mix of uses on-site, including a significant amount of new residential development, ground floor retail and possible office uses. The heights and densities proposed by the Project are compatible with the desired character of the Chevy Chase Lake area and will provide appropriate transitions to the surrounding residential communities.

- e) *Integrate an appropriate balance of employment and housing opportunities.*

As recommended in the Sector Plan, the Project provides a substantial amount of new residential development through a variety of housing options with both market-rate units and MPDUs. The Project also provides new ground-floor retail, as well as possible office uses to create a mixed-use development.

- f) *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Project will provide the required public benefits from a minimum of three categories to achieve the desired incentive density above the standard method limit.

- 2. *substantially conform with the recommendations of the applicable master plan;*

As discussed earlier in the Sector Plan Conformance Section, the Project substantially conforms to recommendations of the *Chevy Chase Lake Sector Plan*. The Project will increase the supply of housing to serve a variety of income levels, provide opportunities for neighborhood retail and service uses, including restaurants that will support surrounding residential communities, provide connectivity improvements that improve the safety and character of the existing streets, construct the portion of the new sector-planned street between Chevy Chase Lake Drive and Manor Road on the Property, and provide public open space.

- 3. *satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

4. *under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;*

The Property's zoning classification on October 29, 2014 was not a result of a Local Map Amendment.

5. *achieve compatible internal and external relationships between existing and pending nearby development;*

As discussed earlier in the Sector Plan Conformance Section, the building is compatible in height and scale with the existing and pending nearby development in the Chevy Chase Lake area. In Block B, the structures will step down in height from a maximum of 120 feet for Building B1 to 70 feet for Building B2 to allow a transition between taller buildings along Connecticut Avenue and the lower existing residential buildings at the end of Chevy Chase Lake Drive. Building B3 will have a maximum height of 70 feet. For Blocks A and D, all three development options provided by the Applicant adhere to the Sector Plan recommendations. Specifically, in all three options for Block A, the residential uses and lower building heights have been strategically located along the site's western boundary to provide a transition between the more intensive uses in the Center and the residential neighborhoods located just outside the Center. In all three options for Block D, the residential development has been strategically located on the eastern portion of the site to provide an appropriate transition to the existing and proposed residential uses to the east. The Project achieves compatibility through the architectural design that will create a residential and pedestrian-friendly scale that complements the surrounding neighborhood.

6. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. The Project will significantly improve vehicular access and circulation by providing new internal private streets and significant streetscape improvements. The design of the internal private streets will promote a safe pedestrian environment by incorporating ample sidewalks, street trees, street furnishings, and on-street parking. Adequate parking will be provided on-site to accommodate all users of the Property, and access to parking and loading has been strategically located to minimize pedestrian-vehicular conflicts.

7. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

The Application includes public benefits that address the general incentive and density considerations required by Section 59-4.7.1.B. The public benefits:

- a. Take into consideration "the recommendations of the applicable master plan" by providing the diversity of housing, providing retail and possible office uses, general sustainability measures, and connectivity improvements
- b. Meet "the CR Zone Incentive Density Implementation Guidelines" by providing the proper calculations and criteria for each public benefit;
- c. Meet "any design guidelines adopted for the applicable master plan area" by providing residential units within walking distance of a proposed purple Line station, retail and possible office uses, public open space, and safe pedestrian-friendly connections;
- d. Are appropriate for "the size and configuration of the site" by improving the existing configuration of surface parking lot and existing buildings and providing structured parking to allow for public open space close to transit;

- e. Adequately address “the relationship of the site to adjacent properties” by designing the buildings at an appropriate scale for the surroundings with heights and creating areas of open space that complements the existing character of the area;
- f. Consider “the presence or lack of similar public benefits nearby” through providing transit access improvements, environmental benefits, public open space, and pedestrian connections, all of which are currently needed in this area; and
- g. Provide “enhancements beyond the elements listed in an individual public benefit that increase public access to, or enjoyment of, the benefit” which will be developed and assessed during Preliminary and Site Plan(s) reviews.

The development must be constructed with the public benefits listed in Table 5, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 50 and be chosen from at least three categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

<b>Table 5 - Public Benefits Calculations</b>			
<b>Public Benefit</b>	<b>Incentive Density Points</b>		
	<b>Max Allowed</b>	<b>Requested</b>	<b>Recommended</b>
<b>59.4.7.3.A: Major Public Facility</b>			
<b>Bike share station</b>	<b>40</b>	<b>10</b>	<b>10</b>
<b>Sector-Planned Neighborhood Square</b>	<b>40</b>	<b>26</b>	<b>26</b>
<b>59.4.7.3.B: Transit Proximity</b>			
	<b>15</b>	<b>15</b>	<b>15</b>
<b>59.4.7.3.C: Connectivity and Mobility</b>			
<b>Transit Access Improvement</b>	<b>20</b>	<b>15</b>	<b>15</b>
<b>Wayfinding</b>	<b>10</b>	<b>5</b>	<b>5</b>
<b>59.4.7.3.E: Quality of Building and Site Design</b>			
<b>Exceptional Design</b>	<b>10</b>	<b>7</b>	<b>7</b>
<b>Structured Parking</b>	<b>20</b>	<b>19</b>	<b>19</b>
<b>59.4.7.3.F: Protection and Enhancement of the Natural Environment</b>			
<b>Vegetated Roof</b>	<b>15</b>	<b>2.5</b>	<b>2.5</b>
<b>TOTAL</b>		<b>99.5</b>	<b>99.5</b>

Major Public Facility

*Bike share station:* The Applicant requests 10 points for the payment of the installation of a bike share station on the Property. This is particularly appropriate benefit given its location adjoining the Purple Line and the Capital Crescent Trail, since bike share will promote circulation to, from and through the Project without use of a motor vehicle and can provide readily-available non-auto access to the Project's uses and the ultimate Purple Line station. Staff supports the Applicant's request.

*Sector-Planned Neighborhood Square:* The Applicant will construct the Sector-Planned Neighborhood Square on the Property. Staff supports the Applicant's requests for 26 points based on following calculation:

$$\{28,800 \text{ (constructed area in square feet)} / 436,834 \text{ (net lot area in square feet)} \times 4\} \times 100 = 26.37 \text{ points}$$



### Transit Proximity

The Property is located adjacent to a proposed Purple Line station, which allows the development to be eligible for Level 2 transit as defined in the Zoning Ordinance. Staff recommends the full 15 points as suggested in the CR Guidelines.

### Connectivity and Mobility

*Transit Access Improvement:* The Applicant requests 15 points for constructing new transit access. The Applicant will construct a plaza/platform at the Purple Line station at Building B1 with access to the Neighborhood Square. Staff supports the Applicant's request at this time with further detailed improvements to be provided at the time of Site Plan.

*Wayfinding:* The Applicant requests 5 points for providing a way-finding system that orients pedestrians and cyclists to transit facilities, the nearby Capital Crescent Trail, bike share station, the Purple Line, bus stops, retail services and public open spaces. Staff supports the Applicant's request with further details and refinement to be provided at the time of Site Plan.

### Quality of Building and Site Design

*Exceptional Design:* The Applicant requests 7 points for building or site design that enhances the character of a setting. Per the CR Guidelines, incentive density of 5 points is appropriate for development that meets at least four of the guideline criteria and 10 points is appropriate for development that meets all six criteria. The Applicant asserts that the Project will meet 5 of the 6 criteria and that the Project will 1) provide innovative solutions in response to the immediate context; 2) create a sense of place and serves as a landmark; 3) enhance the public realm in a distinct and original manner; 4) introduce materials, forms, or building methods unique to the immediate vicinity or applied in a unique way; and 5) use design solutions to make compact infill development living, working and shopping environments more pleasurable and desirable. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights. Staff supports the Applicant's request at this time with further details and refinement to be provided at the time of Site Plan(s).

*Structured Parking:* The Applicant requests 19 points for structured parking for only the parking that will be below grade. This incentive is granted on a sliding scale based on the percentage of spaces provided above and below grade, and the Applicant anticipates 95% of all parking will be structured below grade with final parking counts to be determined at Site Plan(s). Staff supports 19 points for the below-grade parking at this time.

### Protection and Enhancement of the Natural Environment

*Vegetated Roof:* The Applicant requests 2.5 points for providing vegetated roofs on Buildings D1 and D2 with a soil depth of at least 4 inches and covering at least 33% of the total roof excluding space for mechanical equipment. The CR Guidelines recommend 7.5 points for development that meets the Zoning Ordinance requirements; with additional points granted if other criteria are met, including: greater coverage, greater soil depth, plant species that provide habitat and native plant species. At the time of Site Plan, the Applicant will provide additional details on meeting the vegetated roof criteria. Staff supports the Applicant's request at this time.

8. *establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

As described earlier, the proposed development may be built in three phases. Phase One will include the redevelopment of the Chevy Chase Lake East Shopping Center (Block B) with construction of three buildings

containing commercial uses and residential units, along with the approximately ½-acre Neighborhood Square and New Street B-1 required by the Sector Plan as described above. Phase One may be broken up into three discrete sub-phases, as described above. Phase Two will include the redevelopment of the Chevy Chase Lake West Shopping Center (Block A) with the residential uses, street level retail and lower building heights, and Phase Three will redevelop 8401 Connecticut Avenue (Block D) with residential and non-residential uses. Phases Two and Three may be sequenced in any order or combined, phase boundaries may be adjusted, and the density of phases shifted at the time of Preliminary Plan or Site Plan approval. The following table, Table 6, shows the public benefits Staff recommends by each phase of development.

<b>Table 6 - Phased Public Benefits</b>				
<b>Public Benefit</b>	<b>Max Allowed</b>	<b>Total Points per Phase</b>		<b>Total Points</b>
		<b>Phase 1</b>	<b>Phases 2 and 3</b>	
<b>Major Public Facility</b>				
<b>Bike share station</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>10</b>
<b>Master-Planned Neighborhood Square</b>	<b>40</b>	<b>26</b>	<b>0</b>	<b>26</b>
<b>Transit Proximity</b>	<b>15</b>	<b>7.5</b>	<b>7.5</b>	<b>15</b>
<b>Connectivity and Mobility</b>				
<b>Transit Access Improvement</b>	<b>20</b>	<b>0</b>	<b>15</b>	<b>15</b>
<b>Wayfinding</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>5</b>
<b>Quality Building and Site Design</b>				
<b>Exceptional Design</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>7</b>
<b>Structured Parking</b>	<b>20</b>	<b>10</b>	<b>9</b>	<b>19</b>
<b>Protection and Enhancement of the Natural Environment</b>				
<b>Vegetated Roof</b>	<b>15</b>	<b>0</b>	<b>2.5</b>	<b>2.5</b>
<b>TOTAL POINTS</b>		<b>63.5</b>	<b>36</b>	<b>99.5</b>

## **CONCLUSION**

The Sketch Plan application satisfies the findings under Section 59-4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the Chevy Chase Lake Sector Plan. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

## **ATTACHMENTS**

- A. Sketch Plan Options-Blocks A and D
- B. Community Correspondence
- C. Sketch Plan Data Table
- D. Sector Plan pages
- E. Agency Letters