Are all welcome everybody. Let's go ahead and get started and we may have some more people that join as we go.

We're really excited to host everyone today for this virtual you live event spotlighting Chevy Chase League.

My name is Devin Hasty, I'm a development manager with Bozzuto and I'll be moderating today's discussion.

I also serve on the UI programs Committee, which is the group that organized this event.

So thanks to our other committee members, namely, Kevin North Ann Lucas, Ella, who helped us dabble in some amateur video photography which you guys will see you later.

Before I began wanted to hit on some logistics, you all should be muted,

but if not, please do so now.

We have over 250 people registered today,

which is great, but just want to make sure that goes smoothly.

Will have a PowerPoint to share today,

so we also encourage you to log in through your computer or zoom app if you haven't already seen.

Follow along and the best way to do so will be with the speaker view and the top.

Right hand corner, and there's also a side-by-side options.

They will be able to see our presentation given our large group size.

We're going to take any questions that folks have through
the chat function,
so go ahead and submit those as we go,
and we'll circle back up again.
We want to highlight some of our upcoming you Ally
events.
We have a happy hour tonight with you all I
Baltimore on June 23rd.
We also have a real estate one on one event
and on the 25th in innovation and Technology panel so
you can find out more about those on our website.
Additionally, thanks to our sponsors are principle and
platinum sponsor,
shown here. Our gold sponsors as well as our silver
sponsors.
So without further ado, let's turn to our main topic
of discussion for today,
which is Chevy Chase Lake.
Chevy Chase is a pocket of the larger DC area
that really hasn't gotten this much development attention,
and some of the other denser areas in and around
the city,
mostly due to it's largely single family residential nature.
But what's really interesting and what you'll hear more about
in today's presentation is that Chevy Chase really started as
a transit oriented development and Chevy Chase Lake.
In particular, was its commercial and entertainment node.
So really, the redevelopment that's underway today is just
taking
us full circle back to its roots.
So we'll start with the PowerPoint presentation and we can
hold there on the slides.
Tom is going to go into some of this.
Tom Ragnell is the president and CEO of Chevy Chase
Land Company,
which has historically been the dominant land owner of the
Chevy Chase neighborhood and Tom will give us an overview
of the history of Chevy Chase League as well as
some insight into the current sector plan and how that
took shape.
Next we'll hear from McLain,
Quinn, president of UA, along with the Housing Opportunities Commission.

UA delivered the first 2 redevelopments at Chevy Chase Lake, which were the Linley Apartments.

Canby brownstones townhomes. Claim will be followed by Justin Connell, who is a development manager at the Xodo and he'll dive into what's happening on the large construction site that you see today when you drive by that project is a collaboration between the Chevy Chase Land Company and Bozzuto,

and Justin will tell you more about the program and its future phases. And last, but certainly not least, Steve Knight, principal David Schwartz Architects, will hit on how the architectural vision for a good portion of the Chevy Chase Library development was shaped and how that design was crafted to respond to it,

seem community. Following these presentations were going to have any minute video that's going to give you a virtual feel for Chevy Chase Lake as it stands today, and we certainly invite you to come back in person in the future as more of the buildings start to open.

You can rent an apartment if you want. You can't buy a town home 'cause they've all been sold out, but you can also come back with the auction start date of retail. That's going to be opening next year. And Lastly, we're going to have a short Q&A, so please do again. Submit any questions you have throughout the hour and will try to get to as many of those as we can.

So thanks again for joining us today and we're going to turn to Tom Regnault to kick us off.

Thank you and good afternoon.

I want to give you some quick context so you
can understand how churches Lake came to be. At one time we only on 25 acres here today. At one time we own close to 250 acres including all of what is Columbia Country Club and in the surrounding properties Howard Hughes Medical Institute and so forth.

But the land company was founded in 1890, one 130 years old last week and our founder bought 1700 acres from from basically from Rock Creek Park all the way out to Chevy Chase Lake. And at the time DC did not go beyond Rock Creek Park.

So where Connecticut Ave makes it weird.

Jagan goes across the Duke Ellington Bridge.

DC really did not extend beyond that because no one had bridged Rock Creek Park and another Rock Creek tributaries going North up.

What would be eventbee Connecticut Ave?

But we graded and dedicated connect Connecticut Ave and built the trolley line all the way out to Senator new ones.

New neighborhood of Chevy Chase.

You know, DC, Maryland and and Chevy Chase Lake was. The was the terminus of the of that trolley line.

Just a quick aside that was really originally known as the Rock Creek Railway eventually merged into what is Capital Traction which became DC Transit, which is meant now Metro so.

We had our little our played our small little piece with that but.

1894 in 1892 Copeland Run, which you can see serve in the middle of the slide, was was damned and Chevy Chase Lake was formed and then eventually in 1894 Chevy Chase Lake Amusement Park was open.

So smaller parks like this at the end of trial and were built by real estate developers back down as
a way of promoting sales of land and houses and
and we were no exception.
There's other examples of them in DC,
Bethesda Park, Chevy Chase Lake,
Twin Oaks Park. Baltimore
just to just this, is more than timely.
They were all segregated. And in fact Glen Echo,
which stayed open into the 60s,
did not desegregate until 1961.
In fact, the African American community also had their
amusement
park over in Northeast called Suburban Gardens.
It was also at the end of it ran it.
So let's go to the next slide.
At the end of the line was that was the
car barn and which is where the witches were obviously
with the trolley,
cars were stuck were stored,
but also had an electric generating plant and the the.
Being a railroad spur was already there and that bought
the coal that ran the turbines that provided the power
for the trolley line,
but also for adjoining residents and then the water from
Chevy Chase Lake was used to cool the turbines that
produce electricity.
So next, there's the powerhouse.
Long gone and next. And people enjoyed all that you
know,
typical leisurely pursuits of the day,
having picnics around by the Lake.
Hiking.
Boating.
This is a hike if I think some people from
what was the Chevy Chase Lake Junior College,
which is now the. For I think it's the 4H
side there on Connecticut Ave.
As you can see, it had also all the other.
Great things to do. There was boating on the Lake
bowling shooting Gallery,
Merry Go, round Horse and pony rides and you could
get ice cream and Adams in up in an Atom sale.

There was a band stand and prominent musicians at the time period, including the US Marine Band.

Next and however, the new forms of social that sweeping through the country and you at the early part of the 20th century were outlawed, including next.

Freak dances such as the grizzly hug and the Bunny wiggle.

Is it a straight face were were not permitted at Chevy Chase like it was much to a proper place next.

In addition, in the 20s, the swimming pool was built across Connecticut Ave from the Lake and then actually stayed in Operation till 1972 and I have distinct memories assuming in that pool and in the terrifying climb to the I think it was a 40 foot high sliding board that had a, you know, a simple metal ladder going up to it.

That was a terrifying place and go in your kid. Um? There's a pool under construction.

And where the pool where the pool was was is where the senior living, high rises and Parkway cleaners and the Lake is really sort of across the street where the 8101 red brick condo building.

If you need a reference point when you're in it in the market. Streetcars ended at least for Chevy Chase Lake in the 30s. The last car left September 1935.

And things obviously pretty quiet during the war period, but erupted there after the land company built to the left.

Variety apartments that are now. Uais kinda kinda project in the in the Linley at for
rent,
workforce housing and market rent apartments and then across from
across.
From that you can see that being being Eric.
Do you know railroad line goes right through the middle of these and then we still on the apartments and
townhouses that are to the left of the screen in the foreground. You can still see the power plant was in carbon was still there at this time and across the Beano.
From there was that was TW Perry Lumber Company was actually there.
100 with the supplied all the building supplies that built all of Chevy Chase.
Eventually built into, you know, shopping center that was taken out as two years ago.
Nearest Lake after the Beltway was completed.
The incorrectly named BF's office building, with their only only a tenant,
people still getting hey. Do you report to Mr Salt?
A company with tenants there for you know 30 some years by 84.
One Connecticut was built in the very early 70s, almost on top of what is the old car barn.
The condos that we built and sold at 8101 Connecticut Ave recognizes some sure next.
And then the Lake project today.
With that, I'll turn it over to.
The claim, I guess. Sorry.
Thanks thanks Tom. So I absolutely love that history of Connecticut Ave there.
There is a map in my house over my fireplace
from from the 1930s that shows my neighborhood in Northwest DC and half of the map is labeled is owned by the Chevy Chase Land Company,
so you know the story of Northwest DC and all the way up to Chevy Chase Lake really is a story that that was generated by that the land company,
and it's fascinating to think about how.
We are reinventing a transit oriented development note here in Chevy Chase Lake where where it all began if you will.

So it's a really exciting project if you don't mind progressing to the next slide.

Going to talk a little bit about the various development components that E. Y8 been involved in in Chevy Chase Lake and talk a little bit about how our plans and sector plan evolved overtime and then share some photos of what were the two first phases of development to actually deliver as a result of the Spectre plan, which were the Linley which is a 200 unit.

Apartment building and 62 brownstones are townhomes along Chevy Chase Lake Drive, but the areas you can see in yellow here, which sit at the intersection of the Purple Line, the Capital Crescent Trail and Connecticut Ave are really the primary properties under redevelopment.

As part of the Chevy Chase Lake sector plan.

Next and so the properties that I'm going to talk about are in the on the South side of the Purple line beneath the Purple line here and.

Were rezoned as part of the overall rezoning process that took place.

This really started almost 10 years ago now.

Next and so anyways, involvement in the in the overall development here really started in partnership with the Housing Opportunities Commission, so the Housing Opportunities Commission owned 5 1/2 acres stretching out along the Purple Line just off Connecticut Ave on Chevy Chase Lake Drive and in this project, you know exemplifies a lot of what I think of as some of the best in in public private partnership and mixed income housing.
And it's really honestly one of my favorite.
Communities that he weighs down or that I've been part of.
But to give you a little bit of a background on what happened and how this project came to be the sector plan here for Chevy Chase Lake was a controversial sector plan at the time.
The Purple Line was a very controversial transit improvement for the state.
It was hotly contested by the neighbors, many of whom in Chevy Chase, opposed to having a Purple Line transit line run bisect their neighborhood. It was at the same time that Maryland elected a Republican governor who was casting doubt on the future of the Purple Line and actually killed the Red Line in Baltimore. And so as Tom in the land company, EYAHOC and Bozzuto were all looking at the properties surrounding the Purple Line.
Stop here in Chevy Chase Lake that was planned.
It was with a fair amount of uncertainty as to what the ultimate development would be.
Next slide, please.
But our involvement, you know, really focused on the parcels that are labeled 9 and 10.
Here the pink in the green parcels which were 68 garden apartments that the Housing Opportunities Commission of Montgomery County owned and operated as market rate, opportunity housing. So sort of market rate, affordable housing along Chevy Chase Lake Drive. The surrounding properties depicted here mostly belong to the Chevy Chase Land Company.
And Justin and Steve will walk through those in a minute, but our involvement really came as HOC. Was trying to figure out what they wanted to do,
what they wanted to advocate for for their five and a half acres along the purple line.

Not only was the purple line itself controversial, but the idea of having the Housing Opportunities Commission, which is the county's housing arm considering development in densifying development in the heart of what was a a, you know. Fairly stayed, low development, NIMBY rich environment on Chevy Chase Lake Drive and in Chevy Chase was problematic and so there was a lot of political focus on the sector plan. There is a lot of political focus on what would happen with a chocies property and so our engagement with HOC was really around. How do we envision a project here and then go out and advocate for a project that can win community support that can be. Compatible with the neighborhood, but they can achieve the goals both of the County in adding new housing and density on the Purple Line, but but do it in a way that can be politically palatable and secure. The zoning and so we went through a process of of meeting with all of the planning agencies. All of the neighbors, all of the. Politicians in in over honestly years, but but certainly a very heavy six month period of time to envision a project for the redevelopment of the five and a half acres at HST owned literally at the doorstep of the Purple Line we came up with a plan that concentrated the multifamily density closer to the land companies property closer to. The Purple Line station in a high rise development and then introduced lower scale townhome development that transitioned back to the low rise neighborhood further to our East.

That was the original plan that we came up with. That was the original plan that we took to the community and ultimately were able to secure community
but it was a plan that was iterative and evolved overtime and that's where I'm going to spend a little bit more time just walking through some of the details.

One of the things that's most exciting to us about this project, and really one of the reasons we were successful in getting our zoning put in place, getting the zoning that we asked for an frankly getting a special sentence written into the sector plan that allowed our development with HOC to move ahead of every other development in the sector plan, was that we had a significant public mission as part of our project.

So in partnership with HOC, we envisioned a mixed income community. Here we took. What were 21 protected affordable units in created a 90?

Our story here and part of the mission in part of how we were successful was going to the community groups and the politicians and saying if you allow us to move forward with our vision, we will deliver 90 protected affordable units in this development.

So of the 200 rental units in the Linley 40 or MPD U-40 or workforce and in the 62. Townhomes that we developed along Chevy Chase Lake Dr 10 or MPDU.

Next slide, please.

So I'm just going to talk very briefly about how some of our plans evolved overtime in with the input of the Community group for the input of politicians and with the input of planning.

So this was this was our final site plan, and as we roll through I'll show you a couple of quick changes that we made to adapt to.
The broader community input on the process, but I'll also point out before we leave this slide.

Two very important components of the public component of this project, which were a new North South Street running between Chevy Chase Lake Drive in Manor Road and a new half acre public park which was cited for our projects, both of which you can see here.

Next slide please.

So as we began to go through the community process, we evolved our building from a U or C shaped building into an L shaped building. This had one really strong benefit that we loved, which was the ability to create a pathway or a portal through our buildings that links to the Purple Line which is in the upper left hand side of the page to the neighborhood to our right.

In the next slide shows a picture of what that portal actually came out to look like, but this was a way of making our project.

Engage with the broader community and bringing activation and community into the public park and ultimately through the project to the Purple Line.

Next slide. Another way that our project evolved overtime and in reshaping the building was thinking about how we took our half acre public park space and repositioned it and opened it to the public realm.

So when we had a C shaped building originally conceived, we had a much narrow throat to the entrance of our park.

When we reconfigured our building to an L shape, we were actually able to open up that entrance to increase by 50% the amount of frontage that this part had on Chevy Chase Lake Drive and the invitation that gave to the neighborhood. Next flight.
You can see here the front of the park now really opens up onto the street in the public realm. And then the last change that I wanted to highlight here with something that came from the neighbors who live down the street. And when you're involved in a controversial plan like this, finding ways of really engaging with the community and finding ways to be responsive to the community and design is critical here. We had originally conceivable plan that put the back of our home space in the neighborhood we were able to revise that plan, put our front doors facing the neighborhood, and that resulted in the picture you'll see on the next slide. But really, beautiful front of homes facing the neighborhood. And so now will just click through some pictures of the Linley and of the brownstones so you can get a sense of what those homes look like. And and I'm happy to answer questions about this, but the brownstones were 62 beautiful, brand new homes, the 52 market rate homes, all featured wide, open, spacious living levels. They had standard elevators as features and all the homes 2 car garages. And in the rooftop terrace, which you know really becomes a showpiece for for entertaining and for outdoor living within the home. We completed this community at the beginning of this year and it was a really wonderful, wonderful neighborhood and I think some of our residents are actually participating in this call today. Will do a similar quick click through of the Linley again in the 11 story 200 unit mixed income apartment building. 20% MPD, 20% workforce, 60% market rate.
About 10,000 square feet of amenity space located both on the ground floor and in a rooftop terrace. Designed really to be facing toward the development that that land company is really opening itself up to the neighborhood and the rooftop terrace is spectacular which you can see from the amenity space on the rooftop from Bethesda Silver Spring to the Mormon Temple to Toms development is awesome and we did include a large children's playroom in the building. The apartments we had two schemes. Transitional scheme in a modern scheme, so sort of shaker cabinets and then some slab glossy cabinets and both have been really well received. The building does include 15 three bedroom units which are occupied by families and that was one of the things that led us to include the Children's play space. I will turn it over to Justin. Alright, thanks McLean. Good afternoon everyone. My name is Justin Kennel I'm in development manager with bozzuto Ann. I oversee the Chevy Chase Lake development. So what you see on the screen right now are three blocks. We received sketch plan approval back in 2016 for all three blocks an I'm really going to be concentrating on Block B. We received site plan approval for Block B back in 2017. So black these referred to as Chevy Chase Lake. It's East of Connecticut and all in it's about 387 million dollars. We're going to construct it in two phases and the site plan allowed us to build up to 790,000 square feet development. That also sits on 9 acres. Next slide. So it's a JV partnership between Bozzuto and Chevy Chase Land Company. Chevy Chase Land Company contributed the lands for
ownership and then Bozzuto Homes paid the land company for condo air rights.
The partnership began in 2015 when Bozzuto submitted a proposal in response to an RFP.
And we have long admired the land companies approach.
To business, the success and longevity in the industry.
And so we really built a solid foundation on both being family owned companies.
So we often say where family serving families an we understand the importance of families,
an multiple interests that span many generations.
So with that in mind,
both companies wanted a long term approach in this development,
so we actually let a private capital raise with friends and family equity to allow for long-term control of the site.
So I think you know both.
Both companies were aligned on long-term vision for this project and.
What we offer here at Bozzuto was,
you know, we have we're vertically integrated.
We call this the lumber pseudo mindset,
so we have a development homes,
construction management divisions and this really helps us control the design,
the costs and the delivery of the project.
At the same time, you know with leadership from Tom and Toby.
We just don't build brick and mortar.
We build emotionally resonant experiences,
and that's what we're trying to convey here at Chevy Chase Lake,
so. The The real vision for Chevy Chase Lake is built off of three strengths.
Its exceptional location, historic charm.
An its natural surroundings, which is pretty hard to find today.
We have easy access to Rock Creek Park, the Capital Crescent Trail, and you know it's within a community of handsome streets and mature trees so. We wanted to build on the neighborhood's legacy as a place of tranquility and really charm. We wanted the development to be neighborly. A welcoming place for the community together, really returning, returning the dealt development to its roots where the Lake afforded people the ability to relax and picnic somewhere to what Tom showed in the prior slides. And so the design is thoughtful. It's timeless. It's also refined. And really, this new chapter includes modern retail fresh restaurant options as well as what you'll see is really activated public spaces for the community to enjoy. So we believe that young professionals, empty nesters and new parents, which I am as of two weeks ago, will be drawn to our thoughtfully designed residences. Both on and off site amenities and also the exceptional services that Bozzuto provides, so it's it's an urban minded suburb at those. Some of Washington's best natural beauty, and this vision is really representative of what we do here bozzuto, and that's create sanctuary, so if you can go to the next slide. This is our site plan for Block B. It's broken down into two phases. The blue shaded area being phase one, the yellow shaded area being phase two and the purple line and Capital Crescent Trail run along our Phase two project ultimately connect to it. We started Phase one construction in October of 2018 that consists of 280 apartment units. That building is 5 levels of wood frame over a concrete podium. We're also building 65 condo units right there at the corner of Manor Rd in Connecticut.
This is the smaller building in the blue shaded area, and that goes back to the air rights that Bozzuto paid the land company for to build those 65 units. We have a three-level below-grade garage with 856 parking spaces. We also have 86,000 square feet of retail under the two podiums within the two buildings in blue. Over half of this retail space in Phase One is dedicated to our grocer. And Lastly, within Phase One, we have our town square which really anchors the development. An is the heart of the development I sits in between Phase One, phase two and Connecticut Ave. We expect to finish Phase One in fall of next year. This slide shows outdoor public spaces. You can see the beautiful town square design by Mahan Reichl. Just to the right of the town square. The drive that's running North South is the one that McClain highlighted that connects Manor Rd all the way down to Chevy Chase Lake Drive. We call this Chevy Chase Lake Terrace and actually passes underneath the purple line running East to West. A really unique feature about our public spaces is you'll see just North to the Purple Line an at our phase two building. We're building a public Plaza that ultimately will serve as the connection point from the town square up to the Purple Line. The elevated Purple Line, an capital Crescent trail. In addition to these two areas, you'll see on the condo building, there is a rooftop amenity level and within the apartment building we have two courtyards. Next, slide this. This is our retail merchandising plan. You'll see all three buildings in Block B as well.
as the town squares directly in the center.
So our objective here was really to create a quality retail environment.
We wanted authentic and unique offerings to not only serve the neighborhood,
but we wanted to provide amenities to the on site residents and really attract the regional visitor.
So you'll see that the grocers.
And the phase one apartment building on the ground level underneath the podium at the corner of Chevy Chase Lake Terrace,
an Manor Rd. In addition to the grocer will have a mix of fast casual,
an full service, restaurants of pharmacy,
some service based uses such as a dry cleaner in a bank,
as well as some boutique fitness operators.
Lastly, I just wanted to give a shout out to our consultant scene.
They're all doing a fantastic job.
If you drive past this site, it's going up fast. And just want to thank everyone involved in the development.
So with that I'll turn over to Steves night with data.
In short, to talk into the design a bit more detail.
It's just in a good afternoon.
Everyone what you're seeing here is the this was the one of the diagrams for the sector plan and.
It was, you know, this is this is quite a bit of detail to be handed at the at the center of a project,
and you know this is a fairly detailed and prescriptive sector plan.
You know it did the typical things regulating building Heights.
But it also stipulated the North South Street under the Purple Line that McClain and Dustin mentioned.
There was a prescription for the public open space.
What we call the town square that Justin mentioned.
In addition to some other internal circulation and one of
the particular challenges for us was the building Heights as
they were outlined.
Combination of two mid rise parcels and then what for
for us was a fairly significant jump to a high
rise parcel abutting the purple line.
If you go to the next slide.
This is a kind of an elevation section from the
Purple Line,
so here in was one of our particular challenges in
the massing,
and the architecture was how to mitigate between the 70
foot mid rise Heights and the 120 foot sort of
Marva,
at least by Washington standards.
High rise height. And so that was an interesting challenge
that I'll touch on more in a moment and go
to the next.
This is a diagram from our sketch plan that it's
kind of the same view that Justin showed in the
in the kind of the aerial rendering,
but she get a sense of the massing in the
Heights,
and this is all you know very much in step
with the requirements of the guidelines in the sector plan.
Go to the next.
So just sort of going back to the site plan
for a moment.
One of the interesting things we spent a lot of
time talking about early on was what should the shape
of the town square B and we sort of arrived
at? This kind of this sort of web shaped solution,
which we thought did a number of things it.
In particular, it sort of opens up and welcomes the
surrounding community and from the Connecticut Ave side
and then
in with this funneling you you you sort of get
further visibility and activation of the street level retail uses
that ring the three sides and a really strong focal
point at the at the end at the apex.
A couple other things to point out here.
Again, there is again sort of stipulated by the sector plan was connect physical connection up to the Purple Line platform?
Through what's it's? It's? It's the phase two that Justin mentioned, but it's it's labeled in bold B1 or the other two buildings I'll refer to or the condo building B2. And the the large footprint rental building B3. And then we go to the next slide.
Uh, just?
You know?
As Justin mentioned, there was a sketch plan that addressed all three of the parcels.
While we're focused at the moment on the B block.
Understanding how the a block would fit in in ultimately complements and sort of fully define the public open space was really important and we very much think of when the a block happens. It's going to really form a strong u.
Both sides will form a strong sort of bookend to to Connecticut Ave.
OK, you can go to the next.
So architecturally.
And I guess to go back to you know something I mentioned in the previous slide.
Connecticut Ave is just it's.
It's a really fascinating St to study and understand from.
It's from kind of the its inception from that after bridgenorth that that Tom mentioned.
It's it's such a strong.
It has such a strong character a strong sense of place.
It's characterized by these very dis sort of discrete commercial modes that we know.
At chess.
Woodley Park Cleveland Park Chevy Chase Circle in ultimately Chevy Chase Lake.
And in between those discrete nodes are some of the best.
Well, as the book goes, some of the best addresses in Washington is more greatest apartment houses. Tilden Gardens the Kennedy Warren to Mingus, too. And you know that's that's a really strong legacy to build on and then there's really nothing quite like Connecticut Ave anywhere else in the city there's really nothing else quite like it anywhere else in the States for that matter, so it's it's really fascinating. Again, a sort of sort of legacy to build on. Um, so that field figures very prominently into the architecture and then just focusing here for a moment a little further out in our own neck of the Woods, so to speak. In Chevy Chase and Chevy Chase Lake, those those those there really is a strong sense of what of the architecture throughout. It tends to be timeless. There's a lot of masonry. You know very well detailed, well considered, generally more traditionally oriented architectural styles, but there's a lot of variety within those styles, so there was a lot to draw from there. So if you go to the next year, will start to focus on the buildings that ring our town square in in the B block. So in each of the next slide you'll see the little aerial view in the upper right and the footprint site plan in the upper left. So this is excuse me, could you back one slide that we skipped? Thank you. Yeah, so this is the B2 building. The condo building at the intersection of manner in Connecticut. For all of the buildings we took a sort of what we call a multi facade approach to their development and this is something I think we've seen a lot of. In recent past development history,
but but we really took this to heart and they really think that taking these relatively large building masses and breaking them down into discrete architectural facades really helps to reinforce the sense of place. And we really try and carried out throughout with the palette of materials, the details. And there’s a lot of careful attention to the detailing, especially down at the ground level. This building. But one of the challenges here was that all of the units had to have some notion of outdoor space Ala balconies, and these are largely rendered is recessed covered porch balconies. There are few projecting balconies. You can see a detail of one in the lower right. Let’s go to the next. So this is a collage of images focused on the large block at the back of the site. That's that main strong architectural focus at the end of the town square. In both this building in the previous one, you'll see a few places where we've sort of discretely broken the the 70 foot building height, and this was all within the guidelines and what was allowed in the sector plan. But this is really in this case. This was in an effort to. Create additional interest to build the silhouette of the buildings, but also to help mitigate those sort of strong height contrast between these two buildings and the phase two buildings.
Um? And even the back facades that face the purple line and our service drive in the lower left received a lot of care and attention. This will be rendered in a sort of a Hardy board with citing aesthetic. Can't go to the next and then the last piece of this is the high rise building B1 building that will ultimately front the purple line again. This breaks down into three facades and there were some interesting massing challenges or devices that we employed here. The center is recessed. That's kind of a recessed- that indexes with our connection to the Purple Line, which I'll show in detail within a moment. And then there's very prominent architectural facades to either side of it. The one on the right. We sort of chiseled away the massing at the top, which again helps this overall transition and stepping up to the to the tallest Heights at the center of this building. And the center kind of tower mass in the red brick that gets capped off of penthouse. That is part of the rooftop amenity of this building. And then this is the South side of that same building. So you see those same two architectural facades coming around and meeting at a similar tower moment with a large portal at the base of it. And again, that's part of this connection to the Purple Line. So we're actually raised up a level from the street at this point, which ties into the elevated tracks and. Platform of the Purple line. OK. These are some details about when I called that- facade and the connection to the Purple line which is rendered in it's own architectural aesthetic.
It's kind of a sort of vaguely Art Deco style, and at the base of it is sort of a large arched opening that ties into a grand stair. There's also barrier free access through an elevator to one side, and that's what ultimately gets you up to the purple line level.

Then go to the next and then just back to the site plan that Justin already showed, but just pointing out again. And we've really, really capitalized on the open space here in the. In the case of the B3 rental building to the right with two internal courtyards, one of them has a pool and the quiet courtyard to the North. And then in the case of the B1 building that elders and elevated Plaza, if you will, at the top of the stair.

So basically one would go up the stair through this beautiful Plaza and then cross the Capital Crescent Trail to get to the Purple Line station. And then just ending the couple of. Kind of higher level rendering views. This is sort of a rooftop view from a balcony of the high rise building looking at the condo building. This is the rooftop amenity. Terrorists of the high rise buildings can be really beautiful with lots of landscape and really carefully considered outdoor open spaces.

Different functions this is a view from Manor Rd. Looking in South Down our internal street that octagonal tower. That's sort of a punctuation mark that we've done careful sightline studies of this that will be highly visible from the intersection of Manor Rd. That's sort of that. Will that moment will be occupied by the grocer. 10 of the base.
And then finally of you kind of an eye level view from the town square, and I think you get a sense here of how the different architectural styles come together to really create a strong sense of place. And also how the we've used some of those massing devices that I mentioned are really sort of more carefully transition, mitigate those varying. Building Heights. I think that's about it for me, thank you. Thanks to you. Really fascinating and really great architectural renderings there. I think it's going to be really exciting, so now we're going to turn to our video presentation and I'll ask our speakers that if they want to highlight anything during the video, feel free to go ahead and do so. Or if not, just enjoy the presentation. So that they're not wasting anytime with the purple lighting. In case you don't drive by it, I think the bridge is actually going to extend over Connecticut Ave this summer, which is incredibly exciting. But this video is taking you down. Chevy Chase Lake Dr, which is the street that the Lindley and the brownstones are built on. It's a dead end St and the street you're seeing kind of approach in the foreground. Here is the street. We've mentioned that connects Chevy Chase Lake Dr under the Purple Line under the trail up to Manor Rd so you can see the Linley really oriented toward that street. Tored the purple line. And then you caught a glimpse there of the bozzuto construction beyond. And designing the building, we had a choice of where we Orient the lobby and we did choose to both Oriental lobby and create the portal,
knowing that the Purple Line was coming but not going to be there yet.

But those are major design considerations.

And we claim we should add that the block A which is the West side of Connecticut Ave, was not. We cannot proceed unless the purple line was under construction.

As well as a block, a feature development, we're at 84, one Connecticut.

Yeah, the the way we were able to carve out the Lindley and the brownstones, and this is walking through that portal into the public park with the brownstones in the background.

Well, we were able to get a sentence added into the sector plan that basically would allow for a project with a certain amount of affordable housing to move forward irrespective of the funding or approval of the Purple line.

And that's what enabled us to kind of get a head start and get out in front here.

One of my partners houses right there, but I won't point out which one.

And I will note, I mean we we took a slightly different approach and the architecture of the Linley you know, thinking about using the rich red brick in an orangish brick, but also moving to larger windows and slightly more contemporary architecture for the high rise there we did.

We did revert alittle more to a historically and contextually sensitive architecture on the brownstones, drawing both from New York, Chicago and then from some local presidents.

He added all those white whiskey things for effect. Just happen to have a nice day there.

For all the nerds in the room, I will say if you go out there, you'll notice that we have wider alleys and you might typically see and,
and I think all of us know that life safety and fire access can dictate a lot in the design process, and that was really one of the challenges we had to solve here.

This is the time lapse of Block B phase one, so you'll start to see the construction of the blue Gray garage on the right there.

In the apartment building, the podium was poured. Another podium over top of the second floor, many space and then the condo building just started on the left.

There at the corner of Manor in Connecticut. Is a perspective from phase two look into the condo building, then panning over to the wood frame apartment building and then you can see the Linley and ultimate Block D right there.

Yes, Sir, the condo building or the buseto elected, I think, for sound reasons. To make that out of concrete you can see some of the. That sort of set curving slab coming forward. That's the center balcony and the center facade. And there's also retail underneath this condo building that we're looking at, so there will be likely Faddis 6 retail spaces on the ground floor.

This is a cool perspective. This is looking to the town square and then we have a similar rendering which is coming next. Um, you can kind of tell what that will that will look like. These services are facade mockup, so every one of those architectural facades got a little sort of compressed 8 to 10 foot long rendition and I really have to. Express appreciation to busy to in Brazil construction for undertaking this is incredibly effective for working out a number of

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details and just venting the craftsmanship of the different subcontractors.

The end.

These are these are incredibly helpful tools and well worth the investment.

And Steve, I've had credit you all.

I mean the the details when you go for this form of architecture.

The details are what make make a building succeed and those mockups just show a true attention that is going to be spectacular when those buildings are finished.

So we're very excited to be your neighbor.

Yeah, thank you.

This is walking into the Phase One apartment building lobby.

So what do you see is a giant hole right there in the concrete slab.

That's going to be a grand stair going from the lobby up this second floor amenity space and this building interiors are designed by Artie Jones.

All three buildings have different interior design firms, so I think one of the challenges was they have similar architecture.

But how do we define each as an individual brand?

At that are unique brands.

Justin, thanks for the reminder.

I just design Collective was the architect and interior designer for the Lindley and Studio 39.

Get the landscape architecture through the park.

That's obviously the apartment of the.

Purple line.

And we're up at the second level of the B3 rental building.

This is so there's that whole again that connects with the grand stair down to the lobby level.

So this is all of the resident amenity space that will open out onto.

One of the courtyards with a swimming pool.

I think I saw a question pop up about stormwater retention,
I think some of the infrastructure for some of the.
The vaults there in the courtyard.
Even we're just working our way out to.
One of the units at the top floor of the
rental building.
You're kind of on. Or will be on centerline with
the future town Square here.
In the condo building off to the right.
Yeah, what's missing here is phase two at the bottom
of the page,
which will start out later this year.
Wonderful wow, thank you all for the commentary during the
video and I think we have a couple minutes left,
but maybe if we could stick around for a couple
more.
Will take some of the questions that have come in.
A question that we've gotten from many people is who
the retailers are going to be.
So just in to the extent you can share,
could you tell us a little bit more about the
retail that we have planned today and what we think
will be there in the future?
We do have a grocer on board.
As I mentioned, about 46,000 square feet at the bottom
of the apartment building.
However, we can't exactly say who it is just yet.
Stay tuned, stay tuned.
Um, another point. OK, go ahead.
I was just going to say that we've made Justin.
I think you've made progress on some other tenants as
well,
right?
Yeah, we have a couple others signed up.
Eloize executed, one is going to be a pharmacy,
another one bank so. It's an interesting environment right
now.
We certainly.
You know, have to rethink the retail strategy with Kobid
and then back to retailers,
so that's certainly one of the challenges that we're tackling
currently.
But we have made progress on those three fronts.

And some other. We got some other questions and I'll try to hit as many as I can,

but one of them was on future phases and so what's planned across the street?

And I think on the D block,

if I'm remembering correctly, where the office building stands today,

can you guys talk a little bit about that and timing for that?

So a block is program for about 108 thousand square feet apartments over retail,

and we're just beginning in the planning process to go get site plan approval with sudo and then block D is approved for 250,000 square feet of additional density.

That office building is pretty well least well into the twenty 20s,

so.

What exactly goes there will have to be.

Have to be programmed, but we were successful in having that component to have a great deal.

Latitude as to what the uses will be there.

Thanks guys, another. What is the?

OK.

Plus compare notice the question about the park at Chevy Chase Lake.

Between the Linley and the browser that Chevy Chase Lake with a half acre sector plan required.

Park one of the unique things.

So in one of the neat opportunities we had here was to work with the Parks Department in the County to envision what would be a public park owned on private property. Built atop a private parking garage and so you know we we definitely burn some good legal dollars figuring out how to structure that type of arrangement.

But also, you know I think our.

We feel incredibly proud of the type of park that we created there and so that it was hard to see it,
but the park itself has. A large granite slide built into a burm large stepping stones that take you up to the top of the granite slide. Those stepping stones sit between the slide and a large fountain which is connected to a runnel. In that rubble runs the entire length of the park and actually spills out as a fountain over wall onto the sidewalk on Chevy Chase Lake Drive. It's a it's a chlorinated water feature the kid can play in. You can do boat races on at my kids love just running up and down it. But the the stepping stones actually allow you to play in the fountain adjacent to it as well. So a lot of the play components were intentionally designed into the park, realizing that it was a small half acre urban park that it sat between peoples front doors in the amenity space of the building. We really wanted something that could function is a is a beautiful contemplated park, but also had some active rec features incorporated into it, and the addition of the portal or the opening in the ground. Floor of our building was was very much intended to create activation within the park by by making the park part of your path to the Purple Line in part of the path to the great retail environment that pursuit on the land company are working so hard to create. I'm Speaking of the Purple Line and just so maybe this is a question for you. Can you talk more about how their construction wasn't integrated with ours and any challenges or things that have come through that process? Obviously this is a lot of development, you know. Coming to pocket pretty quickly. Yeah, there's. There's been a lot of meetings. Lot of teamwork allowed, drawings being exchanged back and forth.
We are building you know that Plaza as part of our phase two building coming from the town square up those staircases and elevated to the Purple Line train platform and the Capital Crescent Trail. So there's a band lock coordination with their team. And as you can see from the video, there are certainly not slowing down. They've made a lot of improvements. So our project teams are working really well together. Interesting fact is, both projects that Purple line and our phase two could live independently of one another if need be. It just so happens that we've made accommodations to to really connect to each other so that riders can hop off of the train. Go onto our Plaza, experience the retail, the town square that we're building as another point of egress, really. Thanks I'm gotta couple questions regarding design. Some folks were interested in why the condo building was concrete versus the rental being wood. And also we're interested in the limley. If we had to make any different design decisions because of the affordable component. So if you guys could hit on that would be great. Well, I guess on the the construction types, I think the condo building or that there was just a strong sense from bozzuto that it needed to be concrete just because it's it's a. It's a for sale product and. I think they were just very committed to that. It could have been, could well have been podium type construction, you know, start over concrete podium. And then in the case of the B3 building, I think that was just it was just always just part of the basic. You know pro forma in philosophy of the project that
Some needed to be, you know, the wood stud type podium construction as we know it. For everything to kind of pencil out. Uh there and there's. There's lots of interesting technical challenges with both construction types and. I think we are a great team of consultants that really helped. You know, figure all that stuff out. It's it's all very doable. Perhaps you went to China and McLean? Now I was just going to add in our phase two building is is an apartment building. It is all concrete type on construction and because that's where the density was, you know on the purple line so it is 12 levels of concrete. As it pertains to the Lindley couple of questions about both the finance and the design of the building so. Folks may not know, but eBay is is an organization has developed a particular expertise in in mixed income housing partnerships. Working with the DC Housing Authority, Alexander Redevelopment and Housing Authority, and an HSE. Now here in Montgomery County and. And in doing so with HSE, you know it was a very early on conversation about what their goals were for the overall community with their goals were for the amount of affordable housing it would be developed on the property. And that's when we really came up with the 2020 sixty 20% MPD 20% workforce, 60% market. The unit finishes throughout the building. I should have mentioned this before. Are are identical, so the only really differentiator between the affordable workforce and market rate units are that all of the three bedroom homes are actually affordable units,
so that the largest units in the building are actually affordable homes.
And that was really important from a mission standpoint.
To be able to accommodate.
Families in a great neighborhood and integrate school district adjacent
to transit and Jobs as far as financing the project goes,
it was a complex public private partnership,
one in which EYA&HC partnered both in the Lindley and in the brownstones.
We were able to finance the project without direct public subsidy.
That project was constructed with a conventional construction loan that Cafritz Foundation actually came in to provide.
Some equity financing for the project and the project was designed to be long term,
owned, managed and controlled by HOC as part of a sustainable income producing platform for them to allow them to fund future projects in their mission.
So it is pretty innovative financing structure.
It's quite complicated. Be happy to share it with anyone,
sort of offline, but I will say you know it's a wonderful project and we felt very lucky to be awarded the Jack Kemp.
Excellence in affordable housing Workforce Housing award by you'll I last year for the Lindley,
and I know there are a lot of people on this call who who worked on the project in some capacity or another and so something that we share with all of them.
Thanks, I'm so I think we got a good question to end on here.
Tom will be able to do the freak dances when the town square reopens.
Well, only the only the Bunny wiggly are in the.
Let's not forget stuff today.
Well, so maybe not so much dancing or maybe dancing,
but I think that it will be a great place to welcome everyone to next fall. So thanks to everyone who joined today. Thanks to you all. I&R Committee, an R speakers and we will see you all next time.