



September 2012

Chevy Chase Lake Sector Plan

Public Hearing Draft



Montgomery County Planning Department
M-NCPPC
MontgomeryPlanning.org

ABSTRACT

This Plan contains the text and supporting maps for a comprehensive amendment to the 1990 Bethesda-Chevy Chase Master Plan, as amended. It also amends the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Master Plan of Highways within Montgomery County*, as amended; and the *Countywide Bikeways Functional Master Plan*, as amended.

This 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 makes recommendations for zoning, urban design, the transportation network, and the environment.

Source of Copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Online at www.MontgomeryPlanning.org/community/chevychaselake

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NOTE TO READER: ADDITIONAL INFORMATION REQUESTED BY THE PLANNING BOARD

On September 5, 2012, the Planning Board set a Public Hearing for October 18, 2012, on the Public Hearing Draft of the Chevy Chase Lake Sector Plan. This Public Hearing Draft includes the recommendations of the Staff Draft Sector Plan, supplemented by additional information the Planning Board requested on July 16, 2012. The supplemental information begins after page 69.

The supplemental information requested by the Planning Board answers the following questions:

- What would additional building height look like in Chevy Chase Lake?
- What are the potential impacts of additional building height at Newdale Mews?
- How might the level of density recommended in the Staff Draft fit on the ground? How would additional density fit?
- By modifying the land use mix of the Chevy Chase Land Company's approved preliminary plan for the Chevy Chase Lake Shopping Center, could the approved traffic impact accommodate more development on that site before the Purple Line?
- What is the traffic impact of increasing density beyond the staff draft recommendation?
- Are we able to perform economic analyses to determine the appropriate level of density in Chevy Chase Lake?
- Why should the new public parks be publicly owned?
- What would be required to provide a pedestrian connection from the Hamlet neighborhood across Coquelin Run to Chevy Chase Lake Drive?

The supplemental information includes computer-generated illustrations of alternative options for the future development of the Chevy Chase Lake Town Center. These images are not intended to reflect the evolving design proposals of individual property owners, but instead to convey an overall sense of development scale and character under the Staff Draft recommendations and the additional height and density proposed by property owners. The design guidelines that will accompany the Sector Plan will inform the site and building design of any future redevelopment scenario, encouraging the most compatible approach.

Attachment 2 of the supplemental information includes two tables showing the traffic impacts of additional density beyond the amount recommended in the Staff Draft Plan. The tables show congestion levels at intersections as Critical Lane Volumes (CLV), compared to a standard of 1,600 CLV, which is the maximum acceptable congestion level adopted for the area. A number higher than 1,600 translates to traffic levels above capacity, while a number lower than 1,600 translates to traffic levels below capacity.

The tables in Attachment 2 are based on a model that uses traffic counts taken before 2011 and during 2011. As a matter of practice, traffic counts are taken on a school day (Monday through Thursday) in the morning between 6:30 a.m. and 9:30 a.m. and in the afternoon between 4:00 p.m. and 7:00 p.m. 2011 traffic counts show slightly lower traffic levels than counts prior to 2011. The Sector Plan uses both sets of counts to provide a balanced perspective for longer-term planning purposes.

The tables include the following column headings:

- Intersection: the intersection under study

- Existing: traffic levels based on existing development; it does not include intersection improvements under the Base Realignment and Closure (BRAC) program

- Future: traffic levels based on predictions about future development and traffic conditions under the existing zoning and including intersection improvements under BRAC and the Purple Line (all subsequent columns include BRAC improvements and the Purple Line)

- Staff Draft: traffic levels based on the zoning recommended in the Staff Draft Sector Plan:
 - Enhance (pre-Purple Line): traffic levels based on the development recommended before the Purple Line (250,000 total square feet, which includes approximately 150 dwelling units)

 - Create (post-Purple Line): traffic levels based on total recommended development, including development before and after the Purple Line, (1.2 million total square feet, which includes approximately 1,000 dwelling units)

- Additional Evaluation: potential development scenarios prepared at the Planning Board's request:
 - Enhance 1 (shopping center): traffic levels based on the redevelopment of the Chevy Chase Lake Shopping Center before the Purple Line; the land use mix reduces commercial development and increases residential development (780,000 total square feet, which includes approximately 700 dwelling units)

 - Create 1: traffic levels based on the development of additional properties, after the Purple Line:
 - o Shopping Center + West Side: traffic levels based on the redevelopment of the Chevy Chase Lake Shopping Center with additional residential development plus the redevelopment of the Chevy Chase Lake West Shopping Center and parking lot, the service station, the drycleaner, and Newdale Mews (1.2 million total square feet, which includes approximately 1,044 dwelling units)
 - o Shopping Center + West Side + HHMI: traffic levels based on the above development plus the Howard Hughes Medical Institute site (1.7 million total square feet, which includes approximately 1,044 dwelling units)
 - o Shopping Center + West Side + HHMI + HOC: traffic levels based on the above development plus the Chevy Chase Lake Apartments site owned by the Montgomery County Housing Opportunities Commission (2.2 million total square feet, which includes approximately 1,450 dwelling units)

 - Create Max: traffic levels based on the maximum levels of development proposed by property owners, including the above development and the office building site at 8401 Connecticut Avenue (2.7 million total square feet, which includes 1,600 dwelling units).

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Online at: www.MontgomeryPlanning.org/community/chevychaselake

Introduction

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Map 1 Community Resources



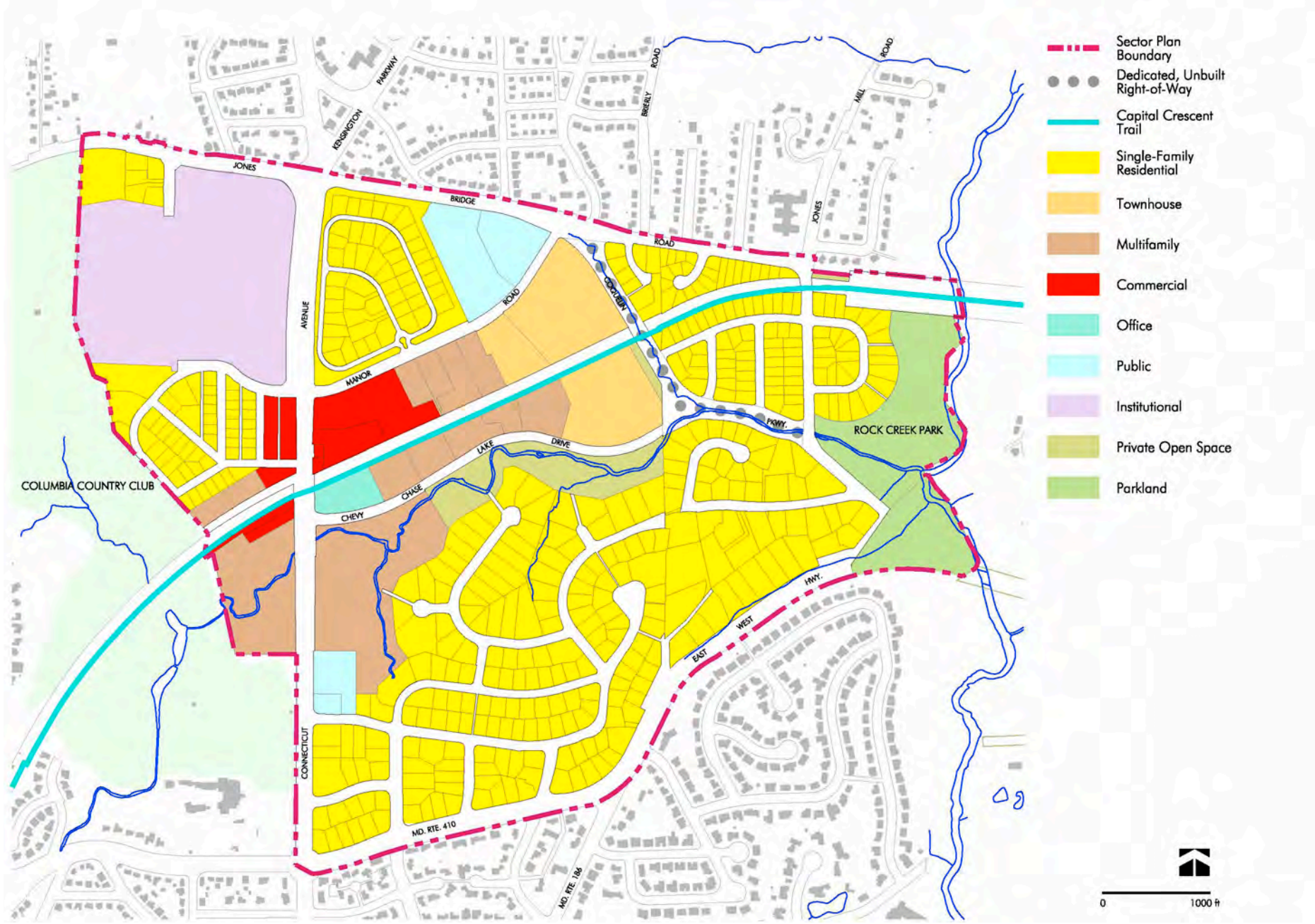


Introduction

Located between the busy centers of Bethesda and Silver Spring, Chevy Chase Lake is an established residential community with a neighborhood shopping center, the Capital Crescent bike trail, and the wooded Coquelin Run stream valley. At the end of the one-time Chevy Chase trolley line on Connecticut Avenue and established over the course of more than a century, Chevy Chase Lake exemplifies what the 1990 Bethesda-Chevy Chase Master Plan called “the high quality of life to which citizens of Bethesda-Chevy Chase are accustomed.”

The purpose of this Plan is to build on community assets to create a better “town center,” in a way that fits with the community’s character. The Plan also recommends replacing outdated commercial zoning with new mixed-use zones that encourage more housing, including affordable housing. This will help bolster local businesses and add new public open spaces, with gathering areas and playgrounds. The Plan also introduces new alternatives for getting around in Chevy Chase Lake, including the planned light rail system, the Purple Line.

Map 2 Existing Land Use





The Foundation: The Chevy Chase Lake Community

The Chevy Chase Lake Sector Plan covers an area of about 380 acres between Rock Creek Park to the east, the Columbia Country Club to the west, Jones Bridge Road to the north, and East West Highway to the south. It enjoys both the benefits of a quiet suburban neighborhood and the convenient proximity of local shopping, the Capital Crescent Trail and Rock Creek Park, and nearby Bethesda, Silver Spring, and the District of Columbia.

Land Use

Chevy Chase Lake is first a residential community, with many different types of housing. Along the edges of the planning area the neighborhoods are predominantly single-family detached homes. However, townhouses and low-rise garden apartments are along the Capital Crescent Trail, with taller apartment buildings for seniors along Connecticut Avenue.

A number of shops and businesses, both large and small, are also located along Connecticut Avenue near the Capital Crescent Trail. The larger include the Chevy Chase Supermarket, the T.W. Perry lumber yard, and a 13-story office building. The smaller businesses include a bike shop, gas stations, dry cleaners, a bank, clothing stores, restaurants, a café, and beauty parlor.

The community has numerous civic uses, including North Chevy Chase Elementary School, a public library, a fire station, and social and religious organizations.



Map 3 Existing Community Access





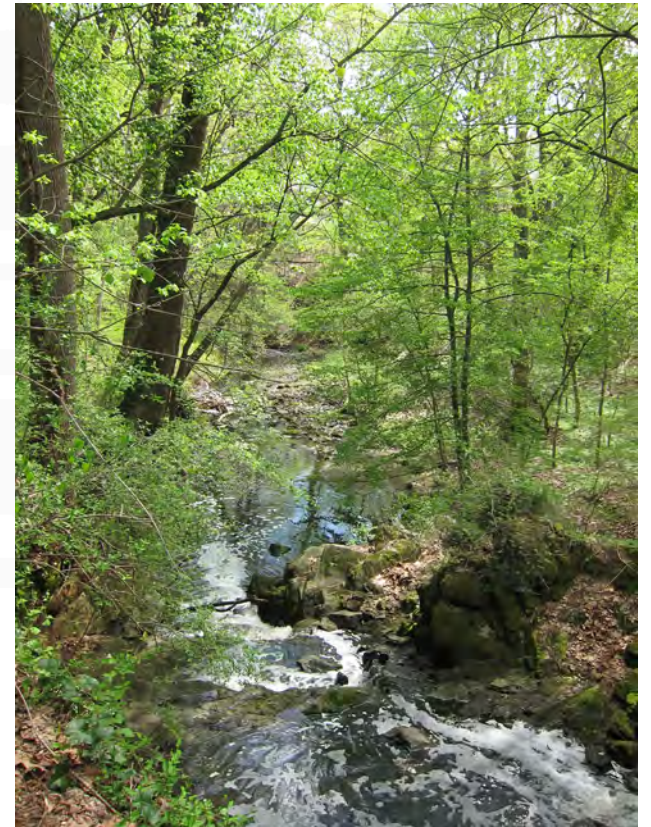
Access

Getting where you want to go in Chevy Chase Lake can be a challenge. The community is served by four major roads—Connecticut Avenue, East West Highway, Jones Bridge Road, and Jones Mill Road—that handle the majority of automobile traffic. During the morning and evening rush these roads, particularly Connecticut Avenue, are congested, with the bulk of the traffic passing through the community to Bethesda, Silver Spring, the Beltway, and D.C.

Ideally, local traffic would be able to avoid these major roads by using neighborhood streets. But in Chevy Chase Lake, the neighborhood streets do not form a connected network. They do not cross Coquelin Run, the Capital Crescent Trail, Rock Creek, or the Columbia Country Club. Consequently, individual neighborhoods are isolated from each other and must rely on the major roads, even to get to neighborhood shops.

For bicyclists, however, the Capital Crescent Trail crosses boundaries that local streets do not. Running in the path of the former Georgetown Branch railroad, the Capital Crescent Trail goes from Georgetown, in DC, through downtown Bethesda, across Connecticut Avenue and Rock Creek Park, and into downtown Silver Spring. Cyclists can access the trail at both Connecticut Avenue and Jones Mill Road. The community is also served by county and metropolitan bus lines.

Map 4 Tree Canopy Cover



Environment

Chey Chase Lake is known for its shaded, tree-lined streets—over 50 percent of the Plan area is shaded by trees—and the wooded Coquelin Run stream valley weaves through the community. The stream valley is largely in private ownership and only a portion (within the unbuilt Coquelin Run Parkway) is on public land. Once the source and location of Chey Chase Lake, the stream valley is largely wooded and contains diverse wildlife, and a secluded waterfall. However, the persistence of invasive plant species and erosion caused by uncontrolled stormwater runoff threaten its health.



1941 Klinge Real Estate Atlas



Montgomery County Historical Society



Robert A. Truax

Community Character

The primary focus of this Plan is to preserve and build on the distinct character of Chevy Chase Lake. Chevy Chase Lake began at the junction of two rail lines: the Georgetown Branch freight line and the Rock Creek Railway’s Chevy Chase streetcar. At the turn of the 20th century, Chevy Chase Lake was the northern terminus of the streetcar line, which helped create the suburb of Chevy Chase along the extension of Connecticut Avenue, from the District of Columbia.

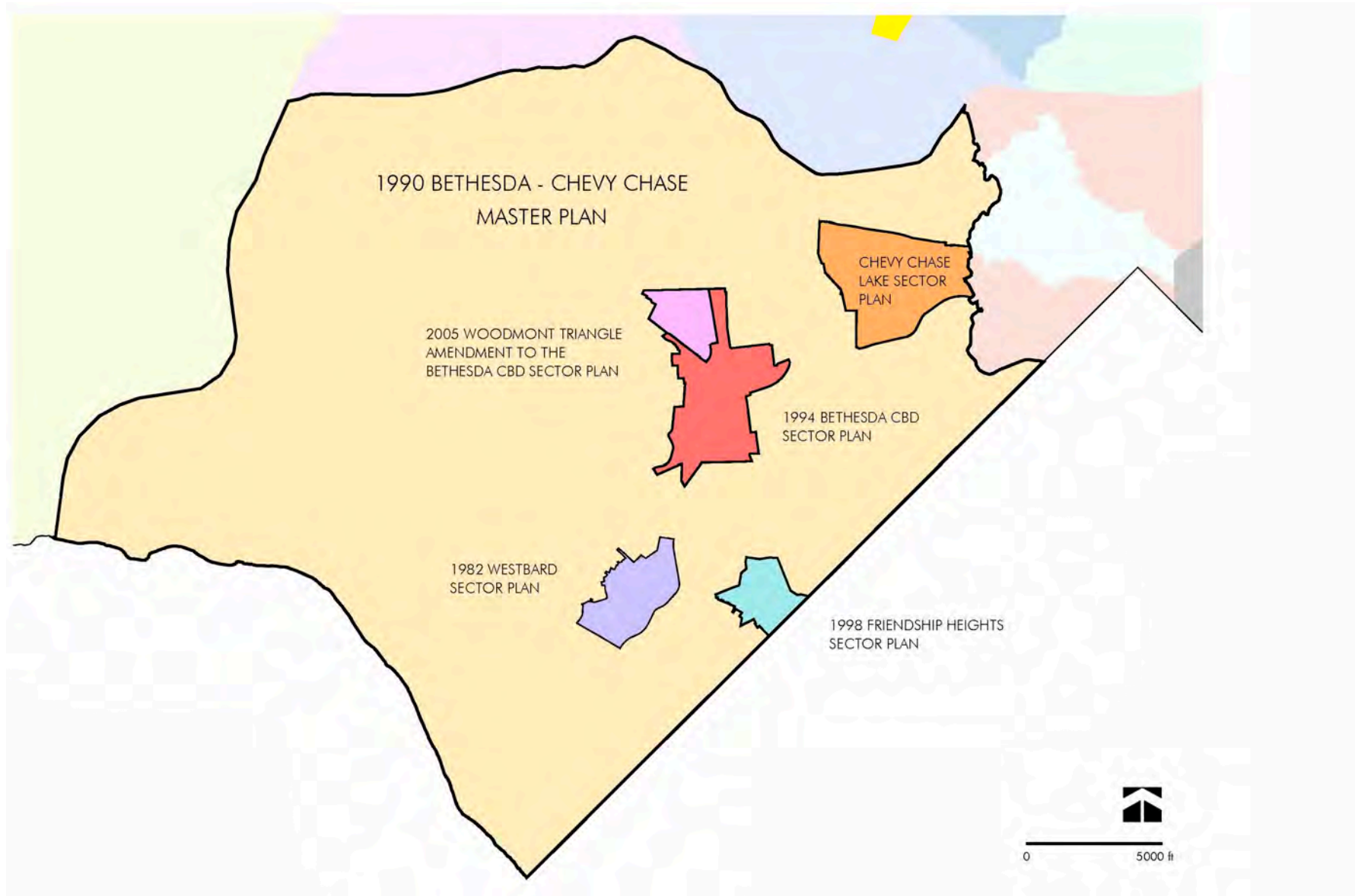
The lake, a man-made reservoir created by damming Coquelin Run, was used to cool the power plant that supplied electricity to the streetcars. Until the Great Depression, the community was a summertime getaway for city residents, with an amusement park, band shell, and rowing on the lake. Across Connecticut Avenue, the Chevy Chase Lake Swimming Pool opened in 1927, drawing guests from the surrounding communities for over forty years. Freight trains continued to run along the Georgetown Branch until the 1980s.

The community has two historic sites designated on the Master Plan for Historic Preservation. Hayes Manor, built in 1767 on what is now the campus of the Howard Hughes Medical Institute, is one of the earliest and best-preserved examples of Georgian style architecture in the region. The Chevy Chase Lake Streetcar Station site, located on Connecticut Avenue opposite Chevy Chase Lake Drive, was the northern terminus of the streetcar that served local residents and day-trippers attending the Chevy Chase Lake amusement park.

Despite the challenges posed by traffic congestion, the houses, shops, and tree-lined neighborhood streets fit well together, creating a place with a distinct community character:

- The overall lower building heights combine with the numerous shop windows, awnings, stoops, and architectural details to create a residential and pedestrian-friendly scale.
- The shopping center and many of the homes and apartment buildings have a traditional architectural character.
- The buildings are well integrated into the landscape of trees, hills, and streams.

Map 5 Master and Sector Plan Areas



Planning Context

This Sector Plan is a comprehensive amendment to the 1990 Bethesda Chevy Chase Master Plan (B-CC Plan). That plan was developed in conjunction with the 1990 Georgetown Branch Master Plan, which recommended a transit line between Bethesda and Silver Spring, with a station at Connecticut Avenue.

The B-CC Plan served to protect the residential communities in the planning area. It also focused new employment in the Bethesda and Friendship Heights central business districts, the Westbard Sector Plan area, and the Federal employment centers of NIH and what is now the National Naval Medical Center. It promoted moderate levels of development and encouraged transportation alternatives.

For Chevy Chase Lake, the B-CC Plan recommended maintaining “the community-oriented shopping area, with its mix of nearby public facilities and several office buildings, surrounded by a variety of housing types,” while enhancing open space, the diversity of housing and retail, and “the visual quality of the study area.”

To do this, the B-CC Plan did three things in Chevy Chase Lake:

- replaced existing high-density industrial zoning with lower-scale commercial zoning “appropriate for the scale and uses” of the area
- reconfirmed high-density existing zoning for larger-scale uses that had already been built (a 13-story office building), or were under construction (a 16-story multifamily senior housing building)
- reconfirmed low-density existing zoning for small-scale residential and commercial uses.

The B-CC Plan emphasized that its recommendations were appropriate for the scale of Chevy Chase Lake, with or without the proposed transit line. The Georgetown Branch Master Plan reconfirmed those land use and zoning recommendations. The 2010 Purple Line Functional Plan expanded on the recommendations of the Georgetown Branch Master Plan to construct a transit line between the Bethesda and New Carrollton Metro Stations, with a station at Connecticut Avenue in Chevy Chase Lake. The functional plan further recommended that this section of the Purple Line be elevated, with a bridge crossing over Connecticut Avenue, and with an elevated station platform on the east side of the avenue.

The Chevy Chase Lake Sector Plan springs from discussions with the community and aims to create a Town Center better in many more ways than today, with more housing, shops, and open space and with better access. The future Purple Line will be a significant way to get to and from Chevy Chase Lake, but it will not be the only way. While the Sector Plan recommendations are based on the current configuration of the Purple Line station, as stated in the functional plan, any significant changes to the future location or design of the station strongly suggest rethinking the Sector Plan’s recommendations.



Community Outreach and Partnerships

From the very beginning of the planning process, the Planning Department reached out to the community, including residents, property owners, and local governments. Employing outside facilitators, the Department held a series of meetings over many months to understand how the community viewed itself and its past, present, and future. Highlights of the public engagement efforts include:

- Open House, where planning staff introduced the planning process and listened to community and developer concerns
- Major Landowners Forum, held with the Chevy Chase Land Company, Montgomery County Housing Opportunities Commission, and Howard Hughes Medical Institute to present their visions for a future Chevy Chase Lake to the public
- Community Design Workshop, where residents, property owners, and others shared what they would like to see preserved, enhanced, and created in Chevy Chase Lake
- Individual Community Meetings, where staff listened and spoke to home-owners associations and local governments
- Presentation of Initial Recommendations, with the Planning Director and staff answering questions from the public.

From these meetings and numerous other conversations, the Department received feedback, which was consistent, and largely reflected the goals and objectives of the 1990 Master Plan: Chevy Chase Lake could grow and improve, but without losing its character and sense of identity. The following principles grew from these conversations:

- Future development in Chevy Chase Lake should be limited to the commercial area and remain “local” in character and identity, not a destination; preserving residential areas.
- The existing commercial area should become a low- to medium-scale village center with expanded affordable housing, a diversity of community-serving retail and restaurants, and a central green space. New office space should be limited to small-scale professional and/or doctor and dentist uses. Any new hotels should be small, at the scale of an inn.
- Traffic flow along Connecticut Avenue should be improved, while at the same time enhancing the pedestrian experience and crossing safety. Future development at Chevy Chase Lake should be tied to transportation/transit improvements.
- Access, primarily pedestrian and bicycle, from the surrounding residential neighborhoods to both the commercial area and nearby trails should be improved and expanded. New development should feature wide landscaped sidewalks. Transit opportunities and facilities should be similarly improved and expanded.
- Chevy Chase Lake should feature a diverse network of open spaces for active and passive recreation, centered on a space in the commercial area that could accommodate community events, such as a farmers’ market, and should include links to the surrounding residential neighborhoods.

In contrast, some of the larger property owners presented an alternative approach. In many respects, the two visions were alike; both focused development in the commercial area, expanded housing and retail choices, and improved access throughout the community. The differences lay in the quantity of development, in particular how tall the buildings would be. Overall, community interests favored buildings closer to the heights of a typical existing building in Chevy Chase Lake, while developer interests envisioned much taller buildings, ranging from 15-20 stories.

Map 6 Plan Vision



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 with buildings of modest scale.

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.

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 1 Enhance



**Properties to be rezoned before
the Purple Line**

The first SMA would rezone commercial properties in the Town Center—the properties on Connecticut Avenue between Chevy Chase Lake Drive and Manor Road, which currently have existing or approved single-use commercial development, plus the Newdale Mews and Chevy Chase Lake Apartments. The Town Center includes the Chevy Chase Lake shopping center, which is approved for about 250,000 square feet of retail and commercial uses, and the commercial properties along Connecticut Avenue. Rezoning would allow mixed residential and commercial uses. The goal, supported by the Enhance planning theme, would be to pass this first SMA after the Plan has been approved and adopted.

Illustration 2 Create



Properties to be rezoned after the Purple Line

The second SMA will be timed with Purple Line funding and will rezone the remaining Town Center properties, allowing over one million square feet of new mixed-use development. This SMA will be initiated after the full funding grant agreement for the Connecticut Avenue section of the Purple Line has been approved. This expanded level of development will allow more housing options, and includes additional community amenities like a park and trails. This recommendation is supported under the Create planning theme.

Summary of Recommendations

Land Use

Focus redevelopment in existing commercial areas to make a better Town Center.

- Reconfirm all residential zoning outside the Town Center.
- Replace existing single-use zoning with new mixed-use commercial-residential zones to expand both market rate and affordable housing options in support of community retail.
- After the Purple Line is built, accommodate about 1.5 million square feet of development in the Town Center, including 1,000 new dwelling units.
- Development under the proposed zoning would not require new sites for schools, the library, or the fire station.
- Create two new public parks, including a central community green and a neighborhood playground.

Table 1 Development Potential

Land Use	Existing + Approved	Proposed	
		Enhance	Create
Commercial (sf.)	470,859	372,487	676,273
Residential, Single-Family (du)	603	603	618
Residential, Multi-Family (du)	716	866	1,747
Civic and institutional (sf.)	336,537	336,537	336,537
Totals (sf.)	2,126,396	2,178,024	3,377,810

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.

Access

This Plan alone cannot reduce the number of cars that move through Chevy Chase Lake at peak times and does not recommend widening Connecticut Avenue, or expanding existing rights-of-way. Instead, it focuses on enhancing the pedestrian experience and creating alternative ways to get around.

- Knit together the two sides of Connecticut Avenue with new and enhanced pedestrian crossings, on-street parking, and buildings that respect pedestrian scale and support street life.
- Integrate the Purple Line into the community by :
 - developing a new street beneath the overhead section of the Purple Line, better linking the station entrance to the adjacent neighborhoods
 - enhancing the design of the bridge over Connecticut Avenue so it better fits community character and activates the space under the bridge.
- Improve pedestrian access and safety with new routes, including upgraded sidewalks and paths.
- Implement new on-road and shared bikeways throughout the community.
- Accommodate future transit options, including the Purple Line and Rapid Transit Vehicles (RTV).

Environment

Preserve and restore environmental features while minimizing the impact of future development.

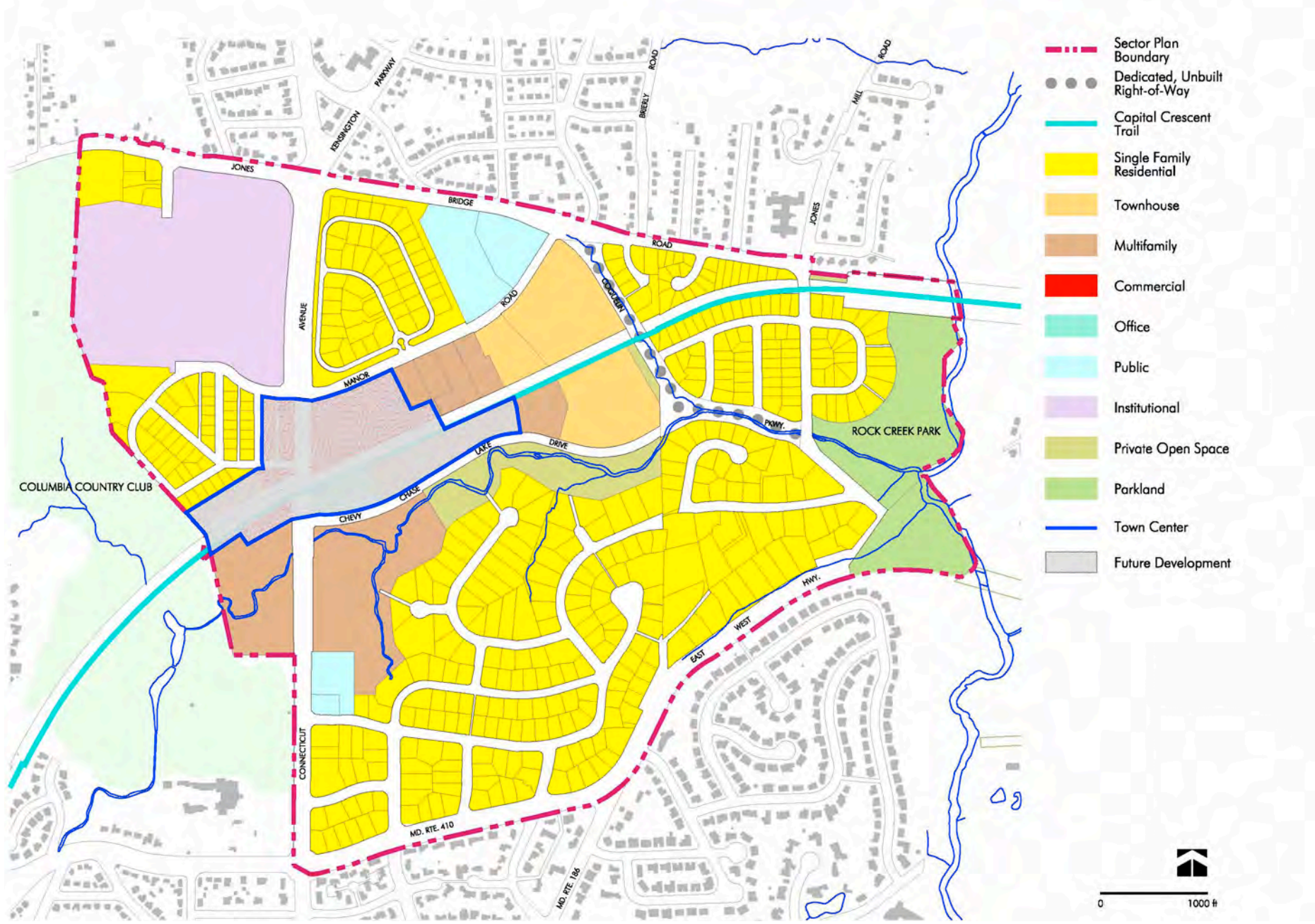
- Restore the Coquelin Run stream valley by promoting stream and forest restoration and creating a conservation easement.
- Expand the existing tree canopy.
- Promote sustainable site and building design to mitigate negative environmental impacts.

Community Character

Preserving the established neighborhood character of this community while allowing it to grow is the umbrella idea that covers all Plan recommendations.

- Establish qualitative criteria for compatibility with the existing community character.
- Transition between taller buildings in the Town Center and the lower buildings in surrounding neighborhoods by stepping down building heights, limiting commercial development at the edges, and focusing on architectural character.

Map 7 Preserve Land Use



Preserve

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.

Preserving the Neighborhood Character

The goal of preserving Chevy Chase Lake's established neighborhood character helped inform and guide the development of this plan and related zoning recommendations, including the following strategies:

Land use

- Reconfirm current residential zoning categories for all areas located outside the Town Center.
- Focus new growth at the Town Center to limit potential development impacts on surrounding neighborhoods.
- Implement mixed-use zoning in the Town Center to expand varied housing types, shopping, and office space opportunities and to create a critical mass of people and amenities needed to support local businesses.
- Stage development to coincide with the Purple Line as a way of helping reduce traffic volumes on busy area streets.

Access

- To improve continuity, support a direct connection of the Capital Crescent Trail over Connecticut Avenue, as recommended in the Purple Line Functional Plan.
- Support expanded or enhanced access to the Capital Crescent Trail from all newly developed or redeveloped sites.



Map 8 Preserve Environment



Environment

- Protect the Coquelin Run stream valley network and its associated forested slopes (not including the area of the Coquelin Run Parkway) through a Category I Conservation Easement.
- Reduce direct stormwater discharge into Coquelin Run.
- Support stream and forest restoration projects to stabilize banks, remove invasive species, restore native forest structure, and prevent further stream erosion.
- Enhance Coquelin Run Parkway as a public right-of-way that accommodates only bicycle and pedestrian use.

Community Character

- Implement new mixed-use zoning, applying height and density limits appropriate to the current and future scale and character of land uses in the community.
- Establish specific design guidelines that apply to architectural character, sites, open spaces, the design of streets and streetscapes, and other infrastructure. Pay particular attention to transitions between mixed-use and purely residential areas.
- Clearly define criteria that can be used to determine whether new development is compatible with existing community character.



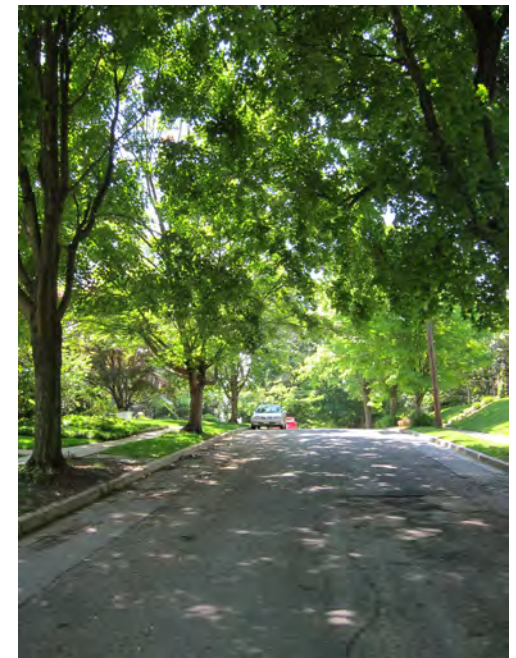


Criteria for Compatibility

Beyond the quantitative limits of zoning, new development will have to demonstrate compatibility with the character of the community. During the development review process, the Planning Board will have to make that determination with input from developers, the community, and staff. This Plan establishes three criteria to determine compatibility: Scaled for People, Tradition(al), and Nature and the Garden. The design guidelines, which accompany this Plan, provide further details.

Scaled for People

The Town Center must have a welcoming human scale. Purely residential streets should be lined with two-story homes that sit close to one another and to the street. Along tree-shaded sidewalks, frequent stoops, lead walks, and entries will help create an intimate neighborhood setting. The shopping area must be similarly designed. Architectural details, shop windows, and awnings must enhance the experience at the street level. New development should be engaging for residents, workers and visitors by paying particular attention to the design details of open spaces, sites, and buildings, between the pedestrian level and approximately 30 feet above.



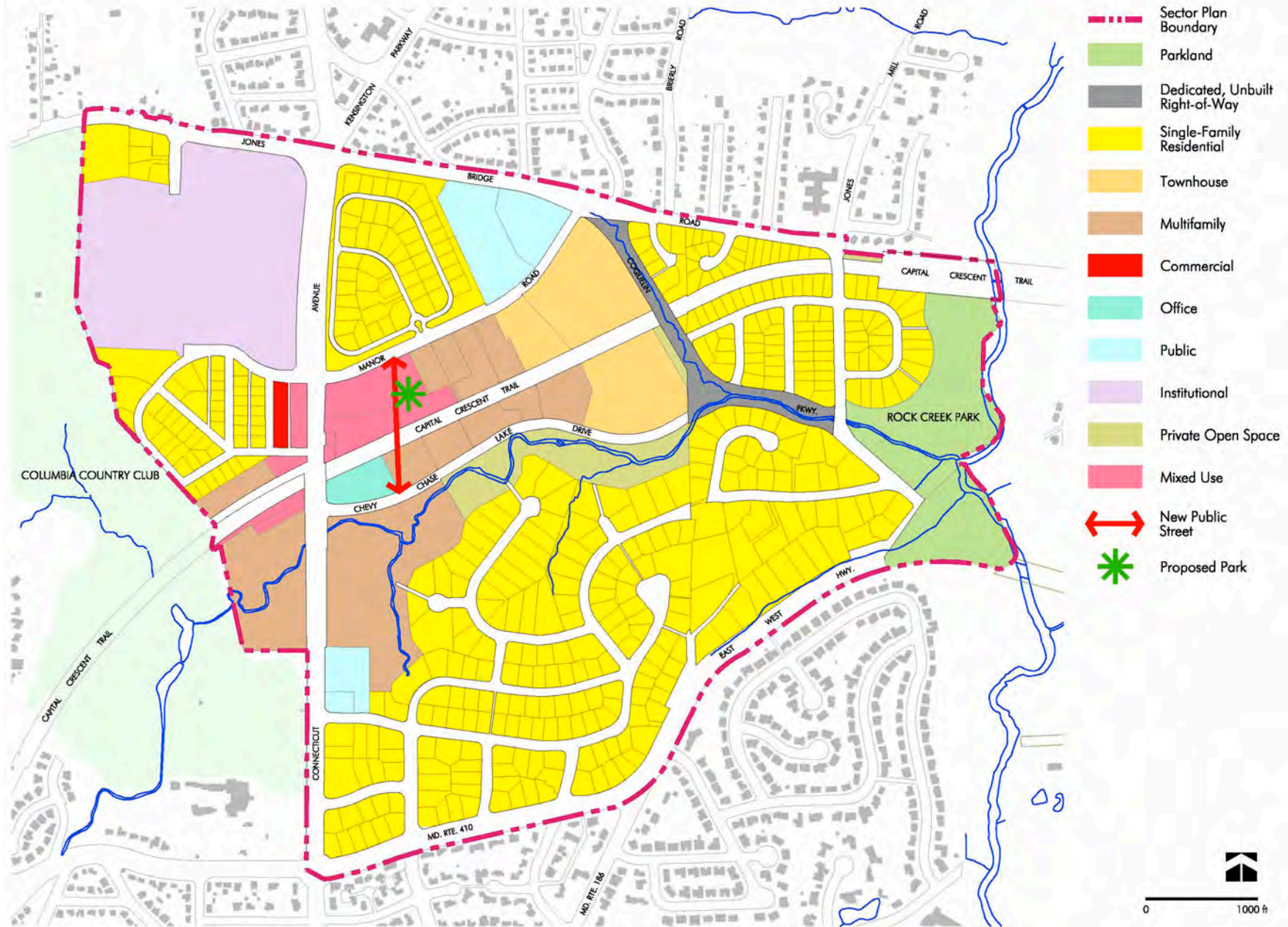
Tradition(al)

Many of the houses, apartment buildings, and shops currently share a common, traditional architectural character. This is supported through the use of consistent elements—materials are primarily brick—and the integration of architectural details in the design of buildings and streetscapes. While the direct application of traditional architectural styles may not be appropriate for every building, the architectural design of new construction should nevertheless respond to the architectural tradition of Chevy Chase Lake.

Nature and the Garden

Buildings in Chevy Chase Lake today are well integrated into a landscape of trees, hills, and streams. While the community has many homes and businesses, it still retains a green and leafy character, which must be respected. This can be achieved by integrating water features and native trees and plantings that reflect the prominence and historic significance of Coquelin Run and the wooded landscape of the community.

Map 9 Enhance Land Use



Enhance

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

A Better Town Center

This section recommends ways to improve quality of life and enhance pedestrian, bicycle and vehicular connections in Chevy Chase Lake, before the Purple Line has been realized. The Town Center includes the commercial properties on Connecticut Avenue between Chevy Chase Lake Drive and Manor Road, plus the Newdale Mews and Chevy Chase Lake Apartments. This section focuses on the redevelopment of Chevy Chase Lake shopping center and the added flexibility of mixed-use zoning for current commercial properties. Development under the Plan's proposed zoning proposed would not require new sites for schools, the library, or the fire station.

Land Use

The Chevy Chase Lake 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 are currently zoned only for commercial uses. This single-use zoning 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.



Illustration 3 Enhance Land Use



-  New Public Street
-  New Public Space/Park
-  90' Height

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. The development remains unbuilt, though the approval remains valid until at least 2016.

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 2.0, H 70, along Connecticut Avenue and Manor Road
- CRT 2.0, C 1.0, R 2.0, H 90, along the elevated Purple Line.

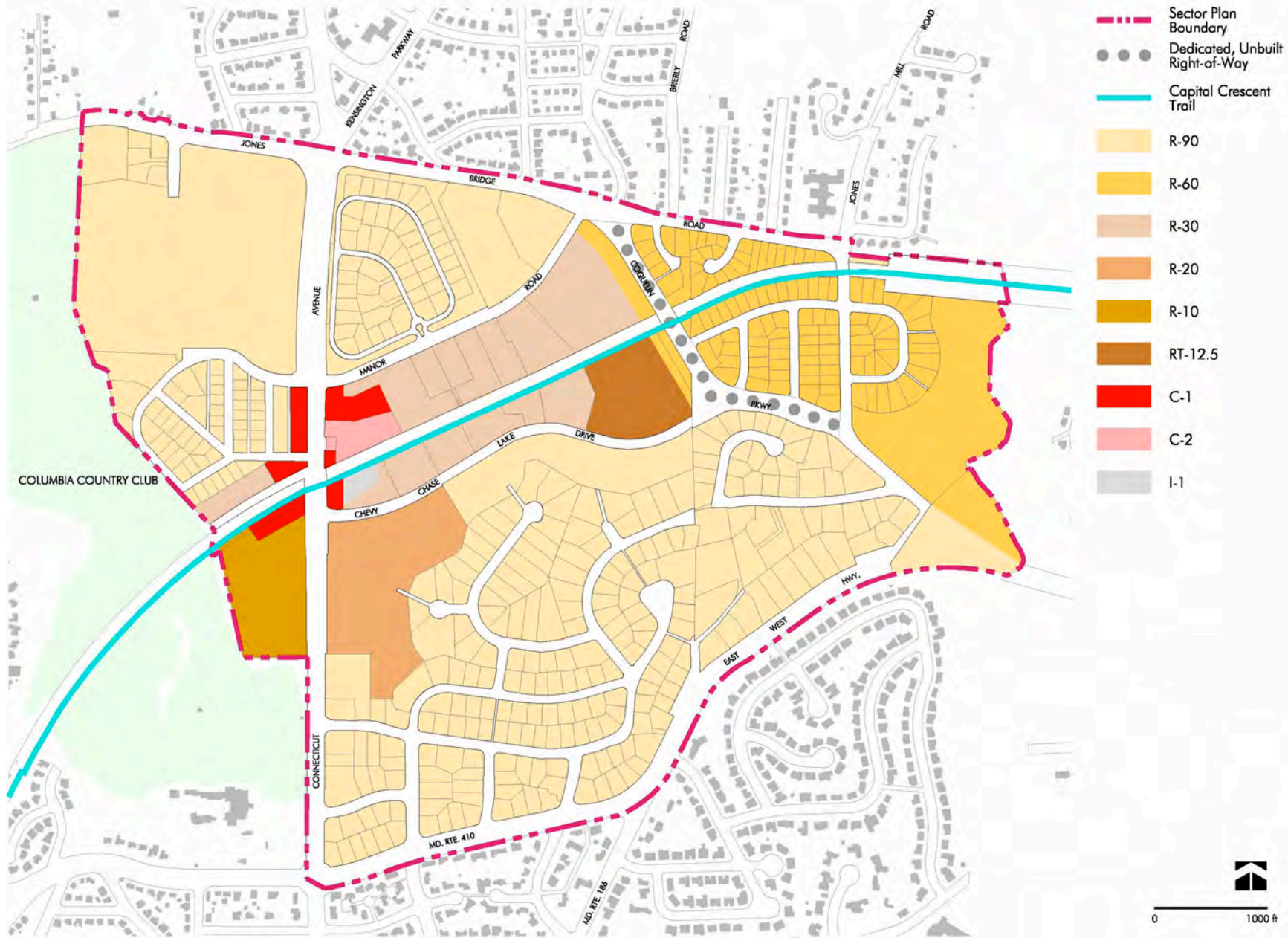
Consistent with the vision to keep Chevy Chase Lake as a primarily residential community, the recommended zoning prioritizes residential development, but would also permit more than the already approved 250,000 square feet of commercial and retail development, for ground-floor restaurants and shops and other uses, including office and hotel.

The Plan recommends rezoning the entire shopping center once, before the Purple Line has been realized. However, development on the site would be limited to 250,000 square feet until the full funding grant agreement for the Connecticut Avenue portion of the Purple Line has been approved. A single rezoning would allow the entire site to be addressed comprehensively—in a single sketch plan—during development review. The sketch plan would have to include a phasing strategy for the site, before and after the Purple Line, as well as all other recommendations for this site and the Purple Line station.

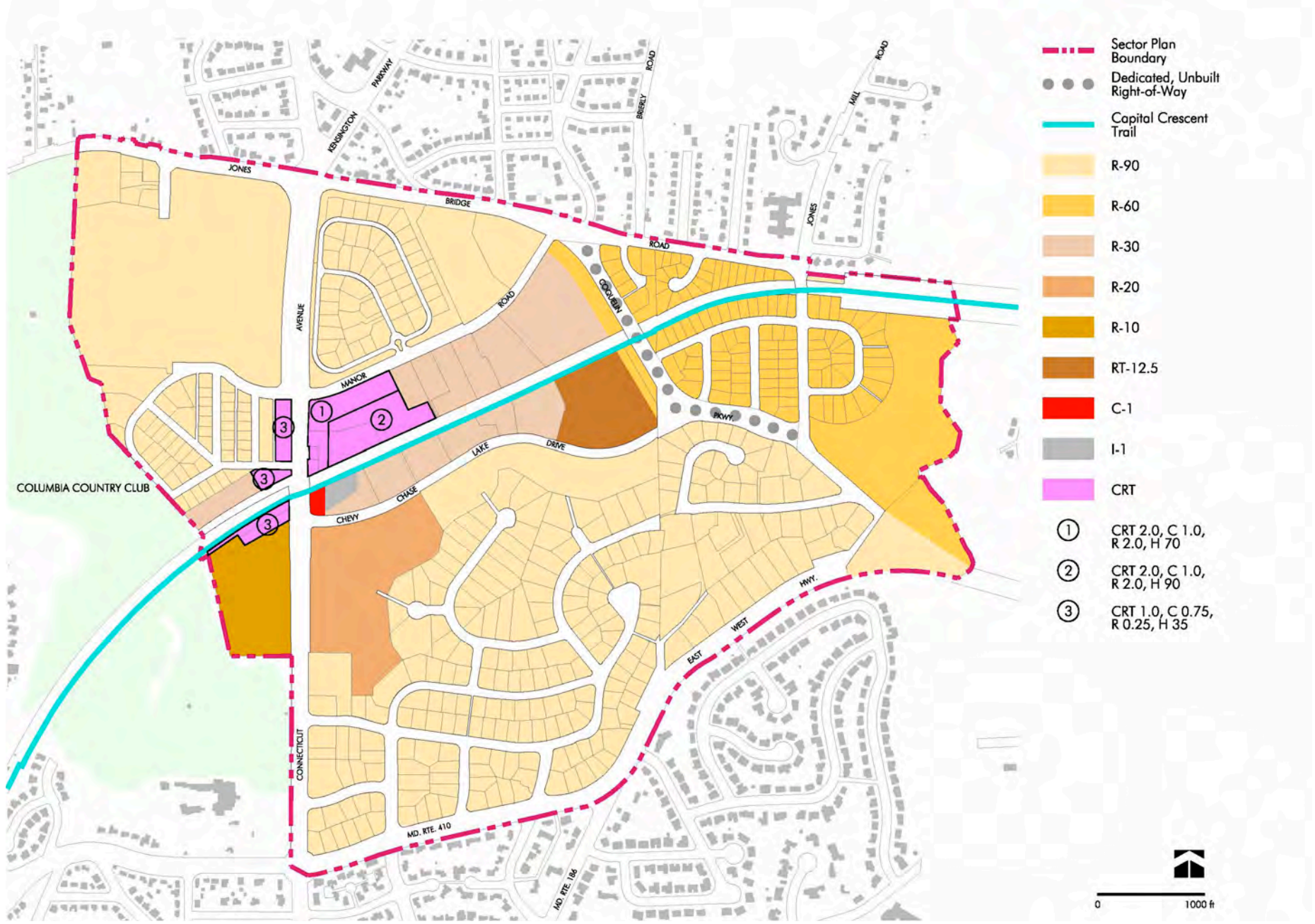
The Plan recommends building heights of 70 feet along Connecticut Avenue and Manor Road, which could accommodate a six-story mixed-use residential building. This is an appropriate scale along these streets—five stories of apartments above ground-floor retail. Such an approach transitions well to the 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 Town Center.

Along the elevated section of the Purple Line, the Plan recommends up to two additional stories, or a maximum 90 feet. This could accommodate an eight-story, mixed-use residential building, with seven stories of apartments over ground-floor retail. This zone would be limited to the interior of the current shopping center site and would not extend to Connecticut Avenue, or Manor Road. The additional height should provide further development incentives, while limiting the visual impact of taller buildings by screening them with lower 70-foot buildings. To ensure appropriate height relationships, buildings taller than 70 feet may not be constructed before the Purple Line has been realized.

Map 10 Existing Zoning



Map 11 Enhance Zoning



The shopping center site must also include a future public open space. To provide the greatest public benefit, the Plan recommends a central public park of at least ½-acre, to be owned and managed by the M-NCPPC Parks Department. The Planning Board will determine its exact location and design through the development process. The initial development phase, up to 250,000 square feet of building area, must include a usable portion of this park.

For the Chevy Chase Lake West shopping center, on the west side of Connecticut Avenue, the Plan proposes rezoning the site from C-1 to CRT1.0, C0.75, R0.25, H35. This new mixed-use zone closely mirrors current heights and densities. In the later Create section of the Plan, to be implemented after the Purple Line is realized, these properties will be rezoned again to allow additional height and density.

South of the shopping centers on the west side of Connecticut Avenue, two properties are currently zoned for single-use commercial development: 8500 Connecticut Avenue (Arman's Chevy Chase Service Station) and 8402 Connecticut Avenue (Parkway Custom Drycleaning). Here the Plan also recommends new mixed-use zones that mirror existing development. These properties would be rezoned from C-1 to CRT1.0, C0.75, R0.25, H35. After the Purple Line, as with the shopping center properties, another zone is proposed, which would allow additional height and density.

However, the Plan does not recommend rezoning the remaining commercial property at 8401 Connecticut Avenue until after the Purple Line has been realized. This property is presently covered by a mix of commercial, industrial, and multifamily zoning (C-1, I-1, and R-30).

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

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

Access

Roadways

Traffic congestion during the morning and evening rush hour on Connecticut Avenue, and the other major roads in Chevy Chase Lake, is a major community concern. Data show that on Connecticut Avenue the majority of that traffic, about 80 percent of the morning and evening rush, is pass-through. The current traffic generated by trips to and from Chevy Chase Lake is, relatively low.

Map 12 Enhance Access



But, development and redevelopment allowed by new zoning will increase local traffic within Chevy Chase Lake. The Plan takes a number of steps to address that issue, the key being the new zoning designations. The recommended mixed-use zoning distributes most of the density to residential uses, which in general generate less traffic than commercial ones. The recommended total for new development, about 1.5 million square feet, includes roughly 1,000 new dwellings, equivalent to about one million square feet. This mix is projected to generate about as much traffic as would be generated under the current single-use commercial and multifamily zoning alone.

New traffic generated by specific development proposals will also be addressed through traffic mitigation improvements. The most congested intersections in the Plan area are Connecticut Avenue and Jones Bridge Road and Connecticut Avenue and East West Highway. Improvements to the intersection of Connecticut and Jones Bridge Road have been planned as part of the federal Base Realignment and Closure (BRAC) program to address new traffic associated with the National Naval Medical Center. The initial stages of these multi-phase improvements are already being implemented. For the intersection of Connecticut Avenue and East West Highway, the Plan does not recommend comprehensive intersection improvements due to right-of-way limitations.

Planning Department and Planning Board review of specific development proposals will identify additional improvements, based on the limits of the local road network. To enhance that network, and to make congested roads function better, the Plan recommends:

- A new public street from Manor Road to Chevy Chase Lake Drive that links beneath the elevated section of the Purple Line and Capital Crescent Trail. The final location will be determined during the development review process for affected properties and its full measure will not be realized until after the Purple Line has been constructed.
- This street may be implemented as a private street subject to the following conditions:
 - Public easements must be granted for the roadway and be reviewed and approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Montgomery County Department of Transportation (MCDOT) for connectivity and consistency with the Sector Plan prior to acceptance of the easement.

- The design of the road must follow or improve upon the corresponding Road Code standard for a similar public road, unless approved by MCDOT and the Planning Board at the subdivision review stage, or otherwise specified in the Plan.
 - Installation of any public utilities must be permitted within such easement.
 - The road must not be closed for any reason, unless approved by MCDOT.
 - Approval from the Department of Fire and Rescue Services must be obtained for purpose of fire access.
 - The public easement may be volumetric to accommodate uses above or below the designated easement area.
 - The County may require the applicants to install appropriate traffic control devices within the public easement, and the easement must grant the right to the County to construct and install such devices.
 - Maintenance and liability agreements will be required for each easement area. These agreements must identify the applicants' responsibility to maintain all of the improvements within their easement area in good fashion and in accordance with applicable laws and regulations.
- As properties along Connecticut Avenue redevelop, consolidate and minimize the number and width of driveways, whenever possible.
 - Support intersection improvements at the Connecticut Avenue and Jones Bridge Road/Kensington Parkway intersection that are related to the BRAC initiative.
 - To provide safe pedestrian and bike crossing on East West Highway, study improvements for the Brookville Road and East West Highway intersection.

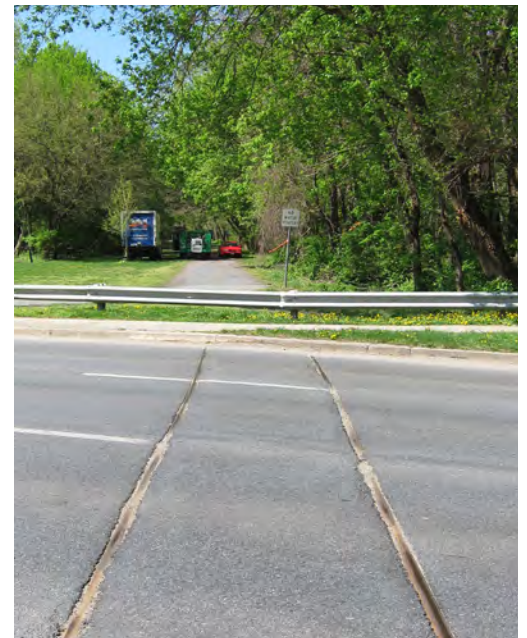
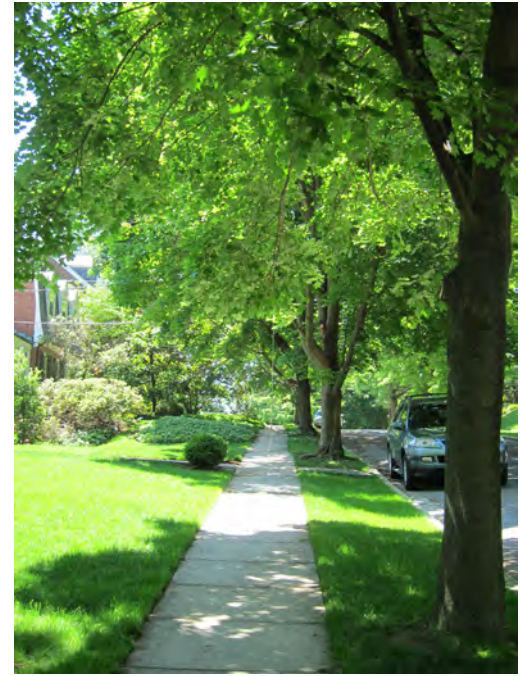


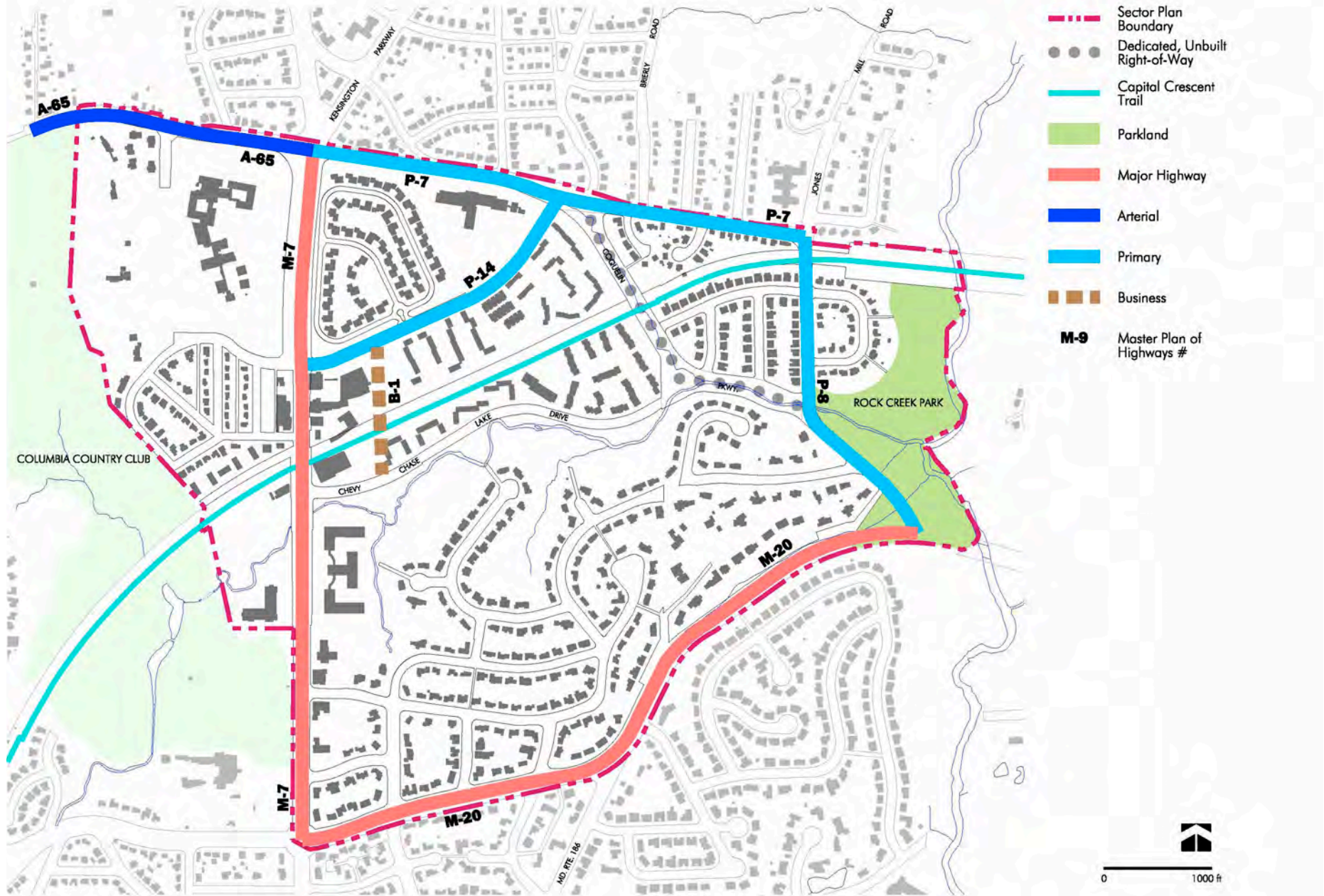
Table 2 Street and Highway Classifications

roadway facility	master plan of highways number	limits	minimum r.o.w.¹ (feet)	number of lanes²	target speed	design standard³
Connecticut Ave (MD 185)	M-7	Jones Bridge Rd to East West Hwy	120 ⁴	6 Lane divided ⁵	35	2008.01 Modified
East West Hwy (MD 410)	M-20	Connecticut Ave to Jones Mill Rd	120	4	35	2008.01 Modified
Jones Bridge Rd	A-65	Rockville Pike to Connecticut Ave	80	4	35	2004.01 Modified
Jones Bridge Rd	P-7	Connecticut Ave to Jones Mill Rd	70	2	25	2003.11 Modified
Jones Mill Rd	P-8	Jones Bridge Rd to East West Hwy	70	2	25	2003.10 Modified
Manor Road	P-14	Connecticut Ave to Jones Bridge Rd	70	2	25	2003.11 Modified
CCL East – New Street	B-1	Chevy Chase Lake Dr to Manor Rd	60	2	25	2005.01 Modified

Notes:

1. Reflects minimum right-of-way, and may not include lanes for turning, parking, acceleration, deceleration, or other auxiliary travel lanes. Rights-of-way are measured symmetrically from the roadway centerline.
2. Refers to the number of planned through travel lanes for each segment.
3. Reflects the most representative roadway cross section.
4. This proposed minimum does not include any additional right-of-way that may be required to accommodate the Purple Line crossing. Additional right-of-way requirements will be determined at the time of final design or at the time of subdivision using latest project-level plans available.
5. The BRAC improvements at the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection will include a fourth northbound through lane along Connecticut Avenue, north of Manor Road to the Capital Beltway (I-495), and a continuous southbound right-turn lane along Connecticut Avenue, from the Capital Beltway Inner Loop southbound off-ramp to Jones Bridge Road.

Map 13 Roadway Classifications



Pedestrian and Bicycle

Today, Connecticut Avenue divides the Town Center, as two separate places. The supermarket and shops of the Chevy Chase Lake shopping center on the east side of the avenue are isolated from the coffee shop, eateries, and other businesses on the west side. While it is possible to cross Connecticut Avenue on foot, few people do.

For the Town Center to be successful, pedestrians must have a distinct and welcoming experience. Especially for those blocks between Chevy Chase Lake Drive and Manor Road, Connecticut Avenue must be transformed from what is primarily a through-way, dedicated to moving vehicles through Chevy Chase Lake, to a pedestrian-oriented avenue that invites people to stay, making Town Center a whole place and more inviting to pedestrians and cyclists. The design guidelines provide further details on this topic.

The Plan recommends knitting the two sides of the Town Center together, across Connecticut Avenue, by:

- enhancing existing street crossings with sidewalk, crosswalk, and median improvements
- providing a new signalized crosswalk at the Connecticut Avenue/Laird Place intersection
- allowing on-street parallel parking during off-peak hours along Connecticut Avenue, between Manor Road and Chevy Chase Lake Drive
- installing a distinctive and human-scaled streetscape, including sidewalk paving, streetlights, street trees, integrated stormwater management, and placing all utilities underground.

Additionally, the Plan recommends enhancing and expanding the network of sidewalks and paths within the community.

- Implement a natural surface pedestrian path within the Coquelin Run Parkway right-of-way, between Chevy Chase Lake Drive and Jones Mill Road.
- Upgrade the existing sidewalk along the east side of Jones Mill Road, between Jones Bridge Road and East West Highway, to Road Code standards.
- Construct a sidewalk along East-West Highway between Glengalen Lane and Jones Mill Road/Beach Drive.
- Expand pedestrian and bicycle access to the Capital Crescent Trail, where feasible.



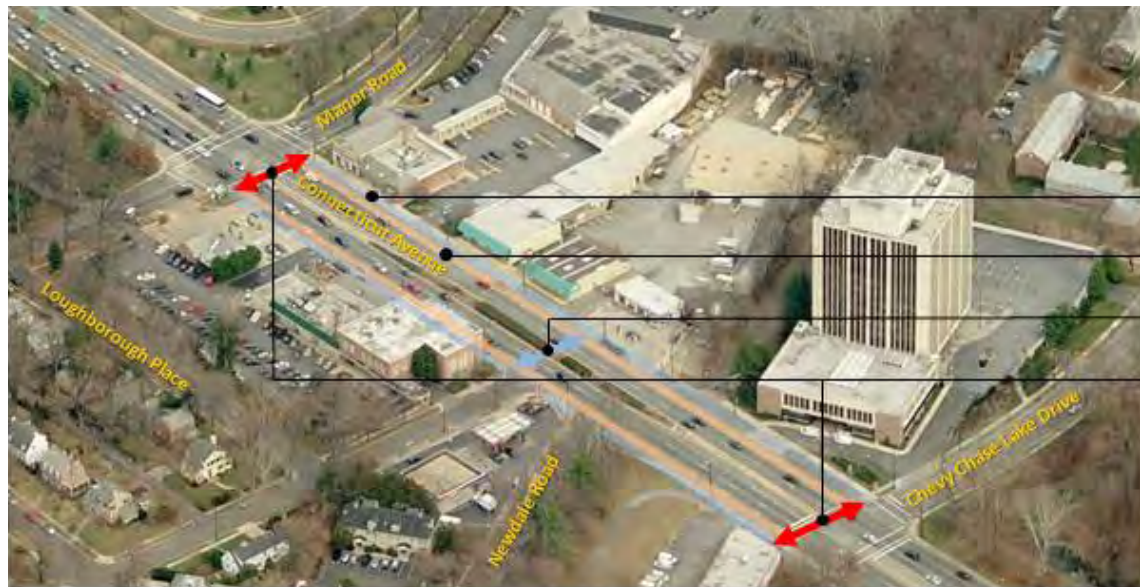
Construct a shared-use path (a wide sidewalk that accommodates both pedestrians and bicycles) along:

- the east side of Connecticut Avenue, between Blackthorn Street and Jones Bridge Road
- the south side of Jones Bridge Road, between Connecticut Avenue and Manor Road
- Manor Road, between Connecticut Avenue and Jones Bridge Road
- Coquelin Run Parkway, between the Jones Bridge Road/Manor Road intersection and Chevy Chase Lake Drive, with a connection to the Capital Crescent Trail and Coquelin Terrace.

Implement a signed, shared bikeway (on-street bike lanes):

- along Jones Bridge Road, between Rockville Pike and Jones Mill Road.
- along Jones Mill Road, between East-West Highway and Jones Bridge Road.
- on Chevy Chase Lake Drive, between Connecticut Avenue and the proposed Coquelin Run Parkway shared-use path
- along Kensington Parkway, between Connecticut Avenue/Jones Bridge Road and Inverness Drive.
- between Jones Bridge Road and Kensington Parkway along:
 - Montgomery Avenue, between Inverness Drive and Jones Bridge Road
 - Inverness Drive, between Kensington Parkway and Montgomery Avenue
- between Connecticut Avenue and Brookeville Road along:
 - Blackthorn Street, between Connecticut Avenue and Glendale Road
 - Glendale Road, between Blackthorn Street and Woodbine Street
 - Woodbine Street, between Glendale Road, Brookville Road, and Beach Drive.

Illustration 4 Enhance Access



Streetscape

New Signalized Street Crossing

Off-peak, on-street parking

Enhanced Street Crossing

Table 3 Bikeway Classifications

route number	name	type	limits	status	description
DB-46	Jones Bridge Rd	Dual Bikeway: Shared use path and signed shared roadway	Rockville Pike (MD 355) and Manor Rd ¹	Under construction/ Proposed	Closes a gap in the east-west, off-road bicycle network between Bethesda and Silver Spring. Connects to Bethesda NNMC and NIH, HHMI, CCL Purple Line Station, and Capital Crescent Trail
SP-6	Georgetown Branch Interim Trail (Future Capital Crescent Trail)	Shared-use path	Bethesda CBD to Silver Spring CBD	Existing (through the sector plan area with a temporary crushed stone surface)/Proposed	Provides direct off-road bikeway/ trail connection between Washington, D.C., Bethesda CBD, and Silver Spring CBD
SP-81	Connecticut Ave (MD 185)	Shared-use path Bridge Rd ²	Blackthorn St to Jones	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.
LB-1	Manor Rd	Shared-use path	Connecticut Ave to Jones Bridge Rd	Proposed	Provides a direct off-road bikeway connection between the adjacent neighborhoods, Connecticut Ave, Jones Bridge Rd, and Coquelin Run to the proposed Chevy Chase Lake Town Center and Purple Line station
SP-82	Coquelin Run	Shared-use path	Chevy Chase Lake Dr to Jones Bridge Rd/ Manor Rd	Proposed	Provides a direct off-road connection between Capital Crescent Trail and adjacent neighborhoods, Jones Bridge Rd, Chevy Chase Lake Dr, the proposed Chevy Chase Lake Town Center/Purple Line station and Connecticut Ave
SR-29	Kensington Pkwy	Signed shared roadway	Connecticut Ave to Beach Dr	Proposed	Provides north-south on-road connection

Table 3 Bikeway Classifications Continued

route number	name	type	limits	status	description
SR-66	Montgomery Ave	Signed shared roadway	Jones Bridge Rd to Inverness Dr	Proposed	Provides north-south on-road connection
SR-66	Inverness Dr	Signed shared roadway	Kensington Pkwy to Montgomery Ave	Proposed	Provides north-south on-road connection
SR-67	Jones Bridge Rd	Signed shared roadway	Manor Rd to Jones Mill Rd	Proposed	Provides east-west, on-road connection
SR-28	Jones Mill Rd	Signed shared roadway	East West Hwy to Jones Bridge Rd	Proposed	Provides north-south, on-road connection
LB-2	Chevy Chase Lake Dr	Signed shared roadway	Connecticut Ave to Coquelin Run	Proposed	Provides neighborhood connections to the Purple Line station and Capital Crescent Trail
SR-68	Blackthorn St	Signed shared roadway	Connecticut Ave to Glendale Rd	Proposed	Provides north-south, on-road connection
	Glendale Rd	Signed shared roadway	Woodbine St to Blackthorn St	Proposed	Provides north-south, on-road connection
	Woodbine St	Signed shared roadway	Glendale Rd to Brookeville Rd	Proposed	Provides north-south, on-road connection

Notes:

1. As part of BRAC improvements, MCDOT has constructed an off-road shared-use path along the north side of Jones Bridge Road between Wisconsin Avenue (MD 355) and Platt Ridge Drive. The Maryland State Highway Administration (SHA), as part of its improvements to the Connecticut Avenue/Jones Bridge Road intersection, will extend this off-road shared-use path to the intersection. The above shared-use path is inconsistent with the Countywide Bikeways Functional Master Plan recommendations for bike lanes along Jones Bridge Road, between Wisconsin Avenue and Jones Mill Road (BL-9). This plan recommendation acknowledges the field change that has occurred and recommends enhancements to further strengthen the current implementation.
2. The off-road, shared-use path recommended for Connecticut Avenue should be extended south beyond the sector plan area to Blackthorn Street, to connect it to the on-road bikeway proposed for Brookeville Road (south to Washington, D.C. via Blackthorn Street, Glendale Road, and Woodbine Street).

Map 14 Bikeway Classifications



Environment

The expansive tree cover in Chevy Chase Lake—50 percent of the Plan area—is an important part of the community’s character, as well as its ecological health. New development should:

- increase tree cover in the Town Center to a minimum 30 percent
- retain or improve canopy cover throughout the Plan area, within street medians, along new and existing streets, and in surface parking areas.

New development should also minimize its impact on the environment by exceeding the Montgomery County required minimum certification under the Leadership in Energy and Environmental Design (LEED) program. The LEED standards identify architecture, landscape, and engineering best practices for sustainable site and building design. See the design guidelines for further details.

Community Character

Beyond the recommended compatibility standards in the Preserve section of the plan, the design guidelines provide more detailed guidance on the design of the Town Center, including buildings, streets, and open spaces, with specific recommendations for transitions between new development and the existing neighborhoods.

Map 15 Purple Line



Purple Line

The arrival of the Purple Line at Chevy Chase Lake will dramatically change the community as it currently exists. The transit line will bring improved access to Bethesda and Silver Spring and provide residents and visitors with a convenient alternative to automobile travel. But it will also bring physical change: two new bridges over Connecticut Avenue, one for the train and the other for the Capital Crescent Trail. It will introduce an elevated station platform, with elevators, access gates, and shelters. The recommended new street connecting Manor Road and Chevy Chase Lake Drive under the elevated rail line will also offer an alternative station access point for buses, rapid transit vehicles, and commuter kiss-and-ride cars.

The new street must be wide enough for one travel lane in each direction, with on-street parking on both sides. This configuration will further promote walkability and help slow traffic. Priority access to the station will be for pedestrians, bicyclists, and transit, with seating areas, bike racks and bike share, and a bus stop. Vehicular access to the station is a lower priority, with only on-street parallel parking, some of which may be reserved for pick-up and drop-off during rush hours. On weekends and outside of rush hour, curb lanes should be devoted to short-term metered parking to serve restaurants and shops. As with all new development, all these features must be compatible with the character of the Town Center.

The design guidelines provide greater detail on Plan recommendations, listed below, and for integrating the Purple Line bridge and station into the Town Center.

Illustration 5 Proposed Purple Line Route



Land Use

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

Access

- Pedestrian access to the station should be afforded from both Connecticut Avenue and the proposed new street.
- Ample bike storage should be provided at the station or immediately adjacent.
- New development should maximize opportunities to improve pedestrian and bicycle access to the Capital Crescent Trail.

Environment

- The likely removal of many existing, mature trees along the Capital Crescent Trail during the construction of the Purple Line reinforces the need to plant new ones. To expand the tree canopy in Chevy Chase Lake, they must be planted in association with new development or redevelopment projects.

Community Character

- The Purple Line and Capital Crescent Trail bridges over Connecticut Avenue will be highly visible, acting as visual gateways to the Town Center. Their design should reflect the character and history of Chevy Chase Lake.



Illustration 6 Create Land Use



-  New Public Street
-  New Public Space/Park

Create

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

Expanding Choice at the Town Center

This section looks at the Town Center after the Purple Line and focuses on new mixed-use development, which further expands the housing, shopping, and open space choices available in the community. Following the full funding grant agreement for the Connecticut Avenue portion of the Purple Line, the Plan recommends rezoning the remaining Town Center properties to allow over one million square feet of new mixed-use development. This includes added housing, retail, and community amenities, like a park and trails. Development under the zoning recommendations would not require new sites for schools, the library, or the fire station.

Land Use

Chevy Chase Lake West Shopping Center and parking lot
Rezone shopping center from CRT1.0, C0.75, R0.25, H35 to CRT2.0, C0.5, R2.0, H70
Rezone parking lot from R-90 to RT-15

The shopping center sits on two lots divided by a public alley. This zoning closely mirrors that of the shopping center on the east side of Connecticut Avenue. The emphasis remains on residential development and a smaller proportion of commercial uses will allow a transition to the residential community on the west. The 70-foot building height maximum will further provide a strong edge and sense of enclosure to this block.

Rezoning and redevelopment of the commercial site should carefully consider appropriate transitions from the Town Center to the adjacent single-family neighborhood. For the existing parking lot along Loughborough Place, rezoning from the R-90, single-family residential zone, to RT-15, a townhouse zone will allow a transition between the existing single-family neighborhood and the mixed-use center, both in height and land use. The maximum building height of 35 feet corresponds to the 2.5-story homes across Loughborough Place. The resulting scale will enclose the street and visually screen the taller buildings along Connecticut Avenue. Further, the townhouse zone does not allow commercial uses, so the street will have a residential character. To facilitate access, the Plan also 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)

Rezone from CRT1.0, C0.75, R0.25, H35 to CRT2.0, C0.5, R2.0, H70

The relatively small size of this property limits its potential redevelopment as a stand-alone project. However, its location creates opportunities for redevelopment, as part of an assemblage of properties. To encourage this, the Plan recommends rezoning to match the shopping center's height and density. 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.

Newdale Mews

Rezone from R-30 to CRT1.5, C0.25, R1.5, H45

The Newdale Mews garden apartments add to the diverse housing opportunities in Chevy Chase Lake. To prioritize additional housing choice in the Town Center, compatible with the adjacent single-family homes, the Plan recommends rezoning to allow just a small amount of commercial uses, which should be focused at the eastern edge of the property, near Connecticut Avenue. Building heights would be limited to 45 feet and accommodate up to a four-story building. An essential part of redeveloping this site will be its compatibility with the single-family homes to the north, paying particular attention to solar access and shading.

8402 Connecticut Avenue (Parkway Custom Drycleaning)

Rezone from CRT1.0, C0.75, R0.25, H35 to CRT2.0, C0.5, R2.0, H70

Located just south of the Purple Line, this site is a gateway into the Town 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

Rezone from C-1, I-1, and R-30 to CRT2.0, C2.0, R2.0, H70

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 1990 B-CC Plan identified the existing office building as a “permanent use” and did not recommend replacing its higher-density industrial zoning with a category more “appropriate for the scale and uses” of the area, as it did for the shopping center and other sites in Chevy Chase Lake.

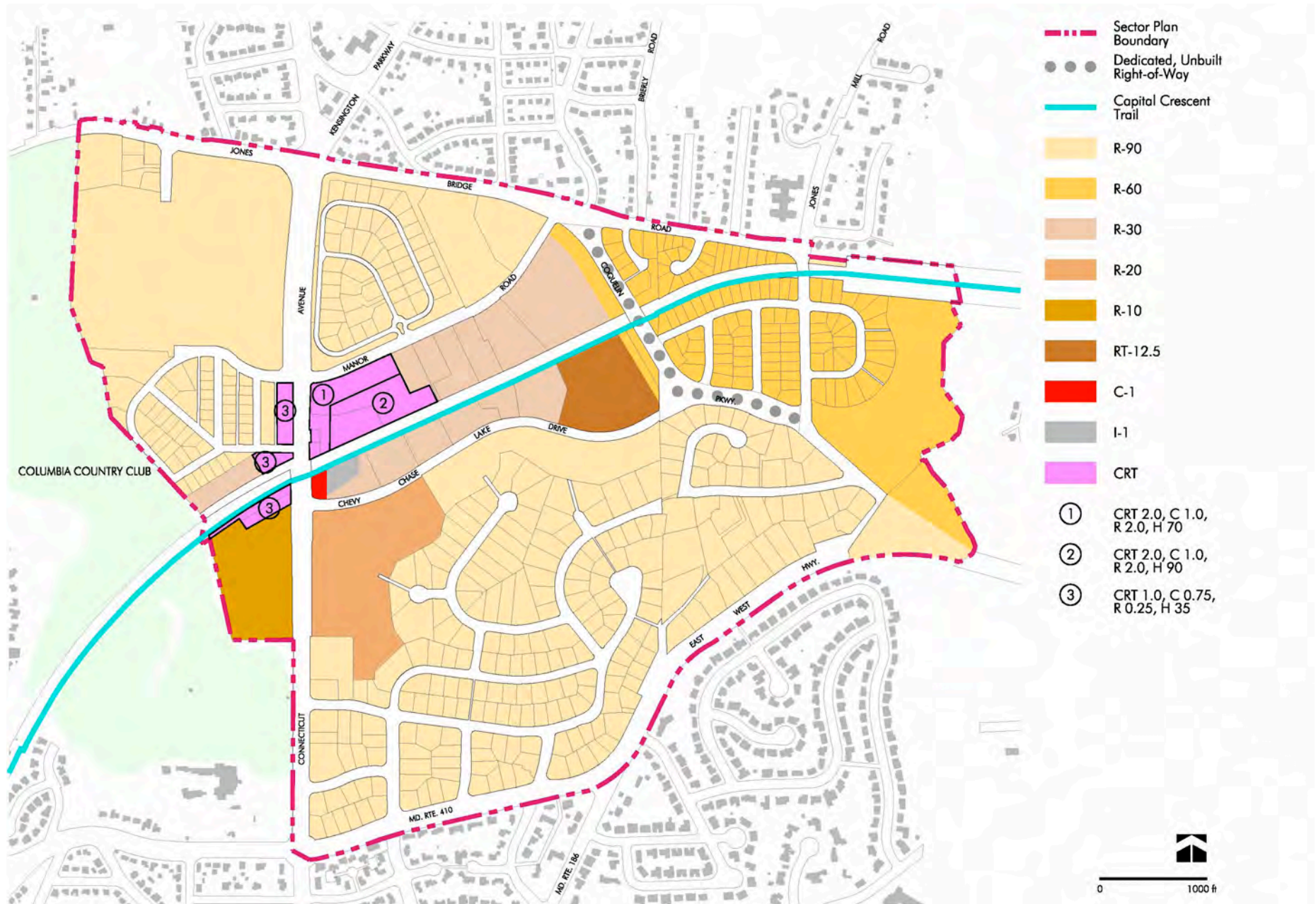
This Plan concurs with the 1990 recommendation that, overall, higher-density I-1 zoning—with its 110-foot maximum building height—is not appropriate for the scale of the community. As an existing building that is a “permanent use” however, it should remain conforming. The recommended zone would result in making the existing building a conforming use. Should the site redevelop, the Plan recommends allowing roughly 40 percent more density than exists today in a building more compatible with the adjacent development. Redevelopment will also have to address the location of the southern portion of the new public street, recommended to connect Manor Road with Chevy Chase Lake Drive.

Chevy Chase Lake Apartments

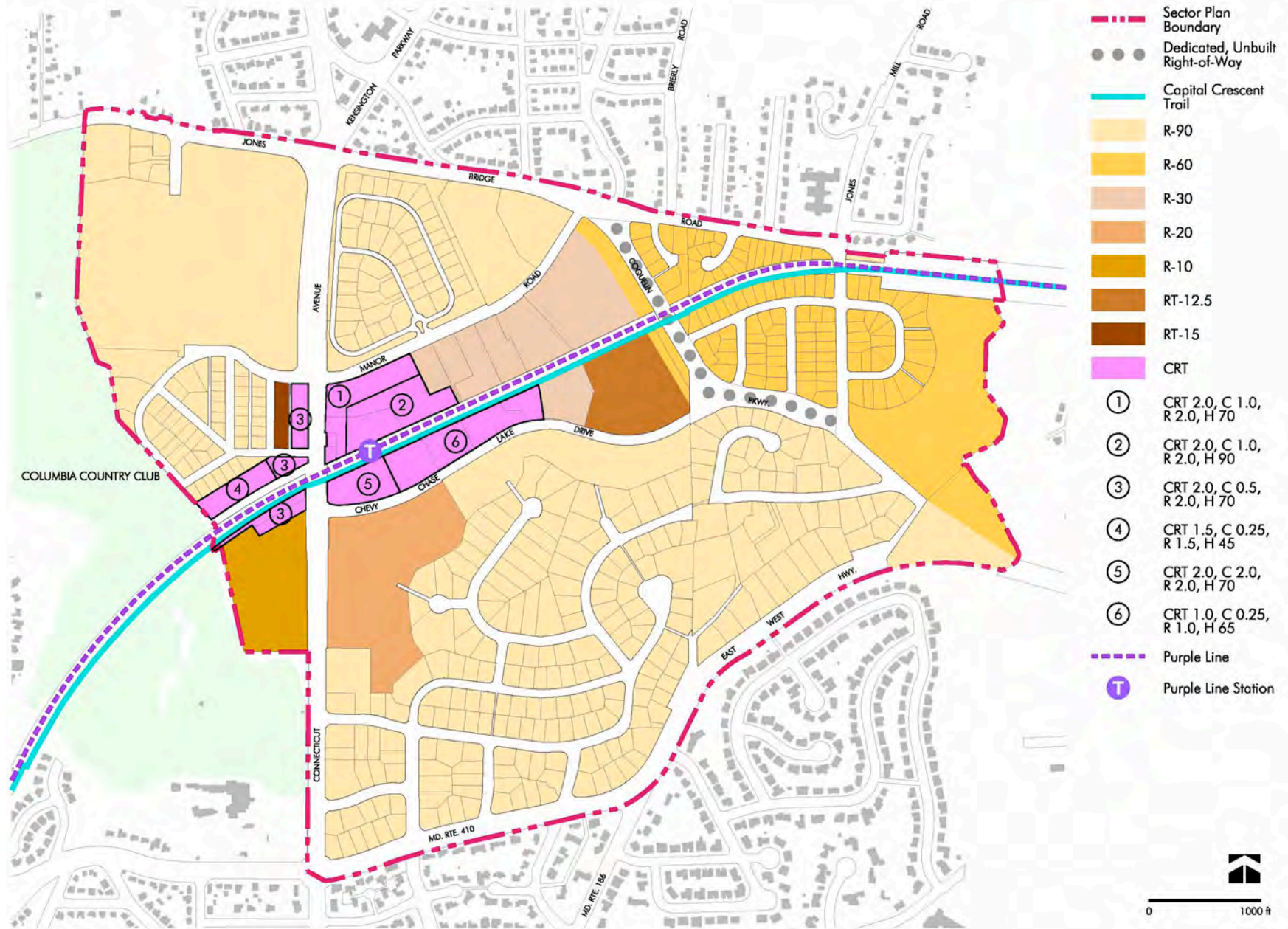
Rezone from R-30 to CRT1.0, C0.25, R1.0, H65

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 by allowing about 250 dwelling units in a six-story building. The Plan also recommends a new public park, to be located on the eastern portion of the site. It must be at least ½-acre in size, owned and operated by M-NCPPC Parks Department, and designed per Parks Department standards. Future redevelopment must further address the location of the southern portion of the new public street recommended to connect Manor Road with Chevy Chase Lake Drive.

Map 11 Enhance Zoning



Map 16 Create Zoning



Map 17 Create Access



- - - Sector Plan Boundary
- ● ● Dedicated, Unbuilt Right-of-Way
- Capital Crescent Trail
- Parkland
- Major Roads
- Transit Improvements
- Pedestrian & Bicycle Improvements
- ↔ Roadway & Intersection Improvements
- ⤴ Capital Crescent Trail Bridge
- Capital Crescent Trail Access Points



Access

In addition to those in the Enhance section, the following recommendations will further improve mobility in Chevy Chase Lake.

Transit

To expand and encourage transit use:

- extend Rapid Transit Vehicle (RTV) service along Connecticut Avenue to Chevy Chase Lake
- support local feeder bus service between the Connecticut Avenue Purple Line Station and nearby major employment locations and transit stations
- study local circulator service feasibility within the Plan area
- expand the Bethesda Transportation Management District (TMD) to include Chevy Chase Lake.

Roadway

- To facilitate the assembly of smaller commercial properties on the west side of Connecticut Avenue for redevelopment, the Plan supports the abandonment of the public alley located within the existing parking lot of the Chevy Chase Lake West shopping center.
- The abandonment of portions of other public rights-of-way are subject to the compatibility criteria listed in the Preserve section.

Pedestrian

- Provide a mid-block pedestrian connection between Loughborough Place and Connecticut Avenue.
- Implement a natural surface “Tranquility Trail” on the south side of Chevy Chase Lake Drive. It would be within the public right-of-way, between the public sidewalk on Connecticut Avenue and the Coquelin Run Parkway open space at the end of Chevy Chase Lake Drive. The trail should include seating areas with views of the waterfall and other natural features. See the design guidelines for further details.

Bicycle

- Designate the area next to Purple Line Station, along Connecticut Avenue between Chevy Chase Lake Drive and Manor Road, as a Bicycle-Pedestrian Priority Area. This designation makes enhancing bicycle and pedestrian traffic a State of Maryland priority.

Environment

As stated in the Enhance section, new development should:

- increase tree cover in the Town Center to a minimum 30 percent
- retain or improve canopy cover throughout the Plan area, within street medians, along new and existing streets, and in surface parking areas.

New development should also minimize potential impacts on the environment by exceeding the Montgomery County required minimum certification under the Leadership in Energy and Environmental Design (LEED) program. The LEED standards identify architecture, landscape, and engineering best practices for sustainable site and building design. See the design guidelines for further details.

Community Character

Beyond the recommended compatibility standards in the Preserve section of the Plan, the associated design guidelines provide more detailed guidance on the design of Town Center. They address architectural character, site design, open spaces, the design of streets and streetscapes, and other infrastructure. They also provide specific recommendations for transitioning between new developments and existing neighborhoods.

Howard Hughes Medical Institute (HHMI)

The Howard Hughes Medical Institute is a private institution, which funds scientific research through an endowment. This research is not conducted on the Chevy Chase Lake campus, which is a headquarters where numerous scientific conferences and meetings occur. The campus is currently zoned R-90, which allows single-family homes, but it operates under a special exception, approved by the County Board of Appeals. The Plan recommends retaining the existing zoning; however, should HHMI cease to operate, the site could be redeveloped with single-family homes or other use based on another special exception.

Should HHMI apply to expand the current special exception, the Plan recommends public pedestrian and bicycle access through the property, between Platt Ridge Road and Manor Road. This would significantly enhance choices for pedestrians and cyclists between Jones Bridge Road and the Town Center.

Should the HHMI site redevelop, the property should:

- retain its understated campus-like character, especially along Jones Bridge Road and Connecticut Avenue
- consolidate vehicular access points
- provide pedestrian and bicycle access through the site between Manor Road, Jones Bridge Road, and Connecticut Avenue
- locate required residential amenities, like open space, and recreation areas near Manor Road
- construct a sidewalk along the north side of Manor Road
- provide street trees along Connecticut Avenue
- provide public access to the Hayes Manor site.

Illustration 7 Howard Hughes Medical Institute



Howard Hughes Medical Institute

New pedestrian bicycle access

Implementation

Sectional Map Amendments

Plan recommendations should be implemented through two separate Sectional Map Amendments. The first, upon adopting the Plan, should cover the zoning recommendations contained within the Preserve and Enhance sections. The second amendment should implement the zoning recommendations of the Create section, but only after a full-funding grant agreement has been executed for the section of the Purple Line serving the Chevy Chase Lake Plan area.

Compatibility

The Plan establishes criteria by which the Planning Board will make compatibility findings for proposed development projects during the development process.

New Public Parks

Land for the new public parks will be acquired either through dedication by the property owner to, or direct purchase by, the M-NCPPC Parks Department. The design and construction of the parks will be addressed through the development review process.

Transportation and Connectivity Improvements

Transportation-related improvements can also be secured during the development review process. Private development projects must demonstrate that transit and road networks will be able to handle generated traffic, with developers either constructing the necessary enhancements or making payments to appropriate agencies toward their subsequent construction. Alternatively, public agencies can implement improvements directly.

Natural Environment

While most of the Coquelin Run stream valley is in private ownership, the development review process, which includes multi-agency coordination to address forest conservation, stormwater, and other environmental concerns, can be employed to secure improvements. Bikeway and path recommendations can be similarly implemented.

Commercial/Residential Town Zones

To encourage mixed-use development and promote increased diversity of housing choice, environmentally sound buildings, active streets that connect communities, and innovative design, recommendations for the Town Center will be implemented through use of CRT (Commercial/Residential Town) Zones.

These zones are designed to:

- implement the goals and objectives of applicable master and sector plans
- target opportunities for the redevelopment of commercial strips and surface parking lots with a mix of uses
- reduce auto dependence by encouraging development, which integrates a combination of housing types, mobility options, services, and amenities
- encourage an appropriate balance of employment and housing opportunities and compatible relationships with adjoining neighborhoods
- provide certainty with regard to maximum density and building height in each zone, while allowing flexibility in site design and mix of uses
- define the facilities and amenities required by private development to support the allowed optional method densities and heights in the CRT Zones.

The CRT Zones allow a broad range of uses and require the designation of four elements: a total allowed floor area ratio (FAR), a maximum nonresidential (C) FAR, a maximum residential (R) FAR, and a maximum building height.

They also provide both a standard and an optional method of development. The standard method limits overall density to a 1.0 FAR, while the optional method creates incentives to provide public benefits, thereby earning additional density. Projects proposed within CRT Zones can also achieve additional density using the optional method because of their proximity to public transit using a dedicated right-of-way, the Purple Line.

The CRT Zones require public use space for development of a certain size and configuration. Public use spaces may be privately owned and located on-site, but must be accessible to the public. The requirement may also be satisfied by off-site physical improvements to parks or public use space or by payments that support public use space elsewhere. This Plan assumes that much of the public space system will be obtained through this requirement.



Public benefits provided under the optional method are drawn from seven categories outlined in the Zoning Ordinance. The following list of public benefits should be considered a priority during project development and review of optional method projects in the CR Zone. This list is not mandatory, and it does not preclude consideration of other benefits, as listed in the CR Zone, to achieve the maximum permitted FAR. The requested benefits should be analyzed to make sure they are the most suitable for a particular location, that they are consistent with the Plan's vision, and that they satisfy the changing needs of the area over time.

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

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

Capital Improvements Program

Recommended improvements that cannot be achieved through the development process must be publicly funded through the Capital Improvements Program (CIP). In Chevy Chase Lake, priority should be given to the following CIP projects.

Table 4 Capital Improvement Projects

section	improvement	agency	cost estimate
Enhance	central public park	M-NCPPC	TBD
	signalized crosswalk on Connecticut Avenue at Laird Place	SHA	TBD
	off-peak, on-street parking on Connecticut Avenue between Chevy Chase Lake Drive and Manor Road	SHA	TBD
	Coquelin Run Parkway pedestrian and bicycle improvements	DOT	TBD
	neighborhood sidewalk improvements	SHA/DOT	TBD
	shared-use paths	SHA/DOT	TBD
	new access points to the Capital Crescent Trail	MTA/DOT	TBD
	on-road bicycle facilities	SHA/DOT	TBD
	roadway improvements	SHA/DOT	TBD
	rapid transit vehicle access	DOT/SHA	TBD
	Tranquility Trail	DOT	TBD
Purple Line	Purple Line	MTA/DOT	TBD
	local feeder bus service	DOT	TBD
Create	neighborhood recreational park	M-NCPPC	TBD

Additional Information



Presented to the Planning Board on September 6, 2012

Introduction: Transparency, Engagement, and Compatibility

When staff presented the Scope of Work for the Chevy Chase Lake Sector Plan to the Planning Board in July 2010, some community members challenged the openness and transparency of the process. They asserted that developers had an unfair advantage and access to staff, and that the community would not be legitimately involved in the decision-making process. To address this perception, with the support of the Planning Director and the Chair, staff enlisted professional facilitators from the Conflict Resolution Center of Montgomery County to help.

Staff worked with the facilitators to develop a community outreach process that emphasized transparency, and resulted in a number of well-attended and successful public meetings. These engaged the larger Chevy Chase Lake community, including major land owners and developers, in a two-year dialogue about what kind of change the Sector Plan could bring to the neighborhood.

Staff heard and considered many ideas and viewpoints to determine the right “fit” for Chevy Chase Lake. Did 4.5 million square feet of development, with numerous 20-story buildings and elevated parks, fit in Chevy Chase Lake? The community, and ultimately the property owner, decided it did not. Did an underpass at Connecticut Avenue and East-West Highway, to accommodate more traffic, fit? The community and planners past and present decided it did not.

Chevy Chase Lake has a definite character: established residential neighborhoods surrounding a small retail center. Ultimately, the sector plan must balance developers’ interest with the community’s desire to preserve character, so that Chevy Chase Lake does not lose the sense of place it has developed over the last century.

Preserving the area's character while allowing compatible new development is the underpinning philosophy of the Staff Draft, and is manifested in its recommendations:

- Building heights should reinforce and enhance the Town Center, but not overwhelm the surrounding residential neighborhoods;
- Limit density to minimize traffic impacts on Connecticut Avenue without disruptive and incompatible road improvements (e.g., enlarging intersections out of proportion to the adjoining neighborhoods);
- Phase development with the Purple Line to allow only already-approved projects to move forward before transit is in place to support additional density;
- Implement rezoning by phasing two sectional map amendments to give the community greater certainty that the plan will work as envisioned;
- Allow compatible development at the shopping center that would provide additional housing and other benefits, even should the Purple Line be significantly delayed.

What the Board Asked For

On July 16, 2012, after presentation of the Staff Draft recommendations, the Planning Board requested additional information and analyses prior to setting a Public Hearing. That information is now provided and may well be supplemented during Board work sessions following the Public Hearing. The following addresses the questions raised by the Board.

What would additional building height look like in Chevy Chase Lake?

The following studies examine the character of the Town Center in Chevy Chase Lake as it exists today, as envisioned under the Staff Draft recommendation, and with the maximum building heights requested by property owners.



The Town Center, viewed along the east side of Connecticut Avenue below Manor Road, existing conditions



The Town Center, viewed along the east side of Connecticut Avenue below Manor Road, Staff Draft recommended building heights



The Town Center, viewed along the east side of Connecticut Avenue below Manor Road, with building heights requested by property owners



The Town Center, viewed along the east side of Connecticut Avenue above Chevy Chase Lake Drive, existing conditions



The Town Center, viewed along the east side of Connecticut Avenue above Chevy Chase Lake Drive, Staff Draft recommended building heights



The Town Center, viewed along the east side of Connecticut Avenue above Chevy Chase Lake Drive, with building heights requested by property owners
78 Chevy Chase Lake Sector Plan | [Public Hearing Draft](#)

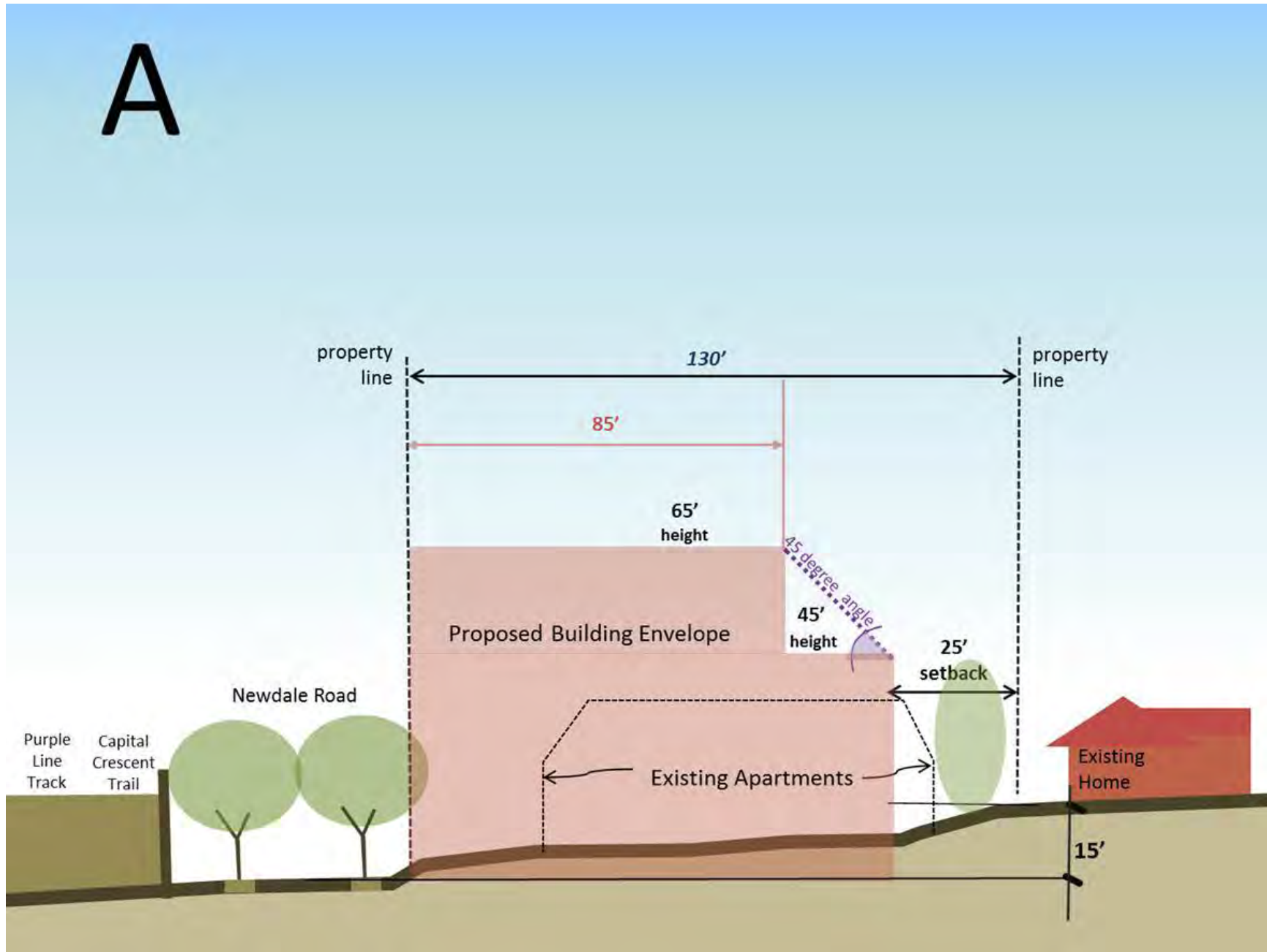
What are the potential impacts of additional building height at Newdale Mews?

Staff has looked at the slope and height differential between the Newdale Mews property on Newdale Road and the single-family homes immediately to the north on Lynwood Place. The following diagrams illustrate this relationship at three points along Newdale Road.

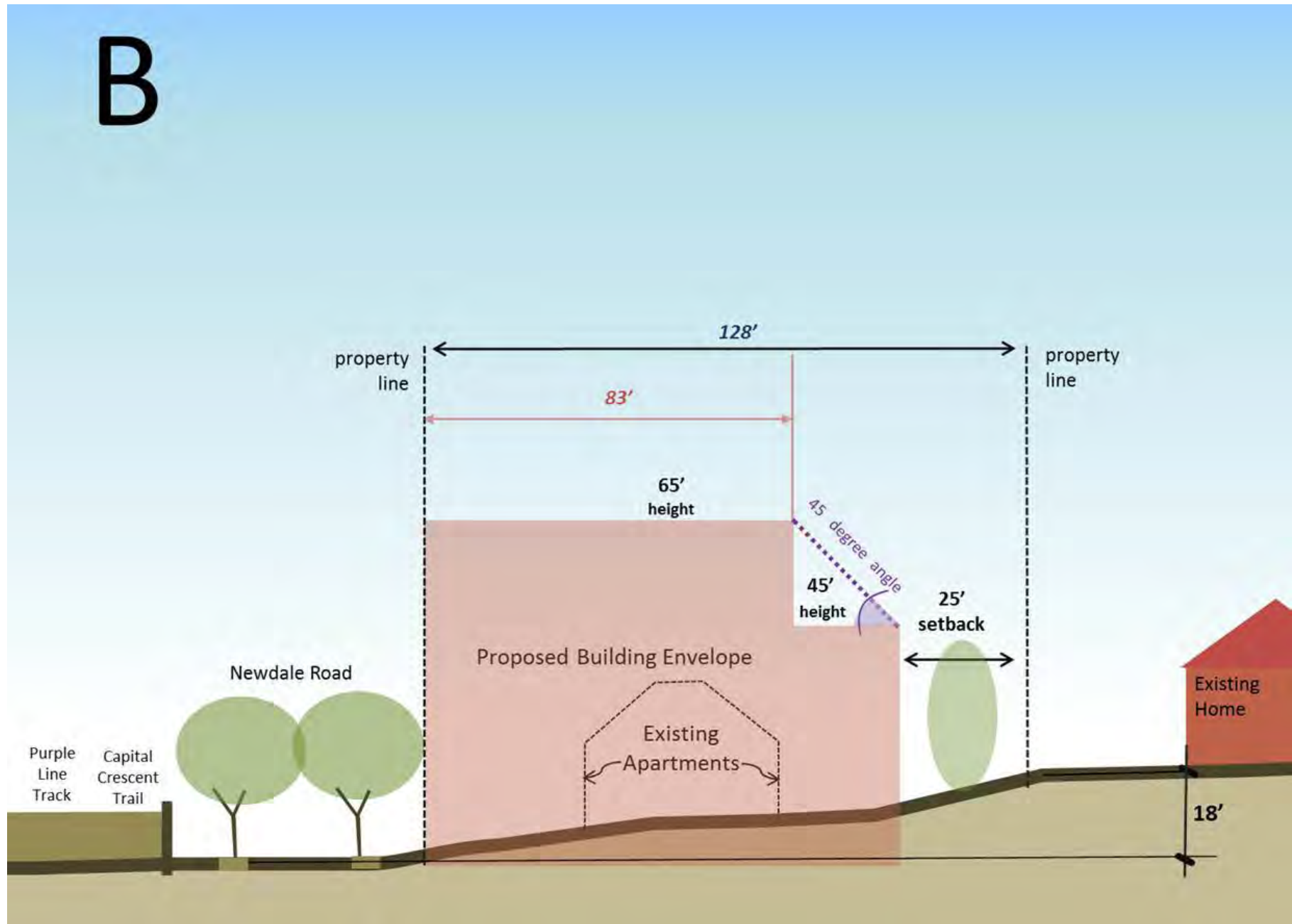


The Newdale Mews site and immediate context

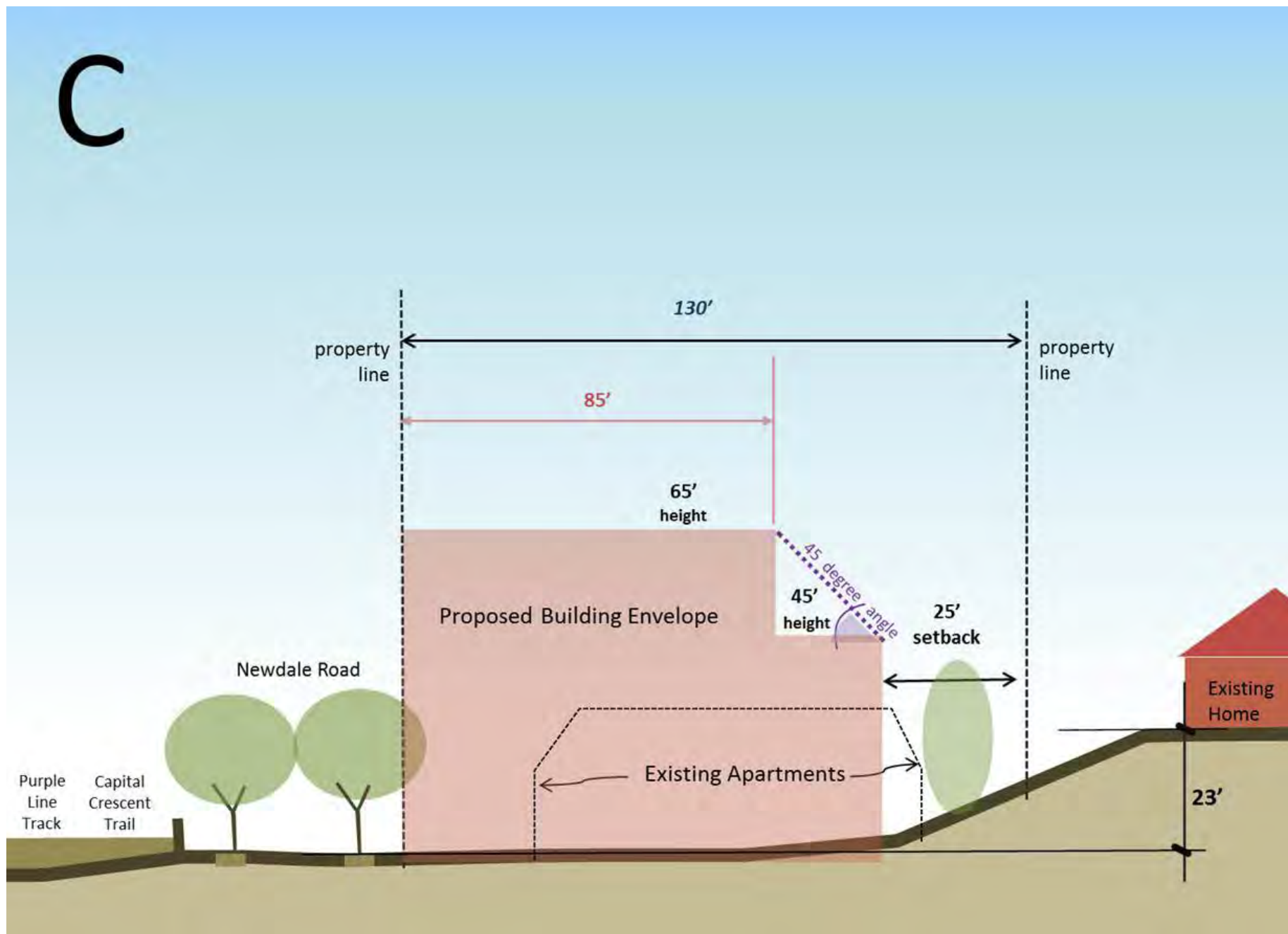
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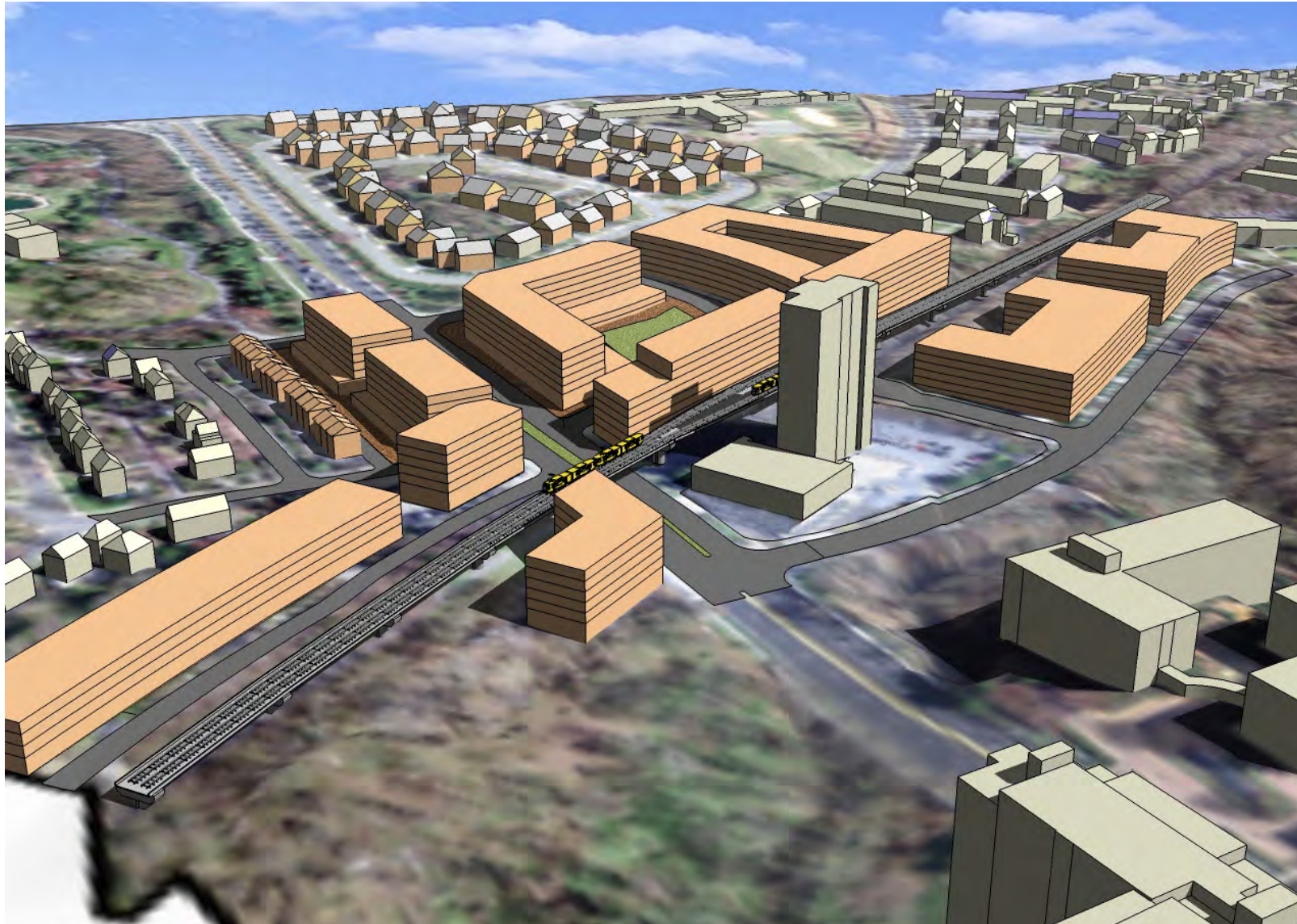
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C



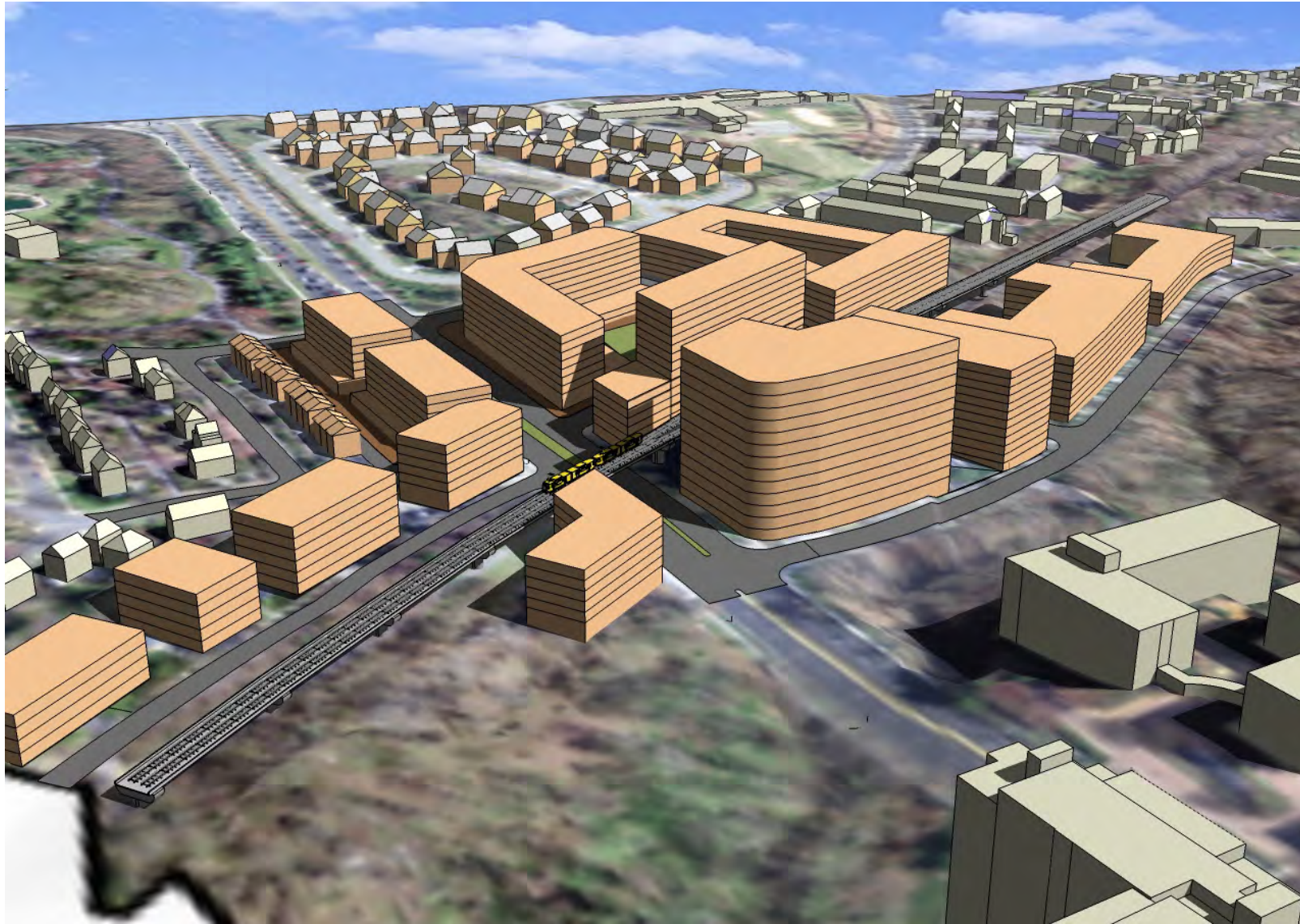
How might the level of density recommended in the Staff Draft fit on the ground? How would additional density fit?



An aerial view of the Town Center, looking north, showing distribution of density recommended in the Staff Draft Sector Plan (with 8401 Connecticut Avenue remaining)



An aerial view of the Town Center, looking north, showing distribution of density recommended in the Staff Draft Sector Plan



An aerial view of the Town Center, looking north, showing distribution of additional height and density requested by property owners

By modifying the land use mix of the Chevy Chase Land Company’s approved preliminary plan for the Chevy Chase Lake Shopping Center, could the approved traffic impact accommodate more development on that site before the Purple Line?

The Staff Draft Sector Plan recommends limiting development before the Purple Line to the Chevy Chase Lake Shopping Center. The Chevy Chase Land Company received preliminary plan approval in 2005 for approximately 250,000 sf. of development at the Chevy Chase Shopping Center, with 74,356 sf. of office uses and 174,016 sf. of retail uses. This approval, which remains valid, also includes the traffic that would be generated by the redevelopment.

Different land uses generate traffic at different rates, with residential uses generating less traffic than office uses. Using trip generation rates from our Local Area Transportation Review (LATR) guidelines, the Land Company produced two alternative land use scenarios for the redevelopment of the Chevy Chase Lake Shopping Center site that resulted in traffic that would be at or below the traffic generated by the existing approved development. (See Attachment 1 for the Land Company worksheets.)

Land use scenario	Total AM Peak Hour trips	Total PM Peak Hour trips
Existing approval 74,356 sf office 174,016 sf retail	503	1,051
Alternative 1 708 apartments 120,000 sf retail	486	786
Alternative 2 140-room hotel ~598 apartments* 120,000 sf retail	503	834

*to be reduced as necessary to achieve the trip cap

What is the traffic impact of increasing density beyond the staff draft recommendation?

Property owners have requested additional density beyond the Staff Draft recommendation:

Property	Staff Draft recommended density	Requested density
Howard Hughes Medical Institute	remain special exception use in R-90 zone	approximately 775,000 sf
Chevy Chase Lake Apartments (Housing Opportunities Commission)	approximately 230 apartments	approximately 400 apartments
8401 Connecticut Avenue (Chevy Chase Land Company)	260,000 sf office/retail/residential	approximately 512,000 sf, incl. 300,000 sf office, 44,000 sf retail, 168 apartments
Chevy Chase Lake West Shopping Center Parking Lot (Chevy Chase Land Company)	15 townhouses	Approximately 65 apartments

Staff has prepared an updated analysis (included as attachment 2), which compares the traffic impacts of the staff draft recommended densities, the “maximum build-out” scenario (which incorporates the requested density increases listed above), and a number of increments in between.

Are we able to perform economic analyses to determine the appropriate level of density in Chevy Chase Lake?

There was not sufficient time to engage our economic consultant in advance of the September 6, 2012, work session. We requested economic analyses from the Chevy Chase Land Company, the Housing Opportunities Commission, and the owner of Newdale Mews, but were not provided with any.

Why should the new public parks be publicly owned?

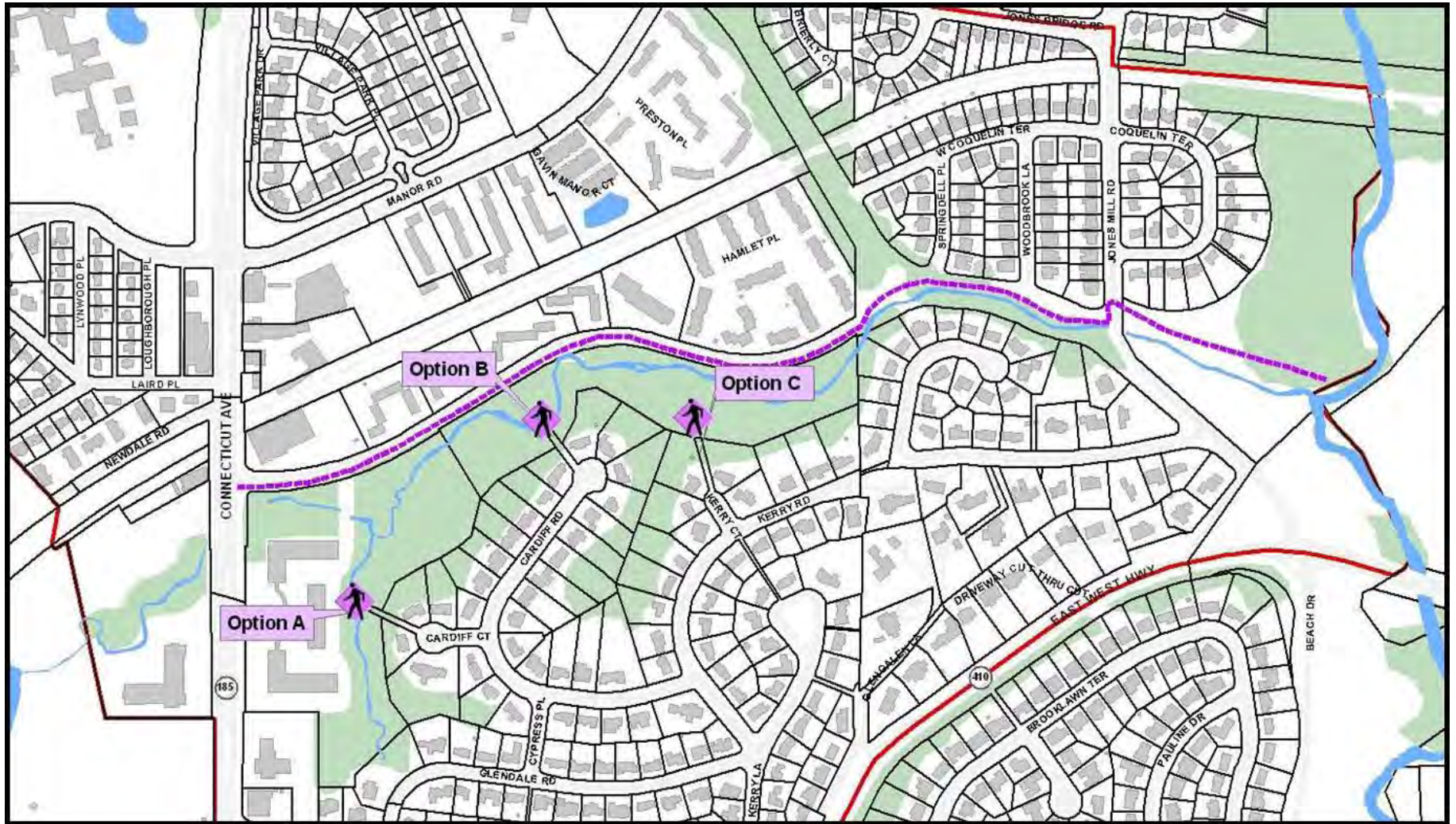
Parks Department staff will address this question in a broader context in an upcoming presentation to the Planning Board, currently scheduled for September 20, 2012. Parks staff will be available for questions at the September 6th worksession.

What would be required to provide a pedestrian connection from the Hamlet neighborhood across Coquelin Run to Chevy Chase Lake Drive?

East to west the Sector Plan area is bisected by the Coquelin Run stream valley, which has forested, steep slopes, springs, and rare, threatened and endangers species. The undeveloped condition of the valley is primarily due to the topographic constraints. These make access to the stream challenging for the residents living on either side of the valley.

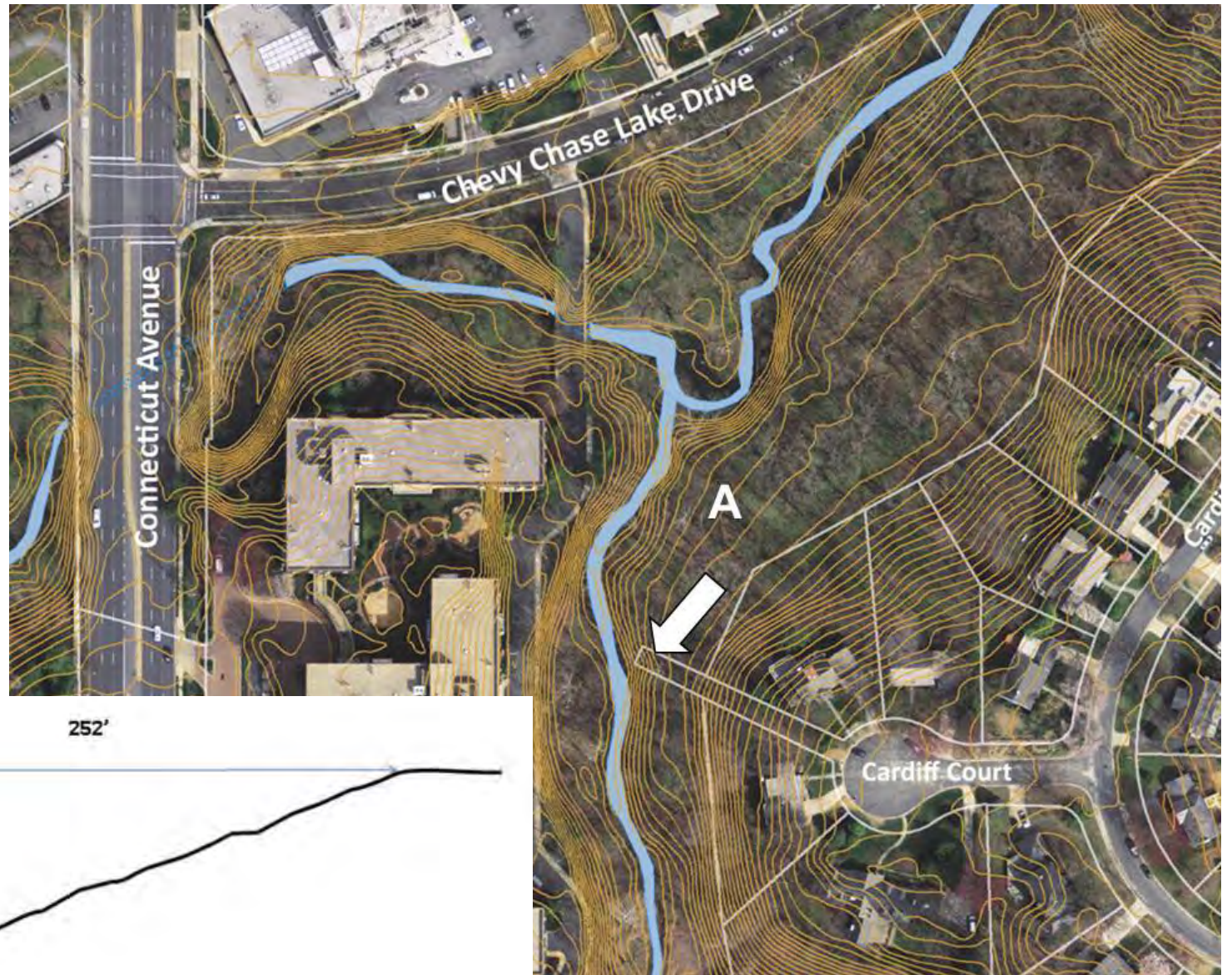
Three potential access points and stream crossings opportunities have been evaluated at rights-of-way from three cul-de-sacs along the southern side of Coquelin Run: Cardiff Court (Option A), Cardiff Road (Option B), and Kerry Court (Option C).

	Option A	Option B	Option C
Slope, top of bank to stream	21% / ~5:1	36% / ~3:1	19% / ~5:1
Ownership	8101 Connecticut Avenue	Chevy Chase Land Company	Chevy Chase Land Company
Erodible Soils	Yes		
Rare, Threatened and Endangered Species	No	No	Yes
Natural Resources	High Quality Forest		
Wildlife	Urban Diversity		

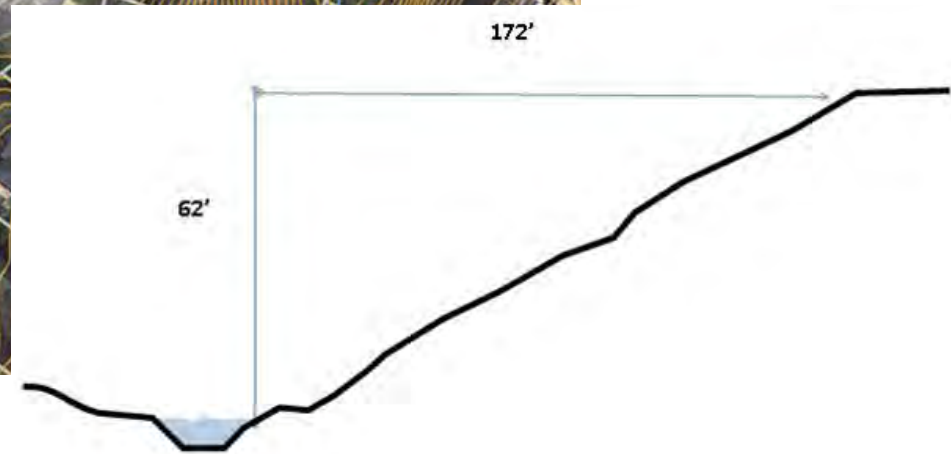
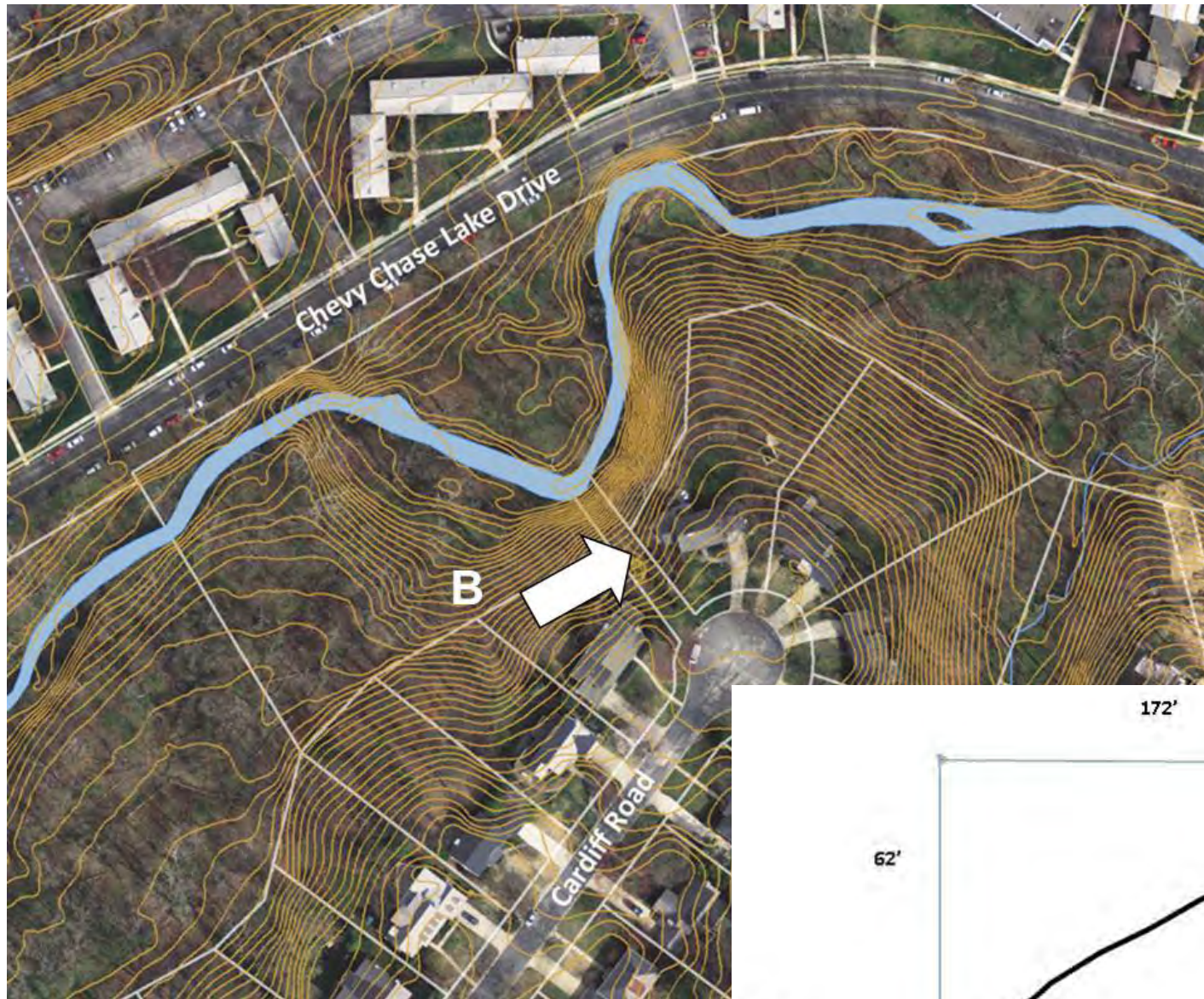


Coquelin Run Access Options from the Hamlet Community

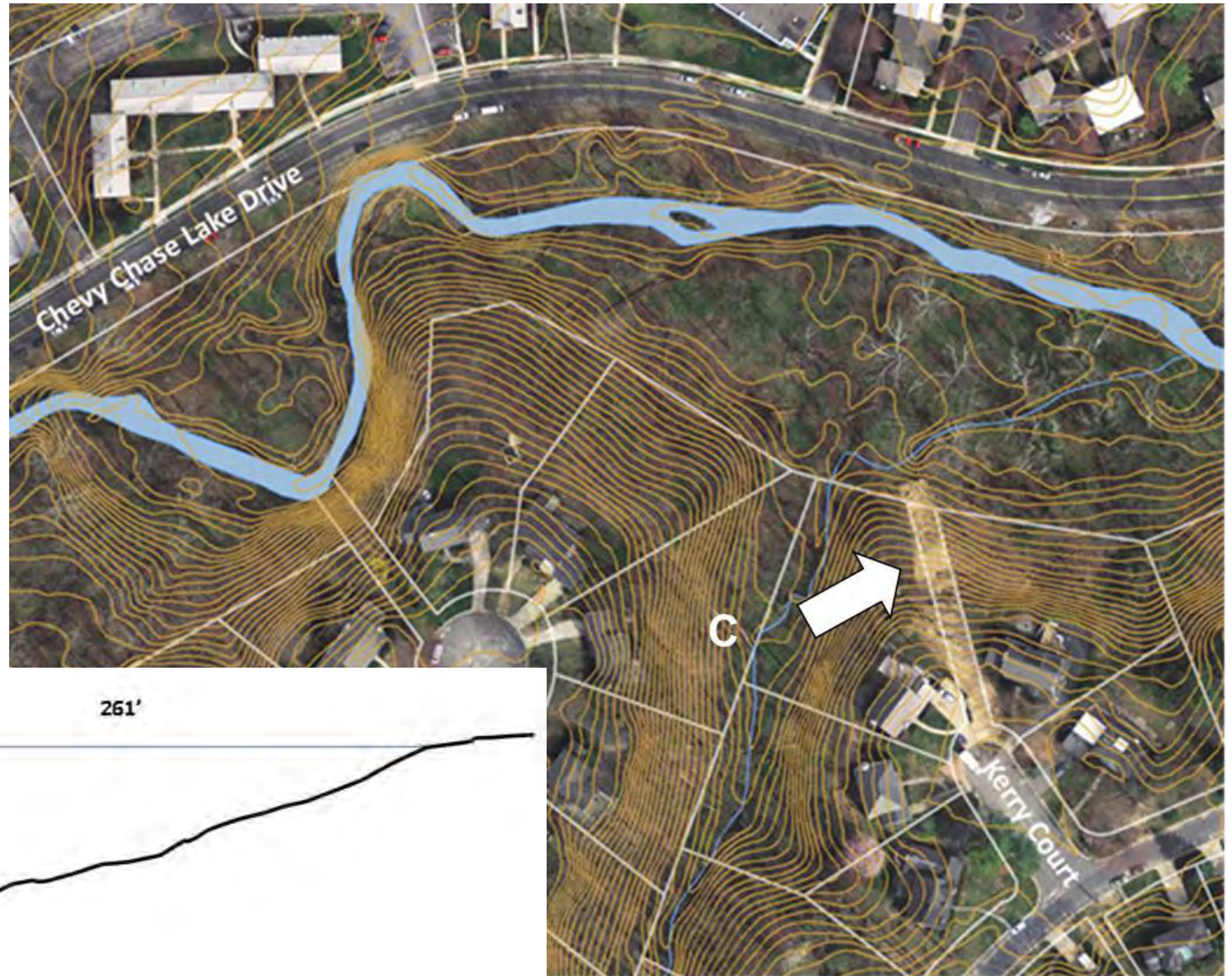
Option A



Option B



Option C



Given the steep slopes at each of the potential locations, an accessible route would require significant switch-back pathways. An accessible route would be further complicated by the narrow width of the right-of-way extensions (about 20 feet).

Community Correspondence

Since the July 16, 2012, Planning Board meeting, staff and the Planning Board have received correspondence from interested parties. We have attached the correspondence received (attachment 3). The correspondence is grouped by property owner, civic/neighborhood organization, and individual.

Attachments

1. Chevy Chase Land Company Trip Distribution Calculations for Chevy Chase Lake Shopping Center

Chevy Chase Lake
Trip Generation Table for Existing Approved Plan

Land Use	Amount	Unit	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	74,356	S.F.	103	15	118	22	105	127
Retail								
Approved Additional + Existing	174,016	S.F.	200	185	385	801	739	1,540
Pass-By Reduction	0% / 40%		-	-	-	(320)	(296)	(616)
Subtotal			200	185	385	481	443	924
Approved Future			303	200	503	503	548	1,051

Formulas Used*

		AM	PM
Office	Total =	1.7 (GFA/1000) - 8	1.44 (GFA/1000) + 20
Retail	Total =	0.25 [7.43 (GLA/1000) +247]	7.43 (GLA/1000) +247

*All Formulas from LATR.

Chevy Chase Lake

Trip Generation Table for Scenario I

Land Use	Amount	Unit	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Additional Approved Program								
Residential								
high rise	708	Units	54	162	216	154	99	253
Retail + Grocery	120,000	S.F.	148	137	285	592	547	1,139
<u>Pass-By Reduction</u>	<u>0% / 40%</u>		<u>-</u>	<u>-</u>	<u>-</u>	<u>(237)</u>	<u>(219)</u>	<u>(456)</u>
			148	137	285	355	328	683
Subtotal (Retail + Residential)			202	299	501	509	427	936
Internal Capture Rate			3.00%	3.00%	3.00%	16.00%	16.00%	16.00%
Proposed New Trips			196	290	486	428	359	786
Approved Plan			303	200	503	503	548	1,051

Formulas Used*

		AM	PM
Office	Total =	1.7 (GFA/1000) - 8	1.44 (GFA/1000) + 20
Retail	Total =	0.25 [7.43 (GLA/1000) +247]	7.43 (GLA/1000) +247
Residential (high rise)	Total =	0.29 (# of units) +11	0.34 (# of units) +12

*All formulas from LATR

Chevy Chase Lake

Trip Generation Table for Scenario 2

Land Use	Amount	Unit	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Additional Approved Program								
Residential -high rise	598	Units	46	138	184	131	84	215
Hotel	140	Rooms	48	30	78	44	39	83
Retail + Grocery	120,000	S.F.	148	137	285	592	547	1,139
<u>Pass-By Reduction</u>	<u>0% / 40%</u>		-	-	-	(237)	(219)	(456)
			148	137	285	355	328	683
Subtotal (Retail + Residential + Hotel)			242	305	547	530	451	981
Internal Capture Rate			4.00%	4.00%	4.00%	15.00%	15.00%	15.00%
Proposed New Trips*			232	293	525	451	383	834
Approved Plan			303	200	503	503	548	1,051

Formulas Used

		AM	PM
Office	Total =	1.7 (GFA/1000) - 8	1.44 (GFA/1000) + 20
Retail	Total =	0.25 [7.43 (GLA/1000) +247]	7.43 (GLA/1000) +247
Residential (high rise)	Total =	0.29 (# of units) +11	0.34 (# of units) +12
Hotel**	Total =	0.56 (# of rooms)	0.59 (# of rooms)

*The proposed development with Hotel option results in AM peak hour trips to exceed approved plan trip cap

**Hotel formulas come from ITE, Land Use 310. Everything else is from LATR.

2. Staff CLV analysis

Chevy Chase Lake Sector Plan
Additional analysis requested by the Planning Board

PRE-2011 COUNTS

Intersection	Existing		Future (based on existing zoning)		Staff Draft			
					Enhance (pre-Purple Line)		Create (post-Purple Line)	
					250,000 sf., incl. ~150 du.		1.2 million sf., incl. ~1,000 du.	
					AM	PM	AM	PM
Connecticut Ave & Jones Bridge Rd / Kens Pkwy	1832	1655	1729	1604	1689	1483	1731	1616
Connecticut Ave & Manor Rd	1343	1134	1572	1546	1513	1332	1612	1576
Connecticut Ave & Chevy Chase Lake Dr	946	1090	1049	1337	1022	1219	1119	1504
Connecticut Ave & East-West Hwy	1693	1644	2000	2053	1954	1890	2002	1952
Connecticut Ave & Bradley Ln	1408	1466	1551	1520	1527	1481	1550	1519
Manor Rd & Jones Bridge Rd	679	906	812	1085	781	990	825	1113
Jones Bridge Rd & Jones Mill Rd	1245	854	1568	1132	1459	1089	1520	1094
East-West Hwy & Beach Dr / Jones Mill Rd	1087	1574	1371	1732	1339	1650	1354	1708
Jones Bridge Rd / Platt Ridge Rd	773	963	872	1013	865	1002	871	1012
Connecticut Ave & Dunlop St	1025	999	1125	1194	1099	1107	1147	1200
Connecticut Ave & Beach Dr	1332	1060	1785	1509	1776	1479	1796	1521
Jones Bridge Rd & Spring Valley Rd	813	974	881	1019	874	1008	880	1018

2011 COUNTS

Intersection	Existing		Future (based on existing zoning)		Staff Draft			
					Enhance (pre-Purple Line)		Create (post-Purple Line)	
					250,000 sf., incl. ~150 du.		1.2 million sf., incl. ~1,000 du.	
					AM	PM	AM	PM
Connecticut Ave & Jones Bridge Rd / Kens Pkwy	1621	1596	1628	1503	1608	1474	1650	1596
Connecticut Ave & Manor Rd	1120	1242	1367	1637	1267	1508	1494	1815
Connecticut Ave & Chevy Chase Lake Dr	901	1052	1008	1227	985	1201	1045	1462
Connecticut Ave & East-West Hwy	1553	1519	1879	1763	1839	1710	1894	1817
Connecticut Ave & Bradley Ln	1496	1353	1627	1408	1599	1398	1628	1435
Manor Rd & Jones Bridge Rd	594	880	798	1098	775	1114	828	1079
Jones Bridge Rd & Jones Mill Rd	1000	765	1239	1056	1132	1053	1121	1090
East-West Hwy & Beach Dr / Jones Mill Rd	1037	1537	1334	1600	1287	1607	1293	1663
Jones Bridge Rd / Platt Ridge Rd	674	878	763	911	758	909	763	916
Connecticut Ave & Dunlop St	949	1050	1023	1181	999	1157	1045	1223
Connecticut Ave & Beach Dr	1332	1060	1759	1397	1750	1390	1771	1433
Jones Bridge Rd & Spring Valley Rd	813	974	876	1005	872	1002	877	1011

* Includes Purple Line and BRAC improvements at the intersection of Connecticut Ave / Jones Bridge Rd
 = Exceeds CLV standard of 1600

Additional Evaluation															
Enhance 1 (Shopping Ctr)		Create 1												Create Max (incl. 8401 Conn. Ave.)	
		(Shopping Ctr + West Side)				(Shopping Ctr + West Side + HHMI)				(Shopping Ctr + West Side + HHMI + HOC)					
		Total		Increment		Total		Increment		Total		Increment			
780,000 sf., incl. ~700 du.		1.2 million sf., incl. ~1,044 du.		409,800 sf., incl. 344 du.		1.7 million sf., incl. ~1,044 du.		515,000 sf.		2.2 million sf., incl. ~1,450 du.		500,000 sf., incl. ~406 du.		2.7 million sf., incl. ~1,600 du.	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1693	1534	1702	1559	9	25	1802	1675	100	116	1809	1673	7	-2	1844	1686
1393	1414	1521	1455	128	41	1625	1512	104	57	1636	1538	11	26	1638	1471
1078	1320	1094	1371	16	51	1101	1435	7	64	1119	1470	18	35	1140	1584
1973	1848	1986	1861	13	13	2005	1936	19	75	2017	1938	12	2	2035	2012
1536	1492	1544	1501	8	9	1554	1512	10	11	1562	1518	8	6	1568	1522
812	1016	804	1015	-8	-1	1046	1065	242	50	1052	1048	6	-17	889	1098
1473	1086	1479	1096	6	10	1590	1151	111	55	1607	1099	17	-52	1614	1170
1324	1667	1327	1673	3	6	1369	1690	42	17	1376	1705	7	15	1378	1701
868	1005	869	1007	1	2	877	1155	8	148	879	1156	2	1	880	1158
1112	1119	1130	1143	18	24	1142	1162	12	19	1159	1173	17	11	1170	1206
1779	1487	1782	1494	3	7	1812	1515	30	21	1814	1519	2	4	1830	1528
877	1011	878	1014	1	3	1043	1153	165	139	1045	1155	2	2	1046	1156

Additional Evaluation															
Enhance 1 (Shopping Ctr)		Create 1												Create Max (incl. 8401 Conn. Ave.)	
		(Shopping Center + West Side)				(Shopping Center + West Side + Howard Hughes)				(Shopping Center + West Side + Howard Hughes + HOC)					
		Total		Increment		Total		Increment		Total		Increment			
780,000 sf., incl. ~700 du.		1.2 million sf., incl. ~1,044 du.		409,800 sf., incl. 344 du.		1.7 million sf., incl. ~1,044 du.		515,000 sf.		2.2 million sf., incl. ~1,450 du.		500,000 sf., incl. ~406 du.		2.7 million sf., incl. ~1,600 du.	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1614	1510	1620	1526	6	16	1722	1635	102	109	1727	1642	5	7	1759	1656
1307	1520	1446	1579	139	59	1417	1660	-29	81	1437	1678	20	18	1478	1709
1005	1376	1020	1405	15	29	1045	1340	25	-65	1066	1376	21	36	1083	1457
1849	1724	1860	1762	11	38	1888	1776	28	14	1900	1799	12	23	1913	1826
1611	1408	1618	1409	7	1	1632	1430	14	21	1639	1436	7	6	1645	1446
939	998	931	1000	-8	2	828	1070	-103	70	814	1101	-14	31	783	1095
1145	1082	1154	1085	9	3	1231	1096	77	11	1244	1092	13	-4	1289	1100
1289	1611	1292	1615	3	4	1363	1670	71	55	1367	1673	4	3	1393	1683
761	911	762	912	1	1	770	1059	8	147	771	1060	1	1	772	1061
1013	1185	1029	1210	16	25	1040	1211	11	1	1056	1216	16	5	1067	1226
1753	1397	1757	1404	4	7	1787	1427	30	23	1791	1431	4	4	1807	1439
874	1005	875	1007	1	2	1050	1153	175	146	1051	1154	1	1	1052	1155

September 2012



 Montgomery County Planning Department
M-NCPPC
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