

MEMORANDUM

June 13, 2013

TO: Planning, Housing, and Economic Development (PHED) Committee
FROM: Marlene Michaelson, Senior Legislative Analyst
SUBJECT: Chevy Chase Lake Sector Plan

This is the Planning, Housing, and Economic Development (PHED) Committee's third worksession on the Chevy Chase Lake Sector Plan. This memorandum provides a summary of prior Committee votes and addresses specific properties not considered at the last meeting, community facilities, and follow-up issues. The Council worksession on this Sector Plan has tentatively been set for July 9, pending the Committee's completion of its review.

Attached at © 1 to 2 is a crosswalk chart prepared by Planning Department Staff, with Planning Staff and Planning Board recommendations for Chevy Chase Lake. The map on © 3 identifies communities within the Plan area, and the diagram on © 4 identifies property owners for the Town Center properties. Answers to questions posed by Council Staff and Committee Members at the first worksession in March are attached at © 5 to 15.

Councilmembers should bring their copy of the Plan to the meeting.

SUMMARY OF PRIOR PHED COMMITTEE VOTES

The following chart summarizes the Committee votes at the June 17 meeting on the Sector Plan.

Issue	Planning Board Recommendation	Council Staff Recommendation	Committee Majority	Committee Minority
TRANSPORTATION ISSUES				
LATR standard	n/a	Set standard for CCL at 1.06 V/C	Disagree with Council staff; issue should be taken up at next SSP	Disagree with Council staff (Elrich)
Jones Bridge Rd/ Connecticut Ave/ Kensington Pkwy	No change beyond those currently under construction	Prohibit turns from Kensington Pkwy to WB Jones Bridge (long term, last resort)	Concur with Planning Board	n/a
Connecticut Ave/ Manor Rd	No change	Signal re-timing & dynamic lane assignment	Concur with Council staff	Concur with Final Draft (Elrich)
Connecticut Ave/ East-West Hwy	No change	Add 3 rd EB-to-NB lane; Add 5 th inbound lane on north leg & dynamic lane assignment	Concur with Council staff	Concur with Final Draft (Elrich)
Jones Mill Rd/ East-West Hwy	No change	Add 2 nd SB-to-EB lane	Concur with Council staff	Concur with Final Draft (Elrich)
Coquelin Run trail from Chevy Chase Lake Dr to Jones Mill Rd	Natural surface pedestrian trail	Hard-surface shared use trail, unless subsequent detailed feasibility study says otherwise	Concur with Council staff	n/a
Coquelin Run r/w	No change	Designate as parkland	Concur with Council staff	n/a
LAND USE ISSUES				
Two SMAs	Recommend 2 SMAs	Consider more traditional staging approach	Support Planning Board recommendation	n/a
8401 Connecticut	In second stage: CR T4.0, C 4.0,R 4.0, H 150	In second stage: CRT 4.0, C 3.5, R 3.5, H 150	Support Staff recommendation. Asked Planning Department staff to identify a zone to replace existing C-1 for first stage (since it will be eliminated in the Zoning Ordinance Rewrite).	Prefers a lower height (Elrich)

Issue	Planning Board Recommendation	Council Staff Recommendation	Committee Majority	Committee Minority
HOC property	CRT 1.5 ¹ , C 0.25, R 1.5, H 100 on western portion; CRT 1.5, C 0.25, R 1.5, H 65 on eastern portion		CRT 2.0, C 0.25, R 2.0, H 100 on western portion; CRT 1.5, C 0.25, R 1.5, H 50 on eastern portion; do not support rezoning in first SMA	Agree with majority on zoning, but supports request to rezone in first SMA (Floreen)
Chevy Chase Lake East Shopping Center	CRT 2.0, C 1.0, R 2.0, H 150 on southwestern portion; CRT 2.0, C 2.0, R 2.0, H 80 on remaining area	CRT 2.0, C 1.0, R 1.75, H 130 on southwestern portion; CRT 2.0, C 2.0, R 2.0, H 80 on remaining area	Support staff recommendation but limit maximum height to 120 .	Support Staff recommendation (Leventhal)
Chevy Chase Lake West Shopping Center	CRT 1.0, C 0.75, R 0.25, H 35 in first SMA, CRT 2.0, C 1.0, R 2.0), H 70 in second SMA	Support Planning Board Draft	Support Planning Board Draft	n/a
Loughborough Place Parking Lot	RT-15	CRN 1.0, C 0.25, R 1.0, H 40	CRN 1.0, C 0.25, R 1.0, H 40	RT-15 (Elrich)
8402 Connecticut Avenue (Dry Cleaner)	CRT 1.0, C 0.75, R 0.25, H 35 in first SMA, CRT 2.0, C 1.0, R 2.0), H 70 in second SMA	Support Planning Board Draft	Support Planning Board Draft	n/a
8500 Connecticut Avenue (Gas Station)	CRT 1.0, C 0.75, R 0.25, H 35 in first SMA, CRT 2.0, C 1.0, R 2.0), H 70 in second SMA	Support Planning Board Draft	Limit zoning to the amount recommended for the first SMA (CRT 1.0, C 0.75, R 0.25, H 35)	n/a
Reference to LEED certification	New development should exceed County required minimum LEED standards (page 62)		Delete Reference to LEED	n/a

¹ CRT stands for Commercial/Residential Town; CRN for Commercial/Residential Neighborhood; C for commercial; R for residential, and H for height.

SPECIFIC PROPERTIES

At the June 17 meeting, the PHED Committee discussed each of the specific properties in the Sector Plan with the exception of two properties addressed below.

Newdale Mews

Page in Sector Plan: 55

Existing Zoning: R-30

Proposed Zoning First SMA: CRT 1.25, C 0.25, R 1.25, H 45

Proposed Zoning Second SMA: CRT 1.25, C 0.25, R 1.25, H 55

Plan Recommendations: The Plan recommends additional height and density to allow the redevelopment of these garden apartments that are adjacent to the Purple Line. In the first SMA, the zoning would change to CRT 1.25 and height is limited to 45 feet. In the second SMA, height would increase to 55 feet. Both the Plan and Design Guidelines include recommendations to provide compatibility with the single-family homes to the north.

Testimony: This property was the subject of extensive testimony. The Council received testimony in support of the Sector Plan recommendation from the property owner, the Bethesda Chevy Chase Chamber of Commerce (which advocated even greater height) and several of the existing tenants of the current garden apartments. The testimony indicated that the existing buildings had structural problems, that the grade of the area meant that the height of any reconstructed garden apartments would not appear as tall as if it were on a flat grade, and that the location (directly adjacent to an elevated portion of the Purple Line) made it an appropriate location for increased height and density. The Council also received testimony opposing the recommendation from the owners of the adjacent homes and groups who were concerned about compatibility with the existing single-family homes to the north. They recommend there be no change in zoning until the second SMA, that height be capped at 45 feet maximum, that the setback be set at a minimum of 50 feet, and that the Plan include additional requirements for landscape buffering.

Subsequent to the Committee worksession, the Council received a revised proposal from the property owner that would reduce the height from 5 stories to 4 stories and from 55 feet to 50 feet, provide landscaping and terracing, and provide setbacks of 35 to 50 feet (the CRT zone requires 25 feet). Planning Department Staff also addressed a variety of questions raised by Council Staff at the last worksession (see © 8 to 10). Among other information provided in their answers, they indicate that the Planning Board does not support the use of specific setbacks and that the buildings are nonconforming. If they need to be reconstructed for any reason, they could only be built to approximately 50% of the existing density.

Staff Comments: Staff believes that the owner's revised proposal, which reduces the recommended height to 50 feet, is preferable to the Planning Board recommendation for 55 feet. Although the neighbors have argued for 45 feet, Staff believes that the additional 5 feet will not be perceptible and could provide additional flexibility to increase setbacks.² Due to the grade on this site, the 50-foot

² A decision to cap heights requires a wider building, which potentially reduces setbacks. Similarly, increasing setbacks creates pressure to increase the building height to achieve the FAR.

height is likely to be comparable to the 45-foot height considered by the Council to be an appropriate transition between single-family detached homes and more intense uses.

The property owner has agreed to the community request to not allow redevelopment until the Purple Line is funded, but has asked for a unique staging mechanism that would allow him to obtain zoning during the first SMA, but would delay construction until the Purple Line is funded. Staff does not support having a special staging provision for a single property and therefore does not support this request and, instead, recommends that all redevelopment be delayed until the second stage. However, Staff also recommends that language be added to the Sector Plan indicating that an earlier change in zoning would be appropriate if there is a significant structural problem with the buildings that requires immediate attention.³

The property owner, Planning Board and neighbors all disagree on what the Plan should say about the setbacks. Although the Planning Board recommends performance standards and not specific setback numbers, Staff believes that this issue is extremely important to the community and should be addressed here. However, requiring a mandatory 50-foot setback for the entire site appears to be too rigid and could, as indicated by the property owner, have the unintended consequences of preventing the buildings from undulating in concert with the single-family homes as recommended in the Planning Board's Design Guidelines. Staff supports the property owner's recommendation to have the Design Guidelines indicate that the setback should be between 35-50 feet, to be determined at site plan. This will provide the community the opportunity to comment on the setback during site plan hearings.

Staff supports ensuring that there is adequate buffering and terracing between the property and the homes to the north. As indicated at © 9, the Design Guidelines address this issue. Staff will work with Planning Department Staff to determine whether there should be any further changes to the language in the Sector Plan or the Design Guidelines to emphasize the importance of the buffering. The community has proposed specific language requiring a County certified arborist to be paid for by Newdale Mews and its neighbors. This language is inappropriate for a master plan (e.g., it is entirely possible that future neighbors of Newdale Mews would be satisfied with the review of an M-NCPPC arborist and unwilling to contribute to the cost of a private arborist).

Howard Hughes Medical Institute

Page in Sector Plan: 36

Existing Zoning: R-90

Proposed Zoning First SMA: LSC

Proposed Zoning Second SMA: No change

Plan Recommendations: The Sector Plan recommends changing the zoning to the LSC zone in the first SMA and amending the zone to allow Charitable and Philanthropic Institutions. The Plan recommends limiting development to 0.5 FAR for administrative and conference uses and a height of 65 feet. (Additional uses are limited to accessory uses, such as housing and commercial uses, for Howard Hughes Medical Institute (HHMI) staff and guests.)

³ Staff does not have the technical expertise to comment on whether the condition of the buildings will require redevelopment before the Purple Line is funded, but believes some flexibility should be provided if the property owner's concerns about the structure are warranted.

Testimony: HHMI supports the Plan recommendations and believes it will accommodate their needs for growth in the future while protecting the surrounding residential areas. They have no plans to add to its campus in the near future, but are pleased that the Sector Plan provides them the flexibility to expand as needed over the next several decades and allow for a long-term presence in the County. They believe that their growth should not be linked to the Purple Line and note that historic traffic generation is 75 percent less than a similarly sized office complex.

Staff Comments: Staff supports the Sector Plan recommendations for this property. Since the Zoning Ordinance Rewrite allows Charitable Institutions by right, Staff does not believe a text amendment is needed unless the adoption of the rewrite is delayed.

COMMUNITY FACILITIES

The Plan does not include a community facilities section and it should include an assessment of the need for new community facilities, even if the existing ones are sufficient to meet the needs of the future community. In response to this request at the first PHED Committee meeting, Planning Department staff have drafted a new section that appears on © 11-12. This section does not yet include police, recreation and parks and Staff suggests that those be added. In addition, the list of specific pending CIP projects should be condensed or eliminated, since it will soon be out of date for what is supposed to be a long-term planning document.

ZONING FOR 8401 CONNECTICUT AVENUE

The Committee supported the Planning Board recommendation to delay any rezoning of this property until the second SMA, but split on the appropriate zone (see chart above). Since the property is currently zoned C-1, I-1 and R-30, **Councilmember Floreen asked what zone would be applied once the Council revises the Zoning Ordinance as part of the Zoning Ordinance Rewrite.** Planning Department staff recommend that the C-1 portion of the property should be zoned CRT 1.0, C 0.75, R 0.75, H 45 and the I-1 portion of the property should be rezoned to IM-2.5, H 120. The C-1 portion of the property could be rezoned now since the CRT zone already exists, but the I-1 portion would have to wait until the Council adopts the new Zoning Ordinance.

PARKS

At the last worksession, the Committee discussed the size of the green space on the Chevy Chase Land Company property and whether this Sector Plan (or any master plan) should require public ownership of a property. These issues are addressed below.

Public Open Space Ownership

The Plan includes recommendations for two public open spaces that will function as parks. On the Chevy Chase Lake Shopping Center, the Sector Plan includes the following recommendation on page 33:

The shopping center site must also include a public open space. To provide the greatest public benefit, the Plan recommends a central green space of at least ½ acre. The Planning Board will determine its exact location and design through the development process.

On the Housing Opportunities Commission property the Sector Plan includes the following recommendation on page 57:

The Plan also recommends a new Neighborhood Green Urban park, to be located on the eastern portion of the site. It must be at least ½-acre, owned and operated by M-NCPPC Parks Department, and designed per parks Department standards.

On several occasions, the Council has considered whether to specify public or private ownership of a park and has generally left this issue undecided to provide the Planning Board with the **maximum flexibility** to make a decision at the time of development. The factors by which this is determined have changed over time and could change again in the future, particularly if the financial resources of the Department of Parks increase or decrease. Staff has confirmed with M-NCPPC legal staff that the Planning Board's ability to require dedication is not determined by the language in the master plan regarding ownership or operation. In the past, master plans have either been silent on ownership (as it is for the Chevy Chase Land property) or specifically said that the park may either be publicly or privately owned and/or operated, to be determined at the time of development. Attached on © 16 to 19 are the recommendations of the Department of Parks. They suggest the Plan include language as follows:

These parks are envisioned to be owned and operated by the Department of Parks unless, at the time of regulatory review, the Planning Board determines they should be owned and/or operated by the private sector.”

Staff believes the language should be more neutral regarding the outcome of the decision (especially since the Planning Board agreed that the open space on the Chevy Chase Land Property would most likely be private).

Size of Open Space on Chevy Chase Land Property

As noted above, the Plan recommends a “central green space of at least 1/2 acre” for the Chevy Chase Land Property. The property owner has requested that the Sector Plan eliminate the word green since it may be a combination of hardscape and landscaped areas. In addition, they indicate that their proposal includes a 1/3 acre central space and want to have the Sector Plan changed from “at least 1/2” to “at least 1/3 acre”. They have also indicated that the Committee's decision to reduce the height of the building from 130 feet to 120 feet would reduce the open space they are able to provide. Department of Parks Staff continue to believe that this space should be at least 1/2 acre, as noted on © 16. They will be prepared to address this issue at the meeting.

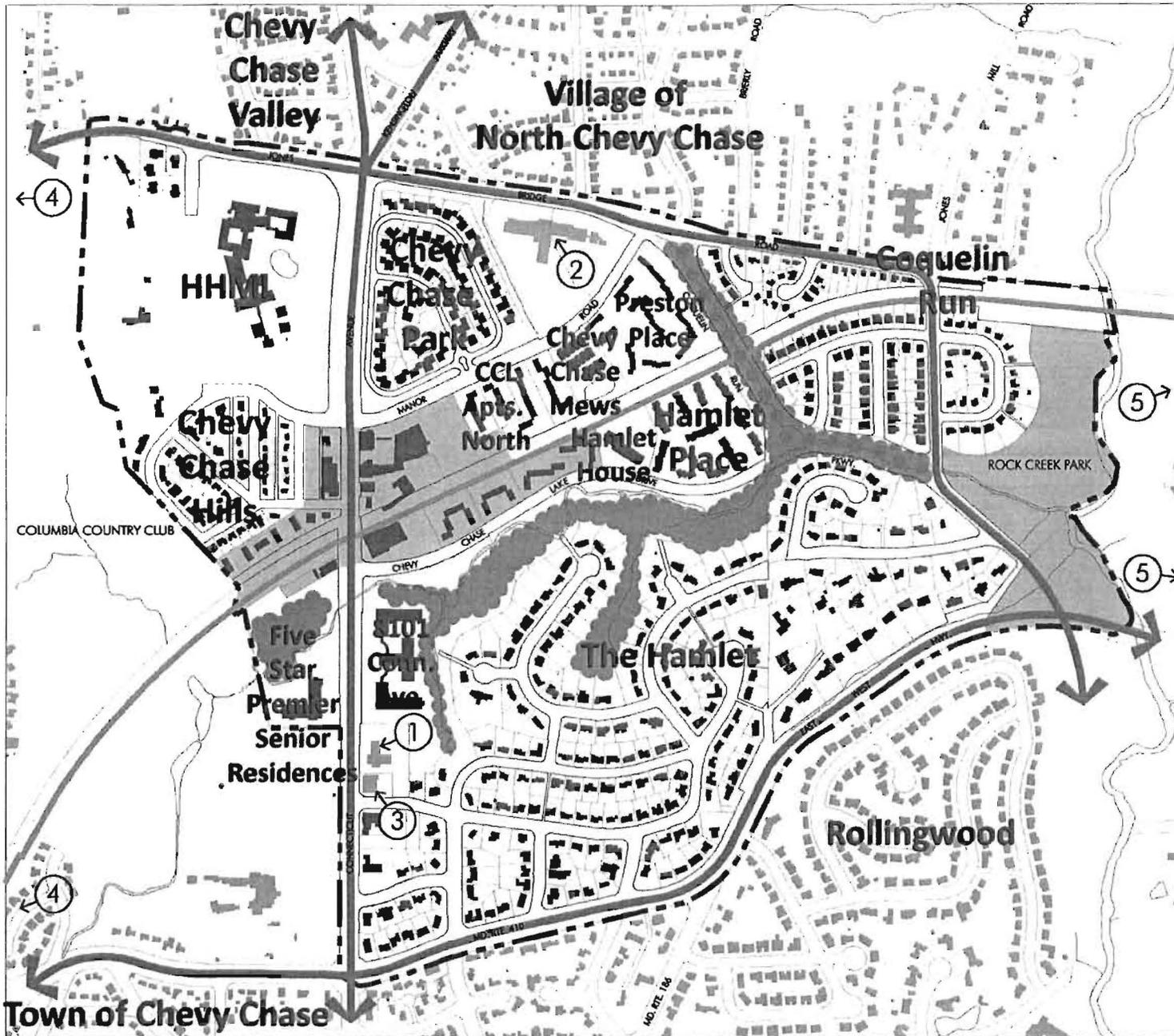
At the last meeting, the Committee asked for information on central open space recommendations in other recently adopted master plans. Attached on © 20 to 24 is a chart prepared by Department of Parks staff summarizing Council actions on this issue in other master plans. While most civic greens and central public use spaces have been 1/2 to 1 acre, the Central Civic Green in the Life Sciences Center (LSC) West in the Great Seneca Science Corridor was set at 1/4 to 1/2 acre. The Kensington Sector Plan recommended a public open space in the area designated as the village center but did not specify a size.

Property	Issue	Staff Draft Recommendation	Revised Staff Recommendation	Planning Board Majority	Planning Board Minority
Chevy Chase Lake Shopping Center	building height	<ul style="list-style-type: none"> 70' along Connecticut Avenue and Manor Road 90' along the elevated Purple Line/Capital Crescent Trail 	<ul style="list-style-type: none"> 80' for a hotel use at the corner of Connecticut Avenue and Manor Road 70' for all other uses along Connecticut Avenue and Manor Road 120' along the elevated Purple Line/Capital Crescent Trail 	<ul style="list-style-type: none"> 80' for a hotel use at the corner of Connecticut Avenue and Manor Road 70' for all other uses along Connecticut Avenue and Manor Road, and along the elevated Purple Line/Capital Crescent Trail adjacent to the garden apartments 150' along the elevated Purple Line/Capital Crescent Trail adjacent to Connecticut Avenue 	<ul style="list-style-type: none"> 80' for a hotel use at the corner of Connecticut Avenue and Manor Road 70' for all other uses along Connecticut Avenue and Manor Road, and along the elevated Purple Line/Capital Crescent Trail adjacent to the garden apartments 120' along the elevated Purple Line/Capital Crescent Trail adjacent to Connecticut Avenue
Chevy Chase Lake West Shopping Center	commercial density	Rezone from C-1 to CRT2.0, C0.5, R2.0, H70	n/a	CRT2.0, C1.0, R2.0, H70	CRT2.0, C0.5, R2.0, H70
Newdale Mews	building height, density, phasing	Rezone from R-30 to CRT1.5, C0.25, R1.5, H45 after the Purple Line	CRT1.5, C0.25, R1.5, H55 (w/ design guidelines) after the Purple Line	<ul style="list-style-type: none"> CRT1.25, C0.25, R1.25, H45 (w/ design guidelines) before the Purple Line CRT1.5, C0.25, R1.5, H55 (w/ design guidelines) after the Purple Line 	CRT1.5, C0.25, R1.5, H55 (w/ design guidelines) after the Purple Line
8401 Connecticut Avenue (Chevy Chase Land Co. office building)	density and building height	Rezone from C-1, I-1, and R-30 to CRT2.0, C2.0, R2.0, H70	CRT2.0, C2.0, R2.0, H120	CRT4.0, C4.0, R4.0, H150	CRT2.0, C2.0, R2.0, H120
Chevy Chase Lake Apartments (HOC)	density and building height	Rezone from R-30 to CRT1.0, C0.25, R1.0, H65	<ul style="list-style-type: none"> Rezone the western two lots to CRT1.0, C0.25, R1.0, H80 Rezone the eastern two lots to CRT1.0, C0.25, R1.0, H65 	<ul style="list-style-type: none"> Rezone the western-most lot to CRT1.5, C0.25, R1.5, H100 Rezone the other three lots to CRT1.5, C0.25, R1.5, H65 	n/a

Howard Hughes Medical Institute (HHMI)	zoning	Not recommended for new zoning (HHMI did not participate in the plan process until after the staff draft went to press)	Rezone from R-90 to LSC with density phased in the sector plan: <ul style="list-style-type: none"> • 0.25 FAR before the Purple Line • 0.5 FAR after the Purple Line 	LSC with 0.5 FAR before the Purple Line	LSC with density phased in the sector plan: <ul style="list-style-type: none"> • 0.25 FAR before the Purple Line • 0.5 FAR after the Purple Line
Chevy Chase Lake Shopping Center and the Chevy Chase Lake Apartments	Ownership of the recommended parks	The recommended parks should be owned by the Parks Department but operated and maintained by the developer.	n/a	<ul style="list-style-type: none"> • The park at the Chevy Chase Lake Shopping Center should be privately owned and operated • The park at the Chevy Chase Lake Apartments could be publicly or privately owned and operated 	n/a

COMMUNITY RESOURCE

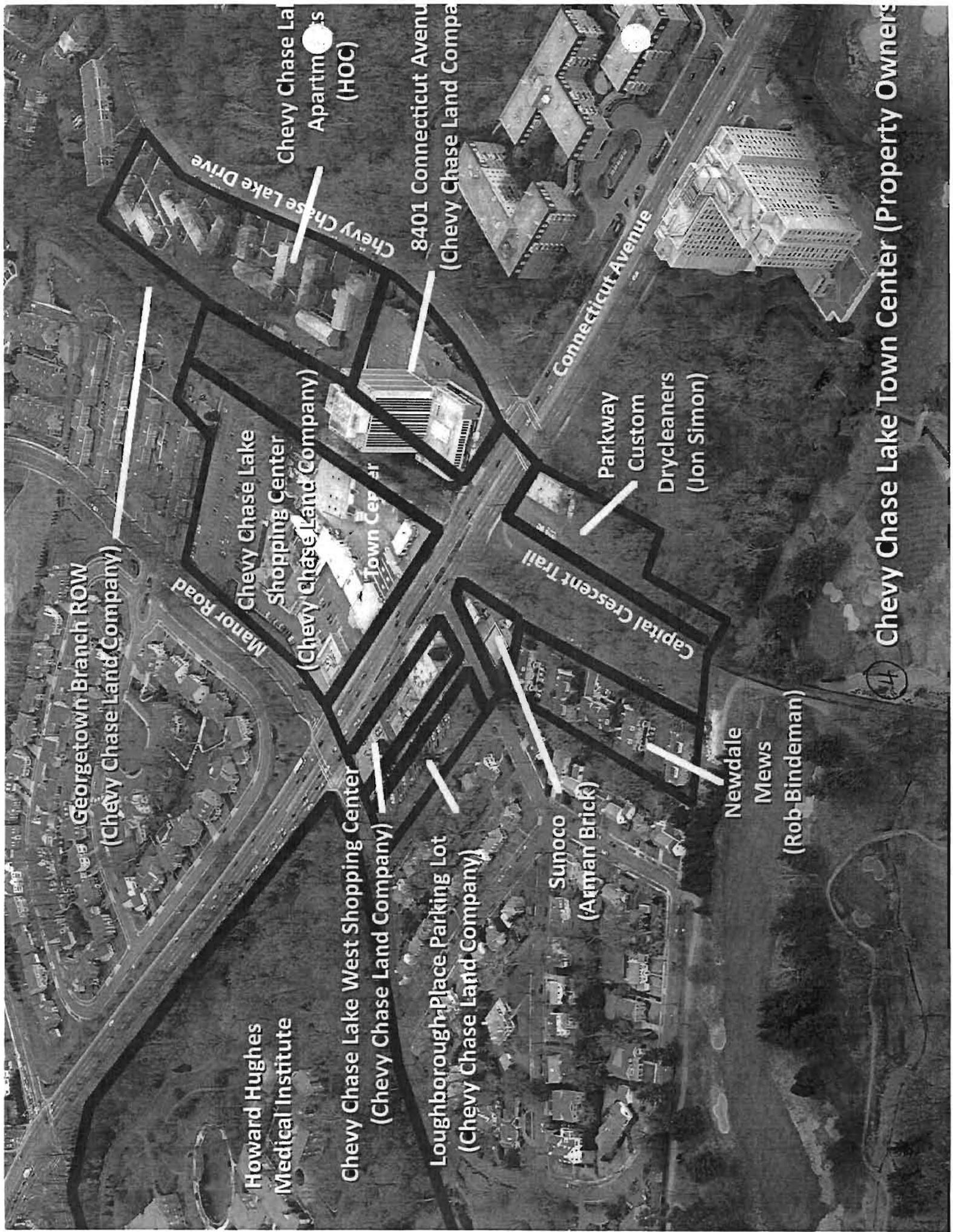
Communities



- Sector Plan Boundary
- Coquelin Run Parkway Dedicated, Unbuilt
- Capital Crescent Trail
- Parkland
- Forest
- Town Center
- Bus Routes
- 1 Library
- 2 North Chevy Chase Elementary School
- 3 Fire Station
- 4 Bethesda
- 5 Silver Spring



3



Georgetown Branch ROW
(Chevy Chase Land Company)

Manor Road

Chevy Chase Lake Shopping Center
(Chevy Chase Land Company)

Howard Hughes Medical Institute

Chevy Chase Lake West Shopping Center
(Chevy Chase Land Company)

Loughborough Place Parking Lot
(Chevy Chase Land Company)

Sunoco
(Arman/Brick)

Newdale Mews
(Rob-Bindeman)

Capital Crescent Trail

Parkway Custom Drycleaners
(Jon Simon)

Town Center

Chevy Chase Lake Drive

Chevy Chase Lake Apartments
(HOC)

8401 Connecticut Avenue
(Chevy Chase Land Company)

Connecticut Avenue

4 Chevy Chase Lake Town Center (Property Owners)



MONTGOMERY COUNTY PLANNING BOARD

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

MEMORANDUM

June 3, 2013

TO: Councilmember Nancy Floreen, Chair
Planning, Housing and Economic Development (PHED) Committee
Montgomery County Council

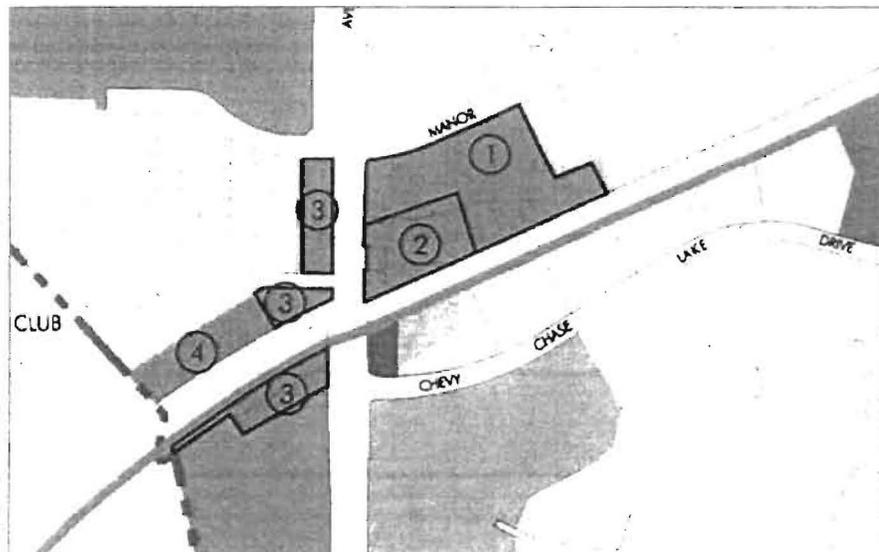
FROM: Françoise M. Carrier, Chair *FMc*
Montgomery County Planning Board

SUBJECT: Chevy Chase Lake Sector Plan

1. Chevy Chase Lake Shopping Center

Is there a way to accommodate the same level of development on the Chevy Chase Lake Shopping Center property while restricting the height to less than a 150 foot maximum? Would this compromise public use space?

The Planning Board recommends rezoning the shopping center from the existing C-1, C-2, and R-30 to two new CRT zones. The zones allow the same amount of density, CRT 2.0, C 2.0, R 2.0, but allow different heights on different parts of the property (see illustration below). On the portion of the site marked "1", the maximum height is 80' (H 80), but only for a hotel use at the corner of Connecticut Avenue and Manor Road. Otherwise the text recommends a maximum height on area 1 of 70'. On the portion of the site marked "2", the Board recommends a maximum height of 150'.



Enhance (pre-Purple Line) zoning boundaries

In developing these recommendations, the Planning Board relied on preliminary design work undertaken by the owner of the shopping center. This schematic design locates

streets, blocks, buildings, open space, underground parking garages, and more. The analysis below is also based upon these preliminary designs.

To maintain the overall level of development across the shopping center site, restricting the maximum building height in area 2 would require the buildable area "lost" to the height reduction to be relocated. This buildable area could be accommodated in a number of ways:

- elsewhere on area 2, through a modified building and/or site design; or
- on area 1, with:
 - the height limit recommended by the Planning Board, through a modified building and/or site design; or
 - a greater height limit, over either a portion or the whole of area 1.

Regardless of where the density is relocated, the public use space would not be compromised. Under the CR zones, public use space is a requirement based primarily on the area of the site and not the area of the building on the site. Due to its size (over 8.5 acres), redevelopment of the shopping center – whether under the standard or optional method of development – will require 10% of the site as public use space. This public use space and other public amenities will be one the major elements to attract residents, businesses, and visitors to the development. The experience of the Planning Board is that the developers will maximize the quality of these amenities, independent of modest reductions in building height or density.

Does limiting height (or height and density) jeopardize the economic viability of redevelopment on this property?

Limiting the height and/or density on this site will likely impact the economic viability of the redevelopment of this property to a greater or lesser degree. Modest reductions in building height and/or density do not seem likely to put in jeopardy the fact of redevelopment of the shopping center, though significant limitation may impact the character of the development. During the Planning Board's public hearing, one of the owner's consultants explained that after a certain threshold, the economic yield of the development would be insufficient to pay for underground structured parking, and the structured parking would have to be above ground, thereby changing the dynamic of the site design and the way people would experience it.

How much commercial density is required on the site to accommodate the 74,356 sf. of office space and 174,016 sf. of retail uses included in the approved subdivision plan for the site?

The shopping center site has a gross tract area of about 375,000 sf. To accommodate the 248,372 sf. of commercial uses included in the existing approved subdivision plan, new zoning must have a minimum commercial FAR of 0.67. The two zones the Planning Board recommended for site allow a maximum commercial FAR of 1.0 and 2.0.

2. 8401 Connecticut Avenue

Does limiting the height under a redevelopment option to less than the existing height discourage any possibility of redevelopment?

The Planning Board's highest priority for this property is the redevelopment of the existing office building, the design of which the Board finds incompatible with the Plan's urban design goals. The majority of the Planning Board felt that any height less than the existing height would greatly diminish the owner's incentive to redevelop. The minority of the Board disagreed, and shared staff's view that redevelopment could be accommodated on the site in a more compatible form with a lower building height. To encourage redevelopment, the Board recommends a maximum building height consistent with the height of the existing building, as well as additional density requested by the property owner sufficient to accommodate multiple buildings on the site. As with the shopping center discussion above, modest limitations do not seem likely to discourage any possibility of redevelopment of the site, though significant limitation may impact the character of the development.

3. HOC Property

What is the impact of increasing the density on the HOC property from a 1.5 FAR to a 3.5 FAR (as requested by HOC) while keeping the same height limits recommended in the Sector Plan?

The Planning Board's recommended zoning for the HOC property is intended to accommodate primarily multi-family residential development. Generally speaking, with the standard width for a double-loaded corridor apartment building being about 65', allowing greater density on the site is more likely to make the building taller than to make the building longer or significantly wider. Thus increasing density without increasing height could result in unused density.

During the Planning Board's review of the sector Plan, HOC asked for additional density, from the staff recommendation of about 230 du to 400 du, and, for the two parcels closest to 8401 Connecticut Avenue, additional building height, from 65' to 80'. To provide HOC additional incentive to create additional affordable housing through redevelopment, the Planning Board recommended increasing the density to allow about 335 du, and the maximum building height for only the one parcel adjacent to 8401 Connecticut Avenue to 100'. The recommended maximum building height on the remaining three parcels remains 65'.

The Sector Plan also recommends a new street connecting Manor Road and Chevy Chase Lake Drive, crossing underneath the elevated Purple Line tracks. Between the tracks and Chevy Chase Lake Drive, this road is likely to be located in part or in whole on the HOC property next to 8401 Connecticut Avenue. To the extent that this road is located on the HOC property, it would limit the site area available to build the 100' building.

The Planning Board's recommended density on the roughly 5-acre site would yield about 335 du. There are 68 apartments on-site today, one-quarter of which (17) are affordable housing. The recommended zoning provides an almost five-fold increase. Further increasing density on any of the HOC parcels, while yielding additional affordable housing, will further increase local traffic on Chevy Chase Lake Drive (a dead-end street) and nearby intersections.

4. Loughborough Place Parking Lot

What is the impact of zoning this property CRN instead of RT-15 (as requested by the property owner) if height is capped at the same height allowed in RT-15 and uses must be residential or have a residential appearance (e.g., professional offices in townhomes)?

The Planning Board unanimously supported the staff recommendation to keep the character and function of Loughborough Place as purely single-family. The Board's recommended RT-15 zone accomplishes that intent by limiting building height, precluding non-residential uses, and by limiting the overall density on that neighborhood street.

Capping the maximum height at 35', as required under the RT-15 zone, limits new construction to 3 stories. The existing homes on Loughborough Place are 2- and 2 ½-stories, but sit about 2 feet above the sidewalk. A maximum height of 3 stories is compatible with the existing homes across the street. During the Planning Board's review process, the property owner requested additional height to allow 4 stories, which would be almost double the height of the existing homes. This would not promote compatibility, and the Planning Board does not recommend it.

Finally, the RT-15 zone allows only limited non-residential uses, like registered and no-impact home occupations and home family child day care, to minimize disruptive impacts on the neighborhoods in which these developments are located. A CRN zone would allow some measure of commercial uses (i.e., a minimum of 0.25 FAR). With an estimated gross tract area of about 45,000 square feet, a CRN zone with even the minimum amount of commercial uses would allow over 11,000 sf. of non-residential uses on this one-block residential street. Further, the land uses allowed under the CRN zone, whether as permitted or "limited" uses, are more numerous and have greater potential to disrupt further the quiet character of Loughborough Place. The Board did not find this compatible with the uses and character of the street. Furthermore, adding retail to this residential street is unnecessary given the considerable amount of non-residential uses recommended along Connecticut Avenue and will only detract from the quiet residential feel of Loughborough Place.

5. Newdale Mews

What is the physical status of buildings at Newdale Mews? Will their physical condition likely require that they be redeveloped in advance of the Purple Line?

The Planning Department is not able to assess or verify the physical integrity of the buildings at Newdale Mews, or determine if their physical condition will likely require that they be redeveloped in advance of the Purple Line.

The size and orientation of the property make it likely that the property would redevelop in one phase. Under the Planning Board's recommended zoning for this property, if the owner redevelops before the Purple Line, the zoning will yield about 94,000 sf. of development in a maximum building height of 45'. If the owner redevelops after the Purple Line, the yield increases to about 113,000 sf. in a maximum building height of 55'.

Is it possible to require a 50 foot setback from the adjoining residential neighborhood? Is there a way to allow them to build in the right-of-way to maximize the distance of new buildings from the existing single-family homes?

The Planning Board does not recommend including numerical standards for setbacks in the Sector Plan or Design Guidelines, but rather to include performance criteria and examples of how to meet those criteria. This allows the Board the discretion to approve innovative design solutions that meet the performance criteria.

In order to build in the right-of-way for Newdale Road, the County Council must first abandon the right-of-way under Chapter 49, Article 6. Typically, when a right-of-way under public use is abandoned, the area is split between the property owners on either side (unless an agreement or other measure specifies how the dedicated area should be addressed upon abandonment). The right-of-way of Newdale Road is about 50' wide. In front of Newdale Mews this 50' would likely be split between Newdale Mews and the Chevy Chase Land Company, who owns the underlying fee to the Georgetown Branch right-of-way. A 25' increase in the depth of the Newdale Mews property would not provide sufficient additional area to yield a better site design, and would raise other issues like fire department access to the site, an accessible route to the Capital Crescent Trail, and service and emergency access to the Purple Line and Trail, as well as noise concerns for apartments located closer to the Purple Line.

Is there a way to ensure that sufficient foliage will either be retained or newly planted to act as a buffer to the existing neighborhoods?

The Planning Board's recommendation in the Sector Plan for this property emphasizes that an "essential part of redeveloping this site will be to maintain compatibility with the single-family homes to the north. Particular attention should be paid to solar access and shading, as well as maintaining and extending building setbacks from the existing homes, vegetative screening, and view corridors between the buildings." (p. 36) The draft Design Guidelines contain recommendations for the green buffer between new buildings and the existing homes, which encourage the retention and protection of existing trees and the planting of an expanded green buffer in terraces along the property line, among other guidance. (p. 59)

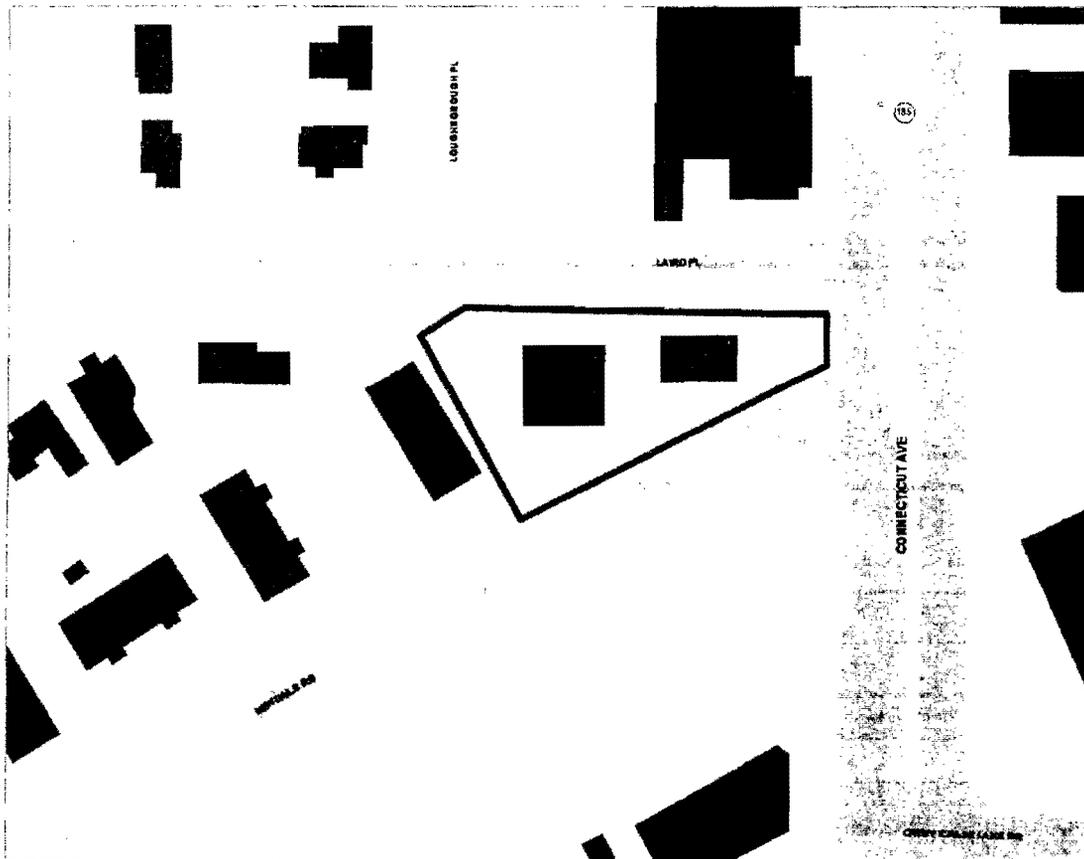
Are the uses non-conforming? What limitations would exist if the property owner needed to rebuild?

The uses on Newdale Mews do not conform to the requirements of the existing R-30 zone. The buildings on the site have 41 units on approximately 63,000 net sf. of land. Under the provisions of the R-30 zone, as currently written, the site would yield only 21 units, or if the owner included the maximum amount of MPDUs, 26 units. Under the provisions of 59-G-4 of the zoning code, non-conforming uses may be continued. However, if the owner were to rebuild before new zoning was applied to the site, the new buildings must meet the requirements of the current R-30 zone. (Depending upon the actual date of construction, provisions of the multi-family zone regarding "Existing Structures" may also bear, but would not allow expansion. (59-C-2.25(b))

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

Is the gas station property large enough to allow a step down in height to the adjacent home?

The service station property at its deepest is about 130', along the boundary shared with the Newdale Mews property on Newdale Road. The adjacent single-family property abuts the service station property for about 30' on Laird Place.



Service station site

The Planning Board's recommended zoning encourages residential development with the potential for street-level retail. A standard width double-loaded corridor apartment building is 65'. If an apartment building were designed to line Newdale Road, there would be about 60' between the building and the single-family property to allow for tree planting and other screening strategies. (As noted in the sector plan, accommodating parking on this site will be a significant challenge.)

Can the impact on existing homes be addressed through the development review process?

Beyond the recommended zoning, the sector plan and design guidelines establish performance criteria for compatibility with and transitions to the existing neighborhood and provide examples of how to meet those criteria. The development review process will address the impact of new development through the Planning Board's required finding of conformance with the recommendations of the sector plan and design guidelines as well as a more general finding of compatibility with existing development.

7. Miscellaneous

The Plan does not include a community facilities section and it should include an assessment of the need for new community facilities, even if the existing ones are sufficient to meet the needs of the future community. This should be prepared before the Committee continues work on the Plan in June.

Community Facilities

Library Facilities

The Plan area is currently served by the Chevy Chase Library, located within five minutes' walk from the Town Center. Based upon recommended library standards, a branch library should be able to support a population of 40,000 users per branch. MCPL did not request nor does the Plan recommend new or expanded library facilities in the plan area.

Fire, Rescue, and Emergency Medical Services

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

In 2004, the County Council passed legislation to reorganize the Fire and Rescue Service by placing all personnel, career and volunteer, under the command of a single fire chief. However, actual services are delivered from the 19 local fire and rescue companies. The County uses an incident command system to coordinate the efforts of paid and volunteer personnel at the scenes of emergencies. MCFRS has determined that existing fire, rescue, and emergency medical services (EMS) at existing stations provide sufficient service to the Plan area, which is serviced by Chevy Chase Station 7 First Battalion. The

Plan does not recommend new or expanded facilities for fire, rescue, or emergency medical services.

Public Schools

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

In summary, the MCPS capital improvements program includes the following capital projects in the B-CC Cluster:

- In August 2010 a 4-classroom addition was completed at Somerset ES, increasing school capacity from 456 to 516;
- In August 2013 a 12-classroom addition will be completed at Westbrook ES, increasing capacity from 283 to 558;
- In August 2015 an 8-classroom addition will be completed at Bethesda ES, increasing capacity from 384 to 568;
- In August 2015 a 6-classroom addition will be completed at North Chevy Chase ES, increasing capacity from 220 to 358;
- In August 2015 an 8-classroom addition will be completed at Rosemary Hills ES, increasing capacity from 476 to 637;
- In January 2015 the modernization of Rock Creek Forest ES will be completed, increasing the capacity from 310 to 745;
- In August 2017 a second B-CC Cluster Middle School will open with a capacity of 944;
- In August 2017 an addition will be opened at B-CC High School, increasing the capacity from 1642 to 2205.

The only school that is not being built larger is Chevy Chase ES. In addition to the capital projects, boundary changes among some elementary schools went into effect in August 2013 that should help resolve space deficits. The Plan does not recommend new school sites in the Plan area.

8. Additional information requested at the first PHED Worksession
 Revise the development potential chart to include existing development and zoning capacity.

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Development Potential in Chevy Chase Lake								
Land Use	Existing	Existing + Approved	Net Change	Capacity of Current Zoning	Enhance		Create	
					Net from Existing + Approved	Cumulative	Net from Enhance	Cumulative
Commercial (sf.)	283,014	470,859	187,845	497,111	(128,372)	342,487	266,513	609,000
Residential, Single-Family (du)	603	603	-	1,208	-	603	15	618
Residential, Multi-Family (du)	716	716	-	1,134	757	1,473	680	2,153
Civic and institutional (sf.)	336,537	336,537	-	n/a	515,000	851,537	-	851,537
Totals (sf.)	1,938,551	2,126,396	187,845	n/a	1,143,628	3,270,024	961,513	4,231,537

Note: The proposed commercial and residential development levels are based on the proposed zoning, estimates of the maximum potential area of each property, and assumptions about the distribution of density between commercial and residential uses.

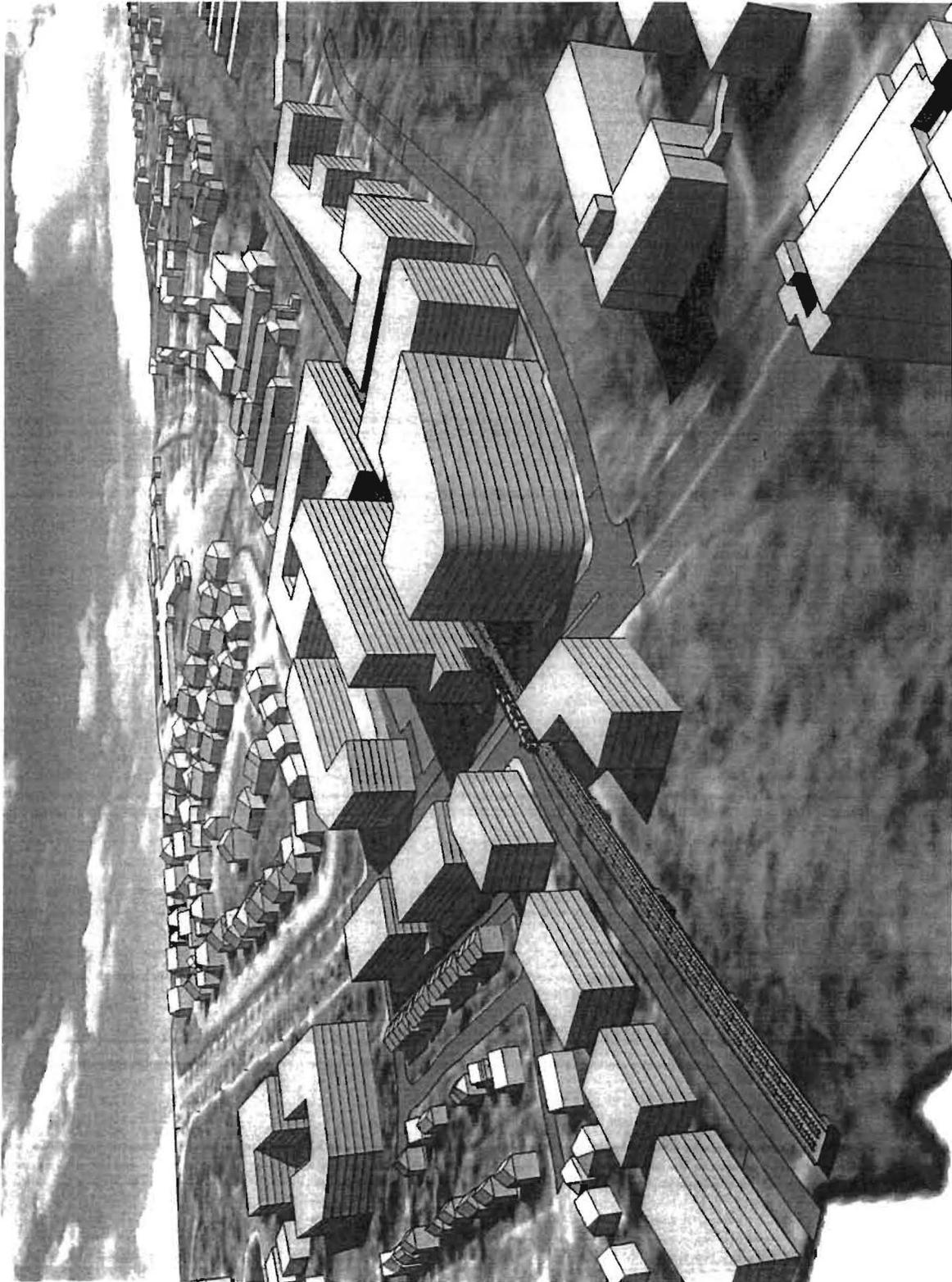
Create a diagram of the Plan Area showing the amount of recommended density within a 5-minute walk (¼-mile) and a 10-minute walk (½-mile) of the proposed Purple Line station.



*Walk sheds, 5- and 10-minutes from the Purple Line Station
(Plan Area boundary in white)*

With the partial exception of the Howard Hughes Medical Institute (HHMI) site, the density recommended in the sector plan is located within a five-minute walk from the station. Based on the preliminary studies shared by HHMI with the Planning Board, the likely location of future development would be in the open area near the intersection of Connecticut Avenue and Manor Road, which is located within a five-minute walk of the station.

Update the aerial 3-D model to reflect the Planning Board Draft recommendations.





MONTGOMERY COUNTY DEPARTMENT OF PARKS
MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

MEMORANDUM

DATE: June 20, 2013
TO: Marlene Michaelson, Senior Legislative Analyst
VIA: John E. Hench, Ph.D., Chief, Park Planning and Stewardship Division (PPSD) *J. Hench*
FROM: Brooke Farquhar, Master Planner Supervisor, Park and Trail Planning (PPSD) *Brooke Farquhar*
SUBJECT: Department of Parks Recommendations for Chevy Chase Lakes Sector Plan

There are two park recommendations in the plan. The classifications of those parks should align with the park types in the Park Classification System as updated in the 2012 *Park, Recreation, and Open Space (PROS) Plan*. These parks are envisioned to be owned and operated by the Department of Parks, unless, at the time of regulatory review, the Planning Board determines they should be owned and/or operated by the private sector.

A Central Civic Green Urban Park, on the shopping center site, at least ½ acre in size.

The Park Classification System Description is as follows:

Civic greens are formally planned, flexible, programmable open spaces that serve as places for informal gathering, quiet contemplation, or large special event gatherings. Depending on size, they may support activities including open air markets, concerts, festivals, and special events but are not often used for programmed recreational purposes. A central lawn is often the main focus with adjacent spaces providing complementary uses. May include gardens, water features and shade structures. Civic greens should be 1/2 acre minimum.

The Civic Green should be a minimum of ½ acre to accommodate community events with a ¼ acre central gathering area and wide walkways and seating areas at the perimeter (see chart of facilities and sizes below). The ½ acre is considerably smaller than those civic greens serving a larger population, such as the proposed 1-2 acre civic green at White Flint.

A Neighborhood Green Urban Park, on the Chevy Chase Lake Apartments site, at least ½ acre in size.

The Park Classification System description is as follows:

Neighborhood Green Urban Parks serve the residents and workers from the surrounding neighborhood or district, but may be designed for more activity than an urban buffer park. These formally planned, flexible open spaces serve as places for informal gathering, lunchtime relaxation, or small special event gatherings. They include lawn area, shaded seating and pathways and may include a play area, a skate spot, a community garden, or similar neighborhood facilities. The minimum size for this park type is ¼ acre.

The minimum size at this location should be ½ acre because this park will serve an area and corresponding population much greater than the Sector Plan. Neighborhood facilities at this park should include at a minimum a playground and a multipurpose court (see chart of facilities and sizes below).

Sizes of typical amenities for the proposed park on the shopping center site (to perform as the central Civic Green)	Minimum size – sq. ft.	Acreage needed
Gathering area for residents/workers - Lawn with shade trees	10,000 sq. ft. – lawn seating for 1,250 people (at 8 sq. ft. per person sitting in rows)	.23 acres
Seating areas/plazas	Woodside- 5,075 sq. feet	.12 acres
Comfort and convenience features- seating, tables, water fountains, signage	Varies	
Stage/shelter	12' x 12' = 144 sq. ft.	.003 acres
Community gardens	200 sq. ft. or 25 plots	.005 acres
Dog Parks – 2 (large dog and small dog areas)	Discovery Green Urban Park model – 60' x 100' large dog area= 6,000 sq. ft. 60' x 80' small dog area = 4,800 sq. ft.	.14 acres .11 acres
Looped exercise trails/walkways	8' wide x length	
Senior play-exercise areas	5,000 sq. ft.	.12 acres
Inter-active artwork or fountain	Varies Assume 10' x 10' = 100 sq. ft.	Varies .002 acres
Storm water management	% of total site	
Sizes of typical amenities for Neighborhood Green Urban Parks	Minimum size – sq. ft.	Acreage needed
Playground for Urban Parks – preschool area (2,000 sq. ft.) and school age area (3,000 sq. ft.)	5,000 sq. ft.	.12 acres
Urban skate park – skate spot	5,000 sq. ft.	.12 acres
Multi-purpose courts	100' x 200' = 20,000 sq. ft.	.46 acres
Tennis Courts	Single – 62' x 122' = 7,564 sq. ft. Double – 110' x 122' = 13,420 sq. ft.	.18 acres .31 acres
Basketball Courts	Single – 56' x 96' = 5,376 sq. ft. Double – 96' x 112' = 10,752 sq. ft.	.12 acres .25 acres
Grass volleyball courts	50' x 100' each = 5,000 sq. ft.	.12
Seating areas/plazas	Woodside- 5,075 sq. feet	.12 acres
Comfort and convenience	Varies	

features- seating, tables, water fountains, signage		
Community gardens	200 sq. ft. or 25 plots	.005 acres
Dog Parks – 2 (large dog and small dog areas)	Discovery Green Urban Park model – 60' x 100' large dog area= 6,000 sq. ft. 60' x 80' small dog area = 4,800 sq. ft.	.14 acres .11 acres

Industry Standards for Space needs for event standing and seating:

Stand-up cocktail style	6 sq. ft. per person	1/3 acre (14,520 sq. ft.) accommodates 2,420 people	½ acre (21780 sq. ft.) accommodates 3,630 people
Cocktail – style with some seating	8 sq. ft. per person	1/3 acre accommodates 1, 815 people	
Tea-Style Reception with some seating	8 sq. ft. per person	1/3 acre accommodates 1, 815 people	
Theater-Style, seated in Rows	8 sq. ft. per person	1/3 acre accommodates 1, 815 people	
Dinner, seated at 8' Banquet Tables	10 sq. ft. per person	1/3 acre accommodates 1,452 people	
Dinner, seated at 5' Round Tables 12 sq.	10 sq. ft. per person	1/3 acre accommodates 1,452 people	

- Stand-Up Cocktail-Style 6 sq. ft. per person
- Cocktail-Style with some seating 8 sq. ft. per person
- Tea-Style Reception with some seating 8 sq. ft. per person
- Theater-Style, seated in Rows 8 sq. ft. per person
- Dinner, seated at 8' Banquet Tables 10 sq. ft. per person
- Dinner, seated at 5' Round Tables 12 sq. ft. per person

Parks and Open Spaces in Montgomery County Sector Plans

Revised June 19, 2013

Planning Board Approval or Council Adoption date	Sector Plan	Publicly Owned/Operated Parks		Public Connectivity Public Realm	Privately Owned Public Use Space	
		Proposed	Existing	The System	Proposed	Existing
Staff Draft In progress	White Oak Science Gateway	Cherry Hill Node: Central Civic Green - 1 acre; Local; Paint Branch Stream Valley Park additions White Oak Node: Urban Park with Community Open Space – 2 acres	Stonehedge Local Park Hillandale Local Park	Natural surface trails to Paint Branch and MLK Recreational Park Bikeways connecting nodes to each other Bikeway loops in each node	Plazas and Public Use Spaces in all nodes – ½ to ¾ acre each	
MCPB May 2013	Long Branch	Central Civic Green – ½ acre Expand Flower Ave Urban Park and Seek Lane Urban Park Expand Long Branch Local Park for Access to Recreation Center Renovate NH Estates Neighborhood Park due to Purple Line impacts	Long Branch Local Park New Hampshire Estates Neighborhood Park Seek Lane Urban Park Flower Avenue Urban Park	Existing Long Branch Stream Valley Park and Trail System – improve crossings and extend trails		
MCPB May 2013	Glenmont	Central Civic Green in Glenmont Shopping Center – ½ - 1 acre (could be privately owned) Local Park on Fire Station site Additions to Glenmont Local Park Neighborhood Park west of Georgia Ave	Glenmont Greenway Urban Park – 3.0 acres	Extend Glenmont Greenway through Fire Station site	Central Civic Green in Glenmont Shopping Center – ½ - 1 acre (could be publicly owned)	
MCPB January 2013	Chevy Chase Lakes	Central Civic Green- ½ - 1 acre Neighborhood Park near new HOC housing – ½ acre		Capital Crescent Trail Proposed bikeway connections		
Council December 2012	Burtonsville	Local Park on Athey Property Conservation Park on Mangum Property		Bikeways to connect to Fairland Recreational Park	Central Green – ½ - 1 acre Public Use Spaces in each District – ¼ acre min	

Parks and Open Spaces in Montgomery County Sector Plans

Revised June 19, 2013

Planning Board Approval or Council Adoption date	Sector Plan	Publicly Owned/Operated Parks		Public Connectivity Public Realm	Privately Owned Public Use Space	
		Proposed	Existing	The System	Proposed	Existing
Council 2012	Takoma Langley Crossroads	Civic Green – ½-1 acre (public or private) at Saul Center	Long Branch Stream Valley Sligo Creek Stream Valley Becca Lilly Neighborhood Park Takoma Park Recreation Center Glengary Place Park		Neighborhood Common at Walgreen site	
Council 2012	Kensington		Kensington Cabin Local Park Warner Circle Special Park Edith Throckmorton Local Park Kensington Parkway Stream Valley Park, Kensington Frederick Avenue Neighborhood Park, St. Paul Neighborhood Conservation Area Seven Town of Kensington parks		Green and open spaces in redeveloping blocks	
Council 2011	Wheaton CBD	Central Civic Green - .68 acres	Wheaton Veteran's Park	New Recreational Loop Green Streets Green Boulevards Connections to Regional Trails	Price Plaza Bluemont Plaza	
Council 2010	Great Seneca Science Corridor	Central Civic Green in LSC West, 1/4 – ½ acre Local Park/School in LSC West	Stream Valley Parks Traville Local Park Great Seneca Extension Stream Valley Park Orchard Neighborhood Park Quince Orchard Valley N'hood Pk	New Recreation Loop – 3.5 mile long Green Streets Green Boulevards	CCT Plazas - 1/4 – ½ acre Green Buffers – Belward Plazas at new transit stations, Historic Setting- Belward	

Parks and Open Spaces in Montgomery County Sector Plans

Revised June 19, 2013

Planning Board Approval or Council Adoption date	Sector Plan	Publicly Owned/Operated Parks		Public Connectivity Public Realm	Privately Owned Public Use Space	
		Proposed	Existing	The System	Proposed	Existing
Council 2010	White Flint	Central Civic Green - 1- 2 acres in Conference Center Block Expansion of White Flint Neighborhood Park- 2.4 acres Renovation of Wall Local Park Water Tower Site	Wall Local Park White Flint Neighborhood Park	New Recreation Loop Green Streets Green Boulevards Sidewalks and Bikeways Bethesda Trolley Trail	Neighborhood Greens in each district Plazas in each block	Plazas and Greens in existing mixed use development
Council 2009	Germantown	Urban Park with Playground near Up-County Government Center	Germantown Square Urban Park - .76 acres Town Center Urban Park at Black Rock - ¼ acre +- Urban Park behind Library Transit Park (owned by MCDOT)	Greenway Connections to regional trails and bikeways	Transit Park on East Side Green Commons or Neighborhood Green in each district	
Council 2009	Twinbrook			Sidewalks and Trail connections to regional system	Twinbrook Station Green Fishers Lane "Park" Parklawn Drive "Park"	

Parks and Open Spaces in Montgomery County Sector Plans

Revised June 19, 2013

Planning Board Approval or Council Adoption date	Sector Plan	Publicly Owned/Operated Parks		Public Connectivity Public Realm	Privately Owned Public Use Space	
		Proposed	Existing	The System	Proposed	Existing
Council 2008	Silver Spring CBD and Green Space Plan		Acorn Urban Park - .24 acres East Silver Spring Urban Park - .2 acres Ellsworth Urban Park - 3.6 Fairview Road Urban Park - 1.99 Fenton Street Urban - .28 acres Gene Lynch /Metro Urban Park - Kramer Urban Park - .2 acres Philadelphia Ave Urban Park - .06 acres Royce Hanson Urban Park - .25 acres Veteran's Plaza (owned and operated by County) Woodside Urban Park - 2.28 acres	Green Trail Capital Crescent and Metropolitan Branch Trails	Use underused parking areas for more green space Several properties identified for future green space	Ellsworth Fountain Numerous plazas in existing mixed use development
Council 2006	Shady Grove	Jeremiah Park at the County Service Center- 4 acres Local Park on Casey 6 Neighborhood Park next to school for nature oriented recreation. Town Square and Town Commons parks in Metro neighborhoods	Blueberry Hill Local Park Redland Road Local Park			

Parks and Open Spaces in Montgomery County Sector Plans

Revised June 19, 2013

Planning Board Approval or Council Adoption date	Sector Plan	Publicly Owned/Operated Parks		Public Connectivity Public Realm	Privately Owned Public Use Space	
		Proposed	Existing	The System	Proposed	Existing
Council 1998	Friendship Heights		Brookdale Park – 3 acres Chevy Chase Open Space Urban Park – 1.9 acres	Bikeway along Western Avenue		Hubert Humphrey Park Page Park – maintained by Town of Friendship Heights
Council 1994	Bethesda CBD		Battery Lane Urban Park – 1.9 acres Caroline Freeland Urban ark – 1.0 acres Chase Avenue Urban Park - .38 acres Cheltingham Drive Urban Park - .33 acres Elm Street Urban Park – 2.1 acres	Capital Crescent Trail On road bikeways Bethesda Trolley Trail	New plazas for new developments	Numerous Plazas

PHED COMMITTEE #1B
June 24, 2013

MEMORANDUM

June 20, 2013

TO: Planning, Housing, and Economic Development Committee
FROM: Glenn Orlin,⁶⁰ Deputy Council Staff Director
SUBJECT: Chevy Chase Lake Sector Plan—follow-up on economic impact and transportation issues

Councilmembers: Please bring your copy of the Draft Sector Plan to this worksession.

1. Economic impact. At the June 17 worksession Council staff noted that certain discrepancies in inputs were identified and that Economic Impact Analysis may need to be re-worked. It appears that the Department of Finance had used the household and commercial growth data on page 22 of the Final Draft Sector Plan, but did not have the Planning staff's corrected calculations, which appeared in the chart on ©13 of Marlene Michaelson's packet from last week. Also, what had been displayed as "Existing" development in the chart had also included approved but unbuilt development. Therefore, Council staff asked Finance to run the model again with the corrected inputs. It is on ©1-2.

The chart refers to each increment of existing and proposed development in Chevy Chase Lake. In this display the increments are *not* cumulative. The first increment is the existing development. The second increment, "Enhance," here includes the already approved but unbuilt development, plus the additional development or *any changes* to approved development included in the scenario. For example, the "Enhance" increment includes the proposed revised version of the Chevy Chase Shopping Center development. Finally, the third increment, "Create," is the Final Draft's proposed development that is *above* that envisioned in the "Enhance" scenario.

Therefore, the updated estimate is that existing development in Chevy Chase Lake generates \$2,019,824 more in tax revenue than the cost of services provided as a result of it. The estimate for the "Enhance" increment shows a negative County revenue impact of -\$4,262,807; so if this were all that were ever developed, there would be an annual negative impact of -\$2,242,983 (that is, \$2,019,824 minus \$4,262,807). The estimate for the "Create" increment shows a negative County revenue impact of -\$1,804,653; so at buildout there would be an annual negative impact of -\$4,047,636 (that is, \$2,019,824 minus \$4,262,807 minus \$1,804,653).

This result is due to the components of the development under the two build options. In the “Enhance” scenario there would be 757 new multifamily units; the property tax generated per new household would be only \$1,537 annually, compared to \$5,662 annually from the existing housing stock, which includes a fairly even mix of single- and multi-family dwellings. Also, the “Enhance” scenario includes only 149 new jobs, which are generally less costly to serve than the revenue generated from them.

The “Create” scenario carries this trend further. It would produce another 695 units beyond the “Enhance” scenario, of which all but 15 would be multi-family. The “Create” scenario would generate 666 additional jobs, but the net revenue from this employment does not overcome the lower tax revenue from the new multi-family units.

Of course, communities are not created with the sole purpose of maximizing tax revenue. If that were the case, the County policy would be merely to create opportunities for commercial and higher-end residential development. The results of the economic impact analysis show in dollar terms the cost of creating a Chevy Chase Lake community with a mix of income levels.

2. Effect of development and proposed intersection improvements on traffic congestion. At least week’s worksession Councilmembers wanted a better picture as to the difference between the “Enhance” and “Create” scenarios on future traffic congestion. To answer this question, Council staff re-created the Capacity Analysis Results chart, this time showing the resulting volume/capacity (v/c) ratios and the average delay per vehicle, both outputs of the Synchro traffic flow model (©3).

As the chart shows, there is very little difference in the results between the “Enhance” and “Create” options. Depending upon the intersection, time of day, and whether the intersection is improved or not, the difference between “Enhance” and “Create” is generally in the range of 1-to-6 seconds per vehicle. The exception is the Connecticut Avenue/Manor Road, which will experience the largest change due to the development. There the difference would be as much as 23 seconds/vehicle (in the PM peak) if there were no improvements. With improvements the intersection would have 12 seconds/vehicle more delay in the AM peak (when congestion is not as dire at the intersection) under the “Create” option, but 5 seconds less in the PM peak. More about this intersection below.

On the other hand, the improvements themselves produce dramatic differences. For example, at Connecticut Avenue/East-West Highway the proposed improvements would reduce the delay/vehicle under the “Enhance” scenario by 51 seconds (42%) in the AM peak and 34 seconds (32%) in the PM peak, and virtually the same travel time savings in the “Create” scenario. Another example: at Jones Mill Road/East-West Highway/Beach Drive the proposed improvements would reduce the delay/vehicle in the PM peak under the “Enhance” scenario by 30 seconds (39%) and under the “Create” scenario by 31 seconds (39%).

3. Revisiting the Connecticut Avenue/Manor Road intersection. As noted in the last worksession, this intersection is projected to operate just at the current 1.00 v/c standard in the morning peak by changing the signal phasing to include a protected phase for traffic making a left turn from westbound Manor Road to southbound Connecticut Avenue. It is projected to operate at 1.01 v/c—just beyond the current standard but below the 1.06 standard proposed by Council staff (with which the PHED Committee indicated it did not agree)—by re-designating the lanes in the PM peak so that the

through westbound movement is combined with the westbound left-turn lane, leaving the other lane as an exclusive right-turn lane to northbound Connecticut Avenue.

Subsequently, Mr. Tim Pryor of Chevy Chase Hills (the neighborhood off Manor Road west of Connecticut Avenue) expressed concern about making the right lane on westbound Manor Road at Connecticut Avenue right turn only. He reports that:

During the evening rush hour, the left lane gets backed up because many drivers are turning left to head south on Connecticut Avenue. Those drivers must wait for all Manor Road eastbound traffic to pass first. Sometimes, only a couple of cars actually make it through the intersection in that lane. At those times, being able to cross Connecticut Avenue to Chevy Chase Hills in the right lane is critical.

In developing a solution for this intersection, Council staff had prepared another option, which was also reviewed by SHA and deemed feasible for master-plan purposes. This solution was to add a third approach lane on westbound Manor Road as an exclusive right-turn lane. This lane can be added in the existing Manor Road right-of-way in the wide grass strip between the north-side curb and the north-side sidewalk. Given Mr. Pryor's report, and given that the PHED Committee is not in favor of loosening the standard from 1.00 v/c, this would be a way of meeting both concerns. With this improvement the volume/capacity ratio under the "Create" scenario would improve to 0.93 in the AM peak and 0.98 in the PM peak, and the average delay/vehicle would be reduced to 33.7 seconds in the AM peak and 40.6 seconds in the PM peak.

Council staff recommendation: Include as a master-planned intersection improvement the addition of a right-turn lane from westbound Manor Road to northbound Connecticut Avenue.

4. Connecticut Avenue shared use path. The Draft Plan calls for the existing sidewalk on the east side of Connecticut Avenue to be widened to a shared-use path (a hiker-biker trail) from Jones Bridge Road to south of East-West Highway, except in the segment between Manor Road and Chevy Chase Lake Drive, where there would be a cycle track and a sidewalk. The purpose of the cycle track in this center segment is to segregate fast-moving bikers from the pedestrian activity anticipated in the commercial core of Chevy Chase Lake. The Chevy Chase Land Company raises the concern that a 10-12'-wide two-way cycle track in front of its project would limit the area for pedestrians and outdoor recreation and dining space. Instead the Land Company recommends replacing the current cycle track text on page 45 with a recommendation for "physically protected dedicated bicycle lanes or one-way cycle tracks in the direction of traffic on the east and west sides of Connecticut Avenue" (C4-5).

Having one-way cycle-tracks or protected bicycle lanes on each side of Connecticut Avenue between Manor Road and Chevy Chase Lake Drive is not optimal. It would mean that southbound bicyclists, upon reaching Manor Road, would have to cross Connecticut Avenue to go southbound to Chevy Chase Lake Drive, at which point they would have to cross Connecticut Avenue a second time to proceed south to East-West Highway and beyond. Practically speaking, it is difficult to comprehend that a southbound bicyclist would do this. If the bikeway is to be off-road, it should stay on the same (east) side throughout.

However, the Land Company's concerns are well-founded. At-speed bicycling through the commercial core is as inappropriate as at-speed driving; in both cases there should be accommodations for safe and frequent pedestrian crossings of Connecticut Avenue, including across its roadway and

bikeway. Segregation of bicyclists could be accommodated by a cycle-track narrower than 10-12' (e.g., if the shared hiker-biker trail north and south of the core is to be 8-10'-wide, why would a biker-only cycle track need to be more than 8'-wide?), or even by designating bike lanes in a portion of the street frontage by varying pavement materials and/or marking.

Council staff recommendation: Revise the language in Table 3 on page 45, as follows:

route number	name	type	limits	status	description
SP-81	Connecticut Avenue (MD 185)	Shared-use path	Manor Road to Jones Bridge Rd; Blackthorn St to Chevy Chase Lake Dr	Proposed	Closes a gap in the north-south, off-road bicycle network between CCL Purple Line Station, HHMI, Capital Crescent Trail, Bethesda NMC and NIH, and Washington, D.C.
[CT-1]	Connecticut Avenue (MD 185)	Cycle Track <u>or</u> <u>marked, off-road bike lanes</u>	Chevy Chase Lake Dr to Manor Rd	Proposed	A segment of the Connecticut Avenue bikeway that provides separation for cyclists from vehicular and pedestrian traffic in an area that will have substantial activity

Economic Impact Analysis for Chevy Chase Lake Sector Plan
Updated 6/20/13

Summary: Below is an economic impact scenario that attempts to show existing development, and the maximum development that could follow from the enactment of the Chevy Chase Lake Sector Plan as shown in the Planning Board Draft (PBD). It is based on the County's Economic Development Fund Fiscal Impact Model, and represents a broad-brush look at the higher level revenues and expenditures, rather than being all-inclusive. The figures do not include additional CIP expenditures, which are in a separate document. Assumptions are shown on the second page.

Estimated Existing Residential and Commercial	"Enhance" - Estimated New Multifamily Residential, Commercial Development As Shown in Planning Board Draft	"Create" - Estimated New Multifamily Residential and Commercial Development As Shown In the Planning Board Draft
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THE NEW DEVELOPMENT			
Estimated Commercial Real Property	\$28,301,400	\$10,774,011	\$48,280,966
Estimated Value of Personal Property	\$2,830,140	\$1,077,401	\$4,828,097
Estimated Residential Real Property	\$744,620,503	\$116,014,923	\$119,214,198
Real Property Tax rate at location	\$1.003	\$1.003	\$1.003
Personal Property Tax rate at location	\$2.509	\$2.509	\$2.509
Number of Jobs	708	149	666
Average Salary Per Job	\$71,475	\$71,475	\$71,475
Income Tax per primary job	\$1,830	\$1,830	\$1,830

DEMOGRAPHICS			
Households	1,319	757	695
Population	3,271	2,049	1,724
Schoolchildren	528	333	278
College Students	90	56	47
Number of jobs generated	708	149	666
% of Jobs County Residents	60%	60%	60%
Net new jobs are County residents	425	-	400

REVENUES			
Property Tax Revenues			
From Commercial	\$354,871	\$135,095	\$605,395
From Housing	\$7,468,544	\$1,163,630	\$1,195,718
Income Tax Revenues	\$5,120,988	\$1,659,519	\$3,020,512
Energy & Telephone Taxes	\$382,740	\$171,111	\$408,654
Other Job Related Revenues	\$27,217	\$0	\$25,630
Other Population Related Revenues	\$296,487	\$406,312	\$341,722
Total County Revenues	\$13,650,847	\$3,535,668	\$5,597,632

COSTS OF COUNTY SERVICE			
Population related costs	\$3,601,787	\$2,420,612	\$2,781,416
Job related costs	\$128,830	\$0	\$121,319
Schoolchildren costs	\$7,186,139	\$4,897,834	\$3,947,971
College student costs	\$714,267	\$480,029	\$551,580
Total County Service Costs	\$11,631,023	\$7,798,474	\$7,402,285

TOTAL ECONOMIC IMPACT			
(Revenues Less Costs)	\$2,019,824	(\$4,262,807)	(\$1,804,653)

Assumptions:

1. Personal property tax rate is 10%
2. Average Salary is based on 2010 Median Household Income for District 1 From Council Districts by the Numbers
3. Jobs per square foot standards provided by M-NCPPC Retail: 1 job per 400 sq ft
4. Civic and Institutional development potential not factored in this analysis because of no imminent plans for expansion at this time per Lerch, Early and Brewer, Chtd.
5. Enhance and Create phases include assumption of luxury Multifamily development.
6. Multifamily in Existing Phase reflects the assessment of Newdale Mews Apts. Multifamily in Enhance and Create reflect the average assessment of Topaz and Rosdale Park.
7. Average Household size is based on data for District 1 From Council Districts by the Numbers
8. MCPS schoolchildren represent 40% of each average Household (per FY13 budget)
9. 2.7% of population is Montgomery College students (per FY13 budget)
10. Montgomery residents are 60% of the jobs created

Capacity Analysis Results

AM (PM)

	Intersection	No Build		With Improvements		Improvement Evaluated
		HCM v/c	Avg Delay (sec)	HCM v/c	Avg Delay (sec)	
"Enhance"	MD 185 and Jones Bridge Rd	1.12 (1.07)	97.1 (51.5)	1.01 (1.02)	66.0 (39.5)	Prohibit turn from SB Kensington Pkwy to WB Jones Bridge Rd
	MD 185 and Manor Rd	0.90 (1.02)	34.0 (52.7)	0.84 (1.00)	43.0 (46.1)	Change in signal phasing - include protected WB left turn phase
	MD 185 and MD 410	1.20 (1.10)	119.7 (108.7)	0.99 (1.02)	69.0 (74.3)	Additional EB left lane on MD 410. Dynamic lane assignment on SB MD 185 - additional right turn lane in the AM peak/left turn lane in the PM peak
	MD 410 and Jones Mill Rd/Beach Dr	0.88 (1.03)	38.7 (76.7)	0.86 (0.95)	38.6 (46.9)	Additional left turn lane on SB Jones Mill Rd to EB East-West Hwy
"Create"	MD 185 and Jones Bridge Rd	1.14 (1.09)	97.9 (59.1)	1.03 (1.04)	67.1 (45.9)	Prohibit turn from SB Kensington Pkwy to WB Jones Bridge Rd
	MD 185 and Manor Rd	0.98 (1.12)	38.3 (75.2)	0.93 (1.01)	55.4 (41.3)	Lane reassignment from left turn lane and shared right/through lane to right turn lane and shared through/left lane
	MD 185 and MD 410	1.25 (1.19)	124.4 (110.6)	1.03 (1.06)	71.9 (77.0)	Additional EB left lane on MD 410. Dynamic lane assignment on SB MD 185 - additional right turn lane in the AM peak/left turn lane in the PM peak
	MD 410 and Jones Mill Rd/Beach Dr	0.91 (1.14)	37.9 (79.4)	0.88 (0.97)	36.0 (48.2)	Additional left turn lane on SB Jones Mill Rd to EB East-West Hwy

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THE CHEVY CHASE LAND COMPANY
OF MONTGOMERY COUNTY MARYLAND
ESTABLISHED 1890

June 19, 2013

The Honorable Nancy Floreen, Chair
Planning, Housing and Economic Development Committee
Montgomery County Council
100 Maryland Avenue, 6th Floor
Rockville, MD 20850

Dear Councilmember Floreen and Members of the PHED Committee:

As the Planning, Housing and Economic Development Committee prepares for its June 24 worksession on the Chevy Chase Lake Sector Plan, we wanted to raise an issue regarding the bicycle infrastructure proposed along Connecticut Avenue between Chevy Chase Lake Drive and Manor Road.

The Planning Board Draft of the Chevy Chase Lake Sector Plan proposes a shared-use path along Connecticut Avenue both north and south of the section between Chevy Chase Lake Drive and Manor Road. Along this section in front of our properties, the Sector Plan recommends instead a Cycle Track "that provides separation for cyclists from vehicular and pedestrian traffic in an area that will have substantial activity." (Planning Board Draft, p. 45) We agree that in order to enhance safety and mobility, bicyclists should have dedicated space that is protected from the traffic on Connecticut Avenue.

However, given the early stages of this project, we would suggest more flexible language on the type of bicycle accommodation. A ten to twelve foot wide, two-way cycle track in front of our project would leave a much narrower sidewalk, making it a challenge to design an active pedestrian realm that can also include outdoor restaurant space. Instead of the cycle track recommendation, we would suggest adding this language:

**Physically Protected Dedicated Bicycle Lanes or One-Way Cycle Tracks
in the direction of traffic on the East and West sides of Connecticut
Avenue**

This modification will make it easier to design the best possible accommodations for both bicyclists and pedestrians. Of course, we will continue working with representatives from the bicycling community as our project enters the design phase.

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Thank you for taking the time to review this proposed change to the Chevy Chase Lake Sector Plan. If you have any questions, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Miti Figueredo', written in a cursive style.

Miti Figueredo
Vice President, Public Affairs