

Report to the Board of Managers

September, 2012

Chevy Chase Lake Sector Plan Update

As we have reported before, anticipating the arrival of the Light Rail Purple Line, the County is in the process of revising the zoning intensity of the Chevy Chase Lake Area. The process began over two years ago and will be completed sometime next spring. In July the County Planning staff presented their recommendations for the rezoning plan. The plan limits height to between 65 and 90 feet and would increase the density of development there to 1.5 million square feet—essentially quadrupling the density. There would be several hundred thousand sq. feet of retail, about 1000-1200 residential units, and very little additional office space. The Planning Board considered these recommendations in July and again on Sept 6th. They have now signaled that they will take public testimony on the plan on October 18th.

The Village has joined with the other municipalities in the Connecticut Ave/Brookville Road area (Town of Chevy Chase, Chevy Chase Sections 3 and 5, Martins Additions and North Chevy Chase) as well as about a dozen Civic and Homeowner Associations likely to be affected by the proposed changes. We have met many times with the Chevy Chase Land Company, and more recently with representatives of other landowners in the area including The Howard Hughes Medical Institute and the County Housing Opportunities Commission, and the owners of the Newdale Mews apartments. If the requested density increases proposed by each of these groups were allowed, the increase would top 2.7 million sq. feet.

Much of the additional development proposed must await the arrival of the Purple Line, which could be many years away. The amount of development which can precede its construction is unclear. At present the Chevy Chase Land Company has approval for 250,000 sq. feet of commercial development. They believe (based on a traffic test) that they can convert their approved density to 750,000+sq. feet of mixed residential and commercial uses. No development above one of those numbers is available pre-Purple Line. Serious questions exist as to how the remaining properties can be rezoned but prevented from developing for many years. While the Sector Plan can have language about when future development can occur, it is only advisory. Another way to time development is through the County's Public Facility test. A third way is to postpone rezoning those properties until the Purple Line arrives—that is the recommendation of the Planning staff and the one I would like for the Village to support.

The Village interest in this area is threefold:

- First and foremost is the certain impact that increased development will have on Connecticut Ave and on Brookville Road. Under even the least dense proposal the Bradley Lane/Connecticut Avenue intersection would fail the County's very liberal traffic tests. (See attached chart) Further, the current staff proposal suggests there may be a need for a traffic signal at Brookville Road and East-West Highway, making Brookville an attractive alternative to Connecticut Ave for eastbound traffic.

- Second, many Village residents currently use the convenient retail services provided at Chevy Chase Lake. While redevelopment will retain a significant retail component, some services will disappear altogether (filing stations, hardware store, Chevy Chase Supermarket) and others will be served by structured parking only. The collapse of convenient retail services at the Chevy Chase Center in Friendship Heights is thus likely to be repeated at Chevy Chase Lake
- Third, the existing low scale commercial area compliments the high-quality residential character of Connecticut Ave both north and south of Chevy Chase Circle and as far north as Kensington, and south to the Metro station at Van Ness. The character of the community and the sense of place it underscores is no less important than other more quantifiable considerations.

Communities closer to the proposed development have additional concerns relating to building height, increased density, and other provision of services and community character. By working together with these communities over the last two years, the Village has been able to forge excellent connections to further our interests not only in this matter, but on issues likely to arise in the future where support for us from our neighbors will be valuable. In fact we have already had many of these communities ask how they can support us on the Circle traffic issues.

Our testimony at the public hearing should highlight the negative impact of excess development on Village residents and in addition should support the issues that the communities further north of us have as important concerns. In preparing our testimony, I propose to work with interested Village residents, and representatives of other communities. I will circulate a draft to the Board prior to our next meeting for your review and comment.

Pat Baptiste

Intersection	Additional Evaluation Create 1												Create Mix (Incl. 8401 Conn. Ave.)																	
	Existing			Future (based on existing zoning)			Enhance (pre-Purple Line)			Create (post-Purple Line)			Enhance 1 (Shopping Ctr)			Shopping Ctr + West Side			Shopping Ctr + West Side + HHWM			Shopping Ctr + West Side + HHWM + HOC								
	AM			PM			AM			PM			AM			PM			AM			PM			AM			PM		
	AM	PM	250,000 sf, incl. ~150 du.	AM	PM	1.2 million sf, incl. ~1,000 du.	AM	PM	780,000 sf, incl. ~700 du.	AM	PM	409,800 sf, incl. 344 du.	AM	PM	1.7 million sf, incl. ~1,044 du.	AM	PM	515,000 sf.	AM	PM	2.2 million sf, incl. ~1,450 du.	AM	PM	500,000 sf, incl. ~405 du.	AM	PM	2.7 million sf, incl. ~1,800 du.			
Connecticut Ave & Jones Bridge Rd / Kene Pkwy	1832	1655	1604	1729	1604	1781	1689	1483	1616	1534	1702	1559	9	25	1802	1675	100	116	1809	1673	7	-2	1844	1686						
Connecticut Ave & Manor Rd	1949	1134	1546	1513	1332	1612	1389	1414	1576	1320	1455	1371	41	41	1625	1512	104	57	1636	1538	11	26	1638	1471						
Connecticut Ave & Chewy Chase Lake Dr	945	1090	1049	1337	1219	1119	1504	1078	1320	1094	1371	16	51	1101	1435	7	64	119	1470	18	18	35	1440	1584						
Connecticut Ave & East-West Hwy	1698	1644	2009	2095	1952	1982	1948	1873	1848	1986	1861	13	19	2005	1936	19	75	2017	1938	12	2	2035	2072							
Connecticut Ave & Bradley Ln	1408	1466	1551	1520	1481	1550	1519	1536	1492	1544	1501	8	9	1554	1512	10	11	1562	1518	8	6	1528	1522							
Manor Rd & Jones Bridge Rd	679	505	812	1085	781	990	825	1113	1016	804	1016	-8	-1	1046	1055	242	50	1052	1048	6	-17	889	1098							
Jones Bridge Rd & Jones Mill Rd	1245	854	1568	1132	1459	1089	1570	1094	1473	1086	1479	1096	6	10	1590	1131	111	55	1507	1099	17	-52	1514	1170						
East-West Hwy & Beach Dr / Jones Mill Rd	1087	1574	1371	1732	1339	1650	1324	1667	1327	1632	1327	1	2	1269	1650	42	37	1378	1705	17	15	1378	1701							
Jones Bridge Rd / Platt Ridge Rd	773	969	872	1013	865	1002	871	1012	868	1005	869	1022	1	2	877	1135	8	148	879	1156	2	1	880	1158						
East-West Hwy & Dumbo St	1025	969	1125	1184	1089	1107	1147	1130	1143	1119	1139	1413	28	24	1242	1152	12	19	1159	1173	17	11	1170	1206						
Connecticut Ave & Beach Dr	1332	1060	1285	1599	1776	1479	1796	1531	1779	1487	1782	1494	3	7	2812	1515	30	21	1834	1519	2	4	1830	1528						
Jones Bridge Rd & Spring Valley Rd	813	974	881	1019	874	1008	880	1018	877	1011	1024	1	3	1043	1153	165	139	1045	1155	2	2	1045	1156							

2011 COUNTS

Intersection	Additional Evaluation Create 1												Create Mix (Incl. 8401 Conn. Ave.)																	
	Existing			Future (based on existing zoning)			Enhance (pre-Purple Line)			Create (post-Purple Line)			Enhance 1 (Shopping Ctr)			Shopping Ctr + West Side			Shopping Ctr + West Side + HHWM			Shopping Ctr + West Side + HHWM + HOC								
	AM			PM			AM			PM			AM			PM			AM			PM			AM			PM		
	AM	PM	250,000 sf, incl. ~150 du.	AM	PM	1.2 million sf, incl. ~1,000 du.	AM	PM	780,000 sf, incl. ~700 du.	AM	PM	409,800 sf, incl. 344 du.	AM	PM	1.7 million sf, incl. ~1,044 du.	AM	PM	515,000 sf.	AM	PM	2.2 million sf, incl. ~1,450 du.	AM	PM	500,000 sf, incl. ~405 du.	AM	PM	2.7 million sf, incl. ~1,800 du.			
Connecticut Ave & Jones Bridge Rd / Kene Pkwy	1621	1566	1628	1503	1474	1650	1514	1510	1536	1614	1510	1510	6	35	1722	1635	102	109	1727	1642	5	7	1759	1656						
Connecticut Ave & Manor Rd	1120	1242	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367	1367						
Connecticut Ave & Chewy Chase Lake Dr	801	1063	1008	1227	985	1201	1045	1482	1315	1307	1520	1379	139	59	1417	1680	29	81	1437	1678	20	18	1478	1799						
Connecticut Ave & East-West Hwy	1533	1513	1627	1768	1700	1894	1817	1849	1724	1860	1762	11	29	1045	1940	25	-65	1066	1976	21	36	1089	1457							
Connecticut Ave & Bradley Ln	1456	1453	1627	1408	1398	1628	1435	1611	1408	1618	1409	7	1	1632	1430	14	21	1639	1436	7	6	1641	1826							
Manor Rd & Jones Bridge Rd	584	890	788	1098	775	1114	828	1079	939	998	1000	-8	2	828	1070	-105	70	814	1101	-14	31	783	1095							
Jones Bridge Rd & Jones Mill Rd	1000	785	1299	1056	1132	1090	1145	1085	9	1231	1096	77	11	1244	1092	13	-4	1289	1100	4	3	1393	1683							
East-West Hwy & Beach Dr / Jones Mill Rd	1037	1537	1384	1600	1287	1299	1663	1289	1611	1292	1615	3	4	1363	1670	71	55	1367	1672	4	3	1393	1683							
Jones Bridge Rd / Platt Ridge Rd	674	878	763	911	758	909	763	916	761	911	762	1	1	770	1059	8	147	771	1050	1	1	772	1051							
East-West Hwy & Dumbo St	949	1050	1023	1183	999	1157	1045	1223	1013	1185	1029	16	25	1040	1211	11	1	1056	1216	16	5	1067	1226							
Connecticut Ave & Beach Dr	1332	1060	1285	1599	1776	1479	1796	1531	1779	1487	1782	1494	3	7	2812	1515	30	23	1791	1431	4	4	1807	1439						
Jones Bridge Rd & Spring Valley Rd	813	974	881	1019	874	1008	880	1018	877	1011	1024	1	3	1043	1153	175	146	1051	1154	1	1	1052	1155							

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