



## Sectional Map Amendment for the Chevy Chase Lake Sector Plan

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**Completed: 11.14.13**

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### Description

The proposed Sectional Map Amendment (SMA G-958) follows the approval and adoption of the Chevy Chase Lake Sector Plan and will implement through the Sectional Map Amendment process the Plan's recommendations for creating a mixed-use Center in Chevy Chase Lake. The proposed SMA was filed on October 30, 2013, and the District Council Public Hearing is scheduled for December 10, 2013.

### *Staff Recommendation*

*Support Council approval of Sectional Map Amendment G-958 to implement the recommendations of the Approved and Adopted Chevy Chase Lake Sector Plan*

## **Background**

On July 30, 2013, the District Council approved the Chevy Chase Lake Sector Plan, by Resolution 17-857. On October 16, 2013, the Maryland-National Capital Park and Planning Commission adopted the approved Plan, by Resolution 13-24.

On October 30, 2013, the Montgomery County Planning Board filed Sectional Map Amendment (SMA) G-958 with the County Council, sitting as the District Council, to implement the zoning changes recommended by the Approved and Adopted *Chevy Chase Lake Sector Plan*.

The Chevy Chase Lake Sector Plan area encompasses approximately 380 acres. This SMA proposes reclassification for about 52.7 acres and confirmation of existing zones for the remainder.

There are no pending zoning cases within the boundaries of the Sector Plan.

## **Contents of the Sectional Map Amendment**

The SMA book includes an index map indicating the boundaries of the *Chevy Chase Lake Sector Plan*, and is included as Attachment 1 to this report. The SMA book, which includes six zoning maps at 200-foot scale, delineates the existing and requested zoning boundaries. The affected pages of the zoning maps are as follows: 209NW03, 209NW04, 210NW03, 210NW04, 211NW03, 211NW04.

## **Recommended Rezoning**

The 2013 *Approved and Adopted Chevy Chase Lake Sector Plan* amended the approved and adopted 1990 *Bethesda-Chevy Chase Master Plan*, as amended, as well as *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended, the *Master Plan of Highways within Montgomery County*, as amended, and the *Countywide Bikeways Functional Master Plan*, as amended.

The Chevy Chase Lake Sector Plan focuses on land use, appropriate density, mobility, and public facilities for the 380 acres surrounding the proposed Purple Line station at Connecticut Avenue. It proposes creation of a mixed-use Center replacing lower-scale, single-use, automobile-oriented development with medium-scale, mixed-use, and transit-, bicycle-, and pedestrian-oriented development, including affordable housing, that is compatible with the character of the surrounding community. Attachment 2 of this report identifies all properties affected by this SMA.

The Sector Plan recommended the Chevy Chase Lake East Shopping Center, Area #1 and Area #2 (see Attachment 1) to be split by two zoning classifications: CRT-2.0 C-2.0 R-2.0 H-80' and CRT-2.0 C-1.0 R-1.75 H-120'. Staff has chosen to describe the boundaries of the CRT Zones on this property by metes and bounds to reduce the error of interpretations later on the zoning maps. The description is as follows:

- Beginning at an XY coordinate recognized as NAD\_1983\_StatePlane\_Maryland\_FIPS\_1900\_Feet (1290819.196, 483819.564)
- Thence North 24 degrees 34 minutes 9.5 seconds West 283.01 Feet;
- Thence South 65 degrees 29 minutes 58.5 seconds West 127 Feet;
- Thence curve Right Radius=455' Chord direction: South 78 degrees 41 minutes 47.2 seconds west for 208.92 Feet;
- Thence South 0 degrees 1 minute 10.4 seconds West 363.49 Feet;
- Thence North 65 degrees 29 minutes 55.6 seconds East 481.59 Feet.

The zoning map contains approximate measurements of the CR Zone boundaries on the Chevy Chase Lake East Shopping center. However, the above metes and bounds description will be used when describing the official boundaries of the CRT Zones for this property.

Finally, the detailed analyses, including traffic modeling, that were the basis for the recommended density levels and zoning categories in the Sector Plan calculated density based on the potential of including abutting rights-of-way. In order to accurately reflect density levels recommended in the Plan, for all properties recommended for new zoning the final zoning maps should show zoning lines to the center line of abutting rights-of-way. With this clarification, the area proposed for reclassification increases from about 52.7 acres to 65.6 acres. A revised Index map is included as Attachment 3.

### **Conclusion**

Staff recommends approval of this SMA G-958, to help implement the recommendations of the 2013 *approved and adopted Chevy Chase Lake Sector Plan*.

### **Attachments**

**Attachment 1-** SMA Index Map for the *Chevy Chase Lake Sector Plan*

**Attachment 2-** List of Properties

**Attachment 3-** Index Map for the *Chevy Chase Lake Sector Plan* showing clarified zoning lines



# SECTIONAL MAP AMENDMENT FOR CHEVY CHASE LAKE SECTOR PLAN

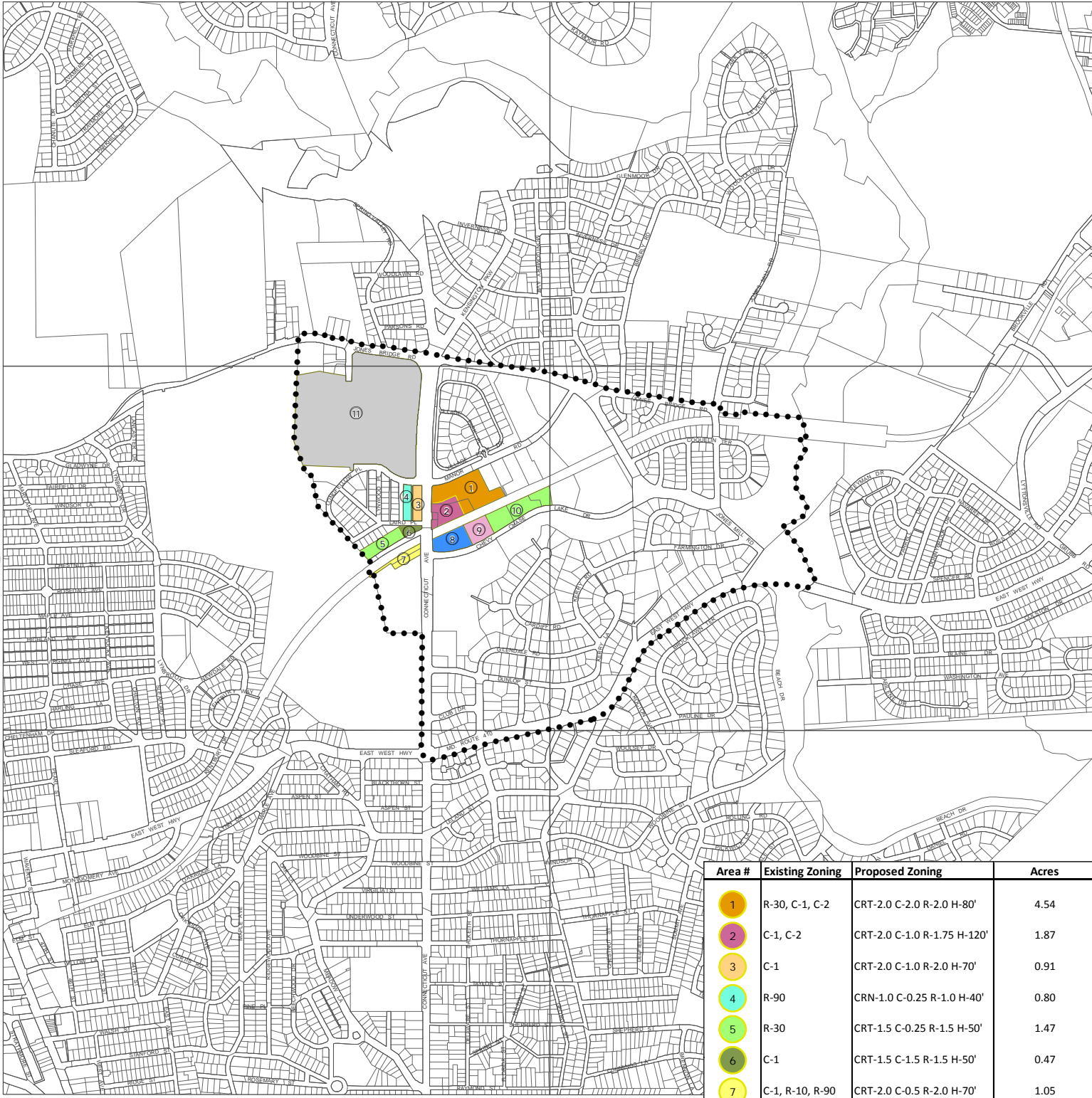
NW 04

NW 03

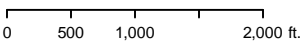
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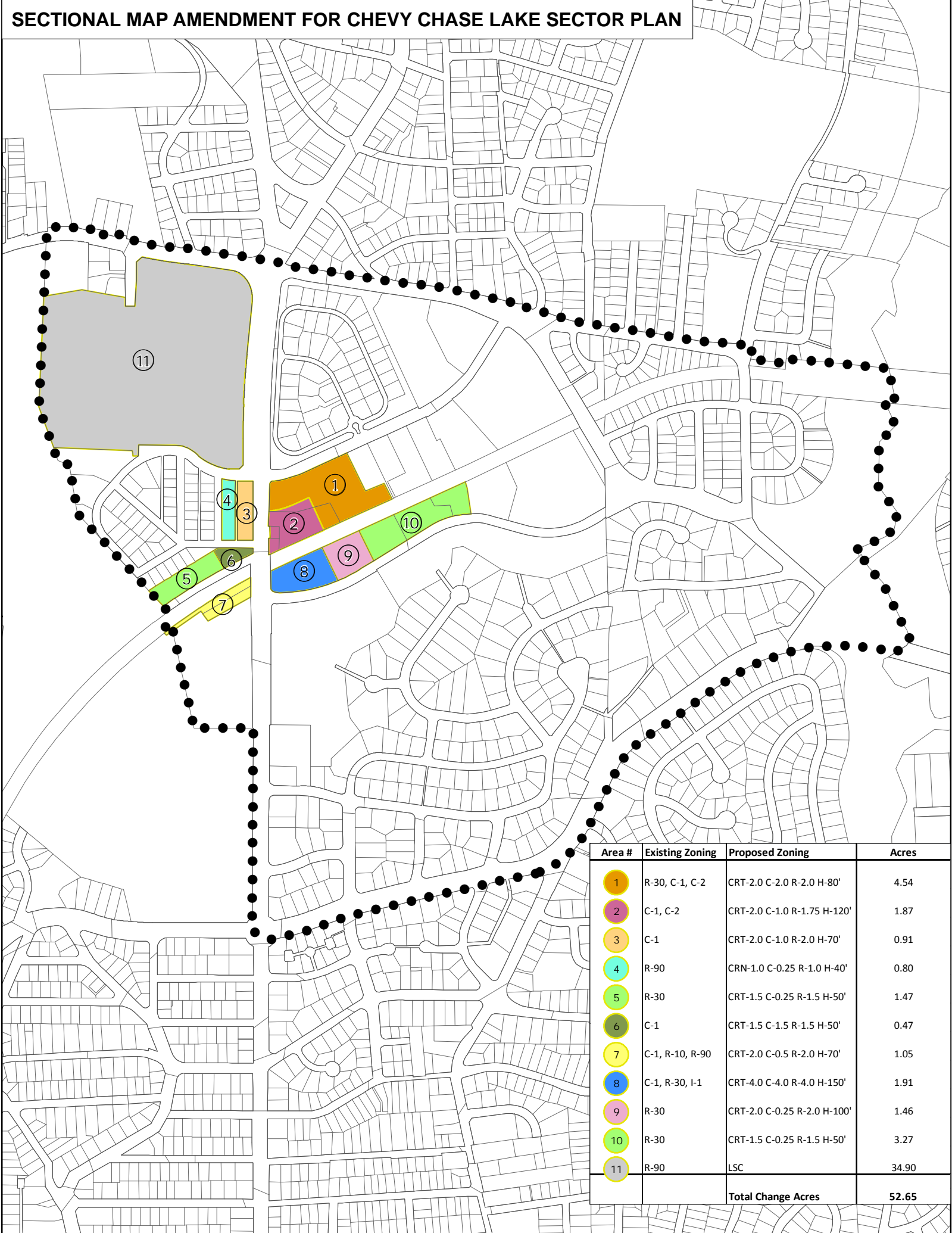


1 inch = 1,500 feet



Area #	Existing Zoning	Proposed Zoning	Acres
1	R-30, C-1, C-2	CRT-2.0 C-2.0 R-2.0 H-80'	4.54
2	C-1, C-2	CRT-2.0 C-1.0 R-1.75 H-120'	1.87
3	C-1	CRT-2.0 C-1.0 R-2.0 H-70'	0.91
4	R-90	CRN-1.0 C-0.25 R-1.0 H-40'	0.80
5	R-30	CRT-1.5 C-0.25 R-1.5 H-50'	1.47
6	C-1	CRT-1.5 C-1.5 R-1.5 H-50'	0.47
7	C-1, R-10, R-90	CRT-2.0 C-0.5 R-2.0 H-70'	1.05
8	C-1, R-30, I-1	CRT-4.0 C-4.0 R-4.0 H-150'	1.91
9	R-30	CRT-2.0 C-0.25 R-2.0 H-100'	1.46
10	R-30	CRT-1.5 C-0.25 R-1.5 H-50'	3.27
11	R-90	LSC	34.90
Total Change Acres			52.65

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## Attachment 2

The following table lists the SMA's proposed reclassifications. The index map accompanying this memorandum shows the location of each area. The acreage for each area has been updated to reflect the extension of zoning lines to rights-of-way

Area	Existing Zone(s)	Proposed Zone	Acres
1	R-30, C-1, C-2	CRT-2.0, C-2.0, R-2.0, H-80'	<del>4.54</del> 5.88
2	C-1, C-2	CRT-2.0, C-1.0, R-1.75, H-120'	<del>1.87</del> 2.80
3	C-1	CRT-2.0, C-1.0, R-2.0, H-70'	<del>0.91</del> 1.55
4	R-90	CRN-1.0, C-0.25, R-1.0, H-40'	<del>0.80</del> 1.24
5	R-30	CRT-1.5, C-0.25, R-1.5, H-50'	<del>1.47</del> 1.71
6	C-1	CRT-1.5, C-1.5, R-1.5, H-50'	<del>0.47</del> 0.87
7	C-1, R-10, R-90	CRT-2.0, C-0.5, R-2.0, H-70'	<del>1.05</del> 2.01
8	C-1, R-30, I-1	CRT-4.0, C-4.0, R-4.0, H-150'	<del>1.91</del> 2.99
9	R-30	CRT-2.0, C-0.25, R-2.0, H-100'	<del>1.46</del> 1.88
10	R-30	CRT-1.5, C-0.25, R-1.5, H-50'	<del>3.27</del> 4.41
11	R-90	LSC	<del>34.90</del> 40.29





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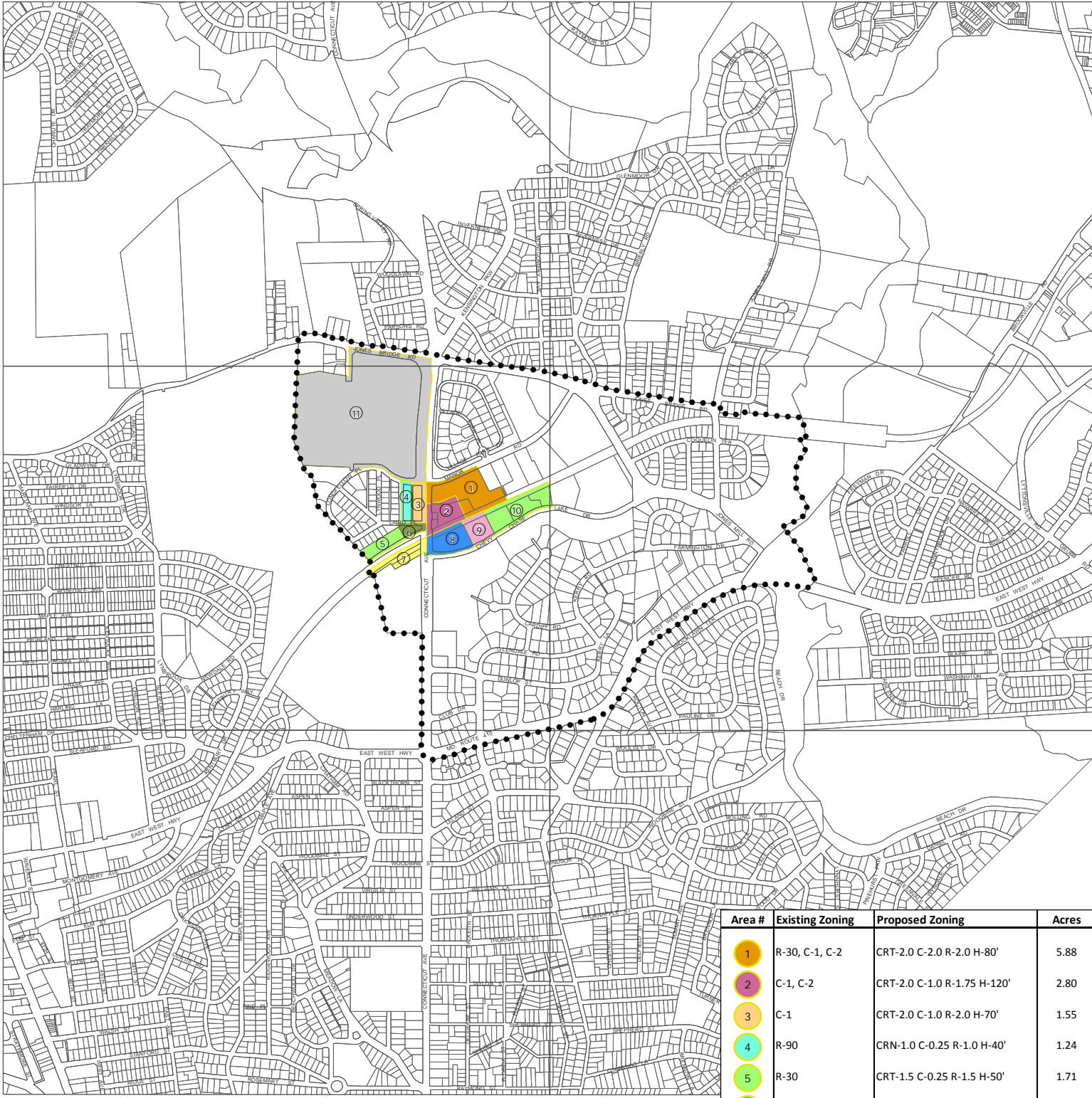
NW04

NW03

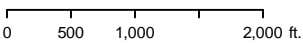
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209



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9	R-30	CRT-2.0 C-0.25 R-2.0 H-100'	1.88
10	R-30	CRT-1.5 C-0.25 R-1.5 H-50'	4.41
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