



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 16-004
Sketch Plan No. 320160030
Chevy Chase Lake, Blocks A, B and D
Date of Hearing: January 21, 2016

JAN 28 2016

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on October 22, 2015, The Chevy Chase Land Company and Bozzuto Development Company ("Applicant") filed an application for approval of a sketch plan for construction of a mixed-use development including up to 1,526,289 square feet total development with up to 1,385,360 square feet of residential uses and up to 676,700 square feet of non-residential uses on 15.94 acres including the Chevy Chase Lake East Shopping Center (Block B) zoned CRT 2.0: C 2.0, R 2.0, H 80 and CRT 2.0: C 1.0, R 1.75, H 120; the Chevy Chase Lake West Shopping Center (Block A) zoned CRT 2.0: C 1.0, R 2.0, H 70 and CRN 1.0, C 0.25, R 1.0, H 40; and 8401 Connecticut Avenue (Block D) zoned CRT 4.0, C 3.5, R 3.5, H 150, located between Chevy Chase Lake Drive and Manor Road on both sides of Connecticut Avenue ("Subject Property") in the Bethesda Chevy Chase Policy Area and Chevy Chase Lake Sector Plan ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320160030, Chevy Chase Lake, Blocks A, B and D ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated January 11, 2016, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on January 21, 2016, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

Approved as to
Legal Sufficiency:

M. C. D. 1/14/16

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WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320160030, Chevy Chase Lake, Blocks A, B and D, for construction of a mixed-use development including up to 1,526,289 square feet of total development with up to 1,385,360 square feet of residential uses and up to 676,700 square feet of non-residential uses on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 1,526,289 square feet of total development on the Subject Property. The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Site Plan. Per the Sector Plan, the Pre-Purple Line density on Block B is limited to development that does not exceed the approved trip generation credit of 503 morning, and 1,051 evening vehicular trips.

2. Height

The development is limited, as illustrated on the Sketch Plan, to a maximum height of:

- a. 40 feet on Block A, Site A1
- b. 70 feet on Block A, Site A2
- c. 120 feet on Block B, Building B1
- d. 80 feet on Block B, Buildings B2 and B3
- e. 150 feet on Block D

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.1. Total points must equal at least 50 and be chosen from at least three categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. Major Public Facility, achieved through providing a bike share station on site and a master-planned Neighborhood Square;
- b. Transit Proximity, achieved through location abutting/confronting a sector-planned Level 2 Transit Station;
- c. Connectivity and Mobility, achieved through transit access improvement and wayfinding;
- d. Quality of Building and Site Design, achieved through exceptional design and structured parking; and
- e. Protection and Enhancement of the Natural Environment, achieved through a vegetated roof.

4. Public Space

The Applicant must construct an approximately ½-acre public open space on Block B, as conceptually shown on the Sketch Plan, that will be privately owned and maintained. The exact size, location and design will be determined at the time of Site Plan.

5. New Street B-1

The Applicant must design, construct and maintain New Street B-1 between Manor Road and the Purple Line. The final extent, delineation and alignment of any private rights-of-way or easements will be determined at the time of Preliminary Plan. Easements for private streets must be approved by the Planning Board and MCDOT. The Applicant must enter into a Maintenance and Liability Agreement for each easement, which must identify the Applicant's responsibility to maintain all the improvements within the easement areas in good fashion and in accordance with applicable laws and regulations.

6. Environment

The Applicant must coordinate with the Maryland Department of Natural Resources and M-NCPPC Staff to address as appropriate the guidelines and recommendations regarding any Rare, Threatened, or Endangered species identified in the vicinity of the site.

7. Future Coordination for Preliminary Plan(s) and Site Plan(s)

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan:

- a. Fire and Rescue access and facility details;
- b. Streetscape details;
- c. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- d. Implementation of transportation improvements;
- e. Consideration of building-to-street interface to maximize activation and safety;
- f. Provide a mid-block pedestrian connection between Loughborough Place and the sidewalk on the west side of Connecticut Avenue (through Block A);
- g. Focus on energy efficiency in building design features;
- h. Noise analysis at the time of Preliminary Plan;
- i. Stream restoration work and/or riparian forest enhancements within the same watershed that includes elements such as bank stabilization, removal of invasive species and planting of native species;
- j. Maximize, to the extent possible, tree cover for new development with overall goals of 25 to 30 percent tree canopy for the Chevy Chase Lake Center area;
- k. Finalize the NRI/FSD;
- l. Necessary right-of-way dedication;
- m. Provide transportation mitigation strategies as determined at the time of Preliminary Plan(s) and Site Plan(s);
- n. Abandonment of the alley on Block A;
- o. Provide the separated bicycle facility (cycle track) on the east side of Connecticut Avenue and all other associated improvements listed in the Sector Plan for Connecticut Avenue;
- p. Coordinate with the adjacent property owner to the south for the design and construction of New Street B-1; and
- q. Coordination with Maryland Transit Administration (MTA) in regards to the Purple Line.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

1. *The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.*

a. Use Standards

Section 3.5.11.B.2.a.iii of the Zoning Ordinance sets forth the use standards for retail/service establishments over 50,000 square feet that are permitted as a limited use in the CRT Zone. The Applicant proposes a grocery store, which may be up to 60,000 square feet in Building B3. The grocery store confronts properties zoned R-90 (Residential Detached Zone) across Manor Road, which are improved with residential uses. As such, as required by the Optional Method of Development, and in satisfaction of the additional standards for approval contained in Section 3.5.11.B.2.a.iii, the grocery store will be subject to Site Plan approval.

b. Development Standards

The Subject Property includes approximately 15.94 acres including the Chevy Chase Lake East Shopping Center (Block B) zoned CRT 2.0: C 2.0, R 2.0, H 80 and CRT 2.0: C 1.0, R 1.75, H 120; the Chevy Chase Lake West Shopping Center (Block A) zoned CRT 2.0: C 1.0, R 2.0, H 70 and CRN 1.0, C 0.25, R 1.0, H 40; and 8401 Connecticut Avenue (Block D) zoned CRT 4.0, C 3.5, R 3.5, H 150. The data table below demonstrates the Application's conformance to the applicable development standards of the zones.

Section 59 - 4	Development Standard	Permitted/Required	Approved
	Gross Tract Area / Net Lot Area (sf) Block A Block B Block D TOTAL		134,711/80,404 412,215/271,144 147,341/85,287 694,267/436,834
4.5.4.B.2.b	Density Block A Block B Block D TOTAL FAR/GFA² Commercial FAR/GFA Residential FAR/GFA	 Commercial FAR/GFA Residential FAR/GFA Commercial FAR/GFA Residential FAR/GFA Commercial FAR/GFA Residential FAR/GFA 1.75/1,214,693 2.06/1,426,976	 Combined with Block D Totals ³ 0.53/216,900 1.74/717,800 1.63/459,800 ⁴ 2.36/667,559 0.97/676,700 2.00/1,385,360
4.5.4.B.2.b	Building Height (feet) Block A: Site A1 Site A2 Block B: Building B1 Building B2 Building B3 Block D: Building D1 Building D2	 40 70 120 80 80 150 150	 40 70 120 80 80 150 150
4.5.4.B.1	Open Space (minimum)⁵		
If townhouses are built on Site A1	Site A1 - Common Open Space – (%/sq.ft.) Site A2, Blocks B and D - Public Open Space (%/sq.ft.) Combined (%/sq.ft.)	10/3,846 10/37,740 <hr/> 10/41,586	10/3,846 10/38,154 <hr/> 10/42,000
If multi-unit living is built on Site A1	Blocks A, B and D - Public Open Space (%/sq.ft.)	10/41,586	10/42,000

² Densities in the table accommodate options as submitted by the Applicant at the time of Sketch Plan but may be modified or reallocated up to the maximums allowed under the sum of the respective total, commercial, and residential densities allowed on all properties, with the exception of Block A1, which will not be developed above the maximum total density of 57,454 square feet, including up to 15,599 square feet of commercial density.

³ At the time of the Sketch Plan application, the Applicant proposed averaging the density between existing lots, pursuant to Section 59-4.5.1.B of the 2014 Zoning Ordinance, as the Property's lots are directly abutting, subject to the same sketch plan, and maximum residential density limits apply to the entire Project. Upon further review, it has been determined that pursuant to Section 59-4.5.1.B of the 2014 Zoning Ordinance, FAR Averaging only applies between two or more properties—because the entire site in this Application is currently under common ownership, the Chevy Chase Land Company, it constitutes a single property, and therefore FAR Averaging does not apply to this Application.

⁴ Proposed total density for Block D includes Block A.

⁵ Final open space may be allocated over one or more blocks and will be constructed at least proportionally with each phase.

The Sketch Plan meets the development standards of Section 59-4.5, as shown in the Data Table above. The Application will provide the minimum required number of bicycle parking spaces for residents and visitors, and commuter shower/change facilities within the building, which will be determined at the time of Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the number of residential dwelling units.

c. General Requirements

i. *Site Access*

The Sketch Plan will provide improvements to both the pedestrian environment and vehicular circulation. An important component of Block B is the construction of the Sketch Plan's portion of New Street B-1, as recommended in the Sector Plan. New Street B-1 is a segment of a new street that will enhance connectivity in the future by linking Chevy Chase Lake Drive with Manor Road, the future Purple Line rail station, the Capital Crescent Trail, and commercial services.

ii. *Parking, Queuing, and Loading*

Adequate parking, queuing and loading for the buildings will be provided and will be determined at the time of Preliminary Plan(s) and Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the number of residential dwelling units.

iii. *Open Space and Recreation*

Block B will provide a significant amount of open space on-site. In accordance with the Optional Method of Development standards in the CRT Zone, Block B will provide the minimum percent of the site area as public open space. As recommended in the Sector Plan, Block B will include the construction of an approximately 20,800 square foot Neighborhood Square. The design of the Neighborhood Square will be determined at the time of Site Plan. Block A will provide both common open space (if townhomes are developed) and public open space. The open space will be designed in accordance with the standards contained in Division 6.3. Block D will provide the minimum percent of the site area as public open space. Final location and square footage of open space will be determined at the time of Site Plan(s).

Each phase of the development will provide recreational components for future residents, including amenities such as a pool, roof top decks, interior courtyards and a shared fitness center. The Applicant's

recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CR Zone, will be submitted at the time of Site Plan(s).

iv. *General Landscaping and Outdoor Lighting*

Landscaping and lighting, as well as other site amenities, will be provided to ensure that these facilities will be safe, adequate, and efficient for year-round use and enjoyment by residents and visitors and final details will be determined at the time of Site Plan(s).

2. *The Sketch Plan substantially conforms to the recommendations of the Sector Plan.*

Planning Themes of the Sector Plan

The Application substantially conforms to the recommendations for the Subject Property included in the Sector Plan and the Approved Design Guidelines for Chevy Chase Lake. One of the primary objectives of the Sector Plan is to preserve the distinct character of Chevy Chase Lake and build on the existing community assets to create a better Center with more housing, shops, open space and better pedestrian and vehicular access.

The Application responds to the three main planning themes in the Sector Plan:

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

The Application, located entirely within the Town Center, will facilitate the creation of a vibrant, mixed-use, transit-oriented Town Center. The Sketch Plan's design displays particular sensitivity to the surrounding residential uses and will promote compatibility with the existing character of Chevy Chase Lake. The Application will closely follow the Sector Plan Design Guidelines, and the traditional architecture conveyed through the detailing of the façades, silhouettes, and roof elements will be compatible with the existing, distinctive character of the community.

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

As recommended in the Sector Plan, the Sketch Plan provides for a mix of uses, including street activating uses such as ground-floor retail and restaurants, within close proximity to the existing residential communities and the proposed Purple Line station. The Application will substantially improve the pedestrian environment and vehicular access within Chevy Chase Lake. The Application includes the construction of new internal streets that will provide a more efficient means of transportation and access to neighborhood commercial services in the Town Center. The design of the internal streets will create an enjoyable and safe pedestrian space that is buffered from vehicular traffic. The Sketch Plan will also provide streetscape improvements along Manor Road and Connecticut Avenue to provide enhanced pedestrian connections. In addition, the Sketch Plan will provide key bicycle-oriented amenities along this important biking corridor, including a dedicated bike lane along Connecticut Avenue (cycle track), storage facilities, a bike share station and a network of shared-use internal streets.

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

The Application will contain a significant amount of new residential development. As recommended in the Sector Plan, the Sketch Plan will provide diverse housing opportunities including a variety of unit sizes and layouts to facilitate the availability of new housing in a range of types and rents. The Application will provide housing opportunities for a variety of income levels, including MPDUs in conformance with Chapter 25A.

Additionally, the Application provides a significant amount of neighborhood retail and service uses, including restaurants that will support the surrounding residential communities. Block B of the Sketch Plan proposes a new grocery store that will provide a desired amenity for existing and future residents of Chevy Chase Lake and will also anchor and support the on-site retail. The Subject Property is located in close proximity to the future Purple Line station, which, in combination with the on-site pedestrian and vehicular circulation, will provide for improved access to the proposed commercial services and facilities.

Land Use

The Sector Plan provided specific recommendations for the development of the Subject Property, which the Application incorporates:

Chevy Chase Lake East Shopping Center (CRT2.0, C2.0, R2.0, H80 and CRT2.0, C1.0, R1.75, H120)

In 2002, the Planning Board approved a Preliminary Plan for 248,372 square feet of commercial development at the Chevy Chase Lake shopping center, on the east side of Connecticut Avenue. This included 174,016 square feet of retail and 74,356 square feet of office uses. At the time the Sector Plan was approved, the development was unbuilt, though the approval remains valid until at least 2022. The Sector Plan recommended that trips associated with the development in Block B (Phase One) be capped at 503 total AM peak hour trips and 1,051 total PM peak hour trips. This trip cap is intended to mirror the traffic impacts for the existing Preliminary Plan and associated trip credits approved for this site. The Application will conform to this recommendation and Block B will not exceed the cap.

The Sector Plan recommends a maximum building height of 120 feet on the portion of the Subject Property adjacent to Connecticut Avenue and the Purple Line station. The Sector Plan recommends the remainder of the Chevy Chase Lake East Shopping Center have a maximum building height of 80 feet, which only applies to a proposed hotel located at the corner of Connecticut Avenue and Manor Road. The Sector Plan states that 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. The Sketch Plan's structures will step down in height from a maximum of 120 feet to 70 feet (80 feet if Building B2 is a hotel) 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 Sketch Plan's scale of buildings provides a sense of enclosure along Connecticut Avenue and signals that the blocks between Manor Road and Chevy Chase Lake Drive are a distinct and identifiable center.

The Sector Plan recommends that the Chevy Chase Lake East Shopping Center site also include an approximately $\frac{1}{2}$ acre public open space, which 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. The Sketch Plan conforms to the recommendation by providing an approximately $\frac{1}{2}$ -acre new public open space (Neighborhood Square) with attractive amenities to be determined at the time of Site Plan, and the Neighborhood Square will be located central to the block.

The Sector Plan recommends redevelopment of the Chevy Chase Lake East Shopping Center to 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, and construction of the full-width roadway, including sidewalks, street trees, and streetscape pavers, as described in the Design Guidelines for this Plan. Phase One, Block B includes constructing the portion of the new master-planned street between Chevy Chase Lake Drive and Manor Road on the Subject Property (New Street B-1), including sidewalks, street trees, and streetscape pavers as described in the design guidelines, to provide vehicular, pedestrian, and bicycle access to the future Purple Line station, adjacent neighborhoods, and roadways.

Chevy Chase Lake West Shopping Center and Loughborough Place parking lot (CRT2.0, C1.0, R2.0, H70 and CRN 1.0, C0.25, R1.0, H40)

The Sector Plan recommends the emphasis remain on residential development for Block A and a smaller proportion of commercial uses to allow a transition to the residential community on the west. The 70-foot maximum building height recommended by the Sector Plan, which the Application includes along Connecticut Avenue, will further provide a strong edge and sense of enclosure to this block. The Sector Plan further recommends the existing parking lot along Loughborough Place be zoned to allow a low-density mixed-use zone in order to provide a transition between the existing single-family neighborhood and the mixed-use center, both in height and land use. The Sketch Plan steps height down from 70 feet to 40 feet in this location, which provides an appropriate transition from the Center to the adjacent single-family neighborhood. The buildings will be designed to have a residential appearance.

To facilitate access, the Sector Plan recommends a mid-block pedestrian connection between Loughborough Place and Connecticut Avenue. The Sector Plan also supports the abandonment of the public alley located on the site. At the time of Site Plan(s) for Block A, the Applicant will need to provide a mid-block pedestrian connection. The Sector Plan also supports the abandonment of the public alley located on the site, which the Applicant will be pursuing through the Council Abandonment process.

8401 Connecticut Avenue (CRT4.0, C3.5, R3.5, H150)

The Sector Plan recommends a maximum building height of 150 feet at this site, limited to the western portion of the site closer to Connecticut Avenue, and the building design should address the same design goals recommended for the Chevy Chase Lake East Shopping Center. The Sector Plan further states that the building heights on the eastern portion of the 8401 Connecticut Avenue site are limited to 125 feet, which allows transition to the residential buildings at the east end of Chevy Chase Lake Drive.

The Sector Plan states that the highest priority must be the redevelopment of the existing office building, the design of which is incompatible with the Plan's urban design goals. Block D will be oriented towards the southern portion of New Street B-1, which will connect Manor Road with Chevy Chase Lake Drive, as recommended in the Plan.

The Sector Plan strongly recommends that no development occur on the eastern portion of the 8401 Connecticut Avenue site until the current office building site has redeveloped. A redevelopment proposal for the western portion of the site will occur before new construction on the eastern portion of the site.

Transportation Network

The Applicant will construct their portion of the New Street B-1 under the conditions specified in the Sector Plan. New Street B-1 will be a segment of a new local business district street recommended in the Sector Plan that will enhance connectivity by linking Chevy Chase Lake Drive with Manor Road (P-14), providing access to the planned Purple Line light rail station, and serving as a shared roadway for bicycles as recommended in the Sector Plan. The development associated with the Sketch Plan will be a key node along a major regional recreational resource and transportation route, the Capital Crescent Trail. This connection to the Trail will further promote bicycling as a viable mode of transportation for daily living, recreation, and work with its proximity to residences and businesses. The Sketch Plan will provide key bicycle-oriented amenities along this important biking corridor, including a dedicated bike lane along Connecticut Avenue, storage facilities, a bike-share station and a network of shared-use internal streets.

Open Space

The Sketch Plan's public open spaces are consistent with the Sector Plan recommendations. The Sector Plan recommends a new, approximately ½-acre Neighborhood Square to be located on the Subject Property. The Sector Plan recommends that this public open space serve as a gathering place for existing and new residents and have the amenities necessary to make it an appealing destination for the entire community. The Sketch Plan includes an approximately ½-acre new public open space with attractive amenities located between Buildings B1 and B2, fronting Connecticut Avenue and New Street B-1.

Environment

The Sector Plan contains several recommendations to preserve and restore environmental features while minimizing the impact of future development, including expanding the existing tree canopy and promoting sustainable site

and building design to mitigate negative environmental impacts. The Sketch Plan illustrates landscaping throughout the Subject Property and anticipates a vegetated roof on Buildings D1 and D2. A goal of the Sector Plan is to maximize tree cover for new development with overall goals of 25 to 30 percent tree canopy for the Chevy Chase Lake Center area, with retaining or improving canopy cover within street medians, along new and existing streets, and in surface parking areas, which the Application supports to the extent possible.

3. *The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of any development plan or schematic development plan in effect on October 29, 2014.*

The Sketch Plan is not subject to a development plan or schematic development plan.

4. *The Sketch Plan satisfies the green area requirement in effect on October 29, 2014.*

The Subject Property's zoning classification on October 29, 2014 was not a result of a Local Map Amendment.

5. *The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

As discussed earlier in the Sector Plan Conformance Section, the buildings shown in the Sketch Plan are compatible in height and scale with the existing and pending nearby development in the Chevy Chase Lake area. In Block B, the structures will step down in height from a maximum of 120 feet for Building B1 to 70 feet for Building B2 to allow a transition between taller buildings along Connecticut Avenue and the lower existing residential buildings at the end of Chevy Chase Lake Drive. Building B3 will have a maximum height of 70 feet. For Blocks A and D, all three development options provided by the Applicant adhere to the Sector Plan recommendations. Specifically, in all three options for Block A, the residential uses and lower building heights have been strategically located along the site's western boundary to provide a transition between the more intensive uses in the Center and the residential neighborhoods located just outside the Center. In all three options for Block D, the residential development has been strategically located on the eastern portion of the site to provide an appropriate transition to the existing and proposed residential uses to the east. The Sketch Plan achieves compatibility through the architectural design

that will create a residential and pedestrian-friendly scale that complements the surrounding neighborhood.

6. *The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.*

The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. The Sketch Plan will significantly improve vehicular access and circulation by providing new internal private streets and significant streetscape improvements. The design of the internal private streets will promote a safe pedestrian environment by incorporating ample sidewalks, street trees, street furnishings, and on-street parking. Adequate parking will be provided on-site to accommodate all users of the Subject Property, and access to parking and loading has been strategically located to minimize pedestrian-vehicular conflicts.

7. *The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.*

Under Section 59.4.7.1.B, in approving any incentive FAR based on the provision of public benefits, the Planning Board must consider:

1. the recommendations of the applicable master plan;
2. *CR Zone Incentive Density Implementation Guidelines*;
3. any design guidelines adopted for the applicable master plan area;
4. the size and configuration of the site;
5. the relationship of the site to adjacent properties;
6. the presence or lack of similar public benefits nearby; and
7. enhancements beyond the elements listed in an individual public benefit that increase public access to, or enjoyment of, the benefit.

The Planning Board finds that the public benefits proposed by the Applicant as set forth in the following table are appropriate in concept, and appropriate for further detailed review. Final determination of public benefit point values will be determined at Site Plan(s).

Public Benefits Calculations			
Public Benefit	Incentive Density Points		
	Max Allowed	Requested	Approved in Concept
59.4.7.3.A: Major Public Facility			
Bike share station	40	10	10
Sector-Planned Neighborhood Square	40	26	26

59.4.7.3.B: Transit Proximity	15	15	15
59.4.7.3.C: Connectivity and Mobility			
Transit Access Improvement	20	15	15
Wayfinding	10	5	5
59.4.7.3.E: Quality of Building and Site Design			
Exceptional Design	10	7	7
Structured Parking	20	19	19
59.4.7.3.F: Protection and Enhancement of the Natural Environment			
Vegetated Roof	15	2.5	2.5
TOTAL		99.5	99.5

Major Public Facility

Bike share station: The Applicant requests 10 points for the payment of the installation of a bike share station on the Subject Property. This is particularly appropriate benefit given its location adjoining the Purple Line and the Capital Crescent Trail, since bike share will promote circulation to, from and through the Subject Property without use of a motor vehicle and can provide readily-available non-auto access to the Sketch Plan's uses and the ultimate Purple Line station. The Planning Board supports the Applicant's request at this time.

Sector-Planned Neighborhood Square: The Applicant will construct the Sector-Planned Neighborhood Square on the Subject Property. The Planning Board supports the Applicant's requests for 26 points at this time based on following calculation:

$$\{28,800 \text{ (constructed area in square feet)} / 436,834 \text{ (net lot area in square feet)} \times 4\} \times 100 = 26.37 \text{ points}$$

Transit Proximity

The Subject Property is located adjacent to a proposed Purple Line station, which allows the development associated with the Sketch Plan to be eligible for Level 2 transit as defined in the Zoning Ordinance. The Planning Board supports the full 15 points at this time, as suggested in the CR Guidelines.

Connectivity and Mobility

Transit Access Improvement: The Applicant requests 15 points for constructing new transit access. The Applicant will construct a plaza/platform at the Purple Line station at Building B1 with access to the Neighborhood Square. The Planning Board supports the Applicant's request at this time with further detailed improvements to be provided at the time of Site Plan.

Wayfinding: The Applicant requests 5 points for providing a way-finding system that orients pedestrians and cyclists to transit facilities, the nearby Capital Crescent Trail, bike share station, the Purple Line, bus stops, retail services and public open spaces. The Planning Board supports the Applicant's request at this time with further details and refinement to be provided at the time of Site Plan.

Quality of Building and Site Design

Exceptional Design: The Applicant requests 7 points for building or site design that enhances the character of a setting. Per the CR Guidelines, incentive density of 5 points is appropriate for development that meets at least four of the guideline criteria and 10 points is appropriate for development that meets all six criteria. The Applicant asserted that the Sketch Plan will meet 5 of the 6 criteria and that it will 1) provide innovative solutions in response to the immediate context; 2) create a sense of place and serves as a landmark; 3) enhance the public realm in a distinct and original manner; 4) introduce materials, forms, or building methods unique to the immediate vicinity or applied in a unique way; and 5) use design solutions to make compact infill development living, working and shopping environments more pleasurable and desirable. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights. The Planning Board supports the Applicant's request at this time with further details and refinement to be provided at the time of Site Plan.

Structured Parking: The Applicant requests 19 points for structured parking for only the parking that will be below grade. This incentive is granted on a sliding scale based on the percentage of spaces provided above and below grade, and the Applicant anticipates 95% of all parking will be structured below grade with final parking counts to be determined at Site Plan(s). The Planning Board supports 19 points for the below-grade parking at this time.

Protection and Enhancement of the Natural Environment

Vegetated Roof: The Applicant requests 2.5 points for providing vegetated roofs on Buildings D1 and D2 with a soil depth of at least 4 inches and covering at least 33% of the total roof excluding space for mechanical equipment. At the time of Site Plan, the Applicant will provide additional details on meeting the vegetated roof criteria. The Planning Board supports the Applicant's request at this time.

8. *The Sketch Plan establishes a feasible and appropriate phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

As described earlier, the development associated with the Sketch Plan may be built in three phases. Phase One will include the redevelopment of the Chevy Chase Lake East Shopping Center (Block B) with construction of three buildings containing commercial uses and residential units, along with the approximately ½-acre Neighborhood Square and New Street B-1 required by the Sector Plan as described above. Phase One may be broken up into three discrete sub-phases, as described above. Phase Two will include the redevelopment of the Chevy Chase Lake West Shopping Center (Block A) with the residential uses, street level retail and lower building heights, and Phase Three will redevelop 8401 Connecticut Avenue (Block D) with residential and non-residential uses. Phases Two and Three may be sequenced in any order or combined, phase boundaries may be adjusted, and the density of phases shifted at the time of Preliminary Plan or Site Plan approval. The table below shows the public benefits Staff recommends by each phase of development.

Phased Public Benefits				
Public Benefit	Max Allowed	Total Points per Phase		Total Points
		Phase 1	Phases 2 and 3	
Major Public Facility				
Bike share station	40	10	0	10
Master-Planned Neighborhood Square	40	26	0	26
Transit Proximity	15	7.5	7.5	15
Connectivity and Mobility				
Transit Access Improvement	20	0	15	15
Wayfinding	10	3	2	5
Quality Building and Site Design				
Exceptional Design	10	7	0	7
Structured Parking	20	10	9	19
Protection and Enhancement of the Natural Environment				
Vegetated Roof	15	0	2.5	2.5
TOTAL POINTS		63.5	36	99.5

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Sector Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

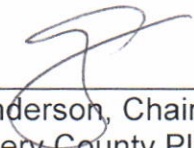
BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of Chevy Chase Lake, Block A, B and D, Sketch Plan No. 320160030 submitted to M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is **JAN 28 2016** (which is the date that this Resolution is mailed to all parties of record); and

* * * * *

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 Dreyfuss, seconded by Vice Chair Wells-Harley, with Chair Anderson, Vice Chair Wells-Harley, and Commissioners Dreyfuss, Presley, and Fani-González voting in favor at its regular meeting held on Thursday, January 21, 2016, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board