

**COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE OF THE WHOLE
COMMITTEE REPORT**

1350 Pennsylvania Avenue, NW, Washington, DC 20004

DRAFT

TO: All Councilmembers

FROM: Chairman Phil Mendelson
Committee of the Whole

DATE: July 12, 2022

SUBJECT: Report on PR 24-789, “Chevy Chase Small Area Plan Approval Resolution of 2022”

The Committee of the Whole, to which PR 24-789, “Chevy Chase Small Area Plan Approval Resolution of 2022” was referred, reports favorably thereon and recommends approval by the Council.

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I. BACKGROUND AND NEED

The purpose of Proposed Resolution 24-789, the “Chevy Chase Small Area Plan Approval Resolution of 2022,” is to approve the proposed Chevy Chase Small Area Plan (SAP), which was prepared by the D.C. Office of Planning in furtherance of the Comprehensive Plan.

The Chevy Chase study area is wholly within ANC 3/4G located in Ward 3 which is in upper Northwest along the District’s boundary with Montgomery County Maryland. It encompasses the two blocks around Chevy Chase’s Main Street Mixed Use Corridor along Connecticut Avenue, NW and is bounded by 41st Street, NW, Military Road, NW, Nevada Avenue, NW, and Western Avenue, NW. This area includes side streets with low density residential land use and Connecticut Avenue’s medium-density residential land use south of

Livingston Street, NW.¹ The Chevy Chase SAP is organized based on six themes: Inviting Social and Cultural Character; Inclusive Built Environment; Reimagined Civic Core; Equitable Housing Strategy; Thriving Retail Corridor; Safe and Sustainable Mobility.²

Small area plans are required to be prepared by the Mayor for select areas of the city that necessitate more specific, locally-targeted planning and land use analysis.³ The law requires that the Mayor make copies of a proposed small area plan available to each affected Advisory Neighborhood Commission and the Council, and that the plan include small area maps depicting land use policies at the small-area level.⁴ Such maps may not be inconsistent with already-adopted District city-wide land use maps or approved ward plans.⁵ The Mayor is required to hold an Executive hearing on each draft small area plan not less than 30 days following the publication of the draft plan and not more than 90 days following its publication.⁶ The Mayor must then transmit the proposed small area plan to the Council within 60 days of the Mayoral hearing, for a 45-day review period.⁷ Once approved, the purpose of a small area plan is to provide supplemental guidance to the Zoning Commission and other District agencies in carrying out the policies of the Comprehensive Plan.⁸

For the Chevy Chase SAP, the planning process, coordinated by the Office of Planning (OP) included substantial public engagement, beginning with an initial public meeting in March 2021. From May to June of 2021 visioning, survey, and workshops occurred and in September 2021 the draft vision and goals were established. A number of community walks, design survey, and workshops were held from November of 2021 to February of 2022 which included charettes that included a number of details that support the overall planning effort.⁹ In all, the planning process included 45 community events led by OP or with OP in attendance, with 12 of the events happening in person (the ongoing COVID-19 pandemic necessitated the majority being virtual meetings).¹⁰ The draft plan was presented to the community in March of 2022, and the Mayoral public hearing was held on April 26, 2022.¹¹

The SAP's recommendations are organized by the six themes cited above. With regard to the **inviting social and cultural character** theme, the CC SAP lays out a framework to guide future growth while remaining sensitive to the neighborhood's features that shape the current

¹ GOVERNMENT OF THE DISTRICT OF COLUMBIA, CHEVY CHASE SMALL AREA PLAN: JUNE 2, 2022, FINAL DRAFT TO THE COUNCIL OF THE DISTRICT GOVERNMENT 4-5 (2022), *available at*: <https://lims.dccouncil.us/Legislation/PR24-0789> [hereinafter CC SAP].

² *Id.* at 16.

³ See D.C. OFFICIAL CODE § 1-306.03(c)(1) (2014).

⁴ *Id.* § 1-306.03(c)(2).

⁵ *Id.*

⁶ *Id.* § 1-306.03(c)(3).

⁷ *Id.* § 1-306.03(c)(4) (“The transmission shall include copies of the Mayor’s public hearing records, and an executive summary that identifies the differences, and the rationale for the differences, between the revised small area action plan and the proposed small area action plan that had been the subject of a public hearing.”).

⁸ *Id.*

⁹ CC SAP, *supra* note 1, at 10.

¹⁰ CC SAP, *supra* note 1, at 11.

¹¹ CC SAP, *supra* note 1, at 11.

neighborhood character. The SAP also acknowledges the legacy of racial discrimination in Chevy Chase and that the neighborhood can continue to grow into an inclusive community that is accessible to a broader range of household types, incomes, and sizes.¹² In the **inclusive built environment** category, the SAP notes that Chevy Chase can play a crucial role in supporting equitable and inclusive growth that is respectful of the neighborhood's physical character while embracing a socially and economically diverse future.¹³ With regard to **reimagined civic core**, the SAP explores how a renovated Chevy Chase Community Center and Library could provide for upgraded public amenities for the community while advancing the District's affordable housing goals by integrating housing on the site.¹⁴

With regard to **equitable housing strategy**, the SAP encourages new and more diverse multifamily housing along four blocks of Connecticut Avenue to include dedicated affordable units (likely to be rental) to expand housing opportunities for Black families and families of color.¹⁵ With regard to **thriving retail corridor**, the SAP acknowledges the impact of the pandemic on retailers and calls for strategies to reactivate commercial corridors including in public space.¹⁶ With regard to **safe and sustainable mobility**, the SAP notes that automobiles along Connecticut Avenue are the predominant mode of transportation, but the Community could support planning for future bike lanes and other transportation strategies that reduce single occupancy vehicle trips and minimize carbon output including planning for electric vehicle infrastructure.¹⁷

Finally, the SAP includes an Urban Design section which outlines four distinct character areas along Connecticut Avenue including the Gateway Civic Core, Western Frontage, and Eastern Frontage. Each area includes principals outlining opportunities for distinct yet connected urban design.¹⁸ This section also contains a number of design guidelines including frontage, streetwall variation, building massing, transitions, and materials.¹⁹ Finally, the section contains public realm design guidelines.²⁰

The SAP also includes an implementation that outlines that the plan will ultimately be implemented through private development and public investment, led by government agencies property owners, and community groups over years and decades. This section describes the role that new zoning will play as the Zoning Commission revises zoning throughout the study area.²¹

This SAP is the first completed since adoption of the Comprehensive Plan Amendment Act of 2021. A new requirement of the Comprehensive Plan is planning through a racial equity lens.

¹² CC SAP, *supra* note 1, at 21.

¹³ CC SAP, *supra* note 1, at 25.

¹⁴ CC SAP, *supra* note 1, at 29.

¹⁵ CC SAP, *supra* note 1, at 34.

¹⁶ CC SAP, *supra* note 1, at 38.

¹⁷ CC SAP, *supra* note 1, at 41.

¹⁸ CC SAP, *supra* note 1, at 45-49.

¹⁹ CC SAP, *supra* note 1, at 50-55.

²⁰ CC SAP, *supra* note 1, at 56-59.

²¹ CC SAP, *supra* note 1, at 60.

To that end, the Chevy Chase SAP includes a section entitled Equity in Place which describes how the plan was developed through such a lens. It guided the planning process by centering a history of discriminatory land use development process; underscoring the equity policies for transportation, housing, and community services and facilities; disaggregating demographic and engagement data by race, gender, and other socio-economic factors; and a transparent and open engagement process that bins with acknowledging an listening to diverse voices from the neighborhood and seeking to expand opportunities for participation.²²

The Committee acknowledges OP’s work in engaging the community during a pandemic which poses both significant challenges but also increased community participation using virtual meetings. As evidenced by some of the testimony below, some members of the community feel that the plan either encourages too much change or not enough. The Committee emphasizes that a small area plan is only the first step to envision future changes to the Chevy Chase neighborhood that will be followed by a number of Zoning Commission and other planning processes that will provide additional input from the public. This plan starts that process, and thus, the Committee recommends approval of PR 24-789.

II. LEGISLATIVE CHRONOLOGY

March 21, 2021	Initial public meeting, to begin the process for the Chevy Chase Small Area Plan; hosted by the Office of Planning.
March 14, 2022	Mayor releases draft Chevy Chase Small Area Plan.
April 26, 2022	Mayoral public hearing on draft Chevy Chase Small Area Plan.
May 31, 2022	PR 24-789, “Chevy Chase Small Area Plan Approval Resolution of 2022” is introduced by Chairman Mendelson at the request of the Mayor.
June 7, 2022	PR 24-789 is “read” at a legislative meeting; on this date the referral of the PR to the Committee of the Whole is official and the 45-day period for Council review begins. If this measure is not acted upon by the Council before October 17, 2022, PR 24-789 will be deemed approved.
June 10, 2022	Notice of Intent to Act on PR 24-789 is published in the <i>District of Columbia Register</i> .
June 14, 2022	Notice of a Public Roundtable is published in the <i>District of Columbia Register</i> .
July 5, 2022	The Committee of the Whole holds a public roundtable on PR 24-789.

²² CC SAP, *supra* note 1, at 8.

July 12, 2022 The Committee of the Whole marks-up PR 24-789.

III. POSITION OF THE EXECUTIVE

PR 24-789 was submitted to the Council by the Executive. Anita Cozart, Acting Director of the Office of Planning (OP), testified on behalf of the Executive in support of PR 24-789 at the July 5, 2022 roundtable. Ms. Cozart testified regarding the content of the SAP and the planning process. She emphasized the OP's efforts to make the process inclusive given the challenges of public meetings as a result of the pandemic. She testified that mailers went to residents within the boundaries of the study area, and that public notice was posted in the community. She testified that OP looked at distinct areas within the study boundaries including the east and west sides of Connecticut, recognizing the differing nature of the areas currently. She testified that the next step would be looking at the current zoning in the area, engaging with the community through the ANC, developing proposed zoning text and map amendments, and eventually submitting those to the Zoning Commission for its consideration.

IV. COMMENTS OF ADVISORY NEIGHBORHOOD COMMISSIONS

ANC 3/4G Chair Randy Speck presented testimony to the Council which were generally supportive of the SAP. In particular, he noted that the ANC's support hinges on the ANC working with OP as an initiator on future zoning cases. ANC 3/4G adopted a resolution making several recommendations to OP by a vote of 5-2-0. Commissioner Speck indicated during his testimony to the Committee that most of the Commission's comments were taken and incorporated into the final SAP.

V. SUMMARY OF TESTIMONY

The Committee of the Whole held a public roundtable on PR 24-789 on Tuesday, July 5, 2022. The testimony summarized below is from that roundtable. A copy of the testimony is attached to this report.

Cheryl Cort, Coalition for Smarter Growth, testified in support of the SAP. She noted that the plan completes the neighborhood-level planning called for in the Comprehensive Plan. She also spoke to the robust public engagement that occurred.

Cheryl Wasserman, Public Witness, testified that the Council should update the design guidelines in the plan. She also asked that the Council support a Chevy Chase historic district. Finally, she called on more planning work with regard to infrastructure.

Randy Speck, Chair, ANC 3/4G, testified to the Commission's resolution (described above) and described how the Commission wanted to work with OP as an initiator on future zoning cases.

Peter Gosselin, Commissioner, ANC 3/4G, testified in his own capacity. He supported the Commission's position. However, he expressed that the planning process had made the community more divided.

Mary Rowse, Chevy Chase DC Conservancy, testified in opposition to the SAP. She cited a number of process concerns, a lack of ability for seniors to be involved in the public engagement process, and described negative comments about the plan on the Chevy Chase neighborhood listserv which she administers.

Jamie Butler, WIN Ward 3, testified in support of the SAP. She testified that she learned about the longstanding discriminatory land use policies in place over the decades in the neighborhood leading to racial inequity. She testified that the plan will support more affordable housing in the neighborhood.

Ronald Kahn, Public Witness, testified in opposition to the plan. He stated that the plan adds no value to the planning work contained in the Comprehensive Plan. He also testified that adopting no plan would be superior to adopting the plan submitted by OP. He discussed previous surveys of the community and their findings.

Donald Crane, Public Witness, testified that the plan should not be adopted in its current form. He discussed the need for strict oversight of any deeply affordable housing with wraparound services in the neighborhood. He also cautioned against Connecticut Avenue development that may push traffic and cars onto side streets. He also spoke against some recommended multimodal improvements of the Avenue and expressed concern over school crowding.

Robin Diener, Library Renaissance Project, testified to the need to retain public ownership of the Chevy Chase Recreation Center and Library parcel. She also expressed that mixed use development of public amenities like a library are problematic. Finally, she testified to the need for additional social housing in the District.

Ellen McCarthy, Steering Committee, Ward 3Vision, testified in support of the SAP. She praised OP's community engagement process. She also spoke positively of the urban design guidelines included in the plan. Finally, she spoke to the need for more affordable housing and how the plan addresses that need.

Schoenecker, Public Witness, testified in support of the SAP for both the process and the substance. He expressed concern whether the Library and Recreation Center site could accommodate all of the uses contemplated by the plan.

Beryl Benderly, Public Witness, testified in opposition to the plan. She criticized OP's community outreach. She also expressed concern that the plan could seriously harm elderly and disabled Chevy Chase resident. She testified that Lafayette Elementary is already overcrowded, and that new young neighbors who come to live in future affordable housing could exacerbate the issue.

Andrea Rosen, Public Witness, testified in opposition to the SAP. She called the engagement process “planning theater.” She criticized the plan for its lack of granularity and enforceability.

Ronald Eichner, Public Witness, testified in support of the SAP. He pushed back on concerns that the community engagement process was flawed. He spoke to the importance of the ANC having a seat at the table in future planning work, including zoning cases.

Mara Verheyden-Hilliard, Public Witness, testified in opposition to the SAP. She said that OP had not meaningfully responded to or incorporated community input and comments into the plan. She stated that the housing goals in the plan were unenforceable and could lead to little additional housing. She also worried that land dispositions contemplated in the plan could benefit wealthy developers.

Karrenthya Simmons, Public Witness, testified in support of the SAP and her work in the District on racial equity coordination. In particular, she lauded the plan’s affordable housing goals and plans for upgraded community amenities in the civic core.

Robert Gordon, President, Chevy Chase Citizens Association, testified in opposition to the SAP as submitted by the Mayor. He expressed concern that the plan will not promote greater inclusivity and affordable housing for residents. He criticized the urban design guidelines and testified that the plan could lead to eventual up-zoning off of Connecticut Avenue.

Lee Mayer, Public Witness, testified in opposition to the plan. She cited the current infrastructure being inadequate to support additional growth. She also criticized related planning efforts including bike lanes.

Steve Seelig, Public Witness, testified in support of the plan. He pushed back on criticism about the engagement process. He also cited the need for Chevy Chase to have more, and more equitable, affordable housing and amenities.

Michele Wolin, Public Witness, testified in opposition to the plan. She stated that the plan is not based on authentic community input. She worried that the plan would lead to the removal of parking and too much density, which would lose the village feel of the neighborhood.

Carolyn Cook, Public Witness, testified in opposition to the SAP. She criticized OP for lack of engagement with residents east of the Chevy Chase neighborhood, especially those residing in Ward 4. She asserted that the District should have provided 30-days’ notice of small area plan meetings.

Anita Cozart, Interim Director, Office of Planning, testified in support of PR 24-789 on behalf of the Executive. Her testimony is summarized in Section III above.

VI. RACIAL EQUITY IMPACT ASSESSMENT

The Mayor submitted the Chevy Chase Small Area Plan to the Council pursuant to D.C.

VII. IMPACT ON EXISTING LAW

The Mayor submitted the Chevy Chase Small Area Plan to the Council pursuant to D.C. Official Code § 1-306.03(c)(4), which requires the transmission of the plan to the Council not more than 60 days after the completion of a Mayoral public hearing. By operation of law, the plan will be deemed approved on the 45th day (excluding Saturdays, Sundays, legal holidays, and days of Council recess) following transmission of the plan by the Mayor, absent Council action.²³ Following approval, pursuant to D.C. Official Code § 1-306.03(c)(4), the plan shall provide supplemental guidance to the Zoning Commission and other District agencies in carrying out the policies of the Comprehensive Plan.

VIII. FISCAL IMPACT

The attached September 4, 2014 Fiscal Impact Statement from the Chief Financial Officer (CFO) states that funds are sufficient in the FY 2015 through FY 2018 budget and financial plan to implement PR 24-789. The CFO notes that the SAP provides a strategic framework for implementing recommendations in the SAP area, but does *not commit* District resources to implement those recommendations. Further, the CFO states that funds required to implement any of the public investment strategies identified in the SAP would need to be budgeted and appropriated in future years or absorbed in existing agency budgets.

IX. SECTION-BY-SECTION ANALYSIS

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|----------------------|--|
| <u>Section 1</u> | States the short title of PR 24-789. |
| <u>Section 2</u> | States that the Mayor transmitted the proposed Chevy Chase Small Area Plan, dated October 10, 2014, to the Council for review pursuant to D.C. Official Code § 1-306.03(c)(4). |
| <u>Section 3</u> | States the findings of the Council with regard to the Chevy Chase planning area and the proposed SAP. |
| <i>Paragraph (1)</i> | Describes the boundaries of the Chevy Chase planning area. |
| <i>Paragraph (2)</i> | Explains the initiation of the planning process |
| <i>Paragraph (3)</i> | Cites to recommendations in the Comprehensive Plan. |
| <i>Paragraph (4)</i> | Describes the publishing of the SAP and the Mayoral hearing. |
| <i>Paragraph (5)</i> | States the purpose of the SAP. |

²³ The 45-day period of review for PR 20-1103 expires on January 7, 2015.

- Paragraph (6)* Lists the goals of the SAP, and outlines its six core themes.
- Paragraph (7)* States that once approved, the SAP will provide supplemental guidance to the Zoning Commission and other District agencies in carrying out the policies of the Comprehensive Plan, the central policy document for planning and development in the city.
- Paragraph (8)* States that the ANC should be considered an implementor for the purpose with respect to future zoning contemplated by the plan.
- Section 4 States that the SAP as submitted is approved by the Council as a small area action plan.
- Section 5 Adopts the Fiscal Impact Statement.
- Section 6 Provides that PR 24-789 shall take effect immediately.

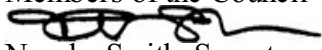
X. COMMITTEE ACTION

XI. ATTACHMENTS

1. PR 24-789 as introduced.
2. Written testimony and comments.
3. Chevy Chase Small Area Plan Executive Summary.
4. Racial Equity Impact Assessment.
5. Fiscal Impact Statement.
6. Legal sufficiency determination.
5. Committee Print for PR 24-789.

COUNCIL OF THE DISTRICT OF COLUMBIA
1350 Pennsylvania Avenue, N.W.
Washington D.C. 20004

Memorandum

To : Members of the Council

From : Nyasha Smith, Secretary to the Council
Date : Monday, June 6, 2022
Subject : Referral of Proposed Legislation

Notice is given that the attached proposed legislation was introduced in the Office of the Secretary on Tuesday, May 31, 2022. Copies are available in Room 10, the Legislative Services Division.

TITLE: "Chevy Chase Small Area Plan Approval Resolution of 2022," PR24-0789

INTRODUCED BY: Chairman Mendelson, at the request of Mayor

The Chairman is referring this legislation to Committee of the Whole. This resolution will be deemed approved on Monday, October 17, 2022 without Council action.

Attachment
cc: General Counsel
Budget Director
Legislative Services



MURIEL BOWSER
MAYOR

June 2, 2022

The Honorable Phil Mendelson
Chairman, Council of the District of Columbia
John A. Wilson Building
1350 Pennsylvania Avenue, NW, Suite 504
Washington, DC 20004

Dear Chairman Mendelson:

Enclosed for consideration by the Council is the proposed resolution the "Chevy Chase Small Area Plan Approval Resolution of 2022," and the accompanying plan.

The Chevy Chase Small Area Plan serves as a guide to implement the Comprehensive Plan's policies for greater equity and sustainability and to advance the District's housing goals with a focus on dedicated affordable housing where none exists today. Additionally, the plan envisions the redevelopment of the Chevy Chase Library and Community Center, which will include civic facilities and affordable housing.

I am proud to have made Washington, DC the first jurisdiction in the country to establish affordable housing goals by neighborhood as part of our 36,000 new homes by 2025 initiative. The Chevy Chase Small Area Plan will allow us to advance more affordable housing in Rock Creek West, where we have the largest affordable housing production goal to ensure more DC residents have affordable options in high opportunity neighborhoods.

I look forward to the Council's prompt and favorable enactment of this legislation.

Sincerely,

A handwritten signature in black ink that reads "Muriel Bowser".

Muriel Bowser
Mayor

Enclosures

1. Chevy Chase Small Area Plan Approval Resolution of 2022
2. Fiscal Impact Statement
3. Legal Sufficiency Memorandum
4. Final Draft Chevy Chase Small Area Plan
5. Executive Summary of Plan Revisions
6. Transcript of the April 26, 2022, Mayoral Public Hearing
7. Written public comments



Chairman Phil Mendelson
at the request of the Mayor

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7 A PROPOSED RESOLUTION
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11 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
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16 To approve the proposed Chevy Chase Small Area Plan.
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19 RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
20 resolution may be cited as the “Chevy Chase Small Area Plan Approval Resolution of 2022”.

21 Sec. 2. Pursuant to Section 4(c)(4) of the District of Columbia Comprehensive Plan Act
22 of 1984 Land Use Element Amendment Act of 1984, effective March 16, 1985 (D.C. Law 5-187;
23 D.C. Official Code § 1-306.03(c)(4)), the Mayor transmitted to the Council the proposed Chevy
24 Chase Small Area Plan, dated June 2, 2022.

25 Sec. 3. The Council finds that:
26

27 (1) The Small Area Plan area is located in Ward 3. The planning area is bounded
28 by 41st Street NW, Military Road NW, Nevada Avenue, NW, and Western Avenue, NW.

29 (2) The Small Area Plan was initiated in March 2021. Between March 2021 and
30 April 2022, the Office of Planning led or participated in 45 community engagement events,
31 online and in-person, including a Virtual Design Workshop on January 22, 2022 and an open
32 house at the Chevy Chase Neighborhood Library on February 23, 2022.

33 (3) The Comprehensive Plan for National Capital: District Elements calls for
34 additional planning efforts in the planning area to analyze land use and policy impacts and ways
35 to capitalize on, mitigate, and incorporate anticipated growth (Policy LU 1.1.1; Section 304.8).

36 (4) The proposed Small Area Plan was published and made available to the public
37 on March 14, 2022, and a Mayoral hearing was conducted on April 26, 2022.

38 (5) The purpose of the Small Area Plan is to set a community-informed vision for
39 equitable and sustainable growth along the Connecticut Avenue corridor. The vision is to
40 facilitate housing production, especially affordable housing, and to improve connectivity and
41 vibrancy through context-sensitive redevelopment.

42 (6) The Small Area Plan is organized around six core themes envisioning Chevy
43 Chase to have:

44 (A) Inviting Social and Cultural Character – The Chevy Chase is inviting
45 and accessible to an increasing diversity of residents, workers, and visitors;

46 (B) Equitable Housing Strategy – Housing options in Chevy Chase are
47 expanded to accommodate a greater range of incomes, ages, and racial diversity;

48 (C) Inclusive Built Environment – The built environment along
49 Connecticut Avenue embraces well-designed and sustainable development that complements the
50 traditional features valued by residents and shoppers today;

51 (D) Thriving Retail Corridor – Chevy Chase enjoys a thriving commercial
52 corridor with a convenient mix of neighborhood-serving shops and services;

53 (E) Reimagined Civic Core – The Chevy Chase Community Center and
54 Library are redeveloped to include mixed-income housing and community gathering spaces and
55 to reinforce this site’s central place in the Connecticut Avenue corridor;

56 (F) Safe and Sustainable Mobility – Chevy Chase is a safe and
57 comfortable place to navigate, with enhanced and accessible multi-modal infrastructure and
58 climate-friendly mobility options.

59 (7) Once approved, the Small Area Plan will provide supplemental guidance to
60 the Zoning Commission and other District agencies in carrying out the policies of the
61 Comprehensive Plan for the National Capital: District Elements.

62 Sec. 4. The Small Area Plan, as submitted, is approved by the Council as a small area
63 action plan.

64 Sec. 5. The Council adopts the fiscal impact statement in the committee report as the
65 fiscal impact statement required by Section 602(c)(3) of the District of Columbia Home Rule
66 Act, approved December 24, 1973 (87 Stat. 813; D.C. Code § 1-233(c)(3)).

67 Sec. 6. This resolution shall take effect immediately.

July 1, 2022

The Hon. Phil Mendelson
Chairman, Committee of the Whole
District of Columbia Council
1350 Pennsylvania Ave. NW
Washington, DC 20004
via: cow@dccouncil.us

Re: **Support** for PR 24-789, “Chevy Chase Small Area Plan Approval Resolution of 2022”

Dear Chairman Mendelson and members of the Committee:

Thank you for the opportunity to provide testimony. Please accept these comments on behalf of the Coalition for Smarter Growth, the leading non-profit organization in the D.C. region advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the DC region to grow and provide opportunities for all.

We are pleased to express our support for the Chevy Chase Small Area Plan (SAP), and ask the Committee and Council to support adoption. This small area plan fulfills a promise to follow up changes to the Comprehensive Plan and Future Land Use Map with a more specific neighborhood-level planning exercise for Chevy Chase. The Chevy Chase Small Area Plan is a helpful guide for creating a more inclusive, diverse, sustainable, and vibrant community. Building off of this exercise, we ask the Council and administration to immediately start the process to redevelop the civic core, and bring the first dedicated affordable homes to this sought-after location.

Robust public engagement

We have engaged with this process since the beginning and appreciate the efforts by DC Office of Planning (OP) to use a variety of approaches to reaching the public during the pandemic. OP was able to reach a large, and diverse cross section of stakeholders. The Coalition for Smarter Growth also contributed to outreach and education in support of the planning effort. We organized complementary online education events and supported the efforts of Ward 3 Vision and other groups to envision a Chevy Chase that is more vibrant and inclusive. For example, see Ward 3 Vision’s [30-Year Vision for Chevy Chase DC](#), and Historic Chevy Chase’s public event with Ward 3 Vision, “[Picture the Plan](#)” held on Oct. 6, 2021. In addition, we all benefited from the special outreach and engagement conducted by the ANC 3/4G in support of the planning effort.

We appreciated that OP provided additional time to review and comment on the draft plan, and commend OP for its response to public input with the revisions to the plan. At this juncture, we ask the DC Council to adopt the plan, and support implementation, which includes creating a form-based zone for the Connecticut Ave. main street corridor.

Advancing equitable housing opportunities

The SAP provides an equitable housing strategy, which incorporates districtwide goals. The plan begins by acknowledging the history of discriminatory land use practices that created the racially segregated Rock Creek West of today. It uses a racial equity lens to frame the plan's development. The plan maps out how we can achieve equitable outcomes through, most importantly, providing new low and moderate income housing opportunities in the community. While the plan is modest in terms of the number of potential homes, and the number of affordable homes, it is still an important step forward for fulfilling the District's commitment to racial equity through its land use policies.

We believe that all DC residents have a stake in this SAP, as it offers modest but real opportunity to create a diversity of new homes. The plan facilitates the construction of deeply affordable housing at the civic core, along with affordable homes created through IZ, and IZ Plus on private property. The plan area currently has no dedicated affordable homes. The area has not added new homes in years, with no new homes projected in the future. Thus, the plan is an important advance for this exclusive part of DC.

We commend the treatment of the civic core, and the promise to rebuild a new library, community center, and affordable housing. This site is the area's best opportunity for providing deeply affordable housing since the public property eliminates the high cost of land from the equation. We urge the Council and administration to quickly following up with support for the co-development project which benefits both the Chevy Chase community, and DC residents at large, allowing some low income DC residents the opportunity to live in this high-amenity location. This rare site should not be underutilized, but instead should be maximized for deeply affordable housing.

Support implementation

We ask the Council to support implementation of the plan with the creation of a new mixed use zone for Connecticut Avenue so that new development will take full advantage of recent amendments to the Comprehensive Plan, ensuring more affordable housing is built. This new zone will also ensure that new buildings are designed to be compatible with the existing urban environment and create a vibrant public realm.

While some advocate for keeping the status quo – no, or very few new homes – we know that the Comprehensive Plan guides us to a more inclusive and sustainable future. Some will ask for endless process and delay. The thoughtful process by OP, along with the additional outreach and input provided through Ward 3 Vision, Historic Chevy Chase DC, CSG, and ANC3/4G, demonstrates a robust public engagement effort that deserves action.

Page Three
Coalition for Smarter Growth
Support Chevy Chase SAP

We ask the DC Council to adopt the SAP because it provides the guide to preserving what's best about a neighborhood main street, fostering a more sustainable way to grow as a city, and making room for a diversity of new homes. Critically, the Chevy Chase Small Area Plan advances citywide goals of the equitable distribution of affordable housing and racial equity.

Thank you for your consideration.



Cheryl Cort
Policy Director

My name is Cheryl Wasserman. I have lived one block from Connecticut Avenue to the East for over 3 decades and have taken every opportunity to engage in planning for the future of my neighborhood.

1. First, I am under no illusions here, that the Council is poised to adopt the SAP. If that is the case **I urge the Council to condition the SAP approval on the development of legally binding design guidelines** recommended by the SAP and our ANC. As it stands, the SAP merely provides a view of what Chevy Chase DC **might** look like if certain design parameters were observed. They are not binding.
2. Second, the SAP adopts without change the mixed use and increased density along all of Connecticut Avenue to 5 stories as a right, and more as a PUD if it offers some percentage of affordable housing. This one size fits all approach is not appropriate for the few blocks that constitute Chevy Chase DC, “the small town in the big city”, abutting suburban Maryland, and a circle that has had traffic and accident issues for as long as I can remember. I do not believe heights greater than 4 stories are an appropriate scale for the neighborhood, nor do I believe that the incentives for affordable housing will accomplish that goal. New construction is far more costly than preserving existing housing, and given the costs new units are less spacious, thus failing to meet the particular needs of our bimodal population demographic of both seniors and young families.
In regard to seniors, the SAP and process does seem to have created community support for the use of the public land for the Community Center and library to include affordable housing, presumably for seniors. Adding affordable senior living at the Community Center might work to also free up single family dwellings for young families but only if we can avoid mansionizing when senior residents move out. This calls for a more holistic approach to achieving the City’s goals. **So, as my second recommendation I urge the Council to support creation of a historic district for Chevy Chase DC** to preserve not only the unique aspects of this community and its value to the city but also to create opportunities to maintain existing housing stock for young families.
3. Third, and perhaps foremost, the SAP is not at all a PLAN. There is no consideration of infrastructure, including transportation, parking, water and sewers, schools etc. For example, the SAP includes illustrations appearing to maximize infilling of existing parking lots serving the commercial strip without regard to
 - i. Who frequents the commercial strip and restaurants and how they access it
 - ii. What a future with electric cars requires in terms of EV charging stations and related parking, which can be a draw for local businesses while charging.
 - iii. Impact of proposed bike lanes and where and how drivers might transition to bicycles.

I call for a closer examination by the Council of what greater use of Electric vehicles in the future means for city infrastructure and private property both to prevent potential hazards as our sidewalks begin to be traversed by charging wires and we consider incentives or plans for EV charging stations and their commercial draw. Further, the SAP does not explore in the interest of climate change, requirements for green roofs, solar and the like.

4. In closing, our engagement has exposed some fundamental questions about assumptions undergirding the Mayor’s plans which seem more one size fits all, than what might work in different areas of the city with a singular focus on housing when there are other issues to consider like climate change and infrastructure.



**Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G**

Chevy Chase, Barnaby Woods, Hawthorne
5601 Connecticut Avenue N.W. P.O. Box 6252 Washington, D.C. 20015
3G@anc.dc.gov | <http://www.anc3g.org> | YouTube: ANC3G | Office: 202.363.5803

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**ANC 3/4G Testimony Before the
Committee of the Whole on PR 24-789, the
“Chevy Chase Small Area Plan Approval Resolution of 2022”
July 5, 2022**

Chairman Mendelson and Councilmembers, I am Randy Speck, Chair of ANC 3/4G (Chevy Chase, Barnaby Woods, and Hawthorne), and I am testifying on behalf of our Commission, which authorized this testimony at its properly noticed June 27, 2022 meeting by a vote of 7 to 0 (a quorum being 4). After nearly two and a half years of intensive efforts by the Commission, the Office of Planning (OP), and the Chevy Chase community, we ask the Council to pass a resolution that will provide the framework and tools that guarantee community participation through the ANC earlier in the formal [Chevy Chase Small Area Plan](#) (CCSAP) implementation process than OP currently proposes. Such early engagement is essential because the CCSAP will shape our neighborhood’s future for decades to come.

Our Commission’s resolution and testimony in 2020 initiated the process that has culminated in the CCSAP now before the Council.¹ After the Council provided funding for the planning process, the Commission was actively involved in OP’s year-and-a-half long development of the CCSAP, including discussing it at almost every Commission meeting in 2021 and 2022,² adopting six CCSAP-related resolutions,³ and conducting nine “information exchanges” on a various topics related to the Plan.⁴ The Commission has demonstrated its commitment to this effort and to the CCSAP’s success.

In principle, the Commission supports the CCSAP’s broad, descriptive goals and vision. Much work remains, however, if we are to reach the goals we set out to increase diversity, promote and accommodate growth, while balancing the livability of Chevy Chase DC that is characterized by its scale, function, and character. No one knows this community better than its residents and elected ANC representatives. The record of

¹ See ANC 3/4G Resolution Requesting Changes to the Office of Planning’s Proposed Amendments to the Comprehensive Plan, February 10, 2020, available [here](#); ANC 3/4G Testimony Before the Committee on Recreation and Youth Affairs, Committee on Education, Committee on Housing and Neighborhood Revitalization, and Committee of the Whole Budget Hearing on the Department of Parks and Recreation, DC Public Library, Office of Planning, and Housing Production Trust Fund, May 27, May 29, June 4, and June 8, 2020 (ANC 3/4G 2020 Testimony), available [here](#).

² In addition to discussions at regularly scheduled meetings, the Commission held a special meeting on [April 21, 2021](#), to hear from OP’s director and to permit the community to ask questions.

³ See resolutions adopted [February 22, 2021](#), [April 12, 2021](#), [April 26, 2021](#), [April 26, 2021](#), [November 8, 2021](#), and [May 9, 2021](#).

⁴ The topics covered in the nine information exchanges and links to all of the videos are available [here](#).

engagement we have described, as well as our commitment to on-going attention to this core neighborhood issue demonstrates that this community and its elected representatives are best positioned to provide essential context and assistance as the details of implementing the CCSAP are fleshed out. Proceeding to prepare those details without ANC and community participation at the very outset of the development and implementation process unnecessarily increases the risk of a less than completely successful outcome and increases the risk of community opposition.

We appreciate that OP made important modifications to the draft CCSAP to address some of the Commission’s recommendations for changes. Notably, OP added specific recommendations to create a new zone along Connecticut Avenue incorporating the CCSAP Urban Design Guidelines, including those that address building form.⁵ At the Commission’s urging, OP “corrected” its recommendation to “support community efforts for historic landmark and historic district designation of eligible resources within the Connecticut Avenue commercial corridor.”⁶ OP also deleted recommendation 4.7 as “not part of the CCSAP,” as the Commission requested.⁷

⁵ [CCSAP](#), page 27, Recommendations 2.1 and 2.2, Letter from OP Director Anita Cozart to ANC 3/4G ([Cozart June 3rd Letter](#)), page 2, paragraph 7.1.

⁶ [CCSAP](#), page 27, Recommendation 2.7; [letter](#) from OP Director Anita Cozart to District of Columbia Councilmembers, June 1, 2022, page 3; [Cozart June 3rd Letter](#), page 5, paragraph 7.7.

⁷ [Cozart June 3rd Letter](#), page 5, paragraph 7.6.

While the Commission remains concerned about how infrastructure — e.g., schools, transportation, parking, water, and sewer — will be planned to support any new development, we will look to the responsible agencies’ obligations under the District’s Comprehensive Plan to guide coordination of infrastructure and redevelopment during CCSAP implementation.⁸ Similarly, while the CCSAP, the Comprehensive Plan, and District law set floors for the amount and type of affordable housing that will be included in any future development,⁹ the Commission will continue to advocate for more ambitious goals, both in the quantity of affordable housing and its emphasis on housing for very-low- and extremely-low-income households, and will support solutions for realizing these goals while addressing community concerns.

Finally, the Commission’s experience demonstrates the need for and value of robust community input at the earliest stage of plan implementation. For this reason, our May 9th Resolution¹⁰ in support of the CCSAP was predicated on OP’s assurances that the ANC and the community be integrally involved in the creation of the new zone that will guide any new development. The Commission recognizes that its role is defined by statute, and District agencies must give its issues and concerns “great weight.”¹¹ ANC and community input will be even more valuable, however, if it is considered during the

⁸ [Cozart June 3rd Letter](#), page 4, paragraph 7.5.

⁹ See [Cozart June 3rd Letter](#), page 4, paragraph 7.5.

¹⁰ ANC 3/4G Resolution on the Office of Planning’s Draft Chevy Chase Small Area Plan, May 9, 2022 ([May 9th Resolution](#)).

¹¹ [DC Code Section 1-309.10\(3\)\(A\)](#).

development stage — i.e., an earlier timeframe than providing comments after OP proposes a new zone for the entire length of upper Connecticut Avenue NW above Legation Street.

We are especially encouraged by OP’s designation of the ANC as a prime participant in the managing of the Request for Proposals (RFP) for the Civic Core (library, community center) project. We suggest that the Council resolution regard the ANC as a prime and early contributor to all of the related projects of the Chevy Chase Small Area Plan.

The CCSAP currently provides that “the creation of a new zone modeled from a planning effort like the CCSAP is typically drafted and prepared by OP and would be achieved through a public process and hearing before the Zoning Commission.”¹² We ask that the Council make clear that “a planning effort like the CCSAP” means that OP will consult with and consider the views of the ANC and the community as an integral part of its drafting and preparing the specification for a new zone — not simply after OP submits the new zone to the Zoning Commission. Among other things, we ask that the Council make clear that the ANC can be involved in drafting the new zone for upper Connecticut Avenue by adding the following paragraph to the Council’s resolution immediately before Section 3(7): “ANC 3/4G and the Chevy Chase community have provided significant assistance in developing the Small Area Plan, and their direct participation (i.e., a seat at the table) with the Office of Planning from the outset of whatever process is used in

¹² [CCSAP](#), page 61.

developing and preparing any implementation measures for the Small Area Plan will be essential to the success of this undertaking. In particular, ANC 3/4G will be considered an “implementor” in Recommendation 2.1 on page 29 of the Small Area Plan to “Create a new zone along Connecticut Avenue, between Livingston and Western Avenues that incorporates the CCSAP Urban Design Guidelines, specifically those that address Building Form.”

Similarly, ANC 3/4G has been a driving force in proposing that the “Civic Core” be redeveloped to include a new Community Center, Library, and housing.¹³ In order to ensure that the ANC continues to be integrally involved as this project moves forward, especially before a Request for Proposal is made public, it should be explicitly identified as an “implementor” in Recommendation 3.1 on page 31 of the CCSAP. We request that the Council’s resolution include the following paragraph before Section 3(7): “Because of its initiative in proposing and supporting redevelopment of the Civic Core, ANC 3/4G will be considered an “implementor” in Recommendation 3.1 on page 31 of the Small Area Plan to “Redevelop the community center and library into a multi-purpose civic core with state-of-the-art public facilities and mixed-income housing.”

We are grateful to the Council for its support throughout this planning process.

Thank you.

¹³ [ANC 3/4G 2020 Testimony](#).

**ANC 3/4G Commissioner Peter Gosselin, Testifying as an Individual
DC Council Roundtable on the Chevy Chase Small Area Plan
July 5, 2022**

Chairman Mendelson, Councilmembers, my name is Peter Gosselin. I am testifying solely in my own capacity as a commissioner with ANC 3/4G and a 24-year resident of Chevy Chase DC. Our chair, Randy Speck, has or will speak on behalf of the Commission majority.

I have only two, fairly straight-forward points to make today. The first is that I hope you will listen to Chair Speck's call for you to include language in the SAP that you incorporate into the Comprehensive Plan that gives our ANC and our community a substantial role in the drafting of the new zone for our Main Street, the upper Connecticut Ave. commercial corridor.

There is precedent for commissions and communities to participate in the decisionmaking at the drafting stage of zoning changes. Consider, as one example, the H Street NE overlay. And on the flip side, Chevy Chase has just gone through the experience of being presented with a complex document – the Office of Planning's (OP's) draft SAP – and told we had 30 days, later extended to 60, to comment. In my view, we were not able to build a community consensus around a full response in that limited time. We'd face the very same problem if the only role you accord us in the process going forward is as one among many commenters on an OP-drafted zoning designation.

I offer my second point not to re-open old wounds, but in the hopes it prompts you to add the participation language that the Commission majority and I are both seeking and prompts you to keep a close watch on OP as it conducts small area plans in other neighborhoods in the coming months.

The document you have before you does not live up to its claim of growing out of the views of community residents. That's especially so on the critical issue of the balance between change and continuity.

OP planners simply would not take up many issues that commissioners and community residents repeatedly raised, for example, about ensuring our infrastructure – especially schools, roads and parking – grow in tandem with our population.

The planners refused to address the fear of many residents that some change in the community's built environment will mean in unfettered change.

So for example, the plan offers exquisite detail on page 58 about how every single foot of our generously wide Connecticut Avenue sidewalks should be used. But when it comes to building height, an important proxy for development intensity, the only numbers you will find in the document are in a legend for two pictures near the back, and even there the numbers are treated as nothing more than illustrative.

I'd be happy to answer questions about why I think this happened. But the result is that the planning process and this document have left our community more divided, not less. If we cannot find ways to reduce these divisions – by, for example, giving us a substantial role in drafting the new zoning area – this bodes poorly for being able to make the kinds of changes here that will help our community, our city and our diverse population.

Thank you

Testimony of Jamie Butler on PR24-789, Chevy Chase Small Area Plan Approval Resolution of 2022
To The Committee of the Whole at its Public Roundtable

Chairman Mendelson and Councilmembers, thank you for the opportunity to testify in support of the Chevy Chase Small Area Plan Approval Resolution of 2022. I urge you to vote for it.

My name is Jamie Butler. I have been a resident of Chevy Chase for almost 38 years and a District resident for 52. It is only recently that I understood the shameful history of displacement, and the longstanding practices of discriminatory land use, housing covenants, and lending practices that made this area an exclusive, affluent, white neighborhood. The Small Area Plan begins the process of rectifying this long history of segregation in upper NW with recommendations that will result in more equitable outcomes.

It is the mission of supporting affordable housing in Ward 3 that propelled me and others to create the Washington Interfaith Network's Ward 3/Upper NW Congregations Affordable Housing Work Group that I co-chair along with Barbara Kraft. We comprise faith-based congregations in Ward 3, including Adas Israel, Temple Sinai, St. Columba's, Chevy Chase Presbyterian Church and National United Methodist Church and we have been building support for affordable housing here for the last 2 ½ years. WIN is a multi-racial, faith-based, citywide organization and we seek to build support for positive community change across DC.

I have also been a member of the Chevy Chase Small Area Plan's Citizens Advisory Committee and involved in the community planning process. I want to note the critical involvement of our ANC 3/4G and other area organizations such as Historic Chevy Chase DC and Ward3Vision.

Central to the plan are the recommendations that commit us to affordable housing and the racial equity and diversity it will eventually bring to this community. Specifically, a Chevy Chase redeveloped library and community center with the addition of affordable housing must have a minimum of 30% affordable units as part of the District's goals. And since this is public land, it is a good site for using the Housing Production Trust Fund to create mixed-income housing with a

larger percentage dedicated as affordable to very-low-income households. The plan now has stronger language for property owners when redeveloping to incorporate a range of household sizes and serve a range of incomes with priority for household units at or below the 40% of the MFI. Actualizing this plan will require new and creative financing tools and robust Council oversight.

This plan seeks to increase density, add mixed income housing, provide dedicated affordable housing units, and opportunities to purchase. It takes a bold step to undo exclusionary housing practices in Chevy Chase and create more equitable development in our community and I urge you to vote for it.

Thank you for your time and attention. I'm happy to answer any questions you may have.

Testimony Of Ronald Kahn

I live very near Connecticut Avenue. Four apartment buildings along Connecticut Avenue are adjacent to my side yard. We share an alley. I know the avenue. I have also been the treasurer of 5431 Connecticut Ave. I've also been the treasurer of a condo with 15% deeply affordable units. I know about the nexus of success, and economy of scale needed in an apartment community. I have significant and deep experience in all aspects of apartment cost management and operations of these types of units. My experience represents unique and applicable lessons learned. I am also a retired Program Manager. I also served as a member of the Racial Awareness Social Equity Housing sub-committee.

I would hope that the council will respect my point of view based upon my experience.

I'm here to oppose the Chevy Chase Small Area Plan and will propose a simple alternative associated with the SAP and reasons for the council to reject the SAP.

I oppose for 2 primary reasons.

1. The plan content adds nothing of value beyond the Comprehensive Plan.
2. If approved as legislation, the consequences of the Plan are far worse than having no Plan.

The Comprehensive Plan, though flawed, remains a capable and flexible plan, serving all other Ward 3 areas, including Chevy Chase.

Major Reasons for my objection to the plan are:

Major Reason #1

The plan includes both a Special Zone and PUD in the same plan. Does the council understand that the use of Special Zones is designed for and is only useful for DC plans that define a city within city, such as St Elizabeth's? That's not Chevy Chase. Special zone was added for in a few words - the plan area is unsuitable for the plan. The SAP says that the plan area is unsuitable for the plan. Also know that PUD and Special Zone are mutually exclusive plan solutions. They are not mix and match. In its current form, the ingredients of developer heaven.

Major Reason #2

The plan fails to address affordable housing goals consistent with the Mayor's Rock Creek West Housing Plan. A real-life example of failure is 5333 Connecticut. To meet the Mayor's housing goals that building would need to be 4 ½ miles long.

Major Reason #3

As mentioned, I was also on the Racial and Social Equity Housing Subcommittee. Unfortunately, the housing committee did not propose any Plan related housing goals. Only 2 people, including myself, were advocating for the green deal, and achieving detailed goals related to affordable housing in the library /community complex. To that end, I remain completely frustrated, underscoring the lack of purpose and substance in the SAP.

Major Reason #4

The CAC member selection and operational effectiveness were seriously bad. No time to explain here.

Major Reason #5

The SAP draft to final process is completely without logic. Content included citizen comments, an ANC resolution, and Mayoral Hearing content. At least 95% of comments were not considered. The sheer length is over 2X the width of the SAP. Has the council ever seen over twice the width of comments compared to its SAP? Independent oversight of this process is needed. The draft to final change control identification process is horrific. Has anyone in the council tried to locate a comment-based change from draft to final? What if the council approved law in this manner? A complete diligence failure. Completely unacceptable.

Major Reason #6. The transportation plan is at best confusing. Calling for both dedicated bike lanes and bus lanes, and improved bus service. Need I say more, but time does not allow.

The lack of community support remains a the most troubling and unique aspect. Based upon surveys, it is estimated that 70% or more of the community opposes the plan. No reasonable effort was made by the ANC, the CAC, nor the OP team to gain community support. Roughly the same 100 people showed up at all events - we have about 15,000 total residents in ANC 3/4G. The pandemic did impede communications, but that did not for reasons unknown, cause a reasonable pause in this effort, in fact the key Charette event was sacrificed.

For the reasons above, and many others that time does not allow, the SAP should be rejected. The council can act to vote down the plan now, or have the community decide. I can detail how, outside of my time, that can happen.

Bottom line

The Library/Community/Housing Complex represents the sole viable affordable housing opportunity. No successful economic development model exists for the commercially owned plan areas. In the next major plan period, in 2025, other zoning and planning can be considered. It's entirely possible that another housing approach will be legislated – the green deal. When finalized we will collectively need a diligent look at its potential related to housing within our plan area. None of this needs a SAP.

Before we know it, the 2025 Comp Plan effort will be upon us. Use our lessons learned, as we proceed with the Library/Community center effort. The library/community center should, if everyone gets into planning mode, be underway by 2025. Also note that roughly ½ the construction budget needed has been put into the capital plan.

End of testimony

Chairman Mendelson,

This is in response to my testimony and questioning of its accuracy. You requested details related to the survey / petitions. The following documentation I believe address the concerns in terms of the accuracy of my testimony. This consists of.

1 - Survey completed in late 2019

2 - Petition completed in 2021

3 - Petition completed in 2022.

I consider the initial end of 2019 survey to be, for several reasons, the most definitive.

In this document the survey and petitions are more largely numbered 1,2, and 3.

I strongly encourage you / your staff to ask any questions. I believe, for the record, what I said to be accurate, and would appreciate a response from your office. Without being presumptive, the response can also include a definitive clarification statement and its impact on deliberations. I believe that this is critical given the gravity of the discussion specific to the lack of community support, the issues raised, and the contrary responses offered. I appreciate your diligence to accurately document comments made as testimony.

Related to the Home Rule Act - Please let appropriate staff know that Mr. Mayor should not be the sole term used to describe the officeholder. To the subject at hand, I believe that the Home Rule Act contains language to permit the Council to direct the election commission the hold a voter referendum. The election commission does recognize this Council defined and directed procedure process.

1

This Survey which is clearly the most definitive and was conducted in late 2019 – Commissioned by ANC 3//4 G. This survey includes priorities from the community, and rankings in order of importance. Other more detailed results are consistent with the ranking as well as my testimony.

By the close of the survey, 682 individuals had completed the survey.¹ To put that level of response in context, census data shows that ANC 3/4G has a total population of about 15,000 people (about 20% of whom are children). That yields an overall response rate of 4.55%, which is high for such surveys. By comparison, OP's short survey that it relied on as part of the data for the proposed Comprehensive Plan amendments was open electronically for 14 weeks and included 24 public meetings where participants were asked to complete the survey after hearing a presentation. OP's survey had 2,763 total respondents — including both District residents and those from outside the District. Of those, 941 completed the survey in-person, which creates an inherent level of bias based on what they just heard in a meeting, and 1,822 on-line responses. Only a total of 570 respondents in OP's survey were from Wards 3 and 4 combined. The population of those Wards is approximately 150,000 people (about 17% of whom are children), for a response rate of 0.38%. The demographics of the respondents between the two surveys are very similar as measured by the two characteristics that were asked on both surveys — age and length of time in DC/residence. In sum, the results for the Task Force's more specific survey are significantly more representative of this community's views than OP's general survey.

Appendix C presents the detailed results from the survey, both in the aggregate and cross tabulated by demographic categories. With respect to the age of respondents, the largest group was between ages 36 and 45, but each age group was well-represented. The substantial majority of

¹ A careful check of IP addresses identified no anomalies that would suggest multiple responses by the same individual.

respondents — almost 70% — voted at either the Chevy Chase Community Center or Lafayette Elementary School, but other areas were reasonably represented as well. Most respondents — 59% — have lived in their current locations more than ten years, but almost a quarter had lived in their current address less than five years, so there was reasonable participation by both long- and short-term residents.

Appendix C. Community Survey Results

Question 4 in the survey asked respondents to rank the characteristics that OP proposes as measures of a neighborhood's success (Land Use Element at 34-35) which corresponded to the categories used in OP's Values Campaign Survey. Respondents ranked these characteristics from most important to least important (the lower the number the greater important) as follows:

1. Quality public services (e.g., police, fire protection, safe and modernized schools, conveniently accessed libraries and recreation centers) (average rank 3.20);
2. Easy access to shops and services to meet day-to-day needs, such as childcare, groceries, and sit-down restaurants (3.59);
3. Safe, clean public gathering places (e.g., parks and plazas), to meet neighbors for children to play, and to exercise or connect with nature (4.15);
4. Transportation options for those without a car, including convenient bus service and safe access for pedestrians (4.41);
5. A healthy natural environment, with street trees and greenery, and easy access to the city's open space system (4.86);
6. Evidence of visible public maintenance and investment, proof that the city "cares" about the neighborhood and is responsive to its needs (5.07);
7. Distinctive character and a "sense of place," (e.g., neighborhood architecture, landmarks and vistas, streets, public and historic places) (5.11); and
8. Housing choices throughout DC, including affordable homes for renters, owners, and a range of units meeting different community needs (5.53).

There were no significant differences among demographic groups.

Question 5 asked respondents how important it was for the Comprehensive Plan to address particular topics. Respondents indicated the degree of importance from “very important” to “not at all important.” Although all categories (except Micromobility Services) were considered at a minimum “important,” those categories that were ranked “very important” in order were as follows:

1. Pedestrian, Bicyclist and Road Safety (62.35% of respondents indicating it is “very important”);
2. Public School Available Space in the Neighborhood (60.79%);
3. Environmental Qualities (54.85%);
4. Maintaining Community Character (52.35%);
5. Maximum Building Height and Size (49.05%);
6. Street Lighting (42.79%);
7. Dedicated Parking for New Buildings (39.47%);
8. Enhanced Public Transportation (35.49%);
9. Recreation Facilities (34.17%);
10. Preservation of Historic Buildings (33.68%);
11. On and Off Street Parking (32.94%);
12. Decreasing Traffic Congestion (29.12%);
13. Public Space Landscaping (28.63%);
14. Neighborhood Diversity (21.35%);
15. Affordable Housing (20.32%);
16. Workforce Housing (17.13%); and

17. Micromobility Services (e.g., Scooters, Bicycles) (7.36%).

When ranked by average score (with 1 being “very important” and 5 being “Not at all Important”), the topic ranking was similar, with 16 of the 17 factors all receiving an average ranking that indicated respondents considered them at a minimum “important (3.0 or lower)”:

1. Pedestrian, Bicyclist and Road Safety (1.66 average rating);
2. Public School Available Space in the Neighborhood (1.69);
3. Environmental Qualities (1.69);
4. Maintaining Community Character (1.93);
5. Street Lighting (1.98);
6. Recreation Facilities (2.08);
7. Public Space Landscaping (2.19);
8. Maximum Building Height and Size (2.20);
9. Enhanced Public Transportation (2.25);
10. Preservation of Historic Buildings (2.36);
11. On and Off Street Parking (2.38);
12. Dedicated Parking for New Buildings (2.45);
13. Decreasing Traffic Congestion (2.51);
14. Neighborhood Diversity (2.70);
15. Workforce Housing (2.94);
16. Affordable Housing (3.08); and
17. Micromobility Services (e.g., Scooters, Bicycles) (3.67).

Question 6 asked about preferred modes to travel from home to a job, shopping, or government service (e.g., community center, library). Respondents ranked their preferences as follows (with multiple choices permitted):

1. Walking (22.69%);
2. Driving (19.265);
3. Metrorail (16.88%);
4. Bus (16.06%)
5. On-Demand Transportation (11.03%)
6. Bicycle (personal) (10.06%)
7. Micromobility (e.g., Scooter, Bicycle, Moped) (3.82%)

Question 7 asked what type of housing the Comprehensive Plan should add more of to the Chevy Chase DC area. The 3 choices were: affordable housing, senior housing, and workforce housing (e.g., teachers, librarians, police, fire). Respondents selected each group almost equally. When asked more specifically about the type of development that they preferred for affordable, senior, and workforce housing, respondents indicated their preferences as follows:

Affordable Housing

1. 2-3 story walk-up/mixed-use (23.02%);
2. Townhouses/Duplexes (20.57%);
3. 4-5 story mid-rise/mixed-use (17.57%);
4. Single-family detached (16.88%);
5. Accessory apartment in or behind house (14.2%); and
6. 6 plus story high rise/mixed-use (7.83%).

Senior Housing

1. 4-5 story mid-rise/mixed-use (26.21%);
2. 2-3 story walk-up/mixed-use (21.65%);
3. Townhouses/Duplexes (17.29%);
4. Accessory apartment in or behind house (15.15%);
5. Single-family detached (10.50%);
6. 6 plus story high-rise/mixed-use (9.20%).

Workforce Housing

1. Townhouses/Duplexes (23.60%);
- 2 2-3 story walk-up/mixed-use (23.31%);
3. 4-5 story mid-rise/mixed-use (17.65%);
4. Single-family detached (17.20%);
5. Accessory apartment in or behind house (10.87%); and
6. 6 plus story high-rise/mixed-use (7.37%).

2

A petition effort in March of 2021 consisted of a Petition signed by roughly 550 residents of ANC 3/4G. To demand a community driven not developer driven plan. The catalyst was the SAP FLUM prior to the SAP process.

PETITION: Reject Draft Small Area Plan (SAP) and Support Community-Driven Planning for Chevy Chase DC

OUR VISION

We residents of Chevy Chase DC demand a community-driven, not developer-driven, plan for any redevelopment of upper Connecticut Avenue. We seek:

- Infrastructure that scales up as population grows;
- A pedestrian-friendly, small-business-centered commercial corridor; and
- New construction that complements the historic architecture of Chevy Chase DC
- Truly affordable housing, including family-sized units, to welcome a diverse mix of new residents, including low-income individuals and families;

URGENT PROBLEM

If ANC 3/4G approves the Office of Planning's Draft Small Area Plan, the DC Council, following its approval of a blanket increase in the density of development along Chevy Chase DC's "Main Street," will shortly pass into law a developer-driven plan for Chevy Chase that will squander our opportunity to advance equity aligned with affordable housing production, ignore the current and future infrastructure needs of Rock Creek West, endanger our small-business community, and erase the century-old pedestrian-scaled buildings that make "the Avenue" a destination and treasured community feature.

The [Small Area Plan](#)²:

- Specifies no affordable housing goals for new construction in terms of who will be served (e.g. income levels, family sizes) and quantity; and mandates no legal and financial strategies for attaining such goals.
- Envisions the construction of hundreds of housing units without requiring concomitant infrastructure investments, including new schools to address overcrowding at Lafayette, Deal, and Wilson.
- Provides no substantive protections for existing retailers, risking the loss of Childs Play, the Fishery, Magruder's, Safeway, and other valued businesses that cannot afford the high rents that come with new commercial spaces.
- Minimizes surface parking (both on Connecticut and in parking lots) without offering alternatives and redirects both customer and delivery access to Connecticut Avenue businesses to back alleys, dealing another blow to existing businesses
- Ignores the priorities expressed in a comprehensive survey of Chevy Chase residents conducted in December 2019 by ANC3/4G that received responses from 682 individuals.

² <https://publicinput.com/Customer/File/Full/cc763d91-1c5b-4982-afc7-9d57e1670ca3>:

- Contemplates eliminating single-family zoning on side streets off Connecticut Avenue, despite the Office of Planning having many times denied interest in increasing density there.

We demand that:

1. ANC 3/4G reject the SAP because it only spottily addresses priorities set forth by the ANC in its [Resolution Requesting Changes to the Office of Planning's Proposed Amendments to the Comprehensive Plan](#) (2/12/20)³; and it is so lacking in specificity and mandatory language as to be unenforceable;
2. The DC Office of Planning revise the SAP to reflect previously identified priorities and authentic community input, beginning with informing all households via U.S. Postal Mail of the changes to density designation and the re-launch of a Small Area Planning process;
3. The SAP reflect that the Comprehensive Plan states: "When a development project depends on ... entitlements such as Zoning Map or Future Land Use Map amendments, the District should leverage the enhanced value of the land that results. The enhanced value shall meet the equity needs of DC's neighborhoods in the form of deeply affordable housing...." (Framework Element, para. 229.3)
4. For all future public reviews of the Small Area Plan, the Office of Planning collect the data necessary to create and present alternative plans, modifiable in real time, using state-of-the-art GIS technology so that stakeholders can visualize the potential effects of zoning rules, and compare design scenarios down to the parcel level from varying perspectives.
5. The DC Council reject the SAP in its current or similar form.

CONCLUSION

To date, the City has relied upon developers to remake neighborhoods. The rationale is affordable housing, but the effect has been to remake great swaths of the city without achieving the stated purpose. Quixotically, the Small Area Plan repeatedly lauds the vitality, variety, and popularity of the Chevy Chase "Main Street," yet presumes that the entire district must be reworked to achieve the goal to which it makes a commitment only on public property now occupied by the Chevy Chase Library, Community Center, and recreation grounds.

Developer-driven planning is top-down and narrow in focus. Community-driven planning is ground-up and holistic, addressing overcrowded schools, public transportation, traffic, parking, pedestrian safety, small businesses, public spaces, and the architectural fabric of the neighborhood. We ask

³ <https://anc3g.org/wp-content/uploads/2020/02/Comp-Plan-Res-Final.pdf>

residents of Chevy Chase DC, Barnaby Woods, and Hawthorne to sign this petition to support truly comprehensive, community-driven planning.

ONLINE: FILL IN

SIGN HERE: _____

PRINT NAME: _____

STREET ADDRESS: _____

EMAIL: _____ **ZIP:** _____

DROP OFF: 3726 Livingston St NW or EMAIL _____ FOR PICK-UP: FILL IN

3

A petition effort done in May of 2022 – was distributed to the 4 block area plan residents. 114 signatures/home (single/duplex) representing roughly 25% of the homes in the 4 block area. To better verify, we also did a test block of 22 homes where we went back door to door to collect signed documents. That door to door retrieval effort yielded a 70-80% support of the Petition.

PETITION: Reject Draft Small Area Plan (SAP) and Support Community-Driven Planning for Chevy Chase DC

To date, the City has relied upon developers to remake neighborhoods. The rationale is affordable housing, but the effect has been to remake great swaths of the city without achieving the stated purpose. Developer-driven planning is top-down and narrow in focus. Community-driven planning is ground-up and holistic, addressing overcrowded schools, public transportation, traffic, parking, pedestrian safety, small businesses, public spaces, and the architectural fabric of the neighborhood.

We, the residents of Chevy Chase DC, reject the Chevy Chase Small Area Plan (CCSAP) and ask the Chevy Chase ANC and the DC Council to do the same. The SAP only spottily addresses priorities set forth by the ANC in its [Resolution Requesting Changes to the Office of Planning's Proposed Amendments to the Comprehensive Plan](#) (2/12/20) and it is so lacking in specificity and mandatory language as to be unenforceable; <https://anc3g.org/wp-content/uploads/2020/02/Comp-Plan-Res-Final.pdf>

We demand:

- a community-driven, not developer-driven, plan for any redevelopment of upper Connecticut Avenue
- A pedestrian-friendly, small-business-centered commercial corridor;
- New construction that complements the existing scale, historic architecture and village feel of Chevy Chase DC
- Truly affordable housing (what percentage?), including family-sized units, to welcome a diverse mix of new residents, including low-income individuals and families;
- The DC Office of Planning must:
 - revise the SAP to reflect previously identified priorities and authentic community input,
 - Inform all households via U.S. Postal Mail of the May 2021 changes to density designation and the re-launch of a Small Area Planning process.

Remove our residential street areas from the SAP area. (The SAP study area encompasses the two blocks around Chevy Chase's Main Street Mixed Use Corridor along Connecticut Avenue, NW.)

- Collect the data necessary to create and present alternative plans, modifiable in real time, using state-of-the-art GIS technology so that stakeholders can visualize the potential effects of zoning rules, and compare design scenarios down to the parcel level from varying perspectives.

The current developer-driven plan:

- repeatedly lauds the vitality, variety, and popularity of the Chevy Chase "Main Street," yet presumes that the entire district must be reworked to attain the goal of affordable housing.
- ignores the current and future infrastructure needs of Rock Creek West,
- endangers our small-business community,
- erases the century-old pedestrian-scaled buildings that make "the Avenue" a destination and treasured community feature.
- Specifies no affordable housing goals for new construction in terms of who will be served (e.g. income levels, family sizes) and quantity; and mandates no legal and financial strategies for attaining such goals.
- Envisions the construction of hundreds of housing units without requiring concomitant infrastructure investments, including new schools to address current overcrowding at Lafayette, Deal, and Wilson.
- Provides no substantive protections for existing retailers, risking the loss of valued businesses that cannot afford the high rents that come with new commercial spaces.
- Seeks to remove surface parking (both on Connecticut and in parking lots) without offering alternatives and redirects both customer and delivery access for Connecticut Avenue businesses to alleys and side streets, putting further pressure on our business and residential community, and residential street parking.
- Ignores the priorities expressed in a comprehensive survey of Chevy Chase residents conducted in December 2019 by ANC3/4G that received responses from 682 individuals. (List them.)
- **Seeks to eliminate single-family zoning on side streets off Connecticut Avenue, despite the fact the Office of Planning never openly discussed this in public meetings and actually denied interest in increasing density there many times.**

NAME

: _____

STREET ADDRESS: _____

EMAIL: _____ **ZIP:** _____

DROP OFF: 3726 Livingston St NW or EMAIL to kahnr@gmail.com or for PICK-UP



End of Document

Draft testimony, July 5, 2022 Council hearing on proposed CCSAP

Donald Crane
3727 Northampton St. NW
donaldexplore@gmail.com

Thank you for the opportunity to provide input on the proposed CCSAP. My wife, Gail, and I have been residents for the past twelve years. We selected Chevy Chase because it was welcoming, progressive, and has a village ambiance. Notwithstanding many aspects of the SAP that we support – such as a reconstructed library and community center, pedestrian friendly sidewalks, and affordable housing – it fails to address adequately many issues that could have a severely disruptive impact on the community. We offer these comments constructively.

We support affordable housing, as we value living in an area with economic and ethnic diversity. However, assurance as to the proper oversight of any deeply affordable housing is crucial to avoid the severe problems experienced with housing programs that lacked wraparound support essential for public safety and the welfare of those with serious behavioral challenges.

We support construction of a new library and community center, as a functional and attractive anchor for a revitalized corridor. A more attractive and pedestrian friendly streetscape on the East side of Connecticut Avenue would be positive, with improved landscaping and dedicated space for outdoor dining, pop-up markets and community activities. This objective should not be accomplished with high-rise buildings out of scale with the neighborhood or by displacement of existing businesses. Eliminating curb cuts and allocating deliveries and traffic to alleys and side streets, coupled with elimination of parking lots, is not the answer. Transferring traffic from Connecticut Avenue to adjacent streets will have a deeply negative impact on safety and livability for residents of the neighborhood.

Overly increased residential density of the corridor – as implied by the SAP - presents major challenges that are addressed superficially if at all. Parking problems will be exacerbated by the loss of existing surface parking and a concurrent increase in population. Suggestions as to alternatives (foot traffic and bike lanes) are not convincing – local residents and others will continue to need to drive and park for grocery shopping and other shopping or errands. Public transportation is noted to be inadequate but is not effectively addressed. Transportation and parking are crucial for successful businesses. Homeowners adjacent to the corridor will be deeply affected by this lapse. Increased demand for parking by others – due to reduced surface parking and increased residential and business needs - crowding out homeowners. A cogent and viable plan for parking and traffic is needed.

School overcrowding will increase, and a dated infrastructure will be severely stressed. These issues should be assessed currently, rather than in the future, and anticipated in any SAP approved by Council. Modest, rather than substantial, increases in building heights and footprint could mitigate but not entirely resolve these important concerns as well as protect the characteristics of the neighborhood.

We appreciate the recognition in the SAP of the need for building and architectural standards and for describing appropriate transitions to single/double residential areas. We request community involvement in implementing these guidelines, and in zoning decisions, to ensure that construction is consistent with the historic character of the corridor. We do not see an advantage in having the corridor look like any overbuilt American city. A poorly implemented plan may also jeopardize the viability of our valued small businesses. Child's Play, the fish market, the shoe repair shop, laundries, independent restaurants, and others contribute to the charm of Chevy Chase DC - as the SAP notably recognizes. The Safeway, CVS, and other larger corporate businesses are also important to the community and changes should not negatively impact their continued provision of necessary services for area residents.

We support the concept of public-private, and not for profit, involvement, rather than purely economically motivated development with little concern for the neighborhood. A balance should be achieved that accomplishes social objectives, builds community, and retains our distinct character.

The concerns above were noted by many residents throughout the development process but have not informed the proposal to the Council. We ask that the SAP not be approved as proposed, and that these issues be addressed and the SAP revised and repropoed with further community input. We can formulate a plan that accomplishes the defined objectives, benefits all stakeholders, and avoids collateral problems.

Cash, Evan W. (Council)

From: robin diener <robinsdiener@gmail.com>
Sent: Tuesday, July 5, 2022 10:45 AM
To: Cash, Evan W. (Council); Mendelson, Phil (COUNCIL)
Subject: Chevy Chase Small Area Plan Testimony

Testimony from Robin Diener, Dir Library Renaissance Project

I'd like to address 1) retaining public ownership of public land, 2) separation of public and private uses (West End Library flooding), 3) need for a visionary scheme for housing social housing both equitable and environmentally forward.

1) The most important matter for this small area plan is that public land -- the so-called civic core -- must be retained. Plan calls for a land disposition and we oppose that. Not only can we not have another West End giveaway, worth \$48M per DC govt's own valuation, and also would have sold for \$60-90 M according to area comparables, but the mindset that every blade of grass must be monetized is archaic and morally bankrupt. Public lands serve purposes that can only be measured through intangibles like quality of life, reduction in crime and homelessness, educational achievement, etc

2) With regard to keeping civic and private uses physically separate. At Chevy Chase we have enough to publicly owned land to keep civic uses separate from private and residential uses. Ward 3 vision presented a concept plan supporting this. It should not be a choice but rather must be mandated by the plan.

Perhaps no one could predict that we would have birds in the West End library coming through the curtain between the library and the outdoor patio of the coffee shop next door. Also, the indoor garden space promised for public use but which as built leads to private residential lobby and therefore is not used. These are design mistakes that could be fixed but who will pay? Who makes the decision about shared walls? I'll tell you: everyone's favorite governing entity -- a condo board -- because the West End Library is a publicly owned condo in a privately owned condo building.

Then there are problems we did predict. Everyone knows about the flooding from a private residence that caused the West End Library to be closed for 5 weeks. One owner's private space in that large luxury building affected the public space used by thousands of people. Back when the West End giveaway was being plotted, we raised the possibility of such problems, we were specifically told that the leading edge alarms and other protections would be in place to ensure this never happened. Obviously, they weren't. And the developer who concocted this arrangement is out of the picture, leaving the aforementioned condo board.

And if you don't believe me, maybe you will be persuaded by the award winning architect of MLK Library renovation Francine Houben who recently said in Architecture Magazine that she was pleased and relieved when DC Public Library dropped plans for housing over MLK because it's do problematic.

3) Let this plan call for something different in affordable housing, something visionary. Not the same failed IZ and 3P boondoggles. Developers do not have our interests at heart. Interim Dir OP Anita Cozart told us that the developer of the Wardman chose not to "take up various incentives for affordability offered by the city." So what then? Social Housing comes to mind and is called for in New Green Deal Ward 4 Councilmember. Let's get going. In addition to CC SAP, immediate opportunity exists at SW parcels; we could take back McMillan, that travesty; and btw, I spoke to Mayor Bowser about eminent domain for the Wardman in Ward 3. She said "Robin, have the Council send it to me."

And of course, pursuant to today's hearing, we own Chevy Chase civic core. So let's start there.

And -- on a personal note -- OP's use of allegations of racism to bully Ward 3 on behalf of developers and financiers whose industry

invented redlining. My realtor father and his colleagues fought for the Fair Housing Act passed in 1968. Racism in all its disgusting forms is a human problem, not a Ward 3 problem.

In sum:

1) Retain all public land. No land disposition.

2) Please specifically ensure the civic space and private space are housed in separate buildings by mandating it in this plan.

3) Use this plan as a new vision for equitable housing (not IZ, not 3P) and ensure leading edge environmental sustainability.

4) Finally, stop accusing Ward 3 residents of racism whether directly or by innuendo with which this report is poisonously laced and should be rewritten.

Who the heck wrote this? It's labored, repetitious, and loaded with jargon. How much did it cost?

Respectfully submitted,

Robin Diener
202 431-9254

Testimony of Ellen McCarthy

Re:

Chevy Chase Small Area Plan

July 5, 2022

My name is Ellen McCarthy. I have lived in the study area for more than 34 years, and have been a professional planner for more than 45 years I am a professional urban planner and former Director of the DC Office of Planning. I served on the Community Advisory Committee for the Plan, as a representative of Ward 3 Vision. I wish to offer my broad support for the Chevy Chase Small Area Plan.

The Office of Planning has undertaken this effort under extremely difficult circumstances, due to the COVID pandemic. Despite having no model for conducting a small area plan virtually, and having to deal with balky technology, OP has made considerable efforts to gather community input. In addition to online surveys and community sessions, OP also participated in numerous in person outreach efforts, at community events such as the very well-attended Chevy Chase Day, Farmers Markets and a series of neighborhood “walks”. In addition, groups like the ANC, Historic Chevy Chase DC and Ward 3 Vision organized more than 20 opportunities to get more information about the issues involved.

I am pleased that the SAP paid such close attention to urban design issues. The neighborhood enjoys a very high quality of life, and any prospect of new development understandably generates a fear of a reduction in that quality, but focusing both on how to make the public realm along Connecticut Avenue even better, and on how to effectively transition between the rear of new development along the Avenue and the single family residences that are adjacent is very important. The design guidelines articulated in the Plan provide a great base for a new zone to codify those guidelines into design standards.

Along those lines, I appreciate that the Plan has some renderings of what potential new development might look like. It is my experience that very few lay people can translate between 2 dimensional plans or 3 dimensional massing diagrams to understand what such development will feel like. I only wish there had been more resources available to do more such renderings.

The recommendations to achieve more affordable housing are extremely important. One of the most important areas of consensus that has been achieved through the Plan and previous work of the ANC is the need for the redevelopment of the library and community center to include more affordable housing. I urge the Council to stay on top of the District agencies involved to speed up issuance of the RFP for beginning that effort.

The inclusion of substantial amounts of data about the neighborhood is very useful. Extensive information about average incomes, affordable housing standards, building activity, etc. provide facts that can guide our planning for the future.

I applaud OP’s responsiveness to the comments that the community made; they were very extensive.

In short, the planning process was inclusive, the recommendations are strong, especially with regard to creation of more housing of different types and affordability levels, and outlines important urban design guidelines to retain and enhance the pedestrian character of the retail area of the neighborhood.

Last, I have tried to keep this short, given the time limit, but I would like to associate myself with excellent comments from Ron Eichner that you will hear later.

JULY 5, 2022

**REVIEW OF CHEVY CHASE-DC SMALL AREA PLAN:
TESTIMONY TO THE DISTRICT OF COLUMBIA COUNCIL**

Mr. Chair, members of the Council. My name is Lee Schoenecker. I am a retired urban and regional planner and former Member and Chair of ANC 3G. I live three quarters of a mile east of Connecticut Avenue, down McKinley, and across Nebraska to 5543 30th Place, NW, where I have resided for 45 years.

I definitely support the Chevy Chase Small Area Plan (SAP) and believe that the District's Office of Planning has done a good job---both in process and substance. However, I do have one important concern and would also like to suggest a future planning/programming effort.

MY CONCERN: Is the two-acre, District-owned site where the community center and library now sit large enough to accommodate all that is planned for the site?

Based on my urban planning experience in various parts of the country, and just as importantly, my 45-year use of the Chevy Chase-DC library and community center on its present two-acre site. I am skeptical that this two-acre site can handle all that is envisaged for it. My understanding is that it would include a new library, a new community center, a substantial number of affordable housing units, an underground parking garage, continuing outdoor recreation, and per the SAP, adequate "step downs" to protect the immediately adjacent residential neighborhoods. I raise this question, realizing that six to eight story buildings are anticipated and there will be lot line to lot line construction.

It is also my understanding that, should the Council approve the SAP for Chevy Chase, then what I have dubbed a "detailed activity analysis" will be entered into for each new public building and the anticipated housing on this two-acre District-owned site. Now on to my two-step suggest future actions.

POSSIBLE FURTHER ACTIONS THROUGH TWO STEPS

As a first step, through the “detailed activity analysis,” if it becomes reasonably clear that the present District-owned two-acre site is not adequate to accommodate all that is envisioned for it, then, I would suggest the possibility of crossing Northampton Street east of Connecticut Avenue and put one or more of the public uses on this across-Northampton Street site. Uses might include either the library, community center, or a parking facility. That, in turn, could free-up a lot of building footage on the existing District-owned two-acre site and provide a lot more space for housing, including affordable housing for families.

Now I suppose a lot of people would ask: “What are you talking about? That is a privately-owned site and there is already a bank on that site.” My response would be: “If you are talking about the commercial, retail, and housing transformation of Upper Connecticut Avenue from the Circle four to five blocks southward to Livingston Street over the next 30-40 years or more, you need to be bold and realistic.” To make such rebuilding viable, actions such as the District possibly purchasing the site immediately north of Northampton Street might possibly be necessary.

Now on to the second step. A few months ago, it was brought to my attention that a document called, A 30-Year Vision for Chevy Chase-DC as developed by Ward 3 Vision had been developed. I have never been a member of the Ward 3 Vision, but I think their document is not only bold, but simultaneously it is realistic. This document pictorially identifies the existing height profiles of the four-block area and then identifies possible sites on both sides of Connecticut Avenue for future increased densities. The graphics of this document are excellent and give one illustration or what Upper Connecticut Avenue might look like in the future. Now, let’s turn to the DC Office of Planning SAP design guidelines. While they are quite good, they are, basically, written guidelines. I don’t think they convey an image or picture to the general public of what this four-block area, in its entirety, could look like in 30-40 years. So, let’s merge the District OP design guidelines with something like, a 30-year vision for Chevy Chase-DC into a future hybrid planning and programming process.

The four to five block area of the Upper Connecticut area is small enough in its totality so that people can envision its future while at the same time they are provided with design guidelines showing how such a vision might be implemented. Such a merged hybrid planning-programming process could develop alternative density scenarios of what the entire four-five block area of Upper Connecticut Avenue might eventually look like.

To those who say that, once the Council approves the Chevy Chase SAP, the overall planning process is finished, my response is, "No its not." A "detailed activity analysis" has to be undertaken, expensive public budgets have to be flushed out, zoning changes may need to be made, and the like. All of this may take two years or more. Therefore, I would suggest that such a merged, hybrid process be undertaken, probably during the "detailed activity analysis."

Mr. Chairman, Members of the Council. That concludes my remarks.

Lee Schoenecker, AICP

Page 3, Lee Schoenecker

Committee of the Whole (Council)

From: Beryl Benderly <blbink@aol.com>
Sent: Thursday, July 7, 2022 2:14 PM
To: Committee of the Whole (Council)
Subject: Testimony regarding PR 24-789: "Chevy Chase Small Area Plan Approval Resolution of 2022"

Testimony of Beryl Benderly

PR 24-789: "Chevy Chase Small Area Plan Approval Resolution of 2022"

July 5, 2022

I appreciate the opportunity to testify on the Chevy Chase Small Area Plan. I have no expertise in city planning, real estate law, property development, or any of the technical fields discussed in today's hearing. I do, however, consider myself something of an expert on the east side of Connecticut Avenue, having lived on Patterson Street, a block and a half from Chevy Chase Circle, for 48 years and having sent two children to Lafayette School.

I strongly oppose approval of this document at this time because I believe that plan does not reflect the opinions of most members of the affected community, that the outreach to the community by both OP and the ANC was totally inadequate to engage the bulk of the residents, and because the plan as proposed would do considerable harm to both many residents, existing and proposed, and to the small business that the community highly values. Because of the pandemic, many meetings about the SAP were held on Zoom, which disproportionately disadvantaged many members of the group of residents who would be perhaps most strongly affected by the proposed changes, the elderly and disabled, many of whom are not familiar with the requisite technology. Beyond that, the meetings were rushed and impersonal and did not provide the opportunity for real dialog or citizen feedback. The process should have waited until real community engagement could take place in person. I have spoken with many neighbors about the SAP, and most know little or nothing about it. I attended a number of the Zoom and in-person events, and the entire process felt like a "done deal" by the Mayor and a city agency that had its marching orders and did not really care to challenge them, regardless of what the community thought. There was some trimming around the edges based on vocal opposition, but nothing that changed the core of the plan, which appeared throughout to be a foregone conclusion. At the last meeting I intended, an OP staff member told me that the plan and outcome were pretty much set. If so, I wondered, why have a meeting?

I believe that the plan as proposed could seriously harm the elderly and disabled residents of Chevy Chase, who constitute a considerable portion of the community. The document provides no numeric information on disabled residents, but it does state that 34% of the plan area residents are over 65 and 56% over 50. The number of people over 69 has doubled since 2019. The plan envisions having bicycle lanes on Connecticut Avenue. Combined with the illustrations in the plan booklet, which are the only indication of what kind of development is intended, this appears to remove essentially all the surface parking in and around the business strip. This will vastly complicate the lives of people who depend on their cars to shop, dine, visit the dentist, go to the bank, pick up their dry cleaning, get their shoes repaired, and much more. We elderly are not going to take up shopping by bike, as the danger of severe injury from falls is too great. So, it is unclear how we will be able to access the many businesses we are accustomed to patronizing. Beyond that, it is completely unclear what will sustain the small businesses that are a hallmark of our community. And speaking of business sustainability, it is completely unclear to me how our existing businesses will afford the rents in the new, taller, and obviously more expensive buildings envisioned in the SAP.

I am also concerned about how the SAP will affect our neighborhood's children, both current residents and any new young neighbors who arrive to occupy the proposed affordable family housing. Lafayette School is already seriously overcrowded, and the new children will of course need to join its student body. There is nothing in the plan that addresses this pressing need. The quality of our schools is central to life in Chevy Chase, so determining how to serve a growing population with the excellent education that we in Chevy Chase expect is a crucial issue that cannot, as the plan suggests, be left to be "monitored" in the future. It is irresponsible to propose increasing population without having a plan to meet such a basic need.

Another issue affecting the neighborhood's young people is the fate of the basketball court and playground adjacent to the library. It may seem small, but for many youngsters they are crucial elements of growing up in our neighborhood. Generations of young men have spent countless hours playing and socializing on that court, which is among

the most racially and socially diverse facilities in our community. The same goes for the playground specially designed for young children, which draws a steady stream of families throughout the year. Beyond that, the courtyard between the library and community center serves a vital social function as a community gathering place for a number of events such as Chevy Chase Day each year. In addition, these facilities are crucial to the possibility of holding summer day camp at the community center, which over many years provided both summer activities for young children and a first job experience for teenagers.

Finally, the SAP suggests extending the proposed bike lanes into Chevy Chase Circle. Having contended with the treacherous Circle traffic for five decades, I can tell you that this is a disastrous suggestion. The traffic is already confusing and dangerous. Adding bicycles is a recipe for serious injury or death.

In closing, I want to emphasize that opposing approval of the SAP does not constitute opposing the idea of affordable housing in our neighborhood. I resent the implication by some SAP proponents that any opposition to this inadequate plan is motivated by prejudice or racism. In my case, it is motivated by the desire to keep our neighborhood livable for those who already live here and for those who may come to join us as neighbors who may be elderly or, if they like their new homes, stay here long enough to become elderly in our neighborhood as well. It seems grossly unfair for large changes to be imposed on our neighborhood by a process widely perceived as undemocratic and inflexible. That's why I believe that the SAP as currently constituted will not only harm the physical elements of the neighborhood, but also its social cohesiveness, as the SAP is very controversial among those who know about it, but who, I believe, are a substantial minority of the neighborhood's residents.

I therefore respectfully urge you in the strongest possible terms to reject the SAP now. Apparently the current draft may not be modified in ways to meet the many objections raised in today's testimony by me and by other, much more knowledgeable, witnesses. To plan for future change without destroying what residents love about our neighborhood will take a plan that is truly driven by the community's opinions, which this plan, I believe, is most decidedly not.

Thank you for the opportunity to offer this testimony.

Testimony on PR24-789, Chevy Chase Small Area Plan Approval Resolution of 2022
Before the Committee of the Whole
July 5, 2022

Andrea Rosen and Leonard Jewler, Chevy Chase, DC residents

In 2020, by Resolution, ANC 3/4G linked its support for a higher density designation on the Comprehensive Plan's Future Land Use Map for upper Connecticut Avenue--which had been proposed by a few property owners for their several lots and then extended by OP to all the blocks between Livingston Street and the District line--with a request for a "community-led" Small Area Plan (SAP) to manage the inevitable redevelopment.¹ The Resolution argues that a SAP is needed because

OP's blanket increases to the density designations along Connecticut Avenue NW from Chevy Chase Circle to Livingston Street ... do not provide adequate guidance or specificity and will not give the community adequate input on questions of compatibility, scale, and character ...

Incorporating the full Report of the ANC's 2019-2020 Comprehensive Plan Task Force (of which I was a member)² as part of its Resolution, the ANC prioritizes:

- "More affordable housing that will promote income diversity";
- "Preservat[ion] of our neighborhood's "hallmark livability ... assuring that new development has a compatible scale, function, and character with the surrounding structures";
- "Increased infrastructure planning—especially for public schools and transportation" but also for "parking to support the commercial businesses and new residential development".

It also highlights:

- "Retention of neighborhood-serving retail with particular emphasis on locally owned and operated small businesses";
- "Partnerships and coalitions of ... non-profit and for-profit developers" as well as "significant District participation through contributions of its own resources" to achieve more affordability than IZ and IZ-Plus will provide.

A grassroots petition garnering nearly 500 signatures from confirmed Chevy Chase, DC, residents, businesses, and neighbors called on the Council to support an "inclusive, responsive, and transparent Small Area Plan process" to produce a SAP to support these goals. Crucially, it stipulated that the resulting SAP be passed into law *before changes to the FLUM could be made*.³ Unwilling to predicate FLUM changes on planning, the Council added language to the Comp Plan to disallow any **zoning** changes until a Small Area Plan was passed into law.

Which brings us to today.

Was the Small Area Plan the community-driven process we hoped for? Was the SAP shaped by the explicit principles expressed by the ANC and the public? Not at all. The process was *planning theater*,

¹ <https://anc3g.org/wp-content/uploads/2020/02/Comp-Plan-Res-Final.pdf>

² <https://anc3g.org/wp-content/uploads/2020/02/ANC-Comprehensive-Plan-Task-Force-Report-1-31-2020-Final2.pdf>

³ <https://anc3g.org/wp-content/uploads/2022/07/Letter-to-Council-Transmitting-SAP-Petition-4-27-21.pdf>

and the result, predictably, could have been produced without the expenditure of hundreds of thousands of taxpayer dollars on consultants and countless hours of futile civic participation.⁴

To start with, OP relied on social media to reach residents and business owners rather than mailing to each household and business. In stark contrast, the planning department in Alexandria goes door-to-door to speak with residents when significant development is projected. DC residents are kept better apprised of leaf-collection schedules (and the mayor's re-election campaign) than they were about the redevelopment of their Main Street.

As far as public participation, OP convened a Community Advisory Committee (CAC) comprised of residents on whom it could count for support, or at least to not push back. Just one example: OP chose the ANC commissioner representing one side of Connecticut Avenue, who holds SmartGrowth beliefs, but not the more skeptical commissioner who represents the other side. The planner who led the CAC admitted to being at sea about what should be done with it; and over the months that it met, the CAC ended up not so much advising OP as being re-educated.

Yes, OP held a handful of (raucous) online meetings with the public, took 100 people over three afternoons for walking tours of our Main Street, hosted a "visioning" session that employed digital modeling technology considered cutting edge 50 years ago, met the public at markets and the library, took hundreds of online comments including on the draft SAP (which I hope you'll read!) ... to produce an aspirational-sounding puff piece with little specificity and few mandates.

The resulting Small Area Plan, with its lack of granularity and enforceability, does not meet the standards of professional planning. It falls short of SAPs conducted in neighboring jurisdictions--and even of other SAPs executed in DC. It's a Plan without a plan, and I ask you not to dignify it with passage.

The mandates that *are* included ignore, maddeningly even reject community goals. In its May 2022 Resolution on the **Draft** Chevy Chase Small Area Plan⁵, the ANC requested that OP delete Equitable Housing Strategy paragraph 4.4, yet OP doubled down on it in the **Final** version by changing "encourage" to "pursue" re: the conversion of naturally occurring affordable housing (NOAH) to dedicated affordable units. Although the Comprehensive Plan excludes rent-stabilized units from its definition of NOAH, Connecticut Avenue has both rent-stabilized and naturally occurring affordable apartments that rent the below-market rates, and both are vulnerable to conversion through vouchers and covenants. The ANC specifically prioritized protection of existing affordable housing; instead, the agency wants to codify robbing Peter to pay Paul.

Otherwise, the SAP treats affordable housing summarily, to be addressed in some fashion, TBD, on the public land along with the rebuilt library and community center and open civic space; elsewhere, the two variants of Inclusionary Zoning are intended to suffice. The SAP waves off ensuring schools and parking adequacies, population increases notwithstanding. Locally owned neighborhood-serving retail is mentioned as valued by the community, but given the specs that the SAP recommends for new construction of retail spaces, such businesses will be priced out even if they manage to survive displacement.

⁴ A second community petition demanding that ANC3/4G reject the March 2022 Draft Chevy Chase SAP was distributed to 475 households within the SAP's Study Area; it received 114 signatures via flyer; online, the petition received 79 additional signatures, but addresses were not available to confirm that online signers were within the Study Area.

⁵ <https://anc3g.org/wp-content/uploads/2022/05/ANC-34G-Resolution-on-SAP-5-9-22-SIGNED.pdf>

With regard to the physical transformation of Connecticut Avenue, in a highly unprofessional omission, OP avoids acknowledging that the west side of upper Connecticut Avenue along with side streets east and west of the avenue have already been deemed eligible for Historic District designation, and that in fact, an HD application is currently underway. Instead, the SAP kicks the contentious “compatibility, scale, and character” work down the road--and firmly into OP’s court: We are to get a **new zone** for Connecticut Avenue, “drafted and proposed by OP.” Despite its cooperative stance and its many resolutions, the ANC is sent back to play merely its customary role of carrying “great weight” before the Zoning Commission, where the die will already be cast. We have come back to where we started, with the community sidelined, OP’s blanket up-FLUMing unfettered, and redevelopment enabled.

Committee of the Whole (Council)

From: Ron Eichner <ron@newlegacypartners.com>
Sent: Friday, July 1, 2022 12:57 PM
To: Committee of the Whole (Council)
Subject: Ch Ch DC SAP

I am a 47 year resident of ChChDC, and I have been deeply involved in the ChChDC SAP process as well as the prior review of the Comp Plan amendments and the ANC 3/4G Racism Task Force, so I am familiar with the issues and discussions that have been ongoing for the last few years. **I am wholly supportive of the plan drafted by the Office of Planning, and look forward to its implementation.**

I understand that there is always resistance to change among a certain segment of the population, even when that change is very modest as it is in this plan. That is the way it has been for decades in Ward 3. I am less understanding of the resistance to building in a Smart Growth manner which is the most environmentally responsible and socially equitable way for a city to grow - to say nothing of the quality of life and economic value of modest increases in density that result in our streets becoming more lively and new residents to fill the restaurants and shops.

There is talk about how OP has been unresponsive to the community. As someone who has been in the thick of this effort, and as someone with some expertise and experience in these matters - I am a planner and developer - I am comfortable stating that ***this is just not true***. Virtually all the substantive comments made by the community such as maintaining charming existing streetscapes, creating a new zone with Form Based Codes for guidelines, pursuing a co-development with the Library and Community Center with affordable housing, focusing new development on the east side of Connecticut Avenue, and eliminating references to other initiatives outside the study area were incorporated into the plan. It is not insignificant that the opposition rarely mentions specific substantive points, but focuses on vague process arguments.

Some requests were made for direct ANC involvement in highly technical tasks such as writing zoning regulations or determining the precise levels of affordability in new buildings, and OP wisely noted that the ANC will review and comment with great weight as is already provided for as these activities proceed. To me, the (probably) well intentioned idea that the ANC be directly involved in these tasks is evidence that some do not appreciate or understand the highly technical nature of the tasks, and is reason enough for everyone to 'stay in their lane' on the next phases of work. The ANC and community must be 'at the table' reviewing, being consulted, having input, etc. and I hope a transparent process can be designed to allow that, but everyone should understand and agree that the SAP is the starting point, and much of this study and planning is behind us, and does not need to be re-litigated in the implementation phase. It is time for the professionals to do their work.

In closing, I congratulate OP for a job well done under difficult circumstances, and look forward, as a community member, to having input into an innovative Form Based Code for a new Connecticut Avenue Gateway zone.

Ron Eichner
3914 Legation St

Testimony of Mara Verheyden-Hilliard
PUBLIC HEARING on PR 24-789, “Chevy Chase Small Area Plan Approval Resolution of 2022”

Tuesday, July 5, 2022 at 11:00 a.m.

The Chevy Chase Small Area Plan currently proffered to the Council by the Mayor’s Office and the Office of Planning has materially failed to comply with obligations as to community input and the DC Council must reject this plan and require the Office of Planning (OP) to revisit this process and comply with its obligations to DC residents¹.

The OP must meaningfully respond to and incorporate community input and comments into this plan, including requirements for affordable housing. The written comments submitted to the OP in this process – including the hundreds of community comments in the design phase - were thoughtful, detailed and overwhelmingly in opposition to, or offering substantive rejection of, Plan specifics. Those comments are available online² and were disregarded by the OP. This wholesale disregard renders the process a charade.

The Chevy Chase Small Area Plan provides no meaningful requirements for affordable housing development. No proponent of this Plan can point to any meaningful requirement for affordable housing – they just use the words as window dressing.

It is the height of disingenuity to turn to the very developers who have destroyed affordable housing in DC and through racist gentrification have forced out families who have lived here for generations, and claim that they will, without binding obligation, suddenly create affordable housing in Chevy Chase of their own volition. And government officials should not simply beg developers to create much needed affordable housing – the District government has the ability to mandate it, to structure it and even to build it. It is particularly outrageous to have developers cloak themselves in the mantle of affordable housing as a false justification to rezone, upzone and open up hundreds of thousands of square feet to expensive luxury housing instead.

This Plan should also be forced to return to the planning stage to incorporate the coming crucial policy initiatives and resources being created through the District offered by Bill 24-802, *The Green New Deal for Housing Amendment Act of 2022*, which has majority support from this body.

This “Plan” and its process have been rife with improprieties. It has been pushed through without regard to democratic obligations in order to execute a land-grab for developers who will profit off of opening up wide swaths of Chevy Chase to dense luxury housing.

The Mayor’s office and her developer-backers who will profit hugely off of this initiative have falsely claimed, repeatedly, that this effort supports affordable housing. It does not. That is

¹ See “Legislative Approval” Section, “Small Area Plan Information,” available here: <https://planning.dc.gov/publication/small-area-plan-information>

² <https://publicinput.com/Report/yvuu15kqj4y>

the single basis upon which this Plan is being jammed through and that basis is demonstrably false, facially in this Plan.

This Plan does not mandate or require any meaningful affordable housing. That is a fact. The Plan lacks any granular detail or mandate and is unlike any other Small Area Plan encountered. It doesn't comport with what an SAP should look like or include – thus the argument that this is just a start and other crucial matters will be dealt with later defies the SAP process and the entire point of an SAP. Authorizing it is an abrogation of Council responsibility. The Plan is simply a cloak of graphics and permissive language to get to the end goal – an authorization for increased height and density that will eviscerate the neighborhood in order to build more luxury housing apartments. And it will extinguish the opportunity for truly affordable family housing and for social housing that exists in Chevy Chase.

The Council must reject this Plan, stand up for affordable housing – and social housing – and stand up for fundamental democratic principles that were entirely disregarded in this process. Community input was repeatedly silenced at meetings; meetings were held with failed technology that didn't allow persons to communicate and participate; hundreds of written comments that were offered during comment periods were disregarded in the process – despite the OP's obligations to respond to and incorporate comments³.

Even the ANC failed to provide the community with advance notice and dissemination of its proposed resolution on the Plan. Circulating and drafting of the ANC position occurred behind closed doors and its recommendations were issued only at the last minute at the time of the only ANC meeting addressing it, without advance circulation or notice to its constituency.

The ANC also entirely disregarded the recommendations on the Draft SAP presented to it by its duly constituted and authorized 3/4G Racial and Social Equity Standing Committee (RASE) and refused to substantively discuss the RASE recommendations at all during its only public meeting on its proposed recommendations to the SAP.⁴ It summarily disregarded them out of hand without discussion as to any of the recommendations made. It then suddenly restricted public comment to only 60 seconds to shut down substantive comment and discussion, and actually pulled the mic of those who were critical, myself included, of its never before disseminated recommendations. Other constituents began yielding their time to me requesting that our views be heard. The ANC's process, including its sole meeting on its recommendations

³ Included as part of this testimony is the attached public comment to the Draft Small Area Plan, incorporating by reference the 646 comments improperly disregarded by the OP in the design phase. The OP has now further disregarded the second round of comments offered by the public on the Draft Plan as well. It has an obligation to read, evaluate and meaningfully respond to community comment, explaining why some recommendations are incorporated and giving explanation where others are not. It may not fully disregard and refuse to address hundreds of comments wholesale, cherry pick a handful, and consider that a response sufficient to meet its obligations. Where the OP wishes to disregard the views of the community, it still must explain its basis for overriding community requests and concerns in the comment process. This is foundational for lawful government administrative procedure.

⁴ The Recommendations of the ANC 3/4G Racial and Social Equity Standing Committee (RASE) to ANC 3/4G on the Draft Chevy Chase Small Area Plan are included in the attachment.

as to the SAP, was a sham and failed to comport with requirements of open government and community input. The ANC was ultimately very divided, and not unanimous, in its own recommendations drafted and pushed through by the ANC Chair.

Everyone listening here today knows how powerful the developer interests and developer money are in the District including as presented through their Astro-turf organizations and incentivized individuals, masquerading as community groups or community representatives. Those interests also gained access to seats on the community advisory committee for the SAP that was not offered to community and affordable housing advocates.

We have a once in several generations opportunity to change the racist housing legacy of Chevy Chase and to create meaningful affordable and family housing, and this Plan -- if allowed to go through -- nails the door shut on that opportunity in favor of lining developers' pockets.

I urge you to reject this Plan. Either endorsing or doing nothing, which will also allow this SAP to take effect, is a decision to enshrine and further accelerate the failed housing practices and policies that have created the housing crisis affecting so many District residents at the very moment when the Council is poised to take action and effectuate substantive change.

**Submission of Mara Verheyden-Hilliard to the Office of Planning
in the Public Comment Period to the Draft Chevy Chase Small Area Plan May 13, 2022**

**Inclusive of the Recommendations of the ANC 3/4G Racial and Social Equity Standing
Committee (RASE) Recommendations to ANC 3/4G
on the Draft Chevy Chase Small Area Plan**

**and inclusive of the 646 community and resident comments on the Small Area Plan, all of
which were improperly subject to wholesale dismissal and disregarded by the Office of
Planning, rendering its final plan in violation of required process and without authority**

Please note submission here as three parts, identified below with subheads 1, 2, 3. Each is to be considered, acknowledged, incorporated into, and responded to in the next phase of drafting for the SAP.

I note that this google form system OP has offered for comments is not an appropriate mechanism to effectively collect community comment as it does not allow for attachments and more detailed information. Obviously the Office of Planning and District government has access to better mechanisms for effectively collecting the views and public comments of District residents - other than a google form - and made a choice not to do so.

**1) ANC 3/4G Racial and Social Equity Standing Committee (RASE)
Recommendations to ANC 3/4G
on the Draft Chevy Chase Small Area Plan**

The ANC is working from a draft Small Area Plan (SAP) that suffers infirmities that can be addressed – but there must be time to do so. This is a once-in-several-generations moment that will define the future of Chevy Chase and it is crucial that we get this right. This is not an issue of “process” for process’ sake but rather to ensure that the goals of affordable housing are actually met – which the RASE Committee believes are not occurring with the Plan as currently drafted.

The RASE committee recommends that in order to move forward with a SAP that meets the needs and aspirations of our community, the SAP process must be extended in order to tighten the document through re-drafting and key consultations so that it presents a detailed, clear and enforceable path to the affordable housing goals it asserts it seeks to achieve. We are available for further discussion and clarification as needed, however we are highlighting below key areas that we believe must be addressed:

- The SAP process should be paused until the District’s Green New Deal for Housing Amendment Act, which has majority Council support, is enacted. The SAP should then be informed by and integrate the agency resources that will be created by this initiative into its planning process, including the new Office of Social Housing Developments in the planning stages. Moving forward without this involvement will make Chevy Chase a second track development process that is out-of-step with the new forward-thinking affordable housing and racial equity policy initiatives of the District which Chevy Chase should instead embrace.

- The SAP does not have binding requirements and mandatory details for implementation of its various recommendations, although it could easily do so. While other Small Area Plans regularly use binding and mandatory language, such as “shall” hundreds of times in an SAP (such as the Alexandria SAP), this SAP lacks these requirements. It also lacks granular detail necessary to render it meaningful including when it comes to the core issue of affordable housing. This SAP visibly stands apart from other SAPs for its lack of specificity or required outcomes (such as the Walter Reed SAP). The ANC, the community, and this committee should have further opportunity to study other SAPs in order to evaluate how to implement meaningful and detailed recommendations in a binding manner and have them woven into the SAP draft.

- To ensure the neighborhood’s vision is met, the SAP should be redrafted to include specific affordable housing mandates and requirements including for family housing and related civic space and community green space. The SAP should be informed by other DC agencies to have specific funding mechanisms available for affordable housing. These are essential – and doable. As above, the SAP as written is generalized and lacking in specific detail and binding requirements.

Further, the lack of specificity provides no clear way for anyone to know whether what is designed and implemented reflects our intention and desire when it comes to affordable housing and racial equity.

- The OP should, as part of the redrafting process, offer a revised plan that includes, incorporates and responds to the hundreds of comments (646) that it received in response to the Draft Design Plan (found here: <https://publicinput.com/Report/yvuu15kqj4y>). Those comments, many of them detailed and thoughtful, were apparently fully disregarded by the OP in the drafting of its SAP despite the community being told that those comments were a key opportunity to

inform the process. From November 2021 to January 2022, the OP was to have engaged in a Design Survey and Charrette (See “Public Participation” here: <https://publicinput.com/chevychase#4>) . In addition to disregarding the public comments, the OP did not conduct an actual charrette.

This level of community engagement, discussion and input is crucial to developing an SAP that meets the needs and aspirations of the community. This failure to include the community input matters and cannot be disregarded in entirety. The ANC should require that the process be reopened to include this input and that there be an actual charrette process held for the community and others who care about the future of affordable housing in Chevy Chase.

- Moving forward, members of the community must be involved in the design of the activities that engage the community.
- The ANC must firmly reject the injected upzoning on residential streets as without having been directly discussed with the community or previously authorized. There has been no effective community notice and input on this matter and it is out of the initiating authority of the SAP.

This residential upzoning will not provide meaningful affordable housing but will create more dense luxury apartments and will skew and increase burdens on school overcrowding, transportation, and parking and thus have a negative impact on other initiatives which must be prioritized to actually provide increased affordable housing, including family housing. This change in zoning on residential side streets was not part of the initiating Comp Plan and it has never been clearly proposed or announced to the whole of the community and serves no public policy goals but will interfere with affordable housing goals.

- The SAP should have specific requirements for vetting RFP’s and developers, prioritizing non-profit developers and those with a demonstrated track record of successful affordable housing development. The community should be involved in approving all developers and RFPs. Again, this is an opportunity for this initiative to work in sync with the Green New Deal and new Office of Social Housing Developments, rather than creating another track for development that may be at odds or out of step with this new forward-thinking public policy initiative of the District.
- The RASE Committee proposes that the ANC present specific dates for requiring that OP reopen the process, address the issues outlined

here, and for the ANC and the community to review a new draft plan. Some Committee members also believe that the final dates for submission of a new SAP to the Council should occur after the upcoming elections to ensure that District residents are properly represented in this process by their chosen elected officials.

Respectfully submitted,

The ANC 3/4G Standing Committee on Racial and Social Equity

2) Additional Recommendations and Comments of Mara Verheyden-Hilliard on the Small Area Plan to Be Considered, Responded to and Incorporated in the Next Phase of SAP Process

The Chevy Chase Small Area Plan ("Plan") is improperly developed, contrary to the stated goals of promoting affordable housing, and premature in light of forthcoming legislation that will directly speak to public housing initiatives in the District.

- The Plan's development process was procedurally and substantively defective -- including the wholesale dismissal and effective silencing of critical community input.
- The Office of Planning's ("OP") purported community engagement process failed to identify a single data-point or statistic that provides any meaningful assurances that the specific views of racially diverse community members was obtained and considered.
- The Plan pays lip service to "affordable housing" while clearly catering to commercial developmental interests.
- The Plan should not be allowed to proceed in the face of game-changing proposed legislation (i.e., the "Green New Deal for Housing Act") that is highly likely to revolutionize how the District produces and preserves affordable housing.

* * * * *

1. The Plan Should be Fully Revisited as Improperly Developed Due to Wholesale Dismissal of Critical Community Input and Failure of a Democratic and Transparent Process

At the onset, the Draft Plan process must be revisited for the Office of Planning's willful and wholesale failure to incorporate, reference or otherwise address whatsoever, the 646 comments submitted by our Chevy Chase community and residents of the District of Columbia in its Design Survey process. Those comments may be found here:

<https://publicinput.com/Report/yvuul15kqj4y>. They are vastly in opposition to OP's Plan proposals (some of which detailed below), with thoughtful and detailed concerns raised, including that the OP's Design Plan failed to actually provide for affordable housing.

Process matters. This is particularly true where, as here, the OP explicitly required that the Plan be developed in a manner that embraces -- not rejects -- community input. According to the OP, the following are critical procedural requirements:

- *Conduct public meetings to create, vet, and revise goals*
- *Formulate recommendations that will implement the goals*
- *Conduct public meetings to create, vet, and revise recommendations*
- *Develop a draft plan that **includes** existing conditions, vision, plan, goals, recommendations, and an implementation strategy.*

Indeed, the draft Plan itself purports to reflect “*a community-informed vision in advance of future development proposals within the neighborhood...*”; the Plan “*was developed through a collaborative community engagement process and is rooted in a people-centered planning and design approach*”; and the Plan was allegedly created through a “*transparent and open engagement process that begins with acknowledging and listening to diverse voices from the neighborhood and seeking to expand opportunities for participation.*” (Plan at 2, 4, 8.) These statements, and similar summary assertions through the Plan are demonstrably false.

First, the OP ignored and failed to address concerns and questions raised throughout public meetings in this process. For example, it held meetings on Zoom that routinely suffered from unacceptable technical issues making it difficult for community members to hear, comment or participate.

Second, comments made during the public Zoom meetings were flatly ignored or relegated to the "chat" feature in Zoom, which not everyone could access. Those Zoom-based comments were never substantively addressed or included in ongoing pronouncements or developments from the OP.

Third, as noted above, the OP may not decide to simply disregard 646 thoughtful comments merely because those comments raise concerns about or criticize its proposals. The OP was required to evaluate those comments, including concerns and opposition, and include and address those hundreds of comments and recommendations as it drafted the Plan. (To the

extent that OP claims it "read" or "considered" the comments, that is insufficient. Hollow opportunities to comment without any guarantee that comments will be addressed, incorporated, or debated are deceptive and offensive.) The SAP and OP's process may not be merely a performative event, existing only to shepherd through plans without taking into account community input. The OP must revisit the process and reissue a Draft Plan that acknowledges, addresses and responds to the community's comments.

2. The OP has not identified a single data-point or statistic that provides any meaningful assurances that the specific views of racially diverse community members was obtained and considered.

We must ensure public awareness to the underlying, historical, and systemic structures and issues that exclude segments of our city's population from access to critical social opportunities and resources, and create the deeply entrenched disadvantages; and second, we must ensure that the racially diverse members of our community have *their specific voices heard*, particularly on issues that impact their lives, such as housing and development.

"In 2020, ANC 3/4G passed a resolution requesting a Small Area Plan for the Chevy Chase "Gateway," to be developed through a community-led planning process." (Plan at 6.) As noted above, the OP has demonstratively failed to engage in a community-led planning process by willfully rejecting and refusing to address the community's comments and input. Equally improper is the lack of any consideration for planning, designing and executing on a campaign to specifically solicit, obtain and consider community input on the Plan *from racially diverse members of the Chevy Chase community or the District overall*.

3. The Plan pays lip service to "affordable housing" while clearly catering to commercial developmental interests.

The OP summarily states that the Plan is "*an opportunity to reform current land use regulations that have been a barrier to achieving socio-economic diversity and access to opportunities that lead to better health and economic outcomes.*" Yet the OP, throughout the planning process, has failed to demonstrate a direct connection (or offer mandatory requirements) between any particular land-use regulation change in the area and creation of affordable housing. Rather any land-use changes will only create greater square-footage for developers to create luxury housing that while profitable for developers, will not provide any meaningful affordable housing.

For example, the Plan mandates height and density increases with no mandate or requirement for meaningful affordable housing. Repeatedly the OP refers to the razing of Connecticut Avenue to increase height and density only as an “opportunity” for affordable housing. (*See, e.g.*, Plan at 31.) There is nothing that will stop the building of massive luxury apartments that will serve developer profits over affordable housing and in fact the OP admits that the massive changes in the SAP will provide for “market rate” housing. (Draft Plan at 47.) The Plan proposes that the District issue Requests for Proposals (RFPs) for redevelopment, razing or infilling (at 47) Connecticut Avenue in Chevy Chase without any meaningful mandate or restriction on that development (Plan 28, 29.) Notably, the Plan also summarily dismisses all of the community’s concerns as to currently overcrowded schools and limited parking rather than providing a vision and plan for addressing these critical issues.

The OP only “encourages” any of the goals that it claims form the necessary foundation of the radical remaking of Chevy Chase. (Plan 32, 33). The Plan admits that ultimately, implementation will be in the hands of private developers, that the radical razing of Connecticut Avenue is subject to the whims of “market conditions” and that the issue of affordable housing is actually just something that “can be” addressed as for-profit developers devour Chevy Chase but is not required or mandated through the SAP. (Plan at 58.) The Plan must be reissued with input from affordable housing experts (not developers) and have mandated – and meaningful - requirements for affordable and family housing.

By way of further example, the up-zoning on residential side streets makes clear that the Plan focuses on for-profit commercial development, not affordable housing -- and all such attempts to infiltrate residential areas should be rejected. The Plan attempts to up-zone wide swaths of Chevy Chase that was never approved within the Comprehensive Plan, and which was never supported by the community. The OP without notice or community input, suddenly included up-zoning proposals that went far beyond even the Comprehensive Plan proposals – which were widely opposed in the community. There has been no public disclosure as to where the up-zoning proposals came from, who suggested them and the process by which they became the framework for the Plan. The Plan contemplates massive structures along residential side streets which were never directly addressed during the SAP process or during the Comp Plan discussions. These huge buildings would require residential zoning changes and all

such references, including all schematics and drawings, should be unequivocally removed from the Plan as without community discussion or input. This includes the OP's plan, first disclosed in its Design Plan, to open up the PNC Bank parking lot to huge redevelopment. The PNC Bank lot, west of Connecticut Ave, along Morrison St., is currently zoned low-density residential. The space is allowed to be used as a parking lot only upon a periodically sought and renewed variance which requires local resident notification and comment opportunity. This previously undisclosed and undiscussed insertion of massive development along a residential side street cannot be supported. **Notably, the first notice the community had of this plan was when it appeared in schematics for the Design Plan which thereafter had all community comments disregarded by the OP as it moved towards its Draft Plan.**

The Draft Plan continues to include this massive, unsupported and unexplained development in its schematics and states that development and RFPs will need to be "consistent with CCSAP recommendations and design guidelines." (Plan 43, 47, 55.) Again – the Design Guidelines were developed without transparency and upon release the OP refused to consider and address the concerns and objections of District residents. **These sections must be fully eliminated, including all indicators of the PNC lot upzoning and building plans and all such radical rezoning and building plans for residential blocks off of Connecticut Avenue as without any authority or democratic process.**

4. The Plan should not be allowed to proceed in the face of game-changing proposed legislation (i.e., the "Green New Deal for Housing Act") that is highly likely to revolutionize how the District produces and preserves affordable housing.

The Plan should not proceed at this current time in light of the recently introduced Social Housing/Green New Deal legislation by Councilmember Janeese Lewis George which has, as of this date, received a total of **eight** councilmembers' support and endorsement and has a high likelihood of becoming law in the near term as it now has majority support.

This groundbreaking legislation, the "Green New Deal for Housing Amendment Act of 2022," calls for the District to begin investing in social housing as a means to solve the affordable housing crises, creates the city's first Office of Social Housing Developments and includes related amendments regarding the development of District property. Throughout the SAP process the OP refused to address repeated requests from the community to evaluate and

incorporate social housing plans to address affordable housing and diversity needs. In fact, at one session the OP indicated that it had no idea what social housing was. **Social Housing is about to become an official public policy goal of the District of Columbia.** This developer-driven and ultimately developer-implemented plan is in conflict and must be rejected.

No Plan should be developed or move forward here without integration of planning from the expected new Office of Social Housing Developments in the planning stages. Moving forward with this Draft Plan written with old housing policy and developers' interests paramount, will be step backward and a rejection of anti-racist and affordable housing efforts that are now bearing fruit in D.C. After-the-fact consultation is not adequate and will obstruct true reform measures at the stages where it matters most including this process, now.

If we are to overcome the legacy of racist housing practices and address the crises of unaffordable housing in Chevy Chase, the OP should not railroad through a SAP **that runs contrary to forward-thinking affordable and anti-racist housing programs.** This new legislation is supported by local chapters of the NAACP, as well as housing rights organizers, union leaders and members, and environmental justice organizations. More information and a copy of the proposed legislation is available here: <https://janeeseward4.com/introducing-green-new-deal-legislation-to-create-social-housing-and-remove-lead-pipes-in-dc/>

3) 646 Community and District Residents' Comments for the SAP

Incorporated herein by reference and direct link, are 646 community and District resident comments previously submitted to the OP which should be considered and incorporated into the next draft SAP. These were submitted in response to the Design Plan and the OP failed to incorporate them into the draft SAP, or to acknowledge or respond to them in its planning, despite its obligation to do so. <https://publicinput.com/Report/yvuu15kqj4y>

.....

Please note submission here as three parts, identified below with subheads 1, 2, 3. Each is to be considered, acknowledged, incorporated into, and responded to in the next phase of drafting for the SAP.

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1) ANC 3/4G Racial and Social Equity Standing Committee (RASE)
Recommendations to ANC 3/4G
on the Draft Chevy Chase Small Area Plan

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The RASE committee recommends that in order to move forward with a SAP that meets the needs and aspirations of our community, the SAP process must be extended in order to tighten the document through re-drafting and key consultations so that it presents a detailed, clear and enforceable path to the affordable housing goals it asserts it seeks to achieve. We are available for further discussion and clarification as needed, however we are highlighting below key areas that we believe must be addressed:

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- To ensure the neighborhood’s vision is met, the SAP should be redrafted to include specific affordable housing mandates and

requirements including for family housing and related civic space and community green space. The SAP should be informed by other DC agencies to have specific funding mechanisms available for affordable housing. These are essential – and doable. As above, the SAP as written is generalized and lacking in specific detail and binding requirements.

Further, the lack of specificity provides no clear way for anyone to know whether what is designed and implemented reflects our intention and desire when it comes to affordable housing and racial equity.

- The OP should, as part of the redrafting process, offer a revised plan that includes, incorporates and responds to the hundreds of comments (646) that it received in response to the Draft Design Plan (found here: <https://publicinput.com/Report/yvuu15kqi4y>). Those comments, many of them detailed and thoughtful, were apparently fully disregarded by the OP in the drafting of its SAP despite the community being told that those comments were a key opportunity to inform the process. From November 2021 to January 2022, the OP was to have engaged in a Design Survey and Charrette (See “Public Participation” here: <https://publicinput.com/chevychase#4>). In addition to disregarding the public comments, the OP did not conduct an actual charrette.

This level of community engagement, discussion and input is crucial to developing an SAP that meets the needs and aspirations of the community. This failure to include the community input matters and

cannot be disregarded in entirety. The ANC should require that the process be reopened to include this input and that there be an actual charrette process held for the community and others who care about the future of affordable housing in Chevy Chase.

- Moving forward, members of the community must be involved in the design of the activities that engage the community.
- The ANC must firmly reject the injected upzoning on residential streets as without having been directly discussed with the community or previously authorized. There has been no effective community notice and input on this matter and it is out of the initiating authority of the SAP.

This residential upzoning will not provide meaningful affordable housing but will create more dense luxury apartments and will skew and increase burdens on school overcrowding, transportation, and parking and thus have a negative impact on other initiatives which must be prioritized to actually provide increased affordable housing, including family housing. This change in zoning on residential side streets was not part of the initiating Comp Plan and it has never been clearly proposed or announced to the whole of the community and serves no public policy goals but will interfere with affordable housing goals.

- The SAP should have specific requirements for vetting RFP's and developers, prioritizing non-profit developers and those with a demonstrated track record of successful affordable housing

development. The community should be involved in approving all developers and RFPs. Again, this is an opportunity for this initiative to work in sync with the Green New Deal and new Office of Social Housing Developments, rather than creating another track for development that may be at odds or out of step with this new forward-thinking public policy initiative of the District.

- The RASE Committee proposes that the ANC present specific dates for requiring that OP reopen the process, address the issues outlined here, and for the ANC and the community to review a new draft plan. Some Committee members also believe that the final dates for submission of a new SAP to the Council should occur after the upcoming elections to ensure that District residents are properly represented in this process by their chosen elected officials.

Respectfully submitted,

The ANC 3/4G Standing Committee on Racial and Social Equity

2) Additional Recommendations and Comments of Mara Verheyden-Hilliard on the Small Area Plan to Be Considered, Responded to and Incorporated in the Next Phase of SAP Process

The Chevy Chase Small Area Plan ("Plan") is improperly developed, contrary to the stated goals of promoting affordable housing, and premature in light of forthcoming legislation that will directly speak to public housing initiatives in the District.

- The Plan's development process was procedurally and substantively defective -- including the wholesale dismissal and effective silencing of critical community input.

The Office of Planning's ("OP") purported community engagement process failed to identify a single data-point or statistic that provides any meaningful assurances that the specific views of racially diverse community members was obtained and considered.

The Plan pays lip service to "affordable housing" while clearly catering to commercial developmental interests.

The Plan should not be allowed to proceed in the face of game-changing proposed legislation (i.e., the "Green New Deal for Housing Act") that is highly likely to revolutionize how the District produces and preserves affordable housing.

a. The Plan Should be Fully Revisited as Improperly Developed Due to Wholesale Dismissal of Critical Community Input and Failure of a Democratic and Transparent Process

At the onset, the Draft Plan process must be revisited for the Office of Planning's willful and wholesale failure to incorporate, reference or otherwise address whatsoever, the 646 comments submitted by our Chevy Chase community and residents of the District of Columbia in its Design Survey process. Those comments may be found here:

<https://publicinput.com/Report/yvuu15kqj4y>. They are vastly in opposition to OP's Plan proposals (some of which detailed below), with thoughtful and detailed concerns raised, including that the OP's Design Plan failed to actually provide for affordable housing.

Process matters. This is particularly true where, as here, the OP explicitly required that the Plan be developed in a manner that embraces -- not rejects -- community input. According to the OP, the following are critical procedural requirements:

- Conduct public meetings to create, vet, and revise goals
- Formulate recommendations that will implement the goals
- Conduct public meetings to create, vet, and revise recommendations
- Develop a draft plan that includes existing conditions, vision, plan, goals, recommendations, and an implementation strategy.

Indeed, the draft Plan itself purports to reflect "a community-informed vision in advance of future development proposals within the neighborhood..."; the Plan "was developed through a

collaborative community engagement process and is rooted in a people-centered planning and design approach”; and the Plan was allegedly created through a “transparent and open engagement process that begins with acknowledging and listening to diverse voices from the neighborhood and seeking to expand opportunities for participation.” (Plan at 2, 4, 8.) These statements, and similar summary assertions through the Plan are demonstrably false.

First, the OP ignored and failed to address concerns and questions raised throughout public meetings in this process. For example, it held meetings on Zoom that routinely suffered from unacceptable technical issues making it difficult for community members to hear, comment or participate.

Second, comments made during the public Zoom meetings were flatly ignored or relegated to the "chat" feature in Zoom, which not everyone could access. Those Zoom-based comments were never substantively addressed or included in ongoing pronouncements or developments from the OP.

Third, as noted above, the OP may not decide to simply disregard 646 thoughtful comments merely because those comments raise concerns about or criticize its proposals. The OP was required to evaluate those comments, including concerns and opposition, and include and address those hundreds of comments and recommendations as it drafted the Plan. (To the extent that OP claims it "read" or "considered" the comments, that is insufficient. Hollow opportunities to comment without any guarantee that comments will be addressed, incorporated, or debated are deceptive and offensive.) The SAP and OP’s process may not be merely a performative event, existing only to shepherd through plans without taking into account community input. The OP must revisit the process and reissue a Draft Plan that acknowledges, addresses and responds to the community’s comments.

b. The OP has not identified a single data-point or statistic that provides any meaningful assurances that the specific views of racially diverse community members was obtained and considered.

We must ensure public awareness to the underlying, historical, and systemic structures and issues that exclude segments of our city's population from access to critical social opportunities and resources, and create the deeply entrenched disadvantages; and second, we must ensure that the racially diverse members of our community have their specific voices heard, particularly on issues that impact their lives, such as housing and development.

“In 2020, ANC 3/4G passed a resolution requesting a Small Area Plan for the Chevy Chase “Gateway,” to be developed through a community-led planning process.” (Plan at 6.) As noted above, the OP has demonstratively failed to engage in a community-led planning process by willfully rejecting and refusing to address the community’s comments and input. Equally improper is the lack of any consideration for planning, designing and executing on a campaign to specifically solicit, obtain and consider community input on the Plan from racially diverse members of the Chevy Chase community or the District overall.

c. The Plan pays lip service to "affordable housing" while clearly catering to commercial developmental interests.

The OP summarily states that the Plan is “an opportunity to reform current land use regulations that have been a barrier to achieving socio-economic diversity and access to opportunities that lead to better health and economic outcomes.” Yet the OP, throughout the planning process, has failed to demonstrate a direct connection (or offer mandatory requirements) between any particular land-use regulation change in the area and creation of affordable housing. Rather any land-use changes will only create greater square-footage for developers to create luxury housing that while profitable for developers, will not provide any meaningful affordable housing.

For example, the Plan mandates height and density increases with no mandate or requirement for meaningful affordable housing. Repeatedly the OP refers to the razing of Connecticut Avenue to increase height and density only as an “opportunity” for affordable housing. (See, e.g., Plan at 31.) There is nothing that will stop the building of massive luxury apartments that will serve developer profits over affordable housing and in fact the OP admits that the massive changes in the SAP will provide for “market rate” housing. (Draft Plan at 47.) The Plan proposes that the District issue Requests for Proposals (RFPs) for redevelopment, razing or infilling (at 47) Connecticut Avenue in Chevy Chase without any meaningful mandate or restriction on that development (Plan 28, 29.) Notably, the Plan also summarily dismisses all of the community’s concerns as to currently overcrowded schools and limited parking rather than providing a vision and plan for addressing these critical issues.

The OP only “encourages” any of the goals that it claims form the necessary foundation of the radical remaking of Chevy Chase. (Plan 32, 33). The Plan admits that ultimately, implementation will be in the hands of private developers, that the radical razing of Connecticut Avenue is subject to the whims of “market conditions” and that the issue of affordable housing is actually just something that “can be” addressed as for-profit developers devour Chevy Chase but is not required or mandated through the SAP. (Plan at 58.) The Plan must be reissued with input from affordable housing experts (not developers) and have mandated – and meaningful - requirements for affordable and family housing.

By way of further example, the up-zoning on residential side streets makes clear that the Plan focuses on for-profit commercial development, not affordable housing -- and all such attempts to infiltrate residential areas should be rejected. The Plan attempts to up-zone wide swaths of Chevy Chase that was never approved within the Comprehensive Plan, and which was never supported by the community. The OP without notice or community input, suddenly included up-zoning proposals that went far beyond even the Comprehensive Plan proposals – which were widely opposed in the community. There has been no public disclosure as to where the up-zoning proposals came from, who suggested them and the process by which they became the framework for the Plan. The Plan contemplates massive structures along residential side streets which were never directly addressed during the SAP process or during the Comp Plan discussions. These huge buildings would require residential zoning changes and all such references, including all schematics and drawings, should be unequivocally removed from the Plan as without community discussion or input.

This includes the OP's plan, first disclosed in its Design Plan, to open up the PNC Bank parking lot to huge redevelopment. The PNC Bank lot, west of Connecticut Ave, along Morrison St., is currently zoned low-density residential. The space is allowed to be used as a parking lot only upon a periodically sought and renewed variance which requires local resident notification and comment opportunity. This previously undisclosed and undiscussed insertion of massive development along a residential side street cannot be supported. Notably, the first notice the community had of this plan was when it appeared in schematics for the Design Plan which thereafter had all community comments disregarded by the OP as it moved towards its Draft Plan.

The Draft Plan continues to include this massive, unsupported and unexplained development in its schematics and states that development and RFPs will need to be “consistent with CCSAP recommendations and design guidelines.” (Plan 43, 47, 55.) Again – the Design Guidelines were developed without transparency and upon release the OP refused to consider and address the concerns and objections of District residents. These sections must be fully eliminated, including all indicators of the PNC lot upzoning and building plans and all such radical rezoning and building plans for residential blocks off of Connecticut Avenue as without any authority or democratic process.

d. The Plan should not be allowed to proceed in the face of game-changing proposed legislation (i.e., the "Green New Deal for Housing Act") that is highly likely to revolutionize how the District produces and preserves affordable housing.

The Plan should not proceed at this current time in light of the recently introduced Social Housing/Green New Deal legislation by Councilmember Janeese Lewis George which has, as of this date, received a total of eight councilmembers' support and endorsement and has a high likelihood of becoming law in the near term as it now has majority support.

This groundbreaking legislation, the "Green New Deal for Housing Amendment Act of 2022," calls for the District to begin investing in social housing as a means to solve the affordable housing crises, creates the city's first Office of Social Housing Developments and includes related amendments regarding the development of District property. Throughout the SAP process the OP refused to address repeated requests from the community to evaluate and incorporate social housing plans to address affordable housing and diversity needs. In fact, at one session the OP indicated that it had no idea what social housing was. Social Housing is about to become an official public policy goal of the District of Columbia. This developer-driven and ultimately developer-implemented plan is in conflict and must be rejected.

No Plan should be developed or move forward here without integration of planning from the expected new Office of Social Housing Developments in the planning stages. Moving forward with this Draft Plan written with old housing policy and developers' interests paramount, will be step backward and a rejection of anti-racist and affordable housing efforts that are now bearing fruit in D.C. After-the-fact consultation is not adequate and will obstruct true reform measures at the stages where it matters most including this process, now.

If we are to overcome the legacy of racist housing practices and address the crises of unaffordable housing in Chevy Chase, the OP should not railroad through a SAP that runs contrary to forward-thinking affordable and anti-racist housing programs. This new legislation is supported by local chapters of the NAACP, as well as housing rights organizers, union leaders and members, and environmental justice organizations. More information and a copy of the proposed legislation is available here: <https://janeeseward4.com/introducing-green-new-deal-legislation-to-create-social-housing-and-remove-lead-pipes-in-dc/>

3) 646 Community and District Residents' Comments for the SAP

Incorporated herein by reference and direct link, are 646 community and District resident comments previously submitted to the OP which should be considered and incorporated into the next draft SAP. These were submitted in response to the Design Plan and the OP failed to

incorporate them into the draft SAP, or to acknowledge or respond to them in its planning, despite its obligation to do so. <https://publicinput.com/Report/yvuu15kqj4y>

Thank you for the opportunity to testify at the Committee's hearing on the Chevy Chase SAP. My name is Karrenthya Simmons, and I am a part of the ANC's Racial and Social Equity committee but am testifying today in my personal capacity. A little bit about me, I have lived in four of the eight wards in DC, and I have a three year old son. I currently live in ward 3 on Connecticut Ave right in the area of the SAP. I moved to Chevy Chase because at the time, I could not afford to live in ward 5 any longer and living in Chevy Chase was significantly cheaper with pandemic pricing. Shortly after my move, I noticed the city was beginning feedback sessions for the SAP and I joined. Prior to working on the SAP, I participated with the Office of Planning with the development of the Edgewood community center. I participated in all the feedback sessions offered by the office of planning for the Chevy Chase SAP. I think the SAP is a good plan and it considered all the suggested feedback I provided. I saw a few things I gave for feedback on in the plan. I am looking forward to a new community center, library, and the development of affordable housing. As I experienced with the pandemic pricing to move to Chevy Chase, if there is more housing available housing will become affordable. Adopting this plan to build more housing will help make housing affordable in DC. During one of the OP feedback sessions held at the community center, my son stroller and I could barely fit in it to travel to the second floor. The playground behind the library is not completely safe and we usually drive to other parks in DC that are safer rather than walking to the park a block from our home. The turf at the playground behind the library is coming up, there's rocks all over the place that isn't safe for a new walker. We don't utilize the chevy chase library often unless it is to pick up children's books that has been sent to the library. The MLK and other city libraries are better suited for my son as a 3-year-old to engage in rather than the CC library. I think we need to modernize these city spaces. All of DC is changing and I don't think it's fair for the rest of DC to develop while chevy chase does not. I think the SAP is a good plan, I've participated with community input, and I would urge the council to approve it.

Karrenthya Simmons



Testimony Before the DC Council Roundtable
of the Chevy Chase Small Area Plan
July 5, 2022

Good afternoon, Chairman Mendelson and Councilmember Cheh,

My name is Robert Gordon and I am the President of the Chevy Chase Citizens Association. I participated throughout the past year and a half on the Community Advisory Committee to the SAP. We oppose the plan as currently written unless significant changes are made.

We support The ANC 3/4G's request to participate in all phases of the future planning and implementation of the Chevy Chase Small Area Plan and its amendment presented by Chair Speck. The ANC was instrumental in initiating the SAP, requesting it, obtaining the funds to execute it, and participating fully in the process. We believe that the ANC, as elected representatives, is in the best position to ensure that the voice of residents is heard and incorporated in future actions. We want the ANC to be part of the discussion of all design decisions as we move forward.

We have three caveats:

1. We believe that the SAP will fail to reach its goals of promoting greater inclusivity and affordable housing for families in Chevy Chase. In fact, I believe that **zero** family-sized units (3 or more bedrooms and 1200-1500 square feet) will be built as a result of this SAP. Why? No economic analysis was performed in the development of the SAP to determine the feasibility and relative costs of family-sized Affordable Housing in Chevy Chase. We acknowledge the regrettable consequences to minorities of public land grabs, exclusionary zoning, and red-lining in the area. The SAP will not remedy that appalling history. Given the high land costs in Chevy Chase, the local developers with whom we talked, will not build family-sized affordable units in Chevy Chase without enormous DC government subsidies. Is it proper to invest District funds in overly expensive housing here? 5333 Connecticut Avenue is a prime example. The 20 affordable units there are generally too small for families (800 – 900 square feet), they are below ground level, have been hard to fill vacancies, and even so they are relatively expensive.

We ask the Council to commission an economic study to look at the cost of building family-sized affordable units in Chevy Chase compared to similar financial investments elsewhere. The SAP had tunnel vision, assuming (and stating repeatedly) from the onset that CC was a highly desirable place for candidate low-income families to live – there is no evidence of that. OP didn't bother to look at the demand side of the equation: do families eligible for affordable housing want to live in a small apartment in a mixed-use building in Chevy Chase? Would they prefer to live in larger similarly-priced units in other parts of the city? We ask that the Council remedy this oversight and have these questions answered before approving the plan.

2. A large section of the CCSAP is devoted to Urban Design Guidelines otherwise known as Form-based codesⁱ, which appear to be a promising approach to design in the future Chevy Chase commercial area. This is highly significant because if it is accepted then it replaces existing zoning regulations. Deeper examination shows that Form-based codes are experimental in nature, not necessarily beneficial, and not fully understoodⁱⁱ. The language in the SAP was never reviewed by the CAC and added later. It was clearly prepared by developers for the benefit of development interests. Form-based codes are seldom used in cities across the United States (less than 1% of cities use them) and never in any residential neighborhood in Washington DC. This would be an architectural and regulatory experiment and Chevy Chase would be the guinea pig. If adopted, they should be for the entire city.

Form-based codes promote a uniform set of structures that wrest authority for zoning and construction out of the hands of city agencies that normally manage, approve, and monitor the entire process. Uniformity may not conform to the west side of Connecticut Avenue. Recall that most of the current Chevy Chase residents like the village feeling and walkability along the west side of Connecticut Avenue. Adopting Form-based Codes wholesale needs much more study, thought, public education, and community dialog before it is included in this plan. The actual terms need to be clear, concise, and well-articulated. Until more is known about form-based building, codes, we urge the Council to suspend this portion of the SAP.

3. We are opposed to the notions of Gentle Density and Missing Middle in Chevy Chase which has been implied in the Draft SAP, has been shown in its drawings, and may be introduced at a later time. The dirty little secret is that these terms, while sounding benign, mean greater density off of Connecticut Avenue and eventually up-zoning in residential streets across Chevy Chase. We oppose further OP and Zoning actions in that regard especially during the next phase of the Comprehensive Planning process.

Thank you for the opportunity to provide input into the process. I hope that these comments are received in the spirit in which they are offered, to provide positive contributions to a plan in which we have played and must continue to play a substantive role.

ⁱ **Form-Based Codes Institute:** A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

ⁱⁱ **Disadvantages Of The Form-Based Code Approach - Copyright 2010-2022, by Nancy Thompson, www.useful-community-development.org.** All rights reserved.

1. As a relatively new tool, only in existence since the early 1980s, there's less societal experience with the codes, so the claim that they are more adaptable to changes in business and architectural practices than traditional zoning is still untested.
2. What will happen when there is a change in aesthetic, or when there is a game-changer in terms of dominant transportation modes?
3. In fact, the emerging trend toward developing curb management policies and ordinances poses new challenges for form-based codes. "Curb management" is the new buzz word for expanding uses of the curb to include very short-term parking to accommodate ride sharing services, delivery trucks and robots, curbside pickup of restaurant food and other goods, and autonomous vehicle pickup and dropoff, as well as conventional automobile parking. In curb management, the land use really does matter. Restaurants will have far different needs for the use of the curb than most offices, for example. Thinking through these challenges, which have greatly accelerated due to the coronavirus pandemic, may lead to the conclusion that differentiation of land uses was a good idea after all.
4. The newness of this type of law also may make it difficult to find a skilled city planning consultant nearby who can assist with preparing the plan and the code, at least at a reasonable cost.
5. One type of rigidity is replaced by another type of rigidity. It's true that increasingly the land use is completely irrelevant, because a manufacturing building and an office building can look exactly the same on the outside and in fact perform the same way in relationship to its environment.
6. But form-based codes also are practiced in a rigid manner, favoring "urbanism" over the suburban look and feel, and emphasizing [urban design](#) over performance of the parcel of land. While designers don't like to admit this, they too are subject to trends and shifts of opinion over time.

Hello. My name is Lee Mayer and I live on Western Ave, NW in what used to be Ward 3 and is now Ward 4. I am a former ANC Commissioner, a bicycle rider and a car owner. Like my Ward 4 neighbors in Barnaby Woods, Hawthorne and parts of Chevy Chase, Connecticut Avenue is my Main Street. I shop at the stores in Chevy Chase and frequent the bars and restaurants on Connecticut Ave. We Ward 4 residents located west of Rock Creek Park were not fairly represented in the CCSAP planning process. Our elected City Council representative, Janeese Lewis-George, should have been a major stakeholder in the development of the CCSAP. She was not. Additionally, the fact that this hearing is taking place with less than 30 days notice, on a Tuesday at 11 AM, the day after a major holiday, tells me that the plan is being rushed, outreach is inadequate and it is not representative of the entire community. Additional public outreach needs to take place before the CCSAP is approved. Ms. Lewis-George must be given a pivotal role so she can represent her constituents' views.

There appears to be no real coordination between the Connecticut Ave. protected bike lane project and the CCSAP. Specifically, the goals of the CCSAP are at odds with the Connecticut Ave. bike lane project. The June 2nd CCSAP booklet references that bike lanes may be extended from Livingston St. to CC Circle. Extending bike lanes from Livingston St. to Chevy Chase Circle must NOT be approved if the CCSAP is to succeed. The selected Concept "C" bike lanes on Connecticut Ave must be revisited. As a bike rider, I know first hand that there are plenty of bike lanes and routes in upper northwest that one can use to get around. Reno Road, the Rock Creek Park trail and the Capital Crescent trail, come to mind.

The June 2nd booklet also states that the CCSAP benchmarks include (quote) "A welcoming public realm that enhances the experience, accessibility, and safety of users of the public right of way, particularly older adults and persons of disabilities." (end quote). The elimination of 2 lanes of vehicular roadway, the removal of parking on one side of the street, and the addition of 2 protected bike lanes, means less accessibility for Seniors and persons with disabilities....not more.

Another example of the disparity between the CCSAP and the Connecticut Ave. Bike Lane project appears in recommendation 6.8 on page 43. The recommendation suggests that WMATA and DDOT will study opportunities to improve bus reliability and travel speeds by installing dedicated bus lanes or queue jumps where feasible. In the June 29th Bike Lane project meeting, DDOT equivocally stated that dedicated bus lanes would not work and are not feasible once the bike lanes are installed. WMATA has stated that Connecticut Ave, is not a priority bus corridor. When 2 lanes of vehicular traffic are removed, there is no way bus speeds will improve. Quite the opposite.

The DDOT bike lane study states that at 4 or 5 intersections congestion issues will occur. The DDOT bike lane study also states that these congestion issues will need to resolve themselves. Frankly, they won't resolve themselves. As a result, ambulance, fire, and police emergency response times will increase. What will this mean for the residents that will occupy the new planned developments? This major problem needs to be addressed before the CCSAP is approved.

Two large Chevy Chase Maryland residential projects are being built on Conn. Ave.....the 4H site and the multiple apartment and condo buildings off Jones Bridge Road. The impact of these developments needs to be factored in in the CCSAP.

This leads me to one of my main points: one which the ANC 3/4G resolution stated and one that the Office of Planning has conveniently watered down. The ANC 3/4G resolution states (quote)"The CCSAP must address more specifically how infrastructure – schools, transportation & parking will be planned

concurrently with any new development on the Conn. Ave. corridor. Whatever growth may occur in the CC planning area cannot happen without accompanying infrastructure and there must be a plan to make that happen.” (end quote). The residents of Ward 3 and Ward 4, west of Rock Creek Park, need a greater voice in determining what this infrastructure will look like.

More time and more constituent input is needed to address the issues that increased growth will bring. Bike lanes must not be installed on Connecticut Ave. The impact of the residential projects on Connecticut Ave. in Montgomery County needs to be factored in. Councilwoman Lewis-George needs to play a major role in the development of the CCSAP so that her disenfranchised Ward 4 residents, who use Conn. Ave. every day, have equal representation.

I, and my fellow CC residents are not against change or growth as some have portrayed our neighborhood. However, growth must be planned carefully and the CCSAP needs more work and more input from residents before approval is given. Thank you.

PUBLIC WITNESS TESTIMONY: CAROLYN COOK
Council of the Whole Round Table
PR 24-789: Chevy Chase Small Area Plan Approval of 2022
Tuesday, July 5, 2022, at 11 am via Zoom

Hi, my name is Carolyn Cook. I'm a lifelong Chevy Chase DC resident, a former ANC for the Barnaby Woods and Hawthorne neighborhoods located east of Broad Branch Road to Rock Creek Park. I founded Club 60+, the first no-cost program for senior wellbeing at the Chevy Chase Community Center, and am now a care partner to my 92-year-old mother.

When one proposes to build a house in the District, they are required to submit evidence of qualifications and expertise as well as a thorough analysis of all the variables involved and how they will be managed in order to comply with DCRA's permit approval process. Thank goodness!

Why then is the Chevy Chase Small Area Plan any different?

Residents have repeatedly raised concerns to the Office of Planning (OP) and the ANC in their virtual Zoom meetings where We, the participants, were hidden from public view by the government hosts. We had no knowledge of who or how many were in attendance, unless they commented in the chat box. It's ironic that OP's 'community-informed' proposal before you doesn't include the community's input nor any data or evidence that rejects, refutes, or confirms residents' claims in consideration of the overall impact and additional infrastructure needs associated with redevelopment here.

For example: How does the DC government plan to address Chevy Chase's unique infrastructure deficiencies as it relates to redevelopment in other areas of Ward 3 such as:

- A treacherous Chevy Chase traffic circle for residents, commuters, and visitors to cross by car, bike, tour bus, or on foot.
- No metro station along the MD or DC side of Connecticut Avenue to offload the convergence of the beltway, MD and DC traffic volume crossing into and out of the District round the clock. Alternately, Wisconsin Avenue has four metro stations from their beltway exit to the District line.
- No direct or express bus to downtown like the 30 buses that run up and down Wisconsin Avenue.
- During the pandemic, WMATA eliminated Chevy Chase's neighborhood bus route for good. The E6 bus conveniently stopped at Lafayette School before reaching the center of Chevy Chase at McKinley Street on the way to the Friendship Heights metro station. It now takes riders two or three buses where it only took one before.
- The Chevy Chase Safeway, CVS, and US Post Office are tiny retail stores that are ill-equipped to serve the future consumer demand.
- Ward 4 West of Rock Creek Park is made up of 42% families with children and 21% adults over 65 who rely heavily on cars, parking spaces, and drop-off lanes to meet their daily living needs. How will you ensure our continued access to the Avenue amidst the bike lanes?
- If DDOT installs two bike lanes on this emergency evacuation corridor, the road rage, bottlenecks, and cut thru on local streets without Metrorail or an Express bus will be extreme. Keep in mind that the MD/DC section of Rock Creek Park also remains closed to cars.
- Lafayette, Deal, and Wilson schools are already busting at the seams, so where will all of our kids go and how will they get there?

This is a Perfect Storm for the residents who live here.

Especially when OP has not included the above data points in a separate section in their proposal, nor provided any assurances that a plan is in place to address or mitigate these issues going forward. What are residents left to think?

Therefore, I urge the Council of the Whole to reconsider your vote for this resolution as it stands. Instruct the Office of Planning to refer these transportation and education concerns to the appropriate agency/partner for their input and recommendation. OP's revised proposal would include an actual plan that highlights our collective concerns with a corresponding set of recommendations and a timeline to mitigate and/or resolve these deficiencies ahead of new residents moving in.

I believe that filling in these blanks would establish the Council as a fair-minded, good faith listener and broker in balancing the interests of the DC government, its agencies, and resources, as well as the interests of existing and future residents of every ward.

Thank You.

Carolyn Cook
Ward 4
Barnaby Woods

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
Office of Planning**



**Public Roundtable on PR24-789, “Chevy Chase Small Area Plan Approval
Resolution of 2022”**

Testimony of
Anita Cozart
Interim Director, DC Office of Planning

Before the
Committee of the Whole
Council of the District of Columbia
The Honorable Phil Mendelson, Chairman

John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, D.C. 20004

July 5, 2022
11:00 am

Good morning, Chairman Mendelson, Councilmembers, and staff of the Committee of the Whole. My name is Anita Cozart and I am the Interim Director of the DC Office of Planning (OP). I am pleased to share with the Committee the Chevy Chase Small Area Plan, transmitted to Council by Mayor Muriel Bowser, and led by the Office of Planning.

As outlined in the proposed resolution before you, the Chevy Chase Small Area Plan presents a community-informed guide for equitable and sustainable growth along the Connecticut Avenue corridor. The vision is to facilitate housing production, especially of affordable housing, and to improve neighborhood connectivity and vibrancy. The Small Area Plan is organized around six core themes envisioning a Chevy Chase with: 1) an inviting social and cultural character, 2) an inclusive built environment, 3) a reimagined civic core, 4) an equitable housing strategy, 5) a thriving retail corridor, and 6) safe and sustainable mobility.

The Chevy Chase Small Area Plan outlines equitable housing strategy recommendations that serve as an instrumental guide in helping the District meet and exceed housing goals for the Rock Creek West Planning Area, which currently has the fewest dedicated affordable housing units of the District's 10 planning areas. The Small Area Plan will help to catalyze the important redevelopment opportunity that exists to strengthen the Civic Core in Chevy Chase, featuring new state-of-the-art public library and community center, with mixed income and affordable housing. Council has approved \$24 million dollars for the library and \$17.5 million dollars for the community center in the capital budget for fiscal years 2023 through 2025. OP looks forward

to working with partner agencies, the community, and Zoning Commission, to implement the recommendations, design guidelines, and rezoning described in the Small Area Plan.

The Chevy Chase Small Area Plan was developed with the support of community partners, including a Community Advisory Committee comprised of ANC commissioners and civic leaders who advised on how, where, and when to engage with the Chevy Chase community. Through the development of the draft plan, OP staff led and participated in 45 community events held online and in-person. This engagement yielded over 500 participants at virtual meetings, 100 participants at community walks, and over 700 responses to online surveys. During the two-month public comment period on the draft Chevy Chase Small Area Plan, 32 individuals provided oral testimony at mayoral public hearing held on April 26, 2022 at the Chevy Chase Presbyterian Church, while 117 individuals submitted written comments using an online form.

Updated racial equity policies in the 2021 Comprehensive Plan and the Council's Office of Racial Equity racial equity impact assessment tool informed the engagement process, recommendation development, and anticipated implementation of the Chevy Chase Small Area Plan. Community dialogue involved confronting the history of discriminatory land use and development practices. Data used in the plan was disaggregated by race and analyzed considering different impacts by race with benchmarks identified for achieving more equitable outcomes. OP also worked closely with the Mayor's Office of Racial Equity to apply a racial equity lens, both as a process and as an outcome, throughout the Small Area Plan.

In conclusion, I want to take a moment to thank our staff, who have led this planning process through the challenges of a pandemic, our District interagency partners who provided valuable subject matter expertise, and to Councilmember Cheh and her staff for their dedicated time and support. I also want to thank the hundreds of residents that have engaged with the Office of Planning on the Chevy Chase Small Area Plan, in particular the members of the Community Advisory Committee and ANC 3/4G.

Lastly, I would like to thank the Committee for this opportunity to discuss the Chevy Chase Small Area Plan and encourage prompt Council approval. I am happy to answer any questions you may have.

CHEVY CHASE

SMALL AREA PLAN

JUNE 2, 2022

District of Columbia
Office of Planning



WE ARE DISTRICT OF COLUMBIA
GOVERNMENT OF THE
DISTRICT OF COLUMBIA
DC MURIEL BOWSER, MAYOR

CHEVY

CHASE

SMALL AREA

PLAN

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Executive Summary

The Chevy Chase Small Area Plan (CCSAP) is a guide for the community, District government, housing providers, property owners, and advocacy organizations to implement the Comprehensive Plan's policies for greater equity and sustainability. Developed during the COVID-19 Pandemic in 2021 and 2022, the CCSAP sets a community-informed vision in advance of future development proposals within the neighborhood and in relation to broader local and metropolitan growth patterns.

The prospect of physical change, and the community planning process for it, are new for the Chevy Chase neighborhood, which has many long-time residents and established local businesses. The small area planning process required substantial education, outreach, and engagement. The CCSAP was led by the DC Office of Planning (OP) and supported by the Advisory Neighborhood Commission (ANC) and the devoted volunteers of the neighborhood's active community organizations, many of whom served on the plan's Community Advisory Committee.

With no major development in the CCSAP study area in over five decades, physical change is not expected to be swift or widespread. Rather, change will likely be incremental and organic, as individual property owners may decide to redevelop in future years. More certain is the redevelopment of the Chevy Chase Library and Community Center facilities, which are situated on District-owned property and are poised to include a mixed-income housing component. The public process for designing and developing this "reimagined civic core" in Chevy Chase will follow the adoption of the CCSAP. This public investment in community development and housing equity has the potential to catalyze subsequent private investment in the Connecticut Avenue corridor. Private redevelopment will often be subject to future project-level zoning changes, which will leverage additional density permitted in the District's updated Comprehensive Plan to provide dedicated affordable housing units, enhanced building design, and improved public spaces. These zoning changes are public processes that are guided by the recommendations and design guidelines in this small area plan.

VISION

The vision of the CCSAP is to advance more equitable and environmentally sustainable growth along the Connecticut Avenue corridor to support an inclusive Chevy Chase community and thriving commercial main street.

The CCSAP vision is rooted in a people-centered planning and design approach that aligns with citywide priorities of housing production, economic recovery, and racial equity. Most significantly, the CCSAP envisions a corridor that offers dedicated affordable housing options, where none exist today.

The CCSAP builds on the many positive characteristics of the Chevy Chase community to achieve a more sustainable and equitable neighborhood development pattern through the 21st Century. The CCSAP frames success in achieving this vision around the six themes of:

1. An inviting social and cultural character
2. An inclusive built environment
3. A reimagined civic core
4. A thriving retail corridor
5. An equitable housing strategy
6. Safe and sustainable mobility

Six Themes of the CCSAP Vision



INVITING SOCIAL AND CULTURAL CHARACTER

Chevy Chase is inviting and accessible to an increasing diversity of residents, workers, and visitors who participate in and contribute to the social life of the neighborhood while supporting a more resilient and connected community.



EQUITABLE HOUSING STRATEGY

Housing options in Chevy Chase are expanded to accommodate a greater range of incomes, ages, and racial diversity to advance the District's housing equity goals, support the commercial main street, and enhance the social and economic well-being of the community.



INCLUSIVE BUILT ENVIRONMENT

The built environment along the Connecticut Avenue corridor embraces well-designed and sustainable development that complements the traditional features of Chevy Chase and those valued by the community today.



THRIVING RETAIL CORRIDOR

Chevy Chase enjoys a thriving commercial corridor with a convenient mix of neighborhood-serving shops and services along Connecticut Avenue.



REIMAGINED CIVIC CORE

The redevelopment of the Chevy Chase Community Center and Library takes a coordinated approach rooted in community engagement to include mixed-income housing and community gathering spaces while strengthening the site's role as the social and physical heart of the Connecticut Avenue corridor.



SAFE AND SUSTAINABLE MOBILITY

Chevy Chase is a safe and comfortable place to navigate, with enhanced and accessible multi-modal transportation infrastructure that supports more climate-friendly mobility options.

Government of the District of Columbia
Office of the Chief Financial Officer




Fitzroy Lee
Acting Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Fitzroy Lee
Acting Chief Financial Officer

DATE: May 24, 2022 

SUBJECT: Fiscal Impact Statement - Chevy Chase Small Area Plan Approval
Resolution of 2022

REFERENCE: Draft resolution as provided to the Office of Revenue Analysis on May
19, 2022

Conclusion

Funds are sufficient in the fiscal year 2022 and proposed fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the resolution.

Background

Enactment of the proposed resolution will approve the Chevy Chase Small Area Plan ("Plan")¹, which provides vision, guidelines, and strategies for implementation of the District's Comprehensive Plan² in the Chevy Chase neighborhood, which is defined by the following boundaries: 41st Street N.W., Military Road, N.W., Nevada Avenue, N.W., and Western Avenue, N.W.

Financial Plan Impact

Funds are sufficient in the fiscal year 2022 and proposed fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the resolution.

The Plan provides a land use and design framework for implementing recommendations in the Plan area and does not commit District resources to implement such recommendations.

¹ The latest draft of the Plan is available at <https://planning.dc.gov/page/chevy-chase-small-area-plan>.

² The District's Comprehensive Plan is available at <https://planning.dc.gov/comprehensive-plan>.

4
5 A PROPOSED RESOLUTION

6
7
8 24-789
9

10
11 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
12
13 _____
14

15 To approve the Chevy Chase Small Area Plan.

16
17 RESOLVED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
18 resolution may be cited as the “Chevy Chase Small Area Plan Approval Resolution of 2022”.

19 Sec. 2. Pursuant to Section 4(c)(4) of the District of Columbia Comprehensive Plan Act
20 of 1984 Land Use Element Amendment Act of 1984, effective March 16, 1985 (D.C. Law 5-187;
21 D.C. Official Code § 1-306.03(c)(4)), the Mayor transmitted to the Council the proposed Chevy
22 Chase Small Area Plan, dated June 2, 2022.

23 Sec. 3. The Council finds that:

24 (1) The Small Area Plan area is located in Ward 3. The planning area is bounded
25 by 41st Street NW, Military Road NW, Nevada Avenue, NW, and Western Avenue, NW.

26 (2) The Small Area Plan was initiated in March 2021. Between March 2021 and
27 April 2022, the Office of Planning led or participated in 45 community engagement events,
28 online and in-person, including a Virtual Design Workshop on January 22, 2022 and an open
29 house at the Chevy Chase Neighborhood Library on February 23, 2022.

30 (3) The Comprehensive Plan for National Capital: District Elements calls for
31 additional planning efforts in the planning area to analyze land use and policy impacts and ways
32 to capitalize on, mitigate, and incorporate anticipated growth (Policy LU 1.1.1; Section 304.8).

33 (4) The proposed Small Area Plan was published and made available to the public
34 on March 14, 2022, and a Mayoral hearing was conducted on April 26, 2022.

35 (5) The purpose of the Small Area Plan is to set a community-informed vision for
36 equitable and sustainable growth along the Connecticut Avenue corridor. The vision is to
37 facilitate housing production, especially affordable housing, and to improve connectivity and
38 vibrancy through context-sensitive redevelopment.

39 (6) The Small Area Plan is organized around six core themes envisioning Chevy
40 Chase to have:

41 (A) Inviting Social and Cultural Character – The Chevy Chase is inviting
42 and accessible to an increasing diversity of residents, workers, and visitors;

43 (B) Equitable Housing Strategy – Housing options in Chevy Chase are
44 expanded to accommodate a greater range of incomes, ages, and racial diversity;

45 (C) Inclusive Built Environment – The built environment along
46 Connecticut Avenue embraces well-designed and sustainable development that complements the
47 traditional features valued by residents and shoppers today;

48 (D) Thriving Retail Corridor – Chevy Chase enjoys a thriving commercial
49 corridor with a convenient mix of neighborhood-serving shops and services;

50 (E) Reimagined Civic Core – The Chevy Chase Community Center and
51 Library are redeveloped to include mixed-income housing and community gathering spaces and
52 to reinforce this site’s central place in the Connecticut Avenue corridor;

53 (F) Safe and Sustainable Mobility – Chevy Chase is a safe and
54 comfortable place to navigate, with enhanced and accessible multi-modal infrastructure and
55 climate-friendly mobility options.

56 (7) Once approved, the Small Area Plan will provide supplemental guidance to
57 the Zoning Commission and other District agencies in carrying out the policies of the
58 Comprehensive Plan for the National Capital: District Elements.

59 (8) ANC 3/4G and the Chevy Chase community have provided significant
60 assistance in developing the Small Area Plan, and their direct participation (i.e., a seat at the

61 table) with the Office of Planning from the outset of whatever process is used in developing and
62 preparing any implementation measures for the Small Area Plan will be essential to the success
63 of this undertaking. In particular, ANC 3/4G should be considered an “implementor” with
64 respect to Recommendation 2.1 of the Small Area Plan to “Create a new zone along Connecticut
65 Avenue, between Livingston and Western Avenues that incorporates the CCSAP Urban Design
66 Guidelines, specifically those that address Building Form.”

67 Sec. 4. The Small Area Plan, as submitted, is approved by the Council as a small area
68 action plan.

69 Sec. 5. Fiscal impact statement.

70 The Council adopts the fiscal impact statement in the committee report as the fiscal
71 impact statement required by section 4a of the General Legislative Procedures Act of 1975,
72 approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

73 Sec. 6. Effective date.

74 This resolution shall take effect immediately.