

**Chevy Chase Lake  
Blocks A, B, & D**  
8401, 8505, 8507, 8519, 8550, and 8551  
Connecticut Avenue  
Chevy Chase, MD 20815

**APPLICANT**  
Bozzuto Development Company  
6406 Ivy Lane, Suite 700  
Greenbelt, MD 20770  
301-446-2292

**DESIGN ARCHITECT**  
David M. Schwarz Architects, Inc.  
1707 L St. NW, Suite 400  
Washington, DC 20036  
202-862-0777

**CIVIL ENGINEER:**  
VKA Maryland  
20251 Century Blvd, Suite 400  
Germantown, MD 20784  
301-916-4100

**ATTORNEY:**  
Lerch Early & Brewer  
3 Bethesda Metro Center, Suite 460  
Bethesda, MD 20814  
301-986-1300

**TRAFFIC CONSULTANT:**  
STS Consulting  
6449 Red Keel  
Columbia, MD 21044  
410-718-8680

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**REVISIONS**

#	DATE	DESCRIPTION

PRINTED: 10/7/2015

Sketch Plan 320160030  
**ISSUED:** 10/08/2015

**SHEET TITLE:**  
GROUND FLOOR  
LEVEL PLAN

**EXIST. CONDITIONS  
ON BLOCKS A & D**

**SHEET NO.:**  
**SK8.0**

**BLOCK A OPTION 1**

**SITE A1**  
THREE-STORY  
TOWNHOMES

**SITE A2**  
RESIDENTIAL  
OVER RETAIL

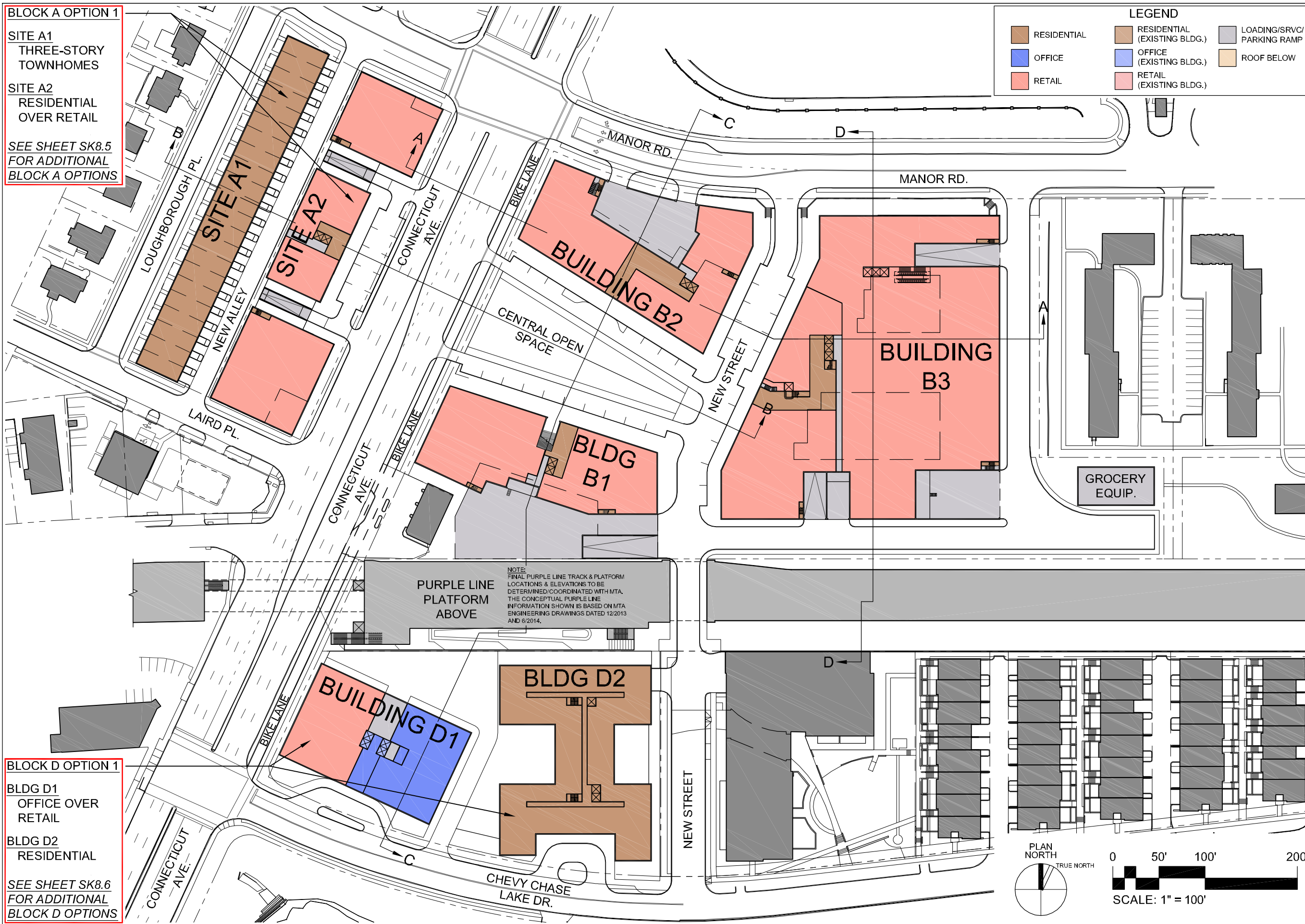
SEE SHEET SK8.5  
FOR ADDITIONAL  
BLOCK A OPTIONS

**BLOCK D OPTION 1**

**BLDG D1**  
OFFICE OVER  
RETAIL

**BLDG D2**  
RESIDENTIAL

SEE SHEET SK8.6  
FOR ADDITIONAL  
BLOCK D OPTIONS



**LEGEND**

RESIDENTIAL	RESIDENTIAL (EXISTING BLDG.)	LOADING/SRVC/PARKING RAMP
OFFICE	OFFICE (EXISTING BLDG.)	ROOF BELOW
RETAIL	RETAIL (EXISTING BLDG.)	

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Sketch Plan 320160030  
**ISSUED:** 10/08/2015  
**SHEET TITLE:**  
GROUND FLOOR  
LEVEL PLAN  
FULL BUILD-OUT  
**SHEET NO.:**  
**SK8.1**

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Blocks A, B, & D**  
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**REVISIONS**

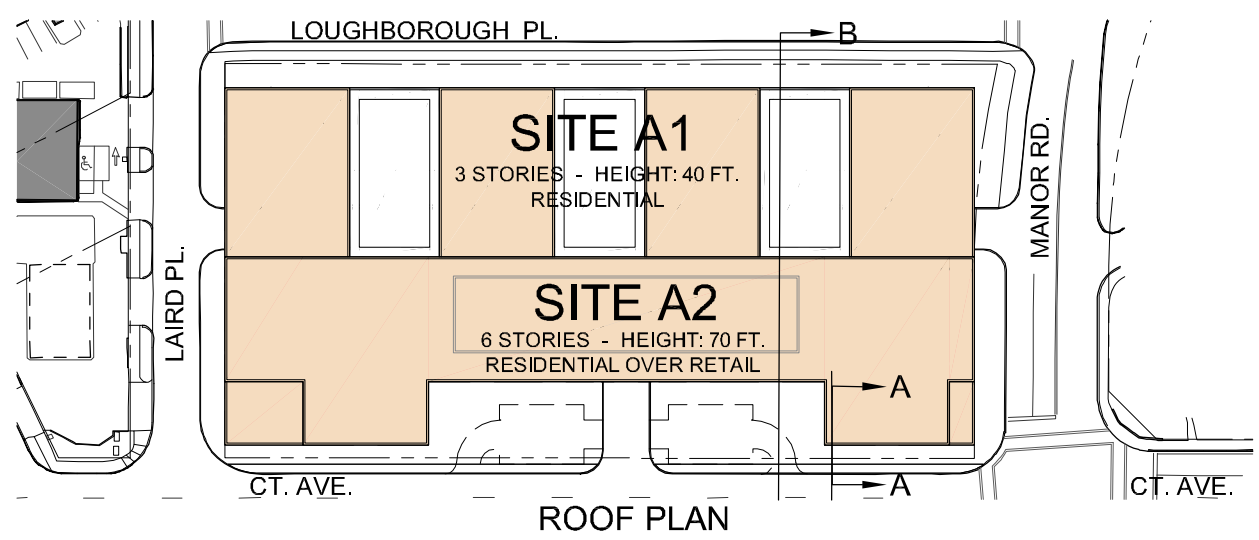
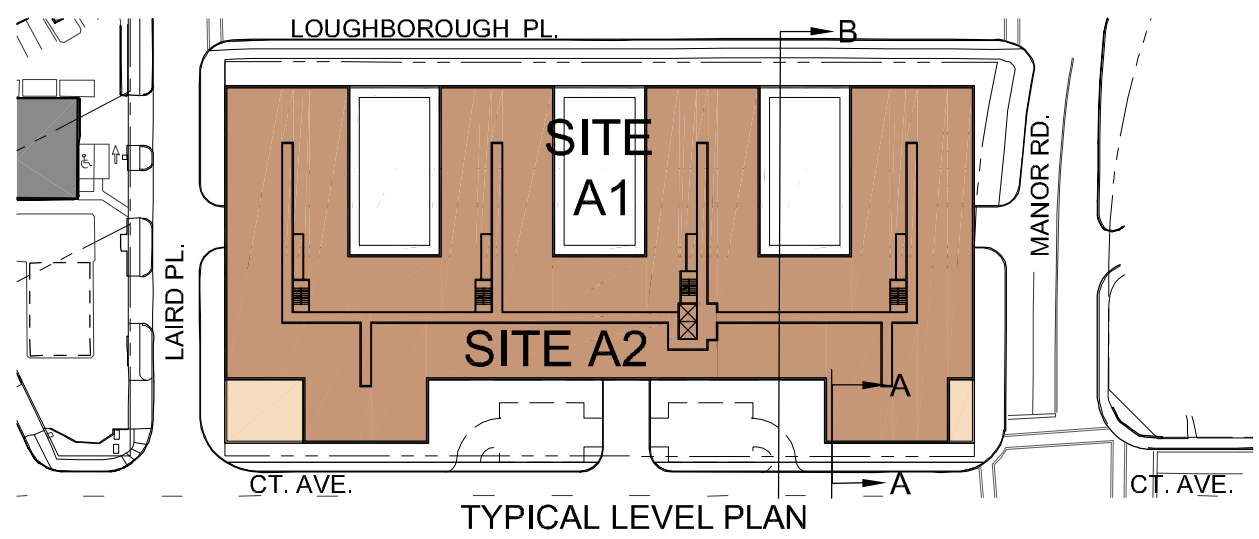
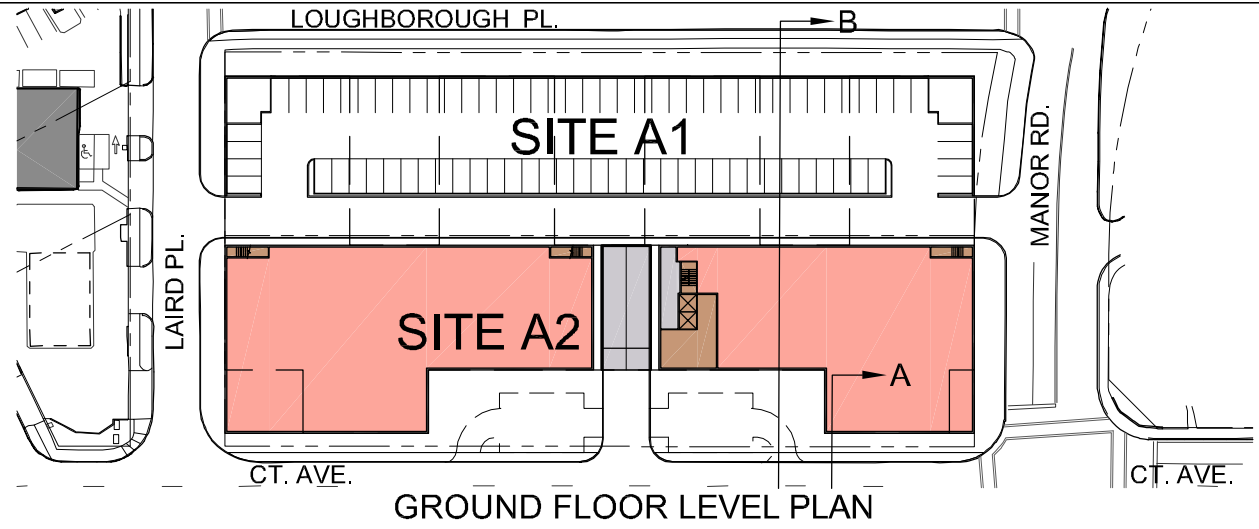
#	DATE	DESCRIPTION

PRINTED: 10/7/2015

Sketch Plan 320160030  
**ISSUED:** 10/08/2015

SHEET TITLE:  
ILLUSTRATIVE  
BLOCK A PLANS  
OPTIONS 2 & 3

SHEET NO.:  
**SK8.5**

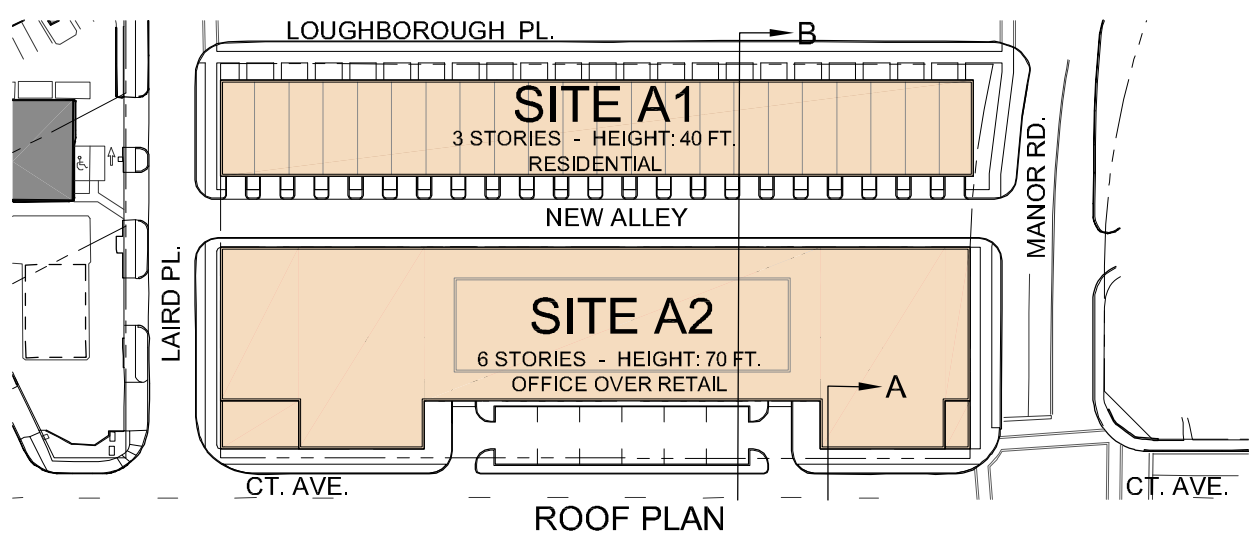
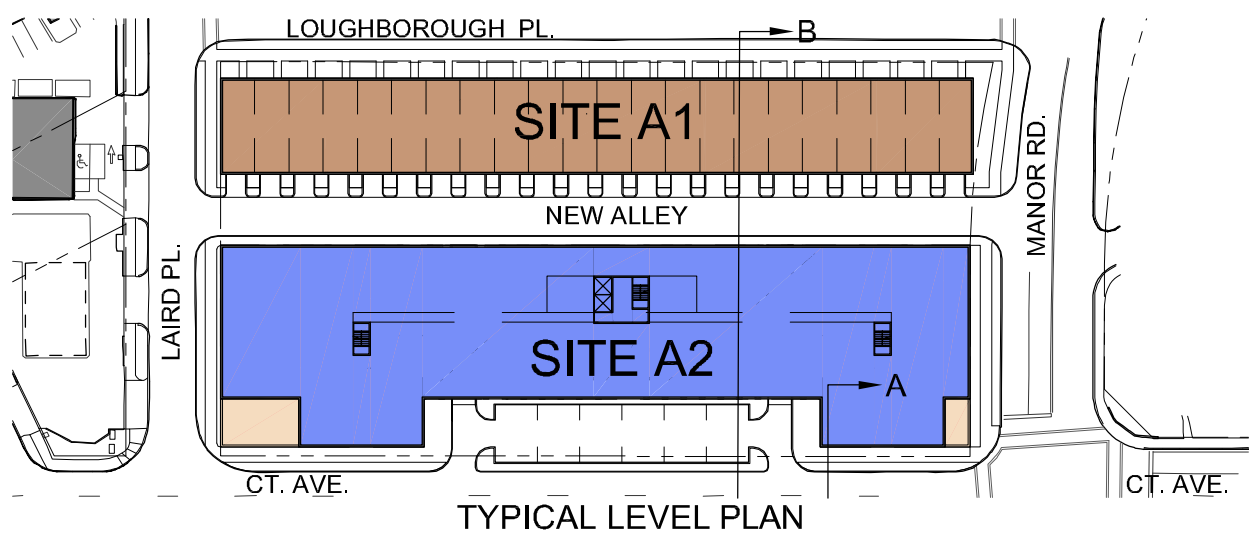
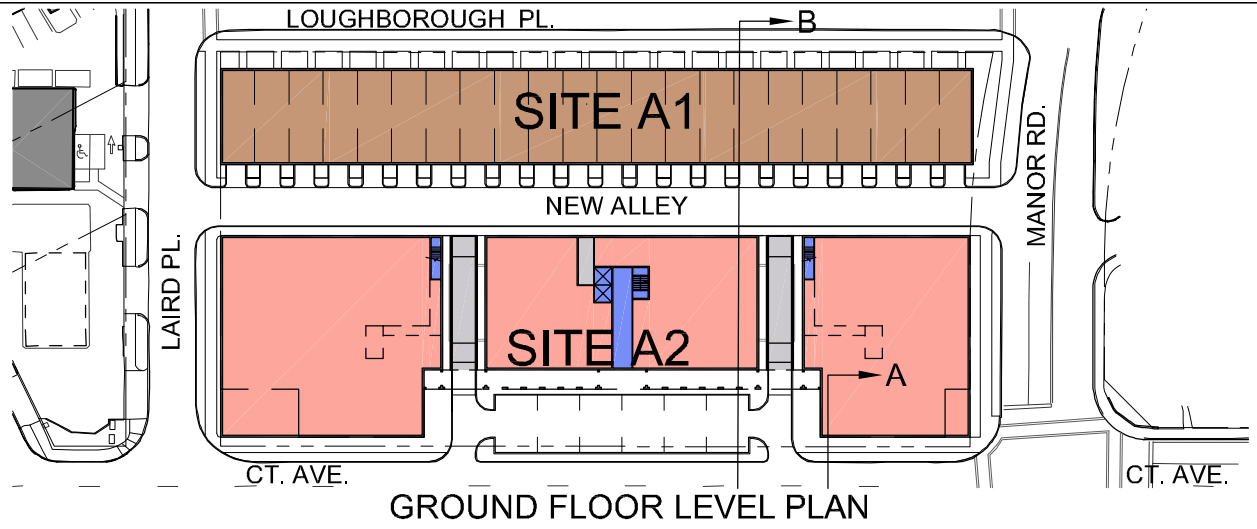


**BLOCK A OPTION 2**

SITE A1: RESIDENTIAL OVER PARKING    SITE A2: RESIDENTIAL OVER RETAIL

**LEGEND**

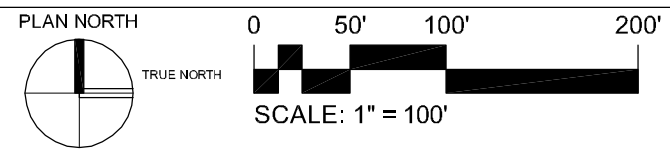
RESIDENTIAL	OFFICE	RETAIL	LOADING/SRVG/ PARKING RAMP
RESIDENTIAL (EXISTING BLDG.)	OFFICE (EXISTING BLDG.)	RETAIL (EXISTING BLDG.)	ROOF BELOW

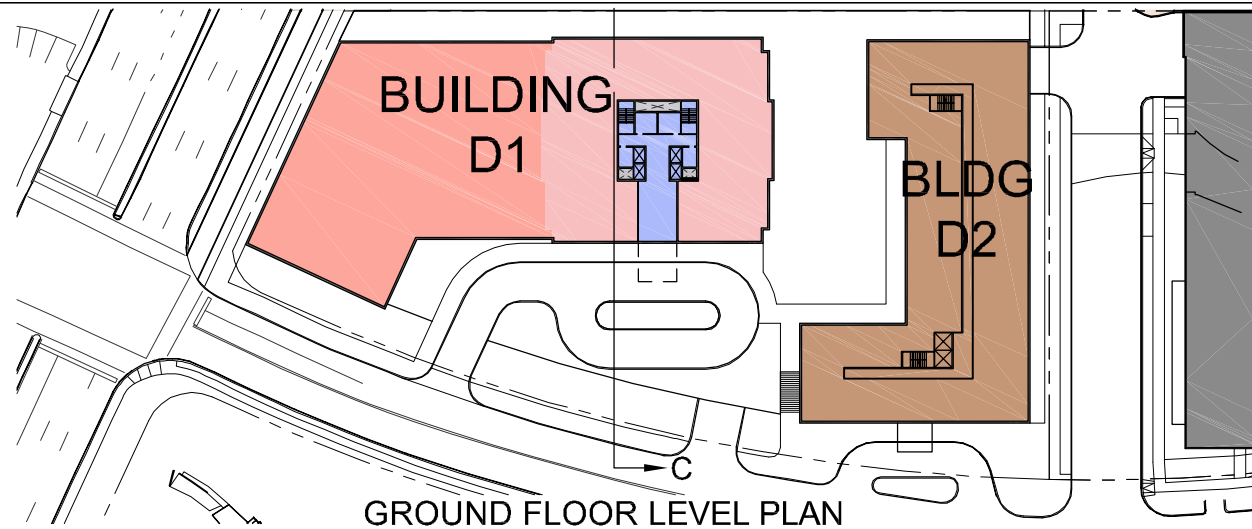


**BLOCK A OPTION 3**

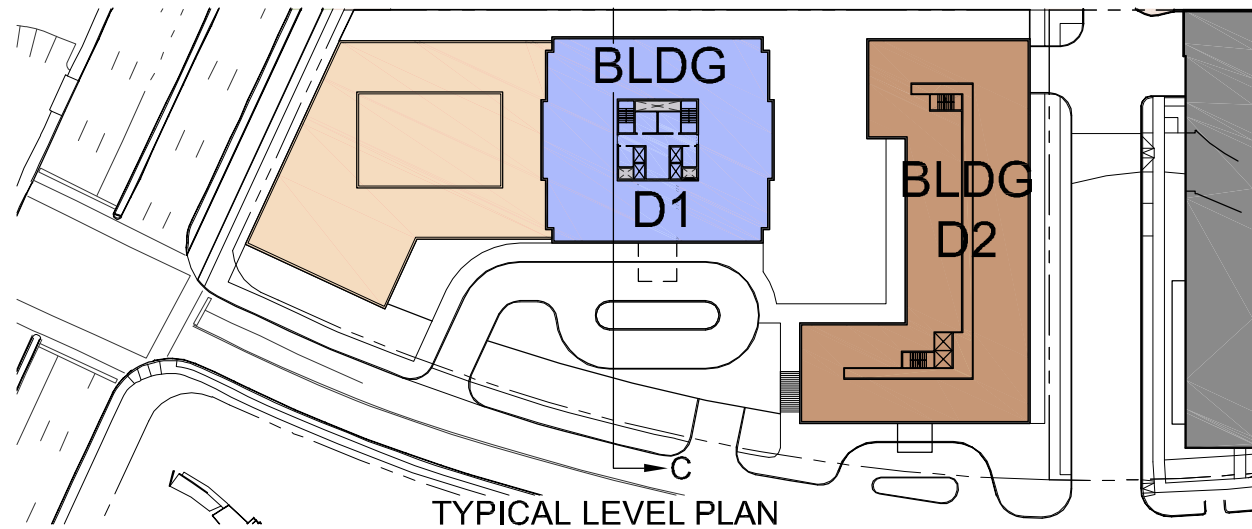
SITE A1: THREE-STORY TOWNHOMES    SITE A2: OFFICE OVER RETAIL

**BLOCK A OPTIONS**

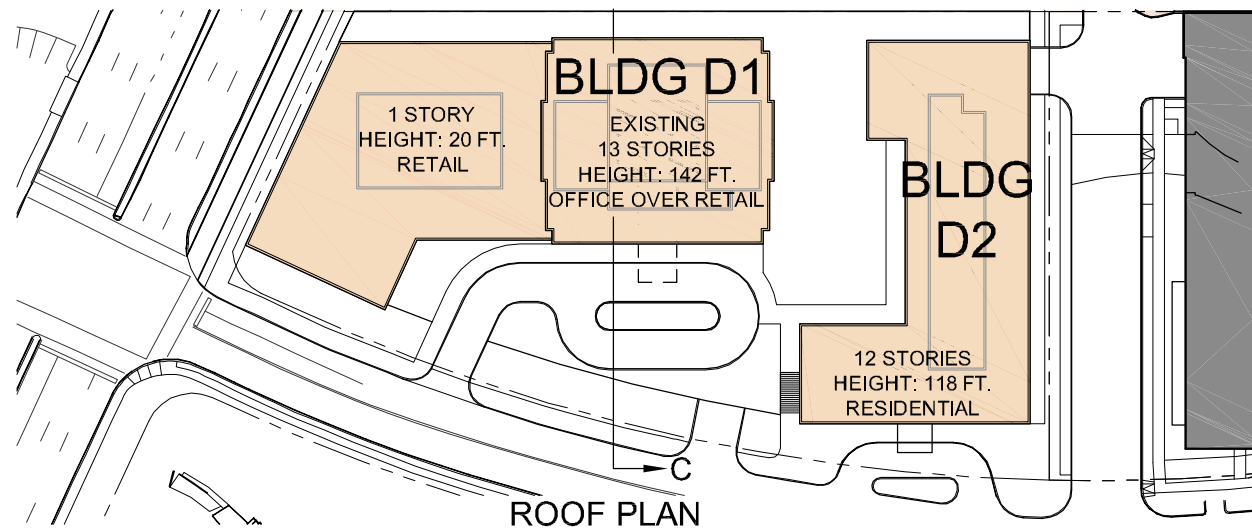




GROUND FLOOR LEVEL PLAN



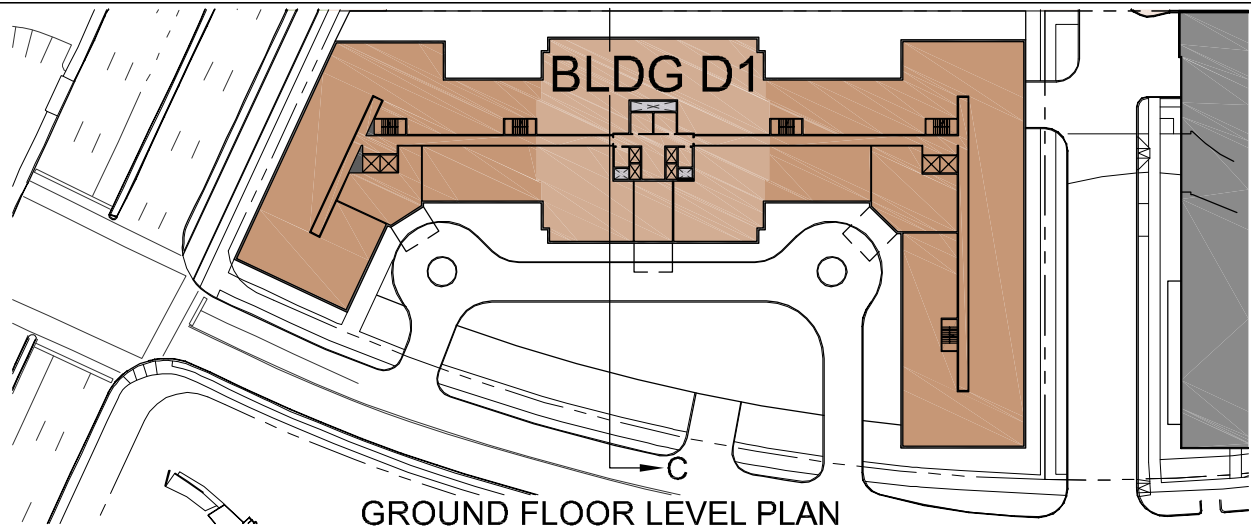
TYPICAL LEVEL PLAN



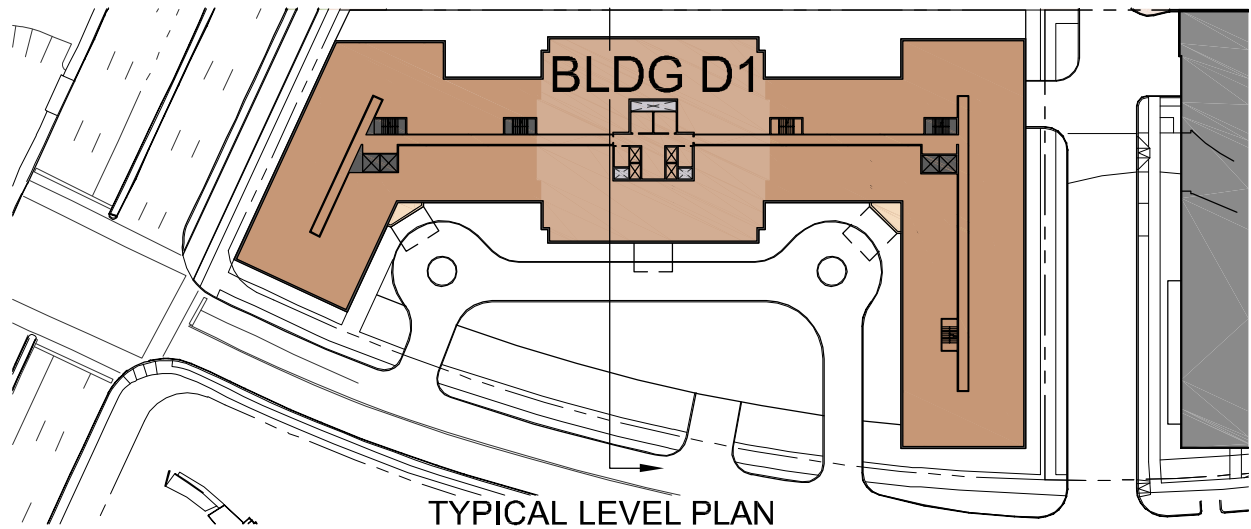
ROOF PLAN

**BLOCK D OPTION 2**

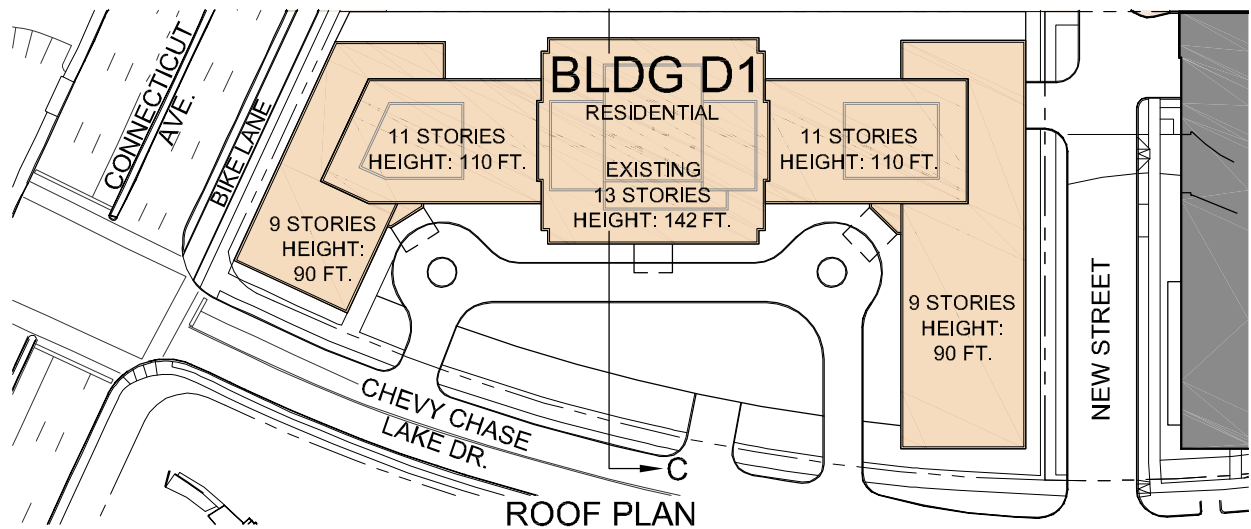
BLDG D1: OFFICE OVER RETAIL BLDG D2: RESIDENTIAL



GROUND FLOOR LEVEL PLAN



TYPICAL LEVEL PLAN



ROOF PLAN

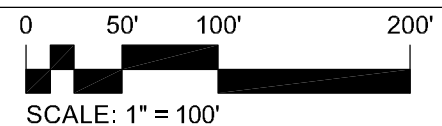
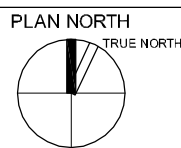
**BLOCK D OPTION 3**

BLDG D1: RESIDENTIAL

**LEGEND**

RESIDENTIAL	OFFICE	RETAIL	LOADING/SRVG/ PARKING RAMP
RESIDENTIAL (EXISTING BLDG.)	OFFICE (EXISTING BLDG.)	RETAIL (EXISTING BLDG.)	ROOF BELOW

**BLOCK D OPTIONS**



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Sketch Plan 320160030  
**ISSUED:** 10/08/2015

**SHEET TITLE:**  
ILLUSTRATIVE  
BLOCK D PLANS  
OPTIONS 2 & 3

**SHEET NO.:**  
**SK8.6**



**Chevy Chase Lake  
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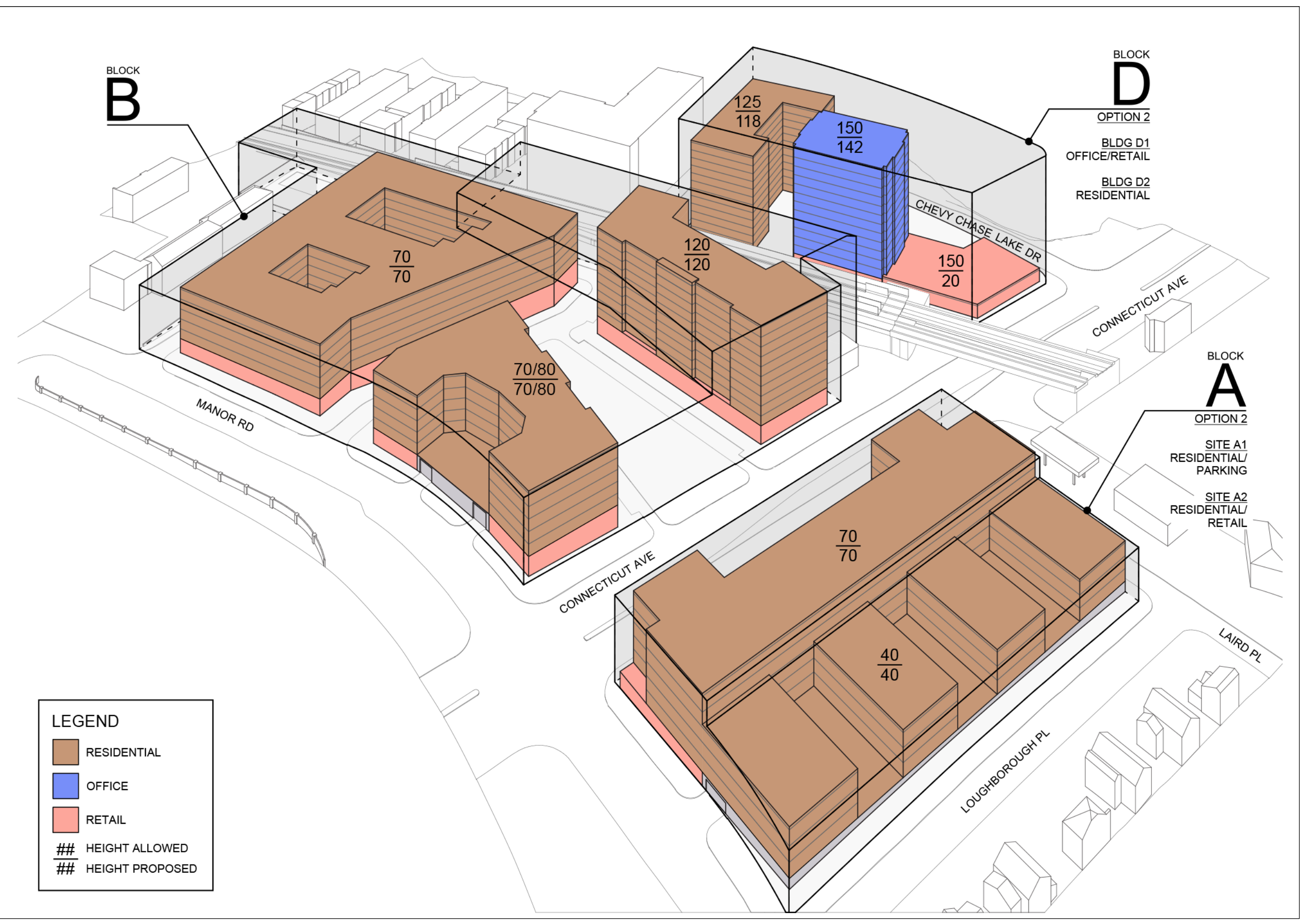
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PRINTED: 10/7/2015

Sketch Plan 320160030  
**ISSUED:** 10/08/2015  
**SHEET TITLE:**  
MASSING AERIAL  
VIEW  
FULL BUILD-OUT  
SHOWING BLOCKS  
A & D OPTION 2  
**SHEET NO.:**  
**SK8.12**



**LEGEND**

- RESIDENTIAL
- OFFICE
- RETAIL
- ##** HEIGHT ALLOWED
- ##** HEIGHT PROPOSED



**LEGEND**

- RESIDENTIAL
- OFFICE
- RETAIL
- ##** HEIGHT ALLOWED
- ##** HEIGHT PROPOSED

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Sketch Plan 320160030  
**ISSUED:** 10/08/2015

**SHEET TITLE:**  
MASSING AERIAL  
VIEW  
FULL BUILD-OUT  
SHOWING BLOCKS  
A & D OPTION 3

**SHEET NO.:**  
**SK8.13**

RECEIVED  
0008  
JAN 07 2016

January 7, 2016

Mr. Casey Anderson  
Chair, Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

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

SUBJECT: Chevy Chase Lake East Shopping Center Sketch Plan Submission (Plan No. 320160030)  
Scheduled Hearing Date: January 21, 2016

Dear Mr. Anderson:

We are writing on behalf of three local homeowner associations (HOAs) located on Chevy Chase Lake Drive (CCLD) and representing 282 dwelling units. We attended the Pre-Application Community Meeting for the above-mentioned project held on October 6, 2015, and we have communicated directly with the Chevy Chase Land Company and Bozzuto Developers. We wish to provide the collective views of our community for discussion by the Planning Board at the Sketch Plan Submission meeting on January 21, 2016.

Overall, we find the Sketch Plan to be consistent with the strategic objectives of the Chevy Chase Lake Sector Plan approved and adopted by the Montgomery County Council in 2013. With the impending approval of the Purple Line, we feel that the Chevy Chase East Shopping Center redevelopment would contribute positively to the growth of the Chevy Chase Lake neighborhood.

At the same time, there are several issues that require urgent clarification during the approval process. These issues are consistent with the Chevy Chase Lake Sector Plan and would impact significantly on the quality of life for the residents of CCLD, including the additional residents expected as part of the EYA/HOC housing redevelopment on CCLD.

**1. Traffic Congestion on Connecticut Avenue**

The Transportation Analysis completed for the Chevy Chase Lake Sector Plan (Appendix 7) recognizes that peak period traffic congestion on Connecticut Avenue between Jones Bridge Road and East-West Highway already meets or exceeds county guidelines. Page 37 of the Chevy Chase Lake Sector Plan outlines a number of specific road and intersection improvements to remain within county guidelines while accommodating additional congestion resulting from the implementation of the Sector Plan. We support the proposed improvements to reduce congestion on Connecticut Avenue and surrounding roads, and we request specific assurances from the Planning Board on a timetable for implementation of these improvements in line with the implementation of the Chevy Chase Lake Sector Plan. The impact payments resulting from the Chevy Chase East and West Shopping Center redevelopments and the EYA/HOC housing redevelopment should be earmarked for completing these improvements.



## **2. Intersection of Connecticut Avenue with CCLD**

The Transportation Analysis for the Chevy Chase Sector Plan did not address needed improvements at the intersection of CCLD with Connecticut Avenue. In our letter of June 1, 2015 to the Planning Board on the EYA/HOC housing redevelopment, we objected strongly to the conclusions of the Traffic Impact study for that project on the grounds that it failed to address excessive queue lengths on Connecticut Avenue during peak periods, with corresponding severe limitations on the ability of residents of CCLD to access Connecticut Avenue. In your response to our letter (letter dated June 12, 2015 from Casey Anderson), you noted our concerns and stated that the Planning Department was working to revise its traffic analysis methodology to better evaluate intersection congestion and associated mitigation strategies, with a report expected to the Planning Board by this past summer.

The completion of the connector road between Manor Road and CCLD as a result of the Chevy Chase East Shopping Center redevelopment, as well as the ongoing EYA/HOC housing redevelopment on CCLD, requires an updated study of traffic congestion at the intersection of CCLD and Connecticut Avenue using improved methodology that adequately accounts for congestion from excessive queue lengths on Connecticut Avenue. We ask the Planning Board to require this study as part of the approval process for the Chevy Chase East Shopping Center redevelopment.

## **3. Connector Road between Manor Road and CCLD**

The Sector Plan includes a new two lane connector road between Manor Road and CCLD to provide road access for residential and commercial traffic associated with the Chevy Chase East Shopping Center redevelopment and the EYA/HOC housing redevelopment on CCLD, as well as transit access to the Purple Line. We are concerned that the connector road will not accommodate the expected increase in traffic and will result in severe bottlenecks at several locations, resulting in a significant increase in congestion in the Chevy Chase Lake area, especially at peak hours. For example, the current sketch plan provides two major access ramps for residential parking directly opposite each other on the north side of the overpass for the Purple Line. There is another major parking ramp on the south side of the overpass for the EYA/HOC high rise development. The overpass itself is a narrow road bottleneck with no clear provisions for public transit vehicle and kiss and ride access to the Purple Line station. As a result, we expect that this section of the connector road will be a continuous source of congestion. We also have concerns about congestion from turning movements at the intersection of the connector road with Manor Road, as well as increased congestion at the intersection of CCLD with Connecticut Avenue due to diversionary traffic from Manor Road. We therefore request that the Sketch Plan approval process should include the preparation of a detailed traffic engineering plan for the new connector road to ensure that it will meet its design objectives for both peak and off-peak periods, including provision for adequate transit and kiss and ride access to the Purple Line. This plan should include the impact of the connector road on the immediately adjacent road network, including Manor Road and CCLD, as well as recommendations for improving traffic flow conditions.

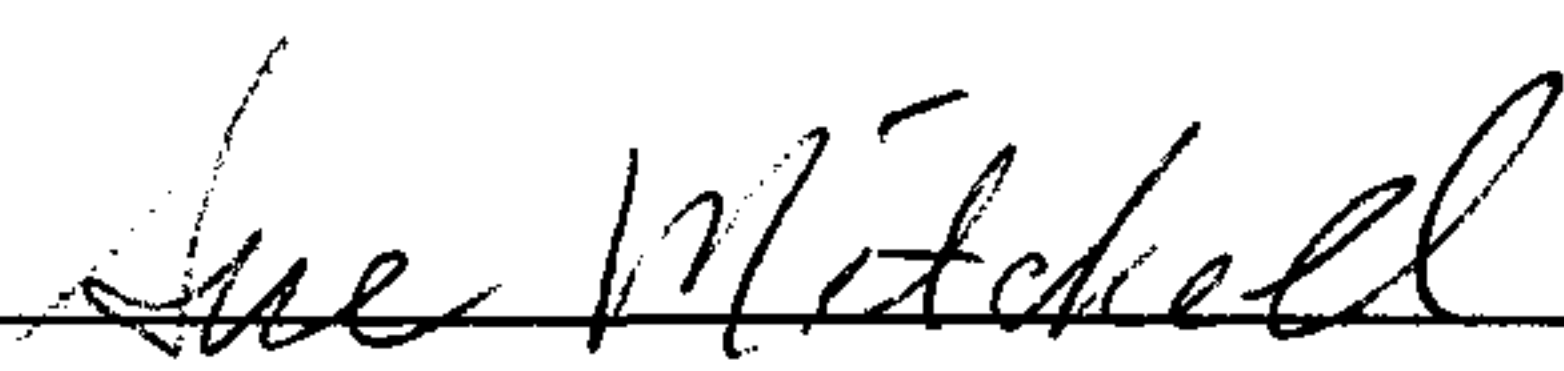
#### 4. Environmental Impacts from the Chevy Chase East Shopping Center Redevelopment

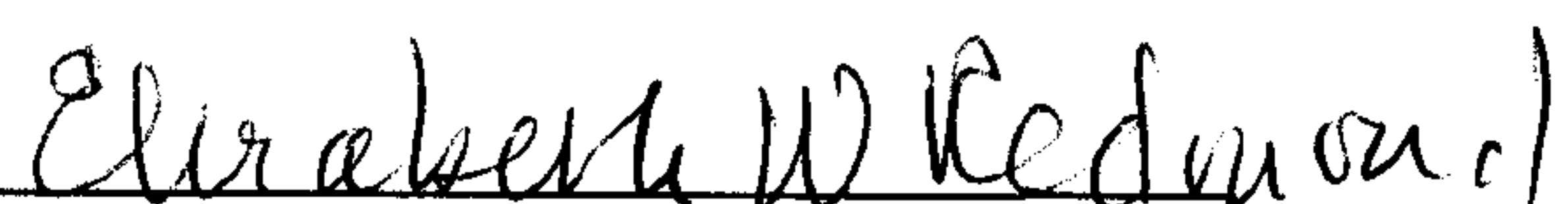
We note that the proposed Chevy Chase East Shopping Center redevelopment will have a number of adverse environmental impacts on the CCLD neighborhood. These would arise during the construction process (e.g. dust, noise, security issues, etc.) and as a result of site-specific characteristics (e.g., hazardous materials on site, storm water runoff, etc.). We request that the Planning Board ensure that these impacts are fully identified by the project developers, Chevy Chase Land Company and Bozzuto Developers, during the approval process, with appropriate remedial actions specified prior to approval. We would appreciate support in establishing contacts between our community and the Department of Permitting Services and the Bethesda-Chevy Chase Regional Services Center to ensure that all remedial activities agreed by the developers are fully implemented.

Thank you for providing the opportunity to share our concerns with the Planning Board with the expectation that they will be addressed during planning approval process.

Sincerely,

  
Aletta Schaap, President  
Hamlet Place Owners, Inc.  
3583 Hamlet Place  
Chevy Chase, MD 20815  
[aletta@mindspring.com](mailto:aletta@mindspring.com)

  
Sue Mitchell, President, Board of Directors  
Hamlet House Condominium  
3535 Chevy Chase Lake Drive  
Chevy Chase, MD 20815  
[skmitchell@verizon.net](mailto:skmitchell@verizon.net)

  
Elizabeth W. Redmond, President, Board of Directors  
8101 Connecticut Avenue Condominium Association  
8101 Connecticut Avenue S605  
Chevy Chase, MD 20815  
[betred8101@aol.com](mailto:betred8101@aol.com)

cc: George Leventhal                      Miti Figuerado  
     Roger Berliner                        McLean Quinn  
     Joy Nurmi

# CHEVY CHASE LAKE BLOCKS A, B, & D

*Applicant / Joint Owner:*

**Bozzuto Development Company**  
6406 Ivy Lane  
Greenbelt, MD 20770  
301.446.2292  
Contact: Hilary Goldfarb

*Joint Owner:*

**The Chevy Chase Land Company**  
8401 Connecticut Avenue  
Penthouse Suite  
Chevy Chase, MD 20815  
301.654.2690  
Contact: Miti Figueredo

*Attorney:*

**Lerch, Early & Brewer**  
3 Bethesda Metro Center  
Suite 460  
Bethesda, MD 20814  
301.657.0747  
Contact: Steve Robins

*Land Planners/  
Civil Engineers:*

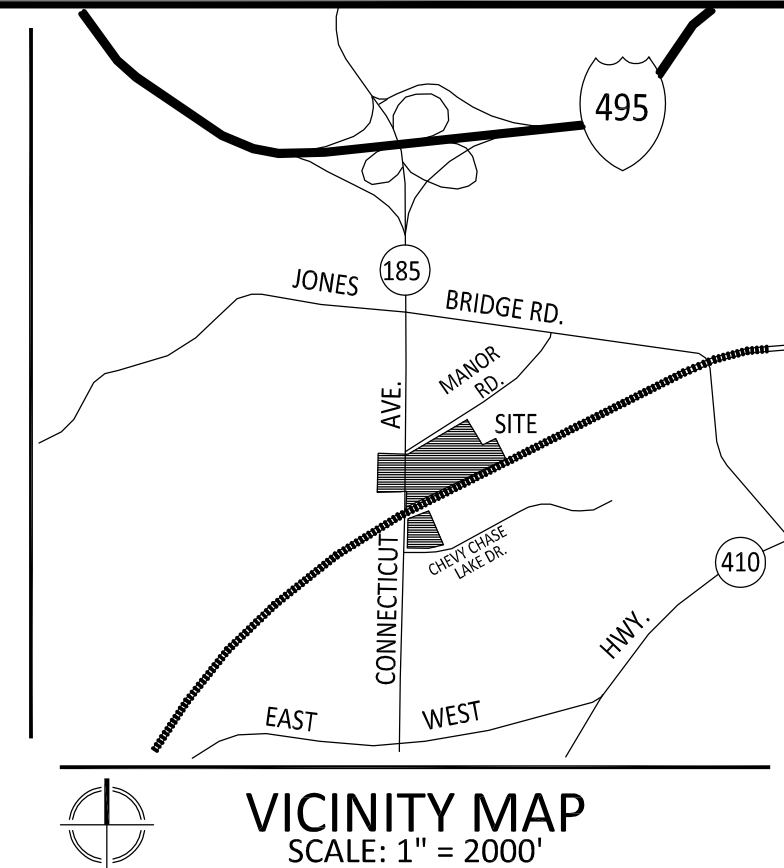
**VIKA Maryland, LLC**  
20251 Century Boulevard  
Suite 400  
Germantown, MD 20874  
301.916.4100  
Contact: Josh Sloan/Don Mitchell

*Architects:*

**David M. Schwartz Architects Inc.**  
1707 L Street NW  
Suite 400  
Washington, DC 20036  
202.862.0777  
Contact: Steve Knight

*Traffic Consultant:*

**STS Consulting**  
6449 Red Keel  
Columbia, MD 21044  
410.718.8660  
Contact: Shahriar Etemadi



SKETCH PLAN 320160030 DATA TABLE

DEVELOPMENT STANDARD	PERMITTED/REQUIRED		PROPOSED FOR SKETCH PLAN APPROVAL	
	SF	FAR (1)	SF	FAR
<b>PHASE 1</b>				
BLOCK B1 - CRT2.0 C1.0 R1.75 H120				
TOTAL	246,729	2.00		
COMMERCIAL	123,365	1.00		
RESIDENTIAL	215,888	1.75		
BLOCK B2 - CRT2.0 C2.0 R2.0 H80				
TOTAL	544,681	1.89		
COMMERCIAL	542,739	1.88		
RESIDENTIAL	544,681	1.89		
<b>SUM OF BLOCKS B1 &amp; B2 (2)</b>				
<b>TOTAL</b>	<b>791,411</b>	<b>1.92</b>	<b>791,411</b>	<b>1.92</b>
<b>COMMERCIAL</b>	<b>666,104</b>	<b>1.62</b>	<b>216,900</b>	<b>0.53</b>
<b>RESIDENTIAL</b>	<b>760,569</b>	<b>1.85</b>	<b>717,800</b>	<b>1.74</b>
<b>PHASES 2 OR 3: CRN-ZONED PROPERTIES</b>				
BLOCK A1 - CRN1.0 C0.25 R1.0 H40 (2)				
TOTAL	57,454	0.97	57,454	0.97
COMMERCIAL	15,599	0.26	15,599	0.26
RESIDENTIAL	56,301	0.95	57,454	0.97
<b>PHASES 2 OR 3: CRT-ZONED PROPERTIES</b>				
BLOCK A2 - CRT2.0 C1.0 R2.0 H70				
TOTAL	144,130	1.91		
COMMERCIAL	73,246	0.97		
RESIDENTIAL	142,476	1.88		
BLOCK D1 - CRT4.0 C3.5 R3.5 H150				
TOTAL	533,294	3.62		
COMMERCIAL	459,653	3.12		
RESIDENTIAL	467,630	3.17		
<b>SUM OF BLOCKS A2 &amp; D (2)</b>				
<b>TOTAL</b>	<b>677,424</b>	<b>3.04</b>	<b>677,424</b>	<b>3.04</b>
<b>COMMERCIAL</b>	<b>532,899</b>	<b>2.39</b>	<b>444,201</b>	<b>1.99</b>
<b>RESIDENTIAL</b>	<b>610,105</b>	<b>2.74</b>	<b>610,105</b>	<b>2.74</b>
<b>SUM OF PHASES</b>				
<b>SUM OF ALL BLOCKS (2)</b>				
<b>TOTAL</b>	<b>1,526,289</b>	<b>2.20</b>	<b>1,526,289</b>	<b>2.20</b>
<b>COMMERCIAL</b>	<b>1,214,603</b>	<b>1.75</b>	<b>676,700</b>	<b>0.97</b>
<b>RESIDENTIAL</b>	<b>1,426,976</b>	<b>2.06</b>	<b>1,385,360</b>	<b>2.00</b>

- (1) SEE DENSITY PER AREA TABLE, IN CASES WHERE PERMITTED FAR IS BELOW ZONE, IT IS BECAUSE THERE WAS DEDICATION OF LAND THAT IS IN A NON-C/R ZONE.
- (2) DENSITIES IN TABLE ACCOMODATE OPTIONS AS SUBMITTED WITH 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 BLACK A1, SHICH WILL NOT BE DEVELOPED ABOVE THE MAXIMUM TOTAL DENSITY OF 57,454SF, INCLUDING A MAXIMUM OF 15,599SF OF COMMERCIAL DENSITY.
- (3) FINAL OPEN SPACE MAY BE ALLOCATED OVER 1 OR MORE BLOCKS AND WILL BE CONSTRUCTED AT LEAST PROPORTIONALLY WITH EACH PHASE.

AREA CALCULATIONS (SF)	TRACT	DEDICATIONS C/R ZONE	DEDICATIONS ABUTTING	ABUTTING ZONE	SITE
BLOCK B1	123,365	46,300	0	N/A	77,065
BLOCK B2	288,850	77,291	17,481	R-90	194,079
BLOCK A1	59,102	17,348	3,296	LSC0.5 H65	38,459
BLOCK A2	75,609	28,938	4,725	LSC0.5 H65	41,945
BLOCK D1	147,341	46,042	16,012	R-20	85,287
<b>TOTAL</b>	<b>694,267</b>	<b>215,919</b>	<b>41,514</b>	-	<b>436,834</b>

DEVELOPMENT STANDARD	PERMITTED/REQUIRED		PROPOSED FOR SKETCH PLAN APPROVAL		
	HEIGHT (MAX)	FEET	FEET	FEET	
BLOCK B1		120		120	
BLOCK B2		80		80	
BLOCK A1		40		40	
BLOCK A2		70		70	
BLOCK D1		150		150	
OPEN SPACE (MIN)		% SITE	SF	% SITE	SF
BLOCK B1 (2 FRONTAGES)		10%	7,706		
BLOCK B2 (3 FRONTAGES)		10%	19,408		
BLOCK A1 (Standard Method)		10%	3,846		
BLOCK A2 (3 FRONTAGES)		5%	2,097		
BLOCK D1 (3 FRONTAGES)		10%	8,529		
<b>SUM OF ALL BLOCKS (3)</b>		<b>10%</b>	<b>41,586</b>	<b>10%</b>	<b>42,000</b>

OPEN SPACE TYPE & DESIGN, TOWNHOUSE LOTS, BUILDING & PARKING PLACEMENT, AND FORM STANDARDS WILL BE ESTABLISHED AT SITE PLAN AS REQUIRED BY SECTION 4.5.4.B.2.-4.

NOTE: SECTION 4.1.8. COMPATIBILITY STANDARDS, WHICH WOULD ESTABLISH ADDITIONAL RESTRICTIONS ON HEIGHT AND/OR SETBACKS, DOES NOT APPLY TO THE PROPOSED OPTIONAL METHOD DEVELOPMENT BECAUSE THIS AREA OF THEE SITE DOES NOT ABUT OR CONFRONT A PROPERTY IN AN AG, RURAL, RES DETACHED, OR RES TOWNHOUSE ZONE THAT IS VACANT OR IMPROVED WITH AN AG OR RES USE. THE ONLY CONFRONTING PROPERTY IN AN APPLICABLE ZONE (R-90) IS APPROVED AND IMPROVED AS OPEN SPACE AND MAY NOT BE DEVELOPED WITH AN AG OR RES USE. THE A1 BLOCK WILL BE DEVELOPED UNDER THE STANDARD METHOD AND WILL BE SUBJECT TO THE HEIGHT COMPATIBILITY REQUIREMENTS, COMPLIANCE TO WHICH WILL BE SHOWN AT SITE PLAN.

**NOTE:** The Sketch Plan drawings are conceptual only and represent proposed development in an illustrative manner. Final building locations, dimensions, heights, uses, phasing, density, development standards and programs shall be determined at time of site plan applications. Maximum density and heights for the property pursuant to the CRT & CRN Zones and the Chevy Chase Lake Sector Plan may be permitted.

1	10-19-15	Formal Submission
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DATA TABLE

SHEET No:

**SK6.1**

320160030

Z:\1000-9998\1071\CADD\CLANDCO\SKETCH\1071100\_SKETCH\_PLAN.dwg, ~, Oct 15, 2015 AT 11:07:08 AM  
LAYOUT: SK6.1 DATA TABLE, Plotted By: alomar

Note: Some of the planimetric information shown on this plan is based on copyrighted GIS Data from M-NCPPC, and may not be copied or reproduced without express written permission from M-NCPPC.

## The Plan Vision

### Compatible Growth

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

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

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

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

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

### 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 to coincide with the implementation of the Purple Line.

Illustration 2 Chevy Chase Lake Center



Chevy Chase Lake Center

## Land Use

### A Better Chevy Chase Lake Center

This section recommends ways to improve quality of life in and around the Chevy Chase Lake Center. The 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.

## 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.

*Chevy Chase Lake East Shopping Center* (Sites 1 and 2 on Map 9)

Rezone from C-1, C-2, and R-30 to CRT2.0, C2.0, R2.0, H80 and CRT2.0, C1.0, R1.75, H120

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

In 2005, the Planning Board approved a development proposal for about 250,000 square feet of commercial development at the Chevy Chase Lake shopping center, on the east side of Connecticut Avenue. This included approximately 175,000 square feet of retail and 75,000 square feet of office uses. At the time this Plan was approved, the development was unbuilt, though the approval remains valid until at least 2020.

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

- CRT 2.0, C 1.0, R 1.75, H120, at Connecticut Avenue and the Purple Line station
- CRT 2.0, C 2.0, R 2.0, H80, on the rest of the site.

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).

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. Buildings must be designed to minimize their presence on Connecticut Avenue, with the Design Guidelines providing further guidance. On the remainder of the property, a maximum building height of 80 feet is recommended, and applies only to a hotel when located at the corner of Connecticut Avenue and Manor Road. All other land uses, particularly residential, should have a maximum building height of 70 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. Such an approach transitions well to the single-family neighborhood to the west. This scale of buildings would also provide a sense of enclosure along Connecticut Avenue and signal that the blocks between Manor Road and Chevy Chase Lake Drive are a distinct and identifiable Center.

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 public space of approximately ½-acre. The Planning Board will determine its exact size, location, and design through the development process.

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 2), and construction of the full-width roadway, including sidewalks, street trees, and streetscape pavers, as described in the Design Guidelines for this Plan.

Illustration 3 Enhance Land Use



*Chevy Chase Lake Apartments (Sites 5 and 8 on Map 9)*

Rezone from R-30 to CRT2.0, C0.25, R2.0, H100 and CRT1.5, C0.25, R1.5, H50

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 8, adjacent to 8401 Connecticut Avenue, would have a maximum building height of 100 feet, while Site 5 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 5 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 8:
  - dedication of, or provision of public access easements for, the full-width right-of-way (see Table 2);
  - construction of the full-width roadway, including sidewalks, street trees, and streetscape pavers, as described in the Design Guidelines for this Plan;
- on Site 8, a minimum of 20% MPDUs or HOC affordable units at or below 60% of the area median income (AMI) in addition to a minimum of 20% WFHUs of the total number of units; the WFHUs must be built under a regulation or binding agreement that limits the sale price or rent charged for a specific control period and ensures that the WFHUs are affordable to a full range of eligible households (up to 100% of AMI);
- on Site 5, 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 numeric goals.

*Howard Hughes Medical Institute*

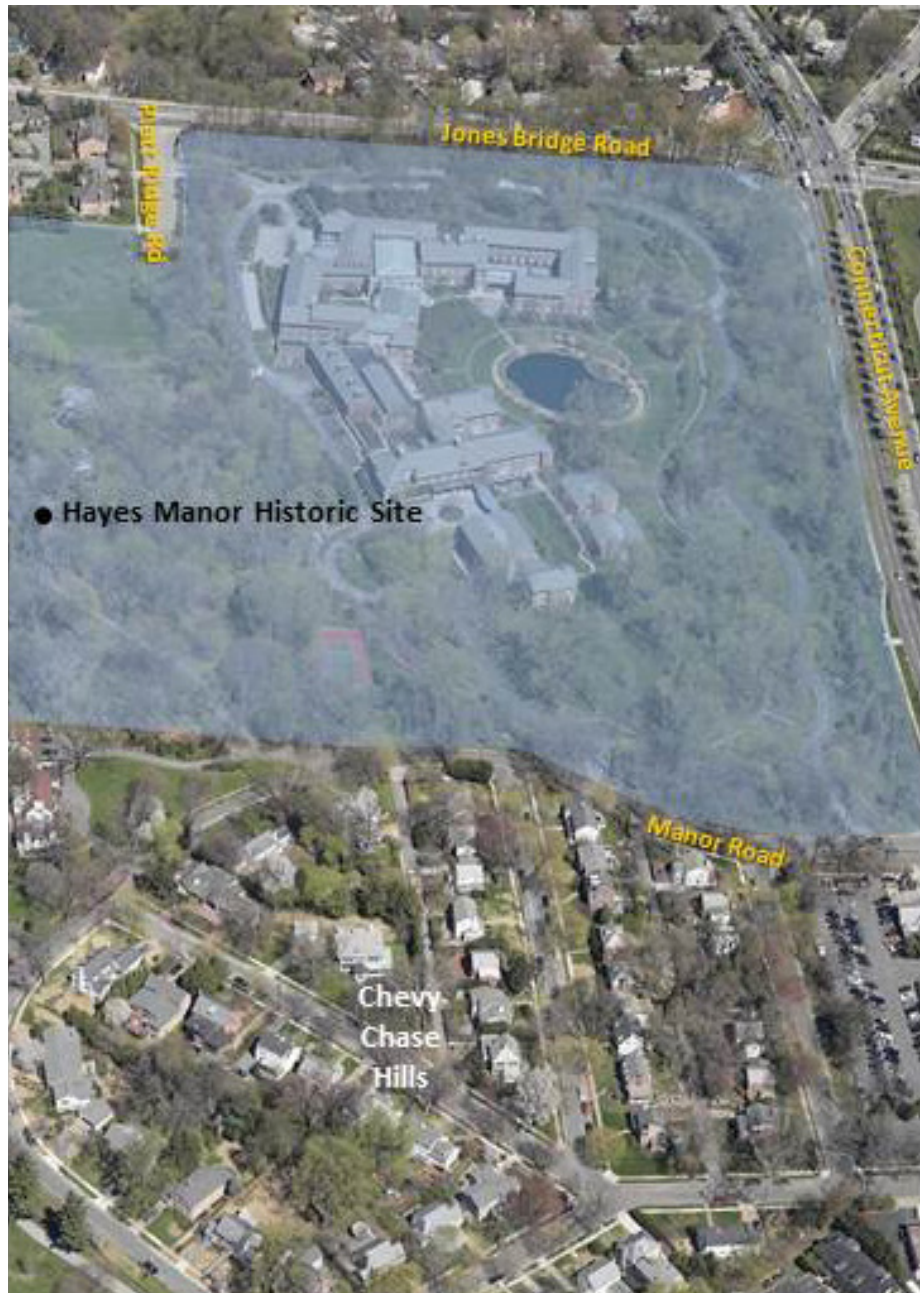
Rezone from R-90 to LSC

Howard Hughes Medical Institute (HHMI) is located on the west side of Connecticut Avenue between Jones Bridge Road and Manor Road. The 36-acre campus is zoned R-90, with a Special Exception for a Charitable and Philanthropic Institution. Staff recommends rezoning the property to the Life Science Center (LSC) zone, which allows the Sector Plan to directly limit the type and scope of development.

The Sector Plan recommends limiting development at HHMI to a maximum 0.5 FAR with no housing, commercial, or retail uses. Uses would be limited to the administrative and conference center functions currently in operation. The Plan recommends a maximum building height of 65 feet, with Design Guidelines to



Illustration 4 Howard Hughes Medical Institute



address compatibility. Although “Charitable and Philanthropic Institutions” are not at the time of Plan approval 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 recommends modifying the allowed use table for the LSC zone to add “Charitable and Philanthropic Institution.”

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

### Sites that may not fully develop until after the Purple Line

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 on the site at the approval date of the Sector Plan.

*Chevy Chase Lake West Shopping Center and Loughborough Place parking lot (Sites 3 and 9 on Map 9)*

Rezone shopping center from C-1 to CRT2.0, C1.0, R2.0, H70

Rezone Loughborough Place parking lot from R-90 to CRN 1.0, C0.25, R1.0, H40

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 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 4 on Map 9)*

Rezone from C-1 to CRT1.5, C1.5, R1.5, H50

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 residences 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 5 on Map 9, west of Connecticut Avenue)*

Rezone from R-30 to CRT1.5, C0.25, R1.5, H50

The Newdale Mews garden apartments add to the diverse housing opportunities in Chevy Chase Lake. To prioritize additional housing choices in the 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 6 on Map 9)*  
Rezone from C-1, R-10, and R-90 to CRT2.0, C0.5, R2.0, H70

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 7 on Map 9)*  
Rezone from C-1, I-1, and R-30 to CRT4.0, C3.5, R3.5, H150

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 incentivizes redevelopment of the existing office building. They do not encourage the preemptive construction of an additional building on the eastern portion of the site. Therefore, this Plan strongly recommends that no development occur on the eastern portion of the site until the current office building site has redeveloped. Sketch, preliminary, and site plans for the western and eastern portions of the site may be approved consecutively, with the western portion being approved first, or simultaneously. Any plan approval must ensure, through enforceable phasing or other appropriate conditions, that the western portion of the site redevelops first. Without such restrictions, this Plan would have recommended less density for the site as a whole.

The 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.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Al R. Roshdieh  
Acting Director

November 5, 2015

Ms. Stephanie Dickel, Planner Coordinator  
Area One Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

RE: Sketch Plan No. 320160030  
Chevy Chase Lake Block A, B and D

*Stephanie*  
Dear Ms. Dickel:

We have completed our review of the above-referenced October 19, 2015 Sketch Plan for this project. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

1. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
2. Pay the Montgomery County Department of Transportation plan and Traffic Impact Study review fees in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
3. Necessary dedication for Connecticut Avenue, Manor Road and Chevy Chase Lake Drive in accordance with the Sector Plan. Provide right-of-way truncations at intersections.
4. Access and improvements along Connecticut Avenue (MD-185) as required by the Maryland State Highway Administration (MSHA).
5. If Master-planned Street "A" is designed and approved as a private road from Chevy Chase Lake Drive to the Purple Line, the remaining length of Street "A" to Manor Lane must also be constructed as a private road. The road is to be constructed privately to public street standards. Details for the design of the private road and related public access to be determined at the preliminary plan stage (based on the suggestions on pages 37-38 of the approved sector plan and any subsequent errata). Applicant to coordinate alignment, profile, width of the Private Street "A" with the "Chevy Chase Lake" project Developer south of the Purple Line property.

Office of the Director

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101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov/dot](http://www.montgomerycountymd.gov/dot)

6. At the preliminary plan stage, provide a concept alignment and profile to extend Private Street "A" from the purple line property to Manor Road. The concept alignment should include an overlay of the proposed road location in the Sector Plan and the location of the bridge for the Purple Line. If your proposed alignment differs from the Sector Plan or the Purple Line, provide justification and analysis of alternatives considered.
7. Public Access Easement will be required for the entire length and the width of the Private Street "A".
8. At Preliminary Plan stage, provide a cross section for Chevy Chase Lake Drive, Manor Road, Loughborough Place, Laird Place, Private Street "A" and alley between Manor Road and Laird Place. Label and dimension right-of-ways width for all streets and alleys on the plan sheet.
9. Chevy Chase Lake Drive has a sixty (60) foot wide right-of-way and thirty six (36) foot wide paving section. The sixty (60) foot wide right-of-way is consistent with a secondary residential street, while the thirty six (36) foot wide paving section is consistent with a primary residential street. At the preliminary Plan stage applicant to submit the design exception package to modify the standard MCDOT cross-section MC-2002.02. The curb lane next to the site should be eleven (11) feet wide including gutter plan and increase the lawn width from ten (10) feet to twelve and a half (12.5) feet.
10. The existing alley between Laird Place and Manor Road west of Connecticut Avenue as shown on Plat # 334 will need to be abandoned by the County Council abandonment process.
11. Improvements in the public right-of-way to be determined at the preliminary plan stage. Improvements in the public rights-of-way will need to comply with Executive Regulation No. 31-08AM ("Context Sensitive Road Design").  

The preliminary plan submission should address how this Executive Regulation has been satisfied – particularly with respect to target speeds, typical sections for the existing and proposed public streets, locations of existing and proposed public utilities, and stormwater management within the public rights-of-way.
12. At the preliminary plan stage, submit completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
13. Grade establishments for all new public streets. Tentative profiles are to be submitted with the preliminary plan. Demonstrate how the proposed roadway alignments comply with the approved sector plan.
14. Our policy is to locate driveways to multi-family residential and/or commercial developments to be located at least one-hundred feet tangent distance from adjacent and/ or opposite driveways and intersections. At the preliminary plan stage provide a design exception package if the proposed driveways and intersections do not meet this spacing requirement.
15. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.

16. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow an SU-30 truck to circulate without crossing the centerline nor the curbline.
17. At the preliminary plan stage, submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travelways should be separated from the expected truck circulation patterns and storage areas. The applicant also needs to provide an operation statement for trash pickup from the townhouses.
18. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, drainage characteristics and maintenance and liability of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
19. Provide storm drainage and/or flood plain studies, with computations, in accordance with the November 2013 updated MCDOT Drainage Design Criteria, for any site drainage to County-maintained storm drain facilities. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
20. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
21. Recorded covenant for the operation and maintenance of private streets, storm drainage systems, and/or open space areas.
22. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
23. At preliminary plan stage, submit a Traffic Impact Study (or Statement), as applicable.
24. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
25. Connecticut Avenue classified as Cycle Track (CT-1), Manor Road is classified as Dual Bikeway (LB-01) and Chevy Chase Lake Drive is classified as (LB-02) within the Chevy Chase Lake Sector Plan. Please coordinate location of the bike path with Ms. Patricia Shepherd of our Division of Transportation Engineering at [patricia.shepherd@montgomerycountymd.gov](mailto:patricia.shepherd@montgomerycountymd.gov) or at 240-777-7231 for Bikeways along Connecticut Avenue, Manor Road and Chevy Chase Lake Drive. The preliminary plan should reflect proposed typical section for all existing and public streets within or adjacent to the site.
26. We recommend that the applicant coordinate with Mr. Mike Madden of MTA and Ms. Joana Conklin, the BRT Development Manager for Montgomery County. Ms. Conklin can be reached at [joana.conklin@montgomerycountymd.gov](mailto:joana.conklin@montgomerycountymd.gov) or at 240-777-7155.

27. We recommend that applicant coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800.

28. Commuter Services' Comments/recommendations are:

- 1) TMAg or TDM Measures to be incorporated: Given the size, mixed-use and multi-phased nature of the proposed project, and the emphasis in the Chevy Chase Lake Sector Plan on promoting non-auto modes of transportation for this area, we recommend that the Applicant be required to execute a Traffic Mitigation Agreement (TMAg) with the Department of Transportation and the Planning Board.

Although the Chevy Chase Lake Sector Plan area is not currently a Transportation Management District (TMD), a TMD has been recommended in the Plan and a TMAg will be required in the event a TMD is established in the future- and in fact there are a number of Projects in other locations in the County where such voluntary agreements are in place. A voluntary TMAg can be executed in advance of that time, prior to the time Phase 1 of the Project receives its first building permit. In the event Applicant does not opt to execute a voluntary TMAg for this Project, Applicant should be required to incorporate TDM measures into the Project as conditions of approvals at each stage.

- 2) TDM measures appropriate for and recommended to be required at this Project include:
  - a) Bicycle Facilities. Significant bicycle activity will likely occur at this site due to its proximity to the Capital Crescent Trail and proposed Purple Line. Include plans for bicycle facilities such as bike racks and a secure bike storage facility (bike cage) in residential buildings. This will ensure that visitors to the grocery store and eventually the multi-family dwellings will have access to racks and storage.
  - b) Static Information Displays. Incorporate static display space into residential lobby, retail locations and other high pedestrian activity areas, to provide opportunity for display of transit and other alternative transportation information.
  - c) Real Time Transit Information. Provide opportunity and connections for electronic (LCD) display screens providing Real Time Transit Information Signs in building lobbies, to enable information to be readily accessed by building residents, employees, visitors, etc. Real Time Transit Information feeds can be displayed on planned lobby display monitors, as part of display software system for building(s) and elevators. If no such lobby/elevator monitor system is planned, the Applicant may purchase County-provided monitors, and will be required to reimburse the County for its cost and pay for five years of maintenance for the County-provided sign(s). If Real Time Transit Information is incorporated into the building's planned monitor systems, there would be no need for County-provided monitors and no additional maintenance costs.

Exterior Real Time Transit Information signs may be needed for the public open spaces including the central community green and/or neighborhood public park areas when those portions of the Project proceed. These information signs would enable those attending events in those outdoor areas to gain ready access to transit and other non-auto mode information.

d) Parking Provisions:

1. Minimize parking. For all phases, make every effort to reduce the number of parking spaces below the minimum.
2. Car Sharing Parking. Locate at least two (2) car sharing vehicle parking spaces in highly visible, publically accessible spots as close to grocery store and multi-family building as possible (Phase One). For other phases, locate additional spaces near townhomes along the western portion of the site. If the existing office is retained as part of Phase Three, provide two (2) car sharing spaces in parking areas for office use.
3. Carpool/Vanpool Parking. For the phase that includes office use, provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots.
4. Flexibility in design of parking critical. For all phases, provide flexibility in design of parking areas to enable mixed uses to share parking areas so as to make most efficient use of them. For the phase that includes office, this also strengthens the incentive to reduce drive-alone commuting and parking among employees, since doing so frees up spaces for other uses including visitors and retail customers. That approach will only work if the parking areas initially intended for employees can be made available for other purposes once a decrease in demand for employee parking is realized.

e) Design Elements: The following design elements should be incorporated into the Project to facilitate the use of non-auto modes of transportation:

1. Design building frontages/lobbies to provide two-way visibility for transit vehicles, shuttles and taxis.
2. Provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
3. Provide electric and water connections in outdoor settings (Neighborhood Square and other open public space) to enable outreach events to be staged more readily.
4. Provide kiosks in busy outdoor areas to provide opportunity for information displays and assistance.

f) Bikeshare Station(s): Given this Project's overall size and density, the types and variety of uses planned, and the importance of promoting non-auto modes and convenient access to transit as expressed in the Sector Plan, the Project should be required to provide space for at least two bikeshare stations in total. This is particularly appropriate given its location adjoining the Purple Line and the Capital Crescent Trail, since bikeshare 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.

It is acknowledged that this Applicant has generously provided funding for one bikeshare station at the Project site in advance of any approvals – which station should be in place



near the existing office building within the coming year – and has been very supportive of bikeshare in other areas of the County as well. It is clear the Applicant recognizes the value of bikeshare as a transportation option. Provision of additional bikeshare stations in the subject Project by the time of full build-out will enhance the value and utility of both the initial station in this location and the remainder of the Project, and will make bikeshare a much more viable transportation alternative for the Project and the Sector Plan area.

Bikeshare serves as bike transit. It thus fulfills the expressed objectives of the Chevy Chase Lake Sector Plan (as well as the CRT zone) by reducing auto dependence, helping mitigate traffic impacts of the Project, providing mobility options and encouraging new forms of transit. Locating multiple bikeshare stations on the Project site can expand access to and from other areas via the Capital Crescent Trail and the many other bikeway facilities planned for this Sector Plan. In this way bikeshare also can potentially help to “knit” the two sides of the area together across Connecticut Avenue, another goal of the Sector Plan.

Phase I of the Project alone could support additional bikeshare stations. At Preliminary Plan for Phase I, Applicant should show proposed bikeshare sites proximate to the public open space along Connecticut Avenue or the center of the retail area (to be designed at Site Plan), and one near the future Purple Line station, to promote the Project’s multi-modal approach. Additional locations could be identified at a later phase of the Project. A typical station is 19-docks and requires a space of 52’ by 12’ in dimension with 4 to 6 hours of solar access per day. The final locations for stations will be selected by the Applicant with approval of the County, based on the requirements of the bikeshare system. It is recommended Applicant be required to contribute the cost of bikeshare equipment, with contributions to the costs of service in accordance with County code and other regulations in place at the time of occupancy. Applicant will be required to work with MCDOT to promote use of bicycling and bikesharing among residents, employees and visitors at the Project.

29. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, required public improvements to be determined at the preliminary plan stage based on a review of the aforementioned submission.

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact Mr. Avinash Dewani, our Development Review Engineer for this project, at [avinash.dewani@montgomerycountymd.gov](mailto:avinash.dewani@montgomerycountymd.gov) or (240) 777-2132.

Sincerely,



Gregory M. Leck, Manager  
Development Review Team

Ms. Stephanie Dickel  
Sketch Plan No. 320160030  
November 5, 2012  
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cc: Miti Figueredo           The Chevy Chase Land Company  
Hilary Goldfarb           Buzzuto Development Company  
Steve Knight             David M. Schwartz Architects  
Don Mitchell             Vika Maryland, LLC  
Steven Robins            Lerch, Early and Brewer, Chtd  
Shahriar Etemadi        STS Consulting  
Sketch Plan folder  
Preliminary Plan letters notebook

cc-e: Atiq Panjshiri;       MCDPS RWPR  
Sam Farhadi;            MCDPS RWPR  
Gary Erenrich;         MCDOT DO  
Stacy Coletta;         MCDOT DTS  
Marie LaBaw             MCFRS  
Kursheed Bilgrami      MCDOT DETO  
Seifu Kerse             MCDOT DTEO  
Mike Madden            MTA  
Matthew Folden         MNCP&PC  
Gary Erenrich          MCDOT OTP  
Sandra Brecher         MCDOT OTP  
Beth Dennard           MCDOT OTP  
Avinash Dewani         MCDOT OTP