



October 2013

Chevy Chase Lake Sector Plan

Approved and Adopted



MontgomeryCounty Planning Department
M-NCPPC
[MontgomeryPlanning .org](http://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 County, 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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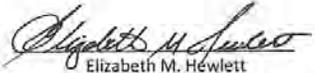


CHEVY CHASE LAKE SECTOR PLAN

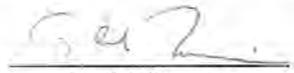
CERTIFICATION OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the Approved and Adopted 1990 *Bethesda-Chevy Chase Master Plan*, as amended; *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; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 17-857, on July 30, 2013, and has been adopted by the Maryland-National Capital Park and Planning Commission, by Resolution 13-24, on October 16, 2013, after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Elizabeth M. Hewlett
Chair


Françoise Carrier
Vice Chair


Joseph C. Zimmerman
Secretary-Treasurer



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8811 Maniworth Avenue • Riverdale, Maryland 20737

M-NCPPC No. 13-24
MCPB No. 12-135

RESOLUTION

WHEREAS, under the Maryland Land Use Article The Maryland National Capital Park and Planning Commission is authorized to make, adopt, amend, extend, and add to The General Plan for the Physical Development of the Maryland-Washington Regional District, and in Montgomery and Prince George's Counties; and

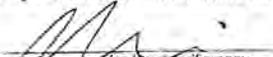
WHEREAS, on October 18, 2012, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission held a public hearing on the Public Hearing Draft of the Chevy Chase Lake Sector Plan, being also a comprehensive amendment to the 1990 Bethesda-Chevy Chase Master Plan, as amended; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery County, as amended; the Master Plan of Highways within Montgomery County, as amended; and the Countywide Bikeways Functional Master Plan, as amended; and

WHEREAS, on January 25, 2013, the Montgomery County Planning Board, after public hearing and due deliberation, approved the Planning Board Draft of the proposed Plan, forwarded it to the County Executive for review, and recommended that the District Council approve it; and

WHEREAS, on March 14, 2013, the Montgomery County Executive transmitted to the District Council a fiscal impact analysis for the Planning Board Draft Chevy Chase Lake Sector Plan; and

WHEREAS, on March 5, 2013, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing and heard testimony concerning the Planning Board Draft Chevy Chase Lake Sector Plan; and

WHEREAS, on July 30, 2013, the District Council approved the Planning Board Draft Chevy Chase Lake Sector Plan, subject to certain modifications set forth in Resolution No. 17-857; and


Approved for legal sufficiency
M-NCPPC Office of General Counsel

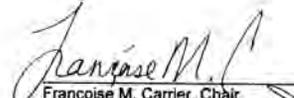
NOW, THEREFORE, BE IT RESOLVED that the Montgomery County Planning Board hereby adopts the Chevy Chase Lake Sector Plan, together with the General Plan for the Physical Development of Maryland-Washington Regional District, as amended; The Countywide Bikeways Functional Master Plan, as amended; and the Master Plan of Highways within Montgomery County, as amended, and as approved by the District Council in the attached Resolution No. 17-857; and

BE IT FURTHER RESOLVED that copies of the Chevy Chase Lake Sector Plan must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Presley, seconded by Vice Chair Wells-Harley with Chair Carrier, Vice Chair Wells-Harley, and Commissioners Anderson, Dreyfuss, and Presley voting in favor of the motion at its regular meeting held on Thursday, September 12, 2013.


Françoise M. Carrier, Chair
Montgomery County Planning Board

This is to certify that the foregoing is a true and correct copy of Resolution No. 13-24 adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Carrier, seconded by Commissioner Geraldo, with Commissioners Hewlett, Bailey, Shoaff, Anderson, and Dreyfuss, voting in favor of the motion, and Commissioners Washington, Presley, and Wells-Harley absent during the vote, at its meeting held on Wednesday, October 16, 2013, in Riverdale, Maryland.


Patricia Colihan Barney
Executive Director

NOTICE TO READERS

An area master plan, after approval by the District Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan (On Wedges and Corridors) for Montgomery County. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a Countywide perspective. Area master plans are intended to convey land use policy for defined geographic areas and should be interpreted together with relevant Countywide functional master plans.

Master plans generally look ahead about 20 years from the date of adoption. As communities evolve, the specifics of a master plan may become less relevant over time. Generally, sketches or drawings in an adopted master plan are for illustrative purposes only; they are intended to convey a general character rather than a specific commitment to a particular detailed design.

Master plans do not specify all development possibilities for a particular property or area. In order to understand the full range of development options, the reader should be aware of additional land uses and development potential available through permitted special exception uses; variances; transferrable development rights (TDRs); moderately priced dwelling units (MPDUs); rezoning by local map amendments; public projects and the mandatory referral process; and municipal annexations.

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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 “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.

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.



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 more than 40 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.

The houses, shops, and tree-lined neighborhood streets fit well together, creating a place with a distinct community character:

- The overall lower building heights, combined with the numerous shop windows, awnings, stoops, and architectural details, 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.



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 predominantly feature single-family detached homes. However, townhouses and low-rise garden apartments are located 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, 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 2 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 hours, 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.

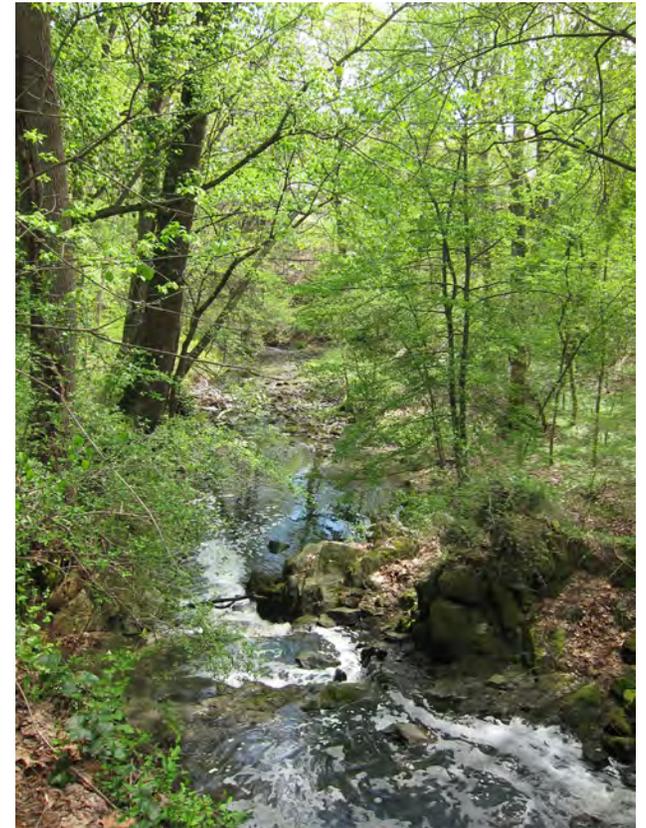
Ideally, local traffic would be able to avoid these major roads by using neighborhood streets. But in Chevy Chase Lake, the neighborhood streets do not form a connected network. They do not cross Coquelin Run, the Capital Crescent Trail, Rock Creek, or the Columbia Country Club. Consequently, individual 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 D.C., 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 3 Tree Canopy Cover



- Sector Plan Boundary
- Capital Crescent Trail
- Tree Canopy Cover
- Town Center



Environment

Chevy Chase Lake is known for its shaded, tree-lined streets—more than 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 Chevy 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.

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 Walter Reed National Military Medical Center (WRNMMC). 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.”

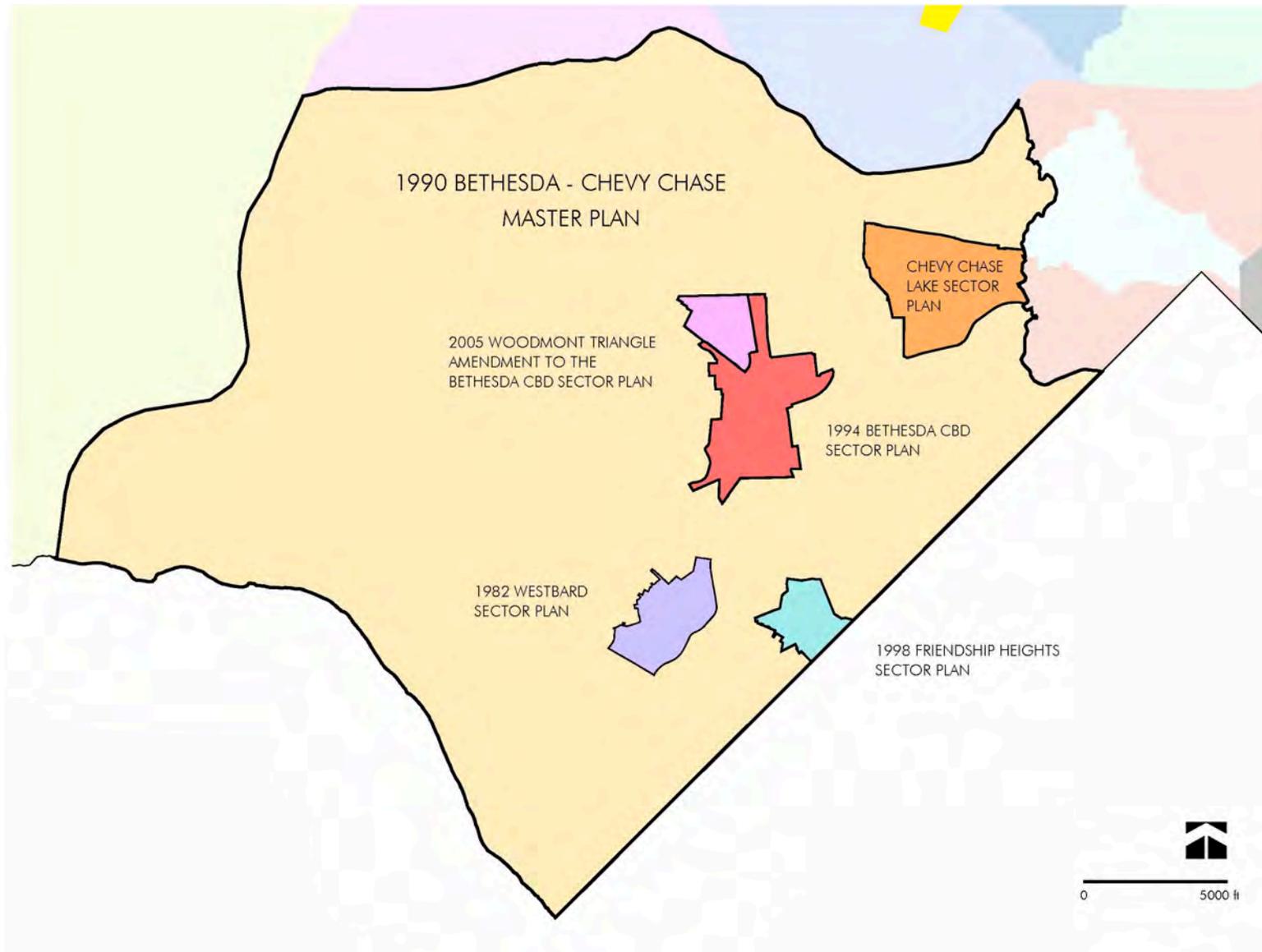
To achieve this goal, the B-CC Plan offered three major proposals in Chevy Chase Lake:

- 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 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.

Map 4 Master and Sector Plan Areas





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 included:

- *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 homeowners 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.

The Plan Vision

Compatible Growth

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

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

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

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

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

Staging: Waiting for the Purple Line

Alternative transportation modes are seen as effective and attractive ways of moving people because Chevy Chase Lake has a limited network of interconnected roads and high traffic volumes, especially on perimeter streets. The future Purple Line will provide ready access to Bethesda, Silver Spring, and beyond, and will be an important way to get to and from Chevy Chase Lake. To ensure that the Purple Line can effectively support development and redevelopment, the Plan recommends new zoning patterns that are more responsive to future growth and change. This will be accomplished by phasing in new zoning categories through two Sectional Map Amendments (SMAs are the legislative action used to rezone property), timed to coincide with the implementation of the Purple Line.

Illustration 1 Enhance



Properties that may fully redevelop before the Purple Line

In the “Enhance” phase, only a few properties will be able to develop to the full extent of the zone: those with an existing development approval, those that are devoted to charitable and philanthropic uses, and those that provide an extraordinary amount of affordable housing (at least 45 moderately priced dwelling units (MPDUs) and 30 workforce housing units (WFHUs) as defined elsewhere in this Plan).

The remaining sites in the Plan Area that are recommended for new zoning may not develop to the limit of the new zone until the “Create” phase, which begins once construction of the Purple Line between Bethesda and Silver Spring has started. Although property owners are encouraged to wait for this trigger and redevelop under new zoning, each property can be redeveloped in the interim, provided the redevelopment does not exceed the density and height of structures existing on that property at the approval date of the Sector Plan.

Summary of Recommendations

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 Center and the lower buildings in surrounding neighborhoods by stepping down building heights, limiting commercial development at the edges, and focusing on architectural character.

Land Use

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

- Reconfirm all residential zoning outside the 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 2 million square feet of new development in the Center, including 1,300 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 spaces, including a central community green and a public neighborhood playground.

Table 1 Development Potential in Chevy Chase

Land Use	Existing + Approved	Enhance (Pre-Purple Line) Cumulative	Create (Post-Purple Line) Cumulative
Commercial (sf)	470,859	342,487	589,000
Residential, Single-Family (du)	603	673	673
Residential, Multifamily (du)	716	1,556	2,039
Civic and institutional (sf)	336,537	851,537	851,537
Totals (sf)	2,126,396	3,423,024	4,152,537

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

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.

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.
- Accommodate future transit options, including the Purple Line.

Community Character

This section recommends ways that new development can maximize compatibility with the existing community.

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 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 it.

Tradition(al)

Many of the houses, apartment buildings, and shops currently share a common, traditional architectural character. This identity is supported through the use of consistent elements—material, 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.

Design Guidelines

Beyond the recommended compatibility standards, the Design Guidelines provide more detailed guidance on the design of the 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.

The Purple Line

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

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

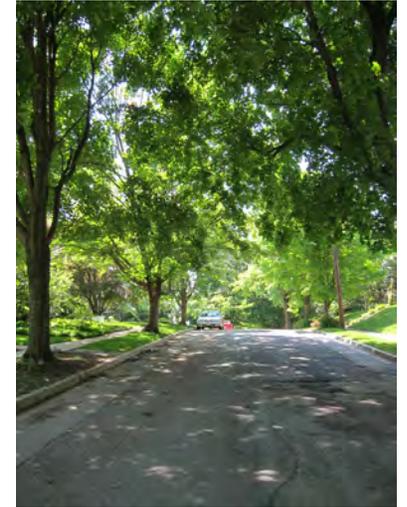


Illustration 2 Chevy Chase Lake Center



Chevy Chase Lake Center

Land Use

A Better Chevy Chase Lake Center

This section recommends ways to improve quality of life in and around the Chevy Chase Lake Center. The Center includes the commercial properties on Connecticut Avenue between Chevy Chase Lake Drive and Manor Road, plus the Newdale Mews and Chevy Chase Lake Apartments.

Sites that may be constructed before the Purple Line

The following properties meet the criteria established in this Plan to enable them to develop prior to the Purple Line.

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

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

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

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

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

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

Consistent with the vision to keep Chevy Chase Lake as a primarily residential community, the recommended zoning prioritizes residential development, but would also permit more than the already approved 250,000 square feet of commercial and retail development for ground-floor restaurants and shops and other uses, including office and hotel, without generating additional traffic beyond the 2005 approval (i.e., no more than 503 Total AM Peak Hour Trips and 1,051 Total PM Peak Hour Trips).

The Plan recommends a maximum building height of 120 feet on the portion of the site adjacent to Connecticut Avenue and the Purple Line station. Buildings must be designed to minimize their presence on Connecticut Avenue, with the Design Guidelines providing further guidance. On the remainder of the property, a maximum building height of 80 feet is recommended, and applies only to a hotel when located at the corner of Connecticut Avenue and Manor Road. All other land uses, particularly residential, should have a maximum building height of 70 feet. Building heights of 70 feet can accommodate six stories of mixed uses, which is an appropriate scale—five stories of residential above ground-floor retail. Such an approach transitions well to the single-family neighborhood to the west. This scale of buildings would also provide a sense of enclosure along Connecticut Avenue and signal that the blocks between Manor Road and Chevy Chase Lake Drive are a distinct and identifiable Center.

The shopping center site must also include a public open space that will be privately owned and maintained. This space should serve as a gathering place for existing as well as new residents and should have the amenities necessary to make it an appealing destination for the entire community. To provide the greatest public benefit, the Plan recommends a central public space of approximately ½-acre. The Planning Board will determine its exact size, location, and design through the development process.

Redevelopment of the shopping center must also include the portion of New Street B-1 from Manor Road to the southern property line of the shopping center site, with dedication of, or provision of public access easements for, the full-width right-of-way (see Table 2), and construction of the full-width roadway, including sidewalks, street trees, and streetscape pavers, as described in the Design Guidelines for this Plan.

Illustration 3 Enhance Land Use



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

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

The Montgomery County Housing Opportunities Commission (HOC) owns the 68 rental garden apartments on Chevy Chase Lake Drive and provides about one-quarter as affordable housing. The proposed rezoning will provide additional affordable housing in Chevy Chase Lake.

To allow a transition between taller buildings along Connecticut Avenue and the lower existing residential buildings at the end of Chevy Chase Lake Drive, the Plan recommends stepping down building heights. Site 8, adjacent to 8401 Connecticut Avenue, would have a maximum building height of 100 feet, while Site 5 would have a maximum building height of 50 feet.

The Plan also recommends a new public space to serve as a recreational place for existing as well as new residents. This new public space must be approximately ½-acre in size, should have the amenities necessary to make it an appealing destination for the entire community, and should be designed per Parks Department standards.

Redevelopment of the Chevy Chase Lake Apartments (Sites 5 and 8) in the first stage must be approved in a single sketch plan and include each of the following public benefits, to support incentive density under the optional method of development in the CRT zones. Compliance with the affordable housing requirements listed in the following bullets satisfies the affordable housing requirements of the Sector Plan for development in the first stage:

- New Street B-1, from Chevy Chase Lake Drive to the northern property line of Site 8:
 - dedication of, or provision of public access easements for, the full-width right-of-way (see Table 2);
 - construction of the full-width roadway, including sidewalks, street trees, and streetscape pavers, as described in the Design Guidelines for this Plan;
- on Site 8, a minimum of 20% MPDUs or HOC affordable units at or below 60% of the area median income (AMI) in addition to a minimum of 20% WFHUs of the total number of units; the WFHUs must be built under a regulation or binding agreement that limits the sale price or rent charged for a specific control period and ensures that the WFHUs are affordable to a full range of eligible households (up to 100% of AMI);
- on Site 5, a minimum of 15% MPDUs; and
- dedication of, or a public access easement for, the ½-acre public space described above.

If the sites are redeveloped after the Purple Line, the sites are encouraged to be reviewed together as a single sketch plan. To support incentive density under the optional method of development in the CRT zones, redevelopment must provide as public benefits the portion of New Street B-1 and the ½-acre public space described above. For affordable housing, the Plan recommends maximizing the percentage of affordable and workforce units, but does not set specific numeric goals.

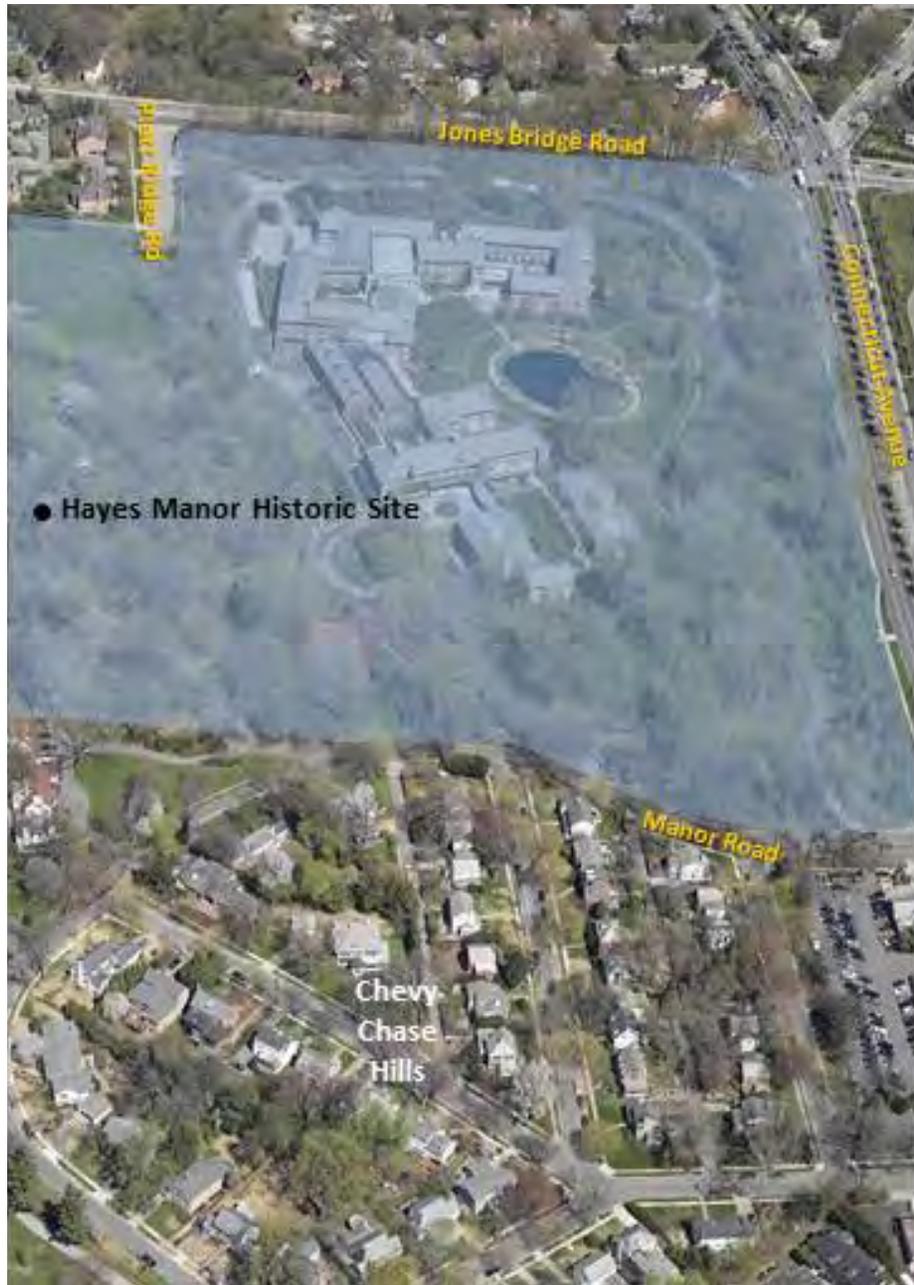
Howard Hughes Medical Institute

Rezone from R-90 to LSC

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

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

Illustration 4 Howard Hughes Medical Institute



address compatibility. Although “Charitable and Philanthropic Institutions” are not at the time of Plan approval allowed uses in the LSC zone, they are proposed to be permitted as part of the Zoning Ordinance Rewrite. If the Zoning Ordinance Rewrite does not include these as allowed uses, the Plan recommends modifying the allowed use table for the LSC zone to add “Charitable and Philanthropic Institution.”

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

Sites that may not fully develop until after the Purple Line

The following sites do not meet the staging criteria described in this Plan to enable them to develop in advance of the Purple Line and therefore they may not develop to the heights and density allowed by the new zoning until construction of the Purple Line between Bethesda and Silver Spring has started. Although they are encouraged to wait for this trigger and redevelop under new zoning, each property can redevelop in the interim, provided the redevelopment does not exceed the density and height of structures existing on the site at the approval date of the Sector Plan.

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

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

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

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

Rezoning and redevelopment of the commercial site should carefully consider appropriate transitions from the Center to the adjacent single-family neighborhood. For the existing parking lot along Loughborough Place, rezoning from a single-family residential zone to a low-density mixed-use zone will allow a transition between the existing single-family neighborhood and the mixed-use center, both in height and land use. The resulting scale will enclose the street and visually screen the taller buildings along Connecticut

Avenue. Further, the new zone allows only limited commercial uses, promoting a residential character. Any development on the site of the existing parking lot should either be residential or have a residential appearance.

To facilitate access, the Plan recommends a mid-block pedestrian connection between Loughborough Place and Connecticut Avenue. The Plan also supports the abandonment of the public alley located on the site.

8500 Connecticut Avenue (Arman's Chevy Chase Service Station) (Site 4 on Map 9)

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

The relatively small size of this property limits its potential redevelopment as a stand-alone project. However, its location, adjacent both to properties zoned for mixed-use on Connecticut Avenue and Newdale Road and to the single-family neighborhood behind it, creates opportunities for redevelopment as part of an assemblage of properties, but also raises compatibility concerns. To balance these, the Plan recommends new zoning to match that of the property to the west along Newdale Road, but with the potential for commercial development on Connecticut Avenue.

This property faces Connecticut Avenue to the east and a garden apartment complex and a corner of single-family residences to the west. To allow for potential assemblage with the property along Newdale Road, the Plan recommends the same height limits as for the property on Newdale Road: a maximum height of 50 feet as measured from Newdale Road.

If this property is ever assembled with others, as part of a unified development, the number of curb cuts along Connecticut Avenue, between Manor Road and Chevy Chase Lake Drive, should be reduced. Any new development on this site should be designed to minimize the impact on the existing homes on Laird Place and Loughborough Place. The Design Guidelines provide further guidance.

Newdale Mews (Site 5 on Map 9, west of Connecticut Avenue)

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

The Newdale Mews garden apartments add to the diverse housing opportunities in Chevy Chase Lake. To prioritize additional housing choices in the Center, compatible with the adjacent single-family homes, the Plan recommends rezoning allowing only the smallest amount of commercial uses possible in the zone. Since commercial uses on this site are unlikely to be compatible with the adjacent housing, they are discouraged. Should the property be assembled with the adjacent service station, commercial uses and density should be located on Connecticut Avenue.

The recommended zoning allows a maximum height of 50 feet. The height should be measured from Newdale Road and no building should be more than 4 stories tall.

An essential part of redeveloping this site will be to maintain compatibility with the single-family homes to the north. Particular attention should be paid to the following:

- Solar access and shading;
- Maintaining and extending building setbacks from the existing single-family residential properties: new development should be set back from the rear property line between 35 and 50 feet;
- Vegetative screening, including maintaining existing viable trees and increasing landscaping to create an attractive buffer between existing homes and new development; and
- View corridors between the new buildings.

The Design Guidelines provide further recommendations to promote compatibility.

8402 Connecticut Avenue (Parkway Custom Drycleaning) (Site 6 on Map 9)
Rezoned from C-1, R-10, and R-90 to CRT2.0, C0.5, R2.0, H70

Located just south of the Purple Line, this site is a gateway into the Chevy Chase Lake Center. The Plan's proposed rezoning extends the density, land use, and height recommendations from the adjoining properties, along Connecticut Avenue. Redevelopment should also address the Chevy Chase Lake Trolley Station site, a historic resource located on this site.

8401 Connecticut Avenue (Site 7 on Map 9)
Rezoned from C-1, I-1, and R-30 to CRT4.0, C4.0, R4.0, H150

The property is currently within three separate zoning districts that allow convenience commercial along Connecticut Avenue, light industrial along the Capital Crescent Trail, and low-density multifamily residential along Chevy Chase Lake Drive. The site is occupied by a 13-story office tower, with an attached two-story commercial building and a separate parking structure. The recommended zoning provides flexibility to redevelop the site with multiple buildings containing commercial, residential, and mixed uses. However, commercial development other than ground-floor retail, restaurant, and similar uses must be limited to the western portion of the site, closer to Connecticut Avenue. Residential uses may be located anywhere on the site.

The Plan recommends a maximum building height of 150 feet, which is limited to the western portion of the site closer to Connecticut Avenue. The design of a 150-foot-tall building along Connecticut Avenue should address the same design goals recommended for the Chevy Chase Lake East shopping center, located to the north of the Purple Line. The Design Guidelines again provide further guidance. Building heights on the eastern portion of the site are limited to 125 feet, which allows transition to the residential buildings at the east end of Chevy Chase Lake Drive.

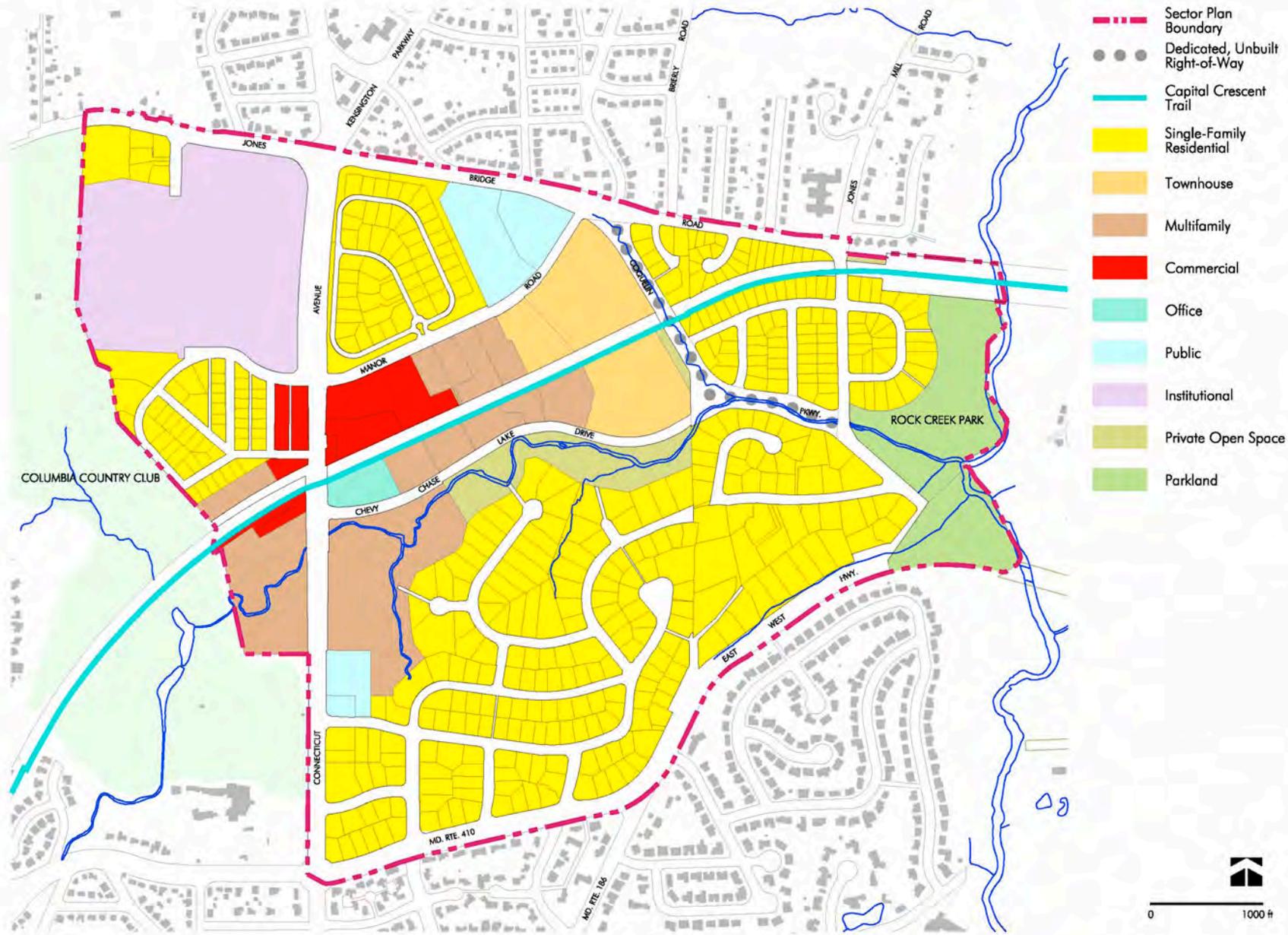
The highest priority must be the redevelopment of the existing office building, the design of which is incompatible with the urban design goals of this Plan. The recommended densities are sufficient to accommodate multiple buildings and incentivizes redevelopment of the existing office building. They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

The design of new development must be oriented towards and reinforce the activation of the southern portion of the new street recommended to connect Manor Road with Chevy Chase Lake Drive.

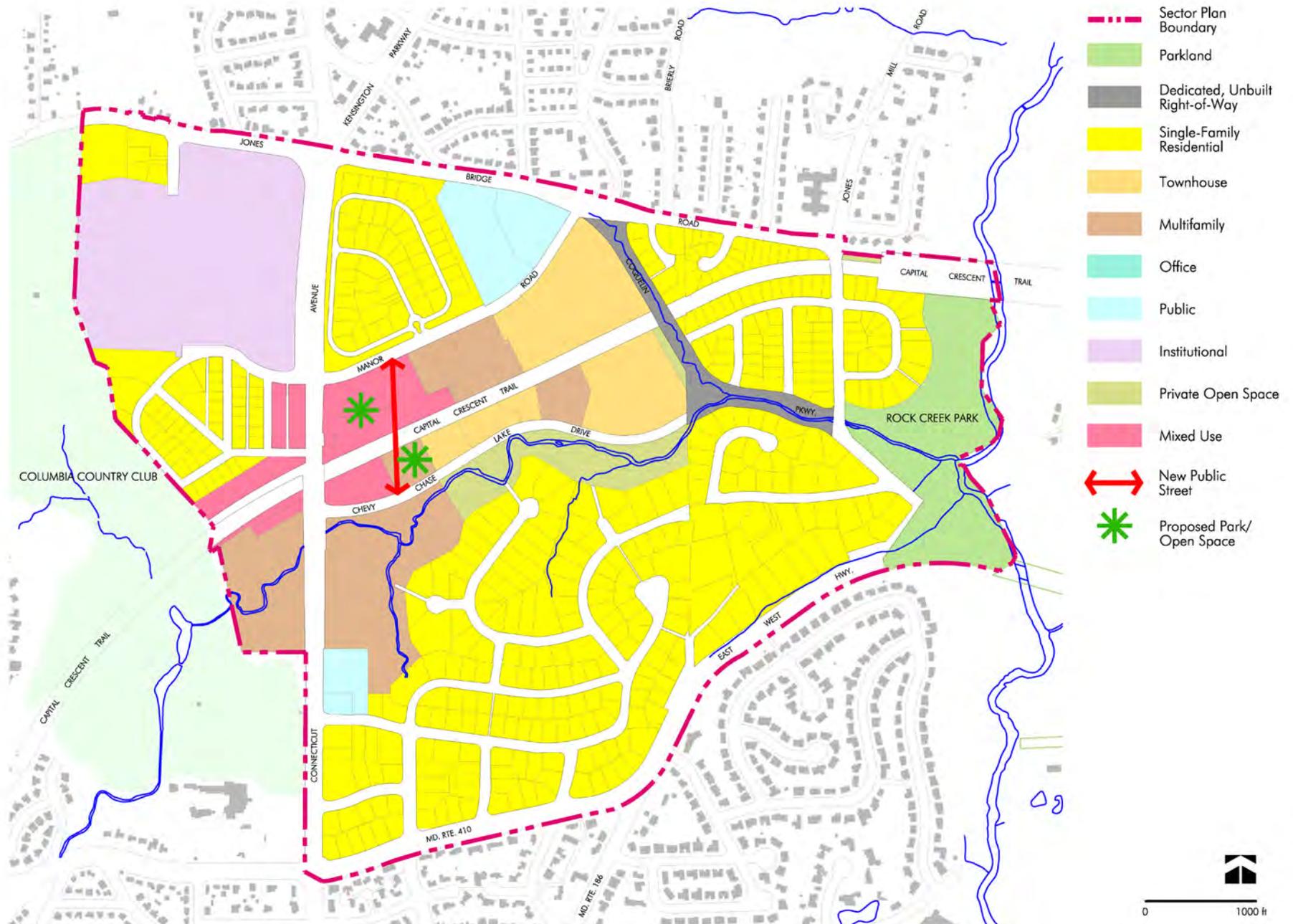
All remaining properties in the Plan Area

The Sector Plan reconfirms current residential zoning categories for all areas located outside the Chevy Chase Lake Center.

Map 6 Existing Land Use



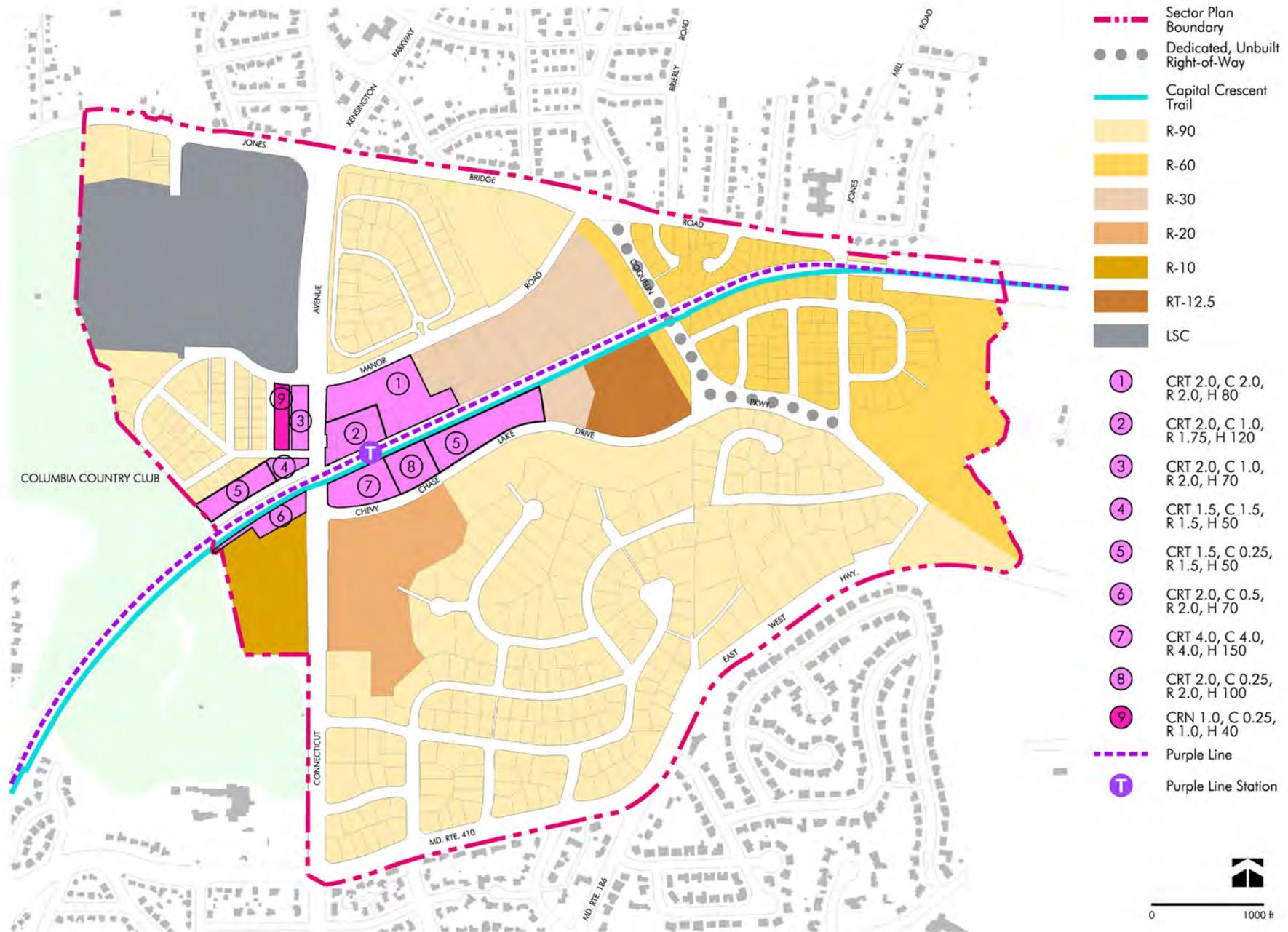
Map 7 Proposed Land Use



Map 8 Existing Zoning



Map 9 Proposed Zoning



Map 10 Access



Access

This section recommends ways to improve access within the Chevy Chase Lake community and beyond. The improvements focus on roadway, bicycle and pedestrian access, and integrating transit.

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.

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.

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 Avenue 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 Walter Reed National Military Medical Center. The initial stages of these multi-phase improvements are already being implemented.

All possible improvements may be considered, to include any transit options that may be developed, and including, but not limited to, the following:

- For the intersection of Connecticut Avenue and East-West Highway:
 - add a third eastbound-to-northbound left-turn lane, and;
 - add a fifth lane from the north on Connecticut Avenue, allowing for an exclusive right-turn lane in the morning peak period and a second southbound-to-eastbound left-turn lane in the evening peak period;
- For the intersection of Connecticut Avenue and Manor Road:
 - add an exclusive right-turn lane from westbound Manor Road to northbound Connecticut Avenue;
- For the intersection of East-West Highway and Jones Mill Road:
 - add a second left-turn lane from southbound Jones Mill Road to eastbound East-West Highway.

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 the Chevy Chase Lake East Shopping Center and the Chevy Chase Lake Apartments (or other affected properties). The final design of the supporting structure for this elevated section should accommodate the recommended right-of-way in a safe and inviting fashion.
- 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 Service 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.
- 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 is subject to the compatibility criteria listed in the Community Character section.

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 ⁵ divided	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 11 Roadway Classifications



Pedestrian and Bicycle

Today, Connecticut Avenue divides the 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 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 the 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 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.



Illustration 5 Enhance Access



Streetscape

New Signalized Street Crossing

Off-peak, on-street parking

Enhanced Street Crossing

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

- 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.
- 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.

To improve bicycle access within the Center, the Plan recommends designation of 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. Further, the Plan supports expanded or enhanced access to the Capital Crescent Trail from all newly developed or redeveloped sites.

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 Chevy Chase Lake Drive, and between Manor Road 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 Parkway, between the Jones Bridge Road/Manor Road intersection and Jones Mill Road, with connections to the Capital Crescent Trail, Chevy Chase Lake Drive, and Coquelin Terrace. If a subsequent detailed study finds the segment between Chevy Chase Lake Drive and Jones Mill Road to be infeasible as a shared-use path, then a natural surface pedestrian path should be built in this segment.
- The south side of Newdale Road between the Capital Crescent Trail ramp and Connecticut Avenue.
- The west side of Connecticut Avenue between Newdale Road and Laird Place.

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

- 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.
- Along Manor Road between Connecticut Avenue and Jones Bridge Road
- Along New Street B-1 between Manor Road and Chevy Chase Lake Drive.

Construct a cycle track, or physically protected, dedicated bike lanes, along the east side of Connecticut Avenue between Chevy Chase Lake Drive and Manor Road.

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	Manor Rd to Jones Bridge Rd ² ; Blackthorn St to Chevy Chase Lake Dr ²	Proposed	Closes a gap in the north-south, off-road bicycle network between CCL Purple Line Station, HHMI, Capital Crescent Trail, Bethesda WRNMMC and NIH, and Washington, D.C.
CT-1	Connecticut Avenue (MD 185)	Cycle Track , or physically protected dedicated bike lanes	Chevy Chase Lake Dr to Manor Rd	Proposed	A segment of the Connecticut Avenue bikeway that provides separation for cyclists from vehicular and pedestrian traffic in an area that will have substantial activity.
LB-1	Manor Rd	Dual Bikeway:shared use path and signed shared roadway	Connecticut Ave to Jones Bridge Rd	Proposed	Provides a direct on-road and off-road bikeway connection between the adjacent neighborhoods, Connecticut Ave, Jones Bridge Rd, and Coquelin Run to the proposed Chevy Chase Lake Center and Purple Line station.

Table 3 Bikeway Classifications Continued

Route number	Name	Type	Limits	Status	Description
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 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.
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.

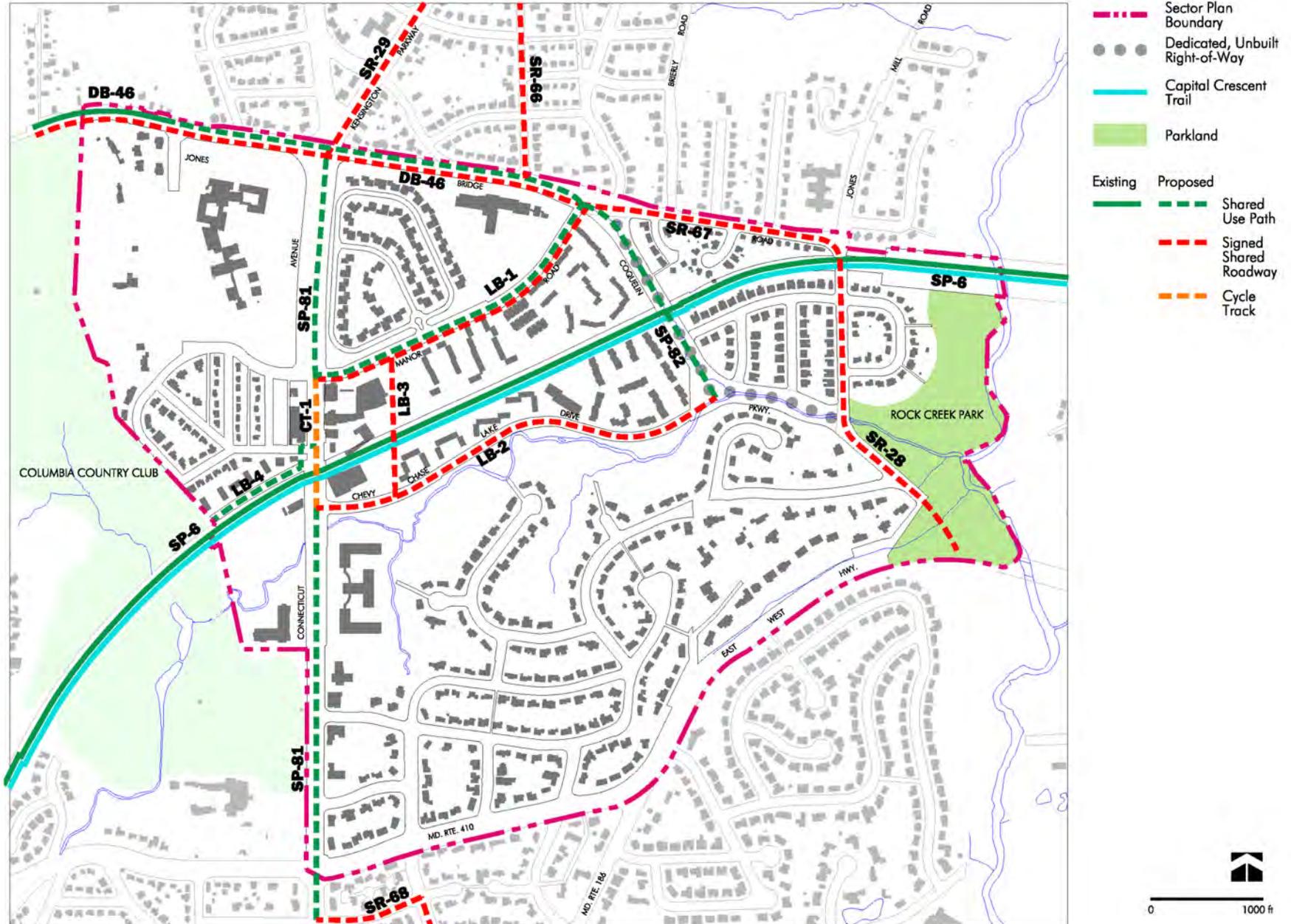
Table 3 Bikeway Classifications Continued

Route number	Name	Type	Limits	Status	Description
LB-3	Street B-1	Signed shared roadway	Manor Rd to Chevy Chase Lake Dr	Proposed	Provides on-road access to the Center.
LB-4	Capital Crescent Trail Connector	Shared-use path	Capital Crescent Trail ramp on Newdale Rd to intersection of Connecticut Ave and Laird Pl	Proposed	Connects the Capital Crescent Trail ramp to the Center. Located on the south side of Newdale Rd and the west side of Connecticut Ave.
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 12 Bikeway Classification



The 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 Center.

Additionally, the Plan makes the following recommendations:

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

Transit

To expand and encourage transit use:

- 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.

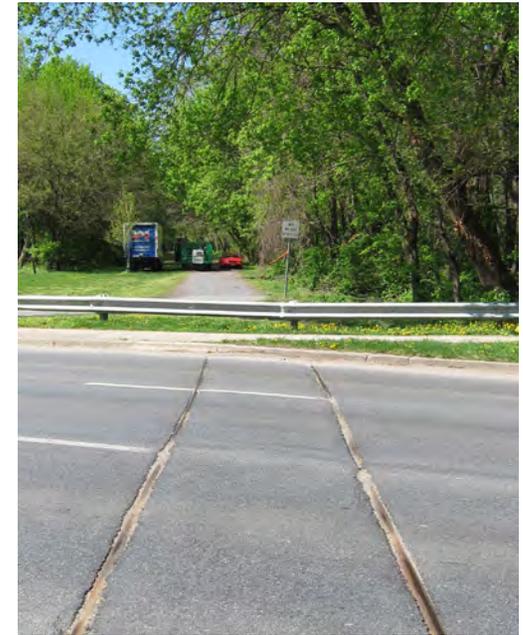


Illustration 6 Purple Line Route



Map 13 Purple Line



Environment

This section includes recommendations to maintain and improve the quality of the natural environment in Chevy Chase Lake.

The Sector Plan recommends that any further development achieve the following objectives:

- Protect the Coquelin Run stream valley network and its associated forested slopes (not including the area of the Coquelin 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 Parkway as a public right-of-way that accommodates only bicycle and pedestrian use.

Additionally, 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. One of the goals of the Plan is to maximize tree cover for new development with overall goals of 25 to 30 percent tree canopy cover in the Chevy Chase Lake Center area. New development should also retain or improve canopy cover throughout the Plan Area, within street medians, along new and existing streets, and in surface parking areas.

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 Facilities

The Chevy Chase Lake community has a wealth of community facilities, including a library, fire station, North Chevy Chase Elementary School, and numerous civic and religious organizations. The Sector Plan included review of the following public community resources:

Library Facilities

The Plan Area is currently served by the Chevy Chase Library, located within a five-minute walk from the Center. Based on recommended library standards, a branch library should be able to support a population of 40,000 users per branch. Montgomery County Public Libraries did not request, nor does the Plan recommend, new or expanded library facilities in the Plan Area.

Fire, Rescue, and Emergency Medical Services

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

In 2004, the County Council passed legislation to reorganize the Fire and Rescue Service by placing all personnel, career and volunteer, under the command of a single fire chief. However, actual services are delivered from the 19 local fire and rescue companies. The County uses an incident command system to coordinate the efforts of paid and volunteer personnel at the scenes of emergencies. MCFRS has determined that existing fire, rescue, and emergency medical services (EMS) at existing stations provide sufficient service to the Plan Area, which is serviced by Chevy Chase Station 7 First Battalion. The Plan does not recommend new or expanded facilities for fire, rescue, or emergency medical services.

Public Schools

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

Police

Chevy Chase Lake is served by the Montgomery County Police Department’s (MCPD) Second District, headquartered in Bethesda. MCPD did not request accommodation of a new facility within the Chevy Chase Lake Plan Area, and the Sector Plan does not recommend one.

Recreation

Chevy Chase Lake is located in the Montgomery County Recreation Department’s “Area II”, and is served by two community centers, the Jane E. Lawton Community Recreation Center (CRC) in the Town of Chevy Chase, and the Wisconsin Place CRC in Friendship Heights. The nearest aquatic facilities include the Bethesda Outdoor Pool just south of the Bethesda Central Business District (CBD) and the Shriver Aquatic Center in North Bethesda. Montgomery County Recreation did not request accommodation of a new facility within the Chevy Chase Lake Plan Area, and the Sector Plan does not recommend one.

There are numerous private recreation facilities proximal to the Plan Area, including the Chevy Chase Recreation Association, Columbia Country Club, and the Chevy Chase Club.

Parks

The Chevy Chase Lake Sector Plan Area only features one existing public park: Jones Mill Road Neighborhood Park, located east of Jones Mill Road. However, the community is served by numerous parks and recreational resources within and outside of the Plan Area, including Rock Creek Park, North Chevy Chase Local Park, Meadowbrook Local Park, Lynbrook Local Park, East-West Highway Neighborhood Conservation Area, Chase Avenue Urban Park, Cheltenham Drive Urban Park, Elm Street Urban Park, Leland Neighborhood Park, Ray’s Meadow Local Park, Elmhirst Parkway Neighborhood Conservation Area, Kensington Parkway Stream Valley Park, and Rock Creek Hills Local Park.

Implementation

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 and Open Space

Land for new publicly-owned parks will be acquired either through dedication by the property owner to, or direct purchase by, the M-NCPPC Parks Department. New privately-owned public open space will be provided by property owners per the requirements of the applicable zoning designation and the recommendations of the Sector Plan. 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 choices, environmentally sound buildings, active streets that connect communities, and innovative design, recommendations for the 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 (H).

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

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.

The public open space on the Chevy Chase Lake East Shopping Center is one of the major public amenities in the Sector Plan and it is possible that the Planning Board will find that the optimum public open space to serve the needs of existing and future residents will be larger than required by the CRT zone. If this is the case, the Planning Board should encourage additional public use space as a public benefit. Other public benefits that should be considered by the Planning Board include the following:

- Affordable housing
- Small business opportunities
- Dwelling unit mix
- Public art
- Habitat preservation and restoration
- Free 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

Improvement	Agency	Cost estimate
Signalized crosswalk on Connecticut Avenue at Laird Place	State Highway Administration (SHA)	TBD
Off-peak, on-street parking on Connecticut Avenue between Chevy Chase Lake Drive and Manor Road	State Highway Administration (SHA)	TBD
Coquelin Run Parkway pedestrian and bicycle improvements	Montgomery County Department of Transportation (DOT)	TBD
Neighborhood sidewalk improvements	State Highway Administration/Department of Transportation	TBD
Shared-use paths	State Highway Administration/Department of Transportation	TBD
New access points to the Capital Crescent Trail	Metropolitan Transit Administration (MTA)/Department of Transportation	TBD
On-road bicycle facilities	State Highway Administration/Department of Transportation	TBD
Roadway improvements	State Highway Administration/Department of Transportation	TBD
Rapid transit vehicle access	Department of Transportation/State Highway Administration	TBD
Tranquility Trail	Department of Transportation	TBD
Purple Line	Metropolitan Transit Administration (MTA)/Department of Transportation	TBD
Local feeder bus service	Department of Transportation	TBD
Neighborhood recreational park	Maryland-National Capital Park and Planning Commission	TBD

Elected and Appointed Officials

County Council

Nancy Navarro, President
Craig Rice, Vice President
Philip Andrews
Roger Berliner
Marc Elrich
Valerie Ervin
Nancy Floreen
George Leventhal
Hans Riemer

County Executive

Isiah Leggett

The Maryland-National Capital Park and Planning Commission

Elizabeth Hewlett, Chair
Francoise Carrier, Vice Chair

Commissioners

Montgomery County Planning Board

Francoise Carrier, Chair
Marye Wells-Harley, Vice Chair
Casey Anderson
Norman Dreyfuss
Amy Presley

Prince George's County Planning Board

Elizabeth Hewlett, Chair
Dorothy Bailey, Vice Chair
Manuel Geraldo
John Shoaff
A. Shuanise Washington

The Plan Process

A plan provides comprehensive recommendations for the use of publicly and privately owned land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a countywide perspective.

Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

STAFF DRAFT PLAN is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. After the Planning Board's changes are made, the document becomes the Public Hearing Draft Plan.

The PUBLIC HEARING DRAFT PLAN is the formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The PLANNING BOARD DRAFT PLAN is the Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a sector plan to the County Council with copies to the County Executive who must, within sixty days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations.

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the relevant Council committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

After Council approval the plan is forwarded to the Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.

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Chevy Chase Lake Sector Plan

Approved and Adopted



MontgomeryCounty Planning Department
M-NCPPC
[MontgomeryPlanning .org](http://MontgomeryPlanning.org)



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