



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

PB 10/26/2006
Item # 14

MEMORANDUM

DATE: October 18, 2006
TO: Montgomery County Board of Appeals
FROM: Sandra Youla, AICP (301-495-4624) *ASY*
for the Montgomery County Planning Department
VIA: Rose Krasnow, Chief, Development Review Division *RK*
REVIEW TYPE: Special Exception Modification for Golf Course and Country Club,
per 59-G-2.24 including:

- Waiver from 59-C-1.326(a)(1) Rear Yard Location Requirement for Accessory Structures, per S.E. Waiver Provision in 59-G-2.24(b)(3)
- Reduction from 59-G-2.24(d) 100 Foot Setback of Outdoor Activity Areas from Property Lines Adjoining One-Family Residential Use, per S.E. Reduction Provision in 59-G-2.24(d)

APPLICANT: Columbia Country Club
CASE NUMBER: CBA-286-B
REVIEW BASIS: Chapter 59, Zoning Ordinance; Advisory to Board of Appeals
ZONE: R-90 Zone
LOCATION: 7900 Connecticut Avenue
Chevy Chase, MD 20815-5938
MASTER PLAN: Bethesda-Chevy Chase (April 1990)
FILING DATE: November 17, 2005
PUBLIC HEARING: November 3, 2006, 9:30 a.m. at the Hearing Examiner

STAFF RECOMMENDATION:

Staff recommends **APPROVAL** of the requested waiver and reduction noted above, as discussed in the staff report.

Staff recommends **APPROVAL** of the requested special exception modification subject to the following conditions:

1. The applicant is bound by all submitted exhibits and verbal representations to staff, to the extent such exhibits and verbal representations are identified in this staff report recommending the grant of the special exception.

2. The applicant must obtain and satisfy the requirements of all licenses and permits, including but not limited to building permits and use and occupancy permits, necessary to occupy the special exception premises and operate the special exception as granted herein. The applicant must at all times ensure that the special exception use and premises comply with all applicable codes (including but not limited to building, life safety and handicapped accessibility requirements), regulations, directives and other governmental requirements.
3. The applicant must comply with the conditions of the Montgomery County Department of Permitting Service's Stormwater Concept Plan Approval #222593, issued April 18, 2006.
4. The applicant must submit a final Tree Save Plan to environmental staff of the MNCPPC, and the plan must be approved prior to issuance of the sedimentation and erosion control permit by Department of Permitting Services.
5. The applicant must install LED signal heads at the intersection of East-West Highway (MD 410) and Connecticut Avenue (MD 185), prior to release of building permit, subject to review and approval by State Highway Administration.
6. The applicant must make minor revisions to plans received by staff on 9/15/2006 as noted below and as discussed in the staff report and must submit the revised plans into the evidentiary record before the Hearing Examiner no later than October 23, 2006, copied to staff, to allow the Hearing Examiner sufficient time to meet noticing requirements for amendments to special exception applications (per 59-A-4.24). If requested by the Hearing Examiner, staff will review these plans prior to the close of the evidentiary record before the Hearing Examiner. (The Hearing Examiner has agreed to this procedure.) --
 - a. Revise the special exception detailed site plan to show the two tennis courts on the western edge of the upper tennis area (for a correct total of eight courts in the upper tennis area – only six are shown now).
 - b. Revise the special exception detailed site plan to add a footnote under Item 6 – Building Setbacks, as follows: “Accessory building – proposed tennis **” , and the footnote should say that “A waiver of Section 59-C-1.326(a)(1), rear yard location, is required, as allowed per the special exception waiver provision found at 59-G-2.24(b)(3).”
 - c. Revise the special exception detailed site plan footnote with a single asterisk under Item 6 – Building Setbacks, as follows: “ * A [wavier] reduction of Section 59-G-2.24(b), 100 foot setback between Outdoor

Activity Areas and adjoining one family residential uses is being requested as part of this [and adjoining] Special exception application, per reductions allowed in 59-G-2.24(b).

- d. Correct the special exception site plan under Item 8 – Building Height, as follows: “Building Height [(5)] (2)”. [Note: refers to a footnote.] Also, correct allowable (i.e. maximum) building height for new tennis building to be 25 feet, not 35 feet.
 - e. Correct the accessibility plan (parking level) and the special exception site plan/Item 10 – Parking Tabulation, as follows. The parking tabulations on the special exception detailed site plan and the parking table on the accessibility plan (parking level) must be revised to ensure that the parking numbers (and all other elements) on each agree. Currently they do not. The parking layouts must agree as well. The number on each plan should be broken down by surface lot, garage, and types of spaces (single, deep, handicapped, handicapped van, valet only) in each, with sub-totals and grand totals indicated. Include columns for existing, required, and proposed. Include parking lot design standards. Cite zoning ordinance references and quote requirements for numbers and design standards. Cite accessibility code references for numbers and types of handicapped spaces. Staff counts 234 proposed surface parking spaces, 106 garage spaces, for a total of 340, which is 66 more than the 274 existing surface spaces.
 - f. Revise the landscaping plans to show that the beech tree proposed for planting within the planting aisle east of the paddle tennis court is replaced with a higher branching, faster growing deciduous tree, e.g. the green mountain silver linden suggested in other parts of the surface parking lot.
 - g. On Plan SX-10, (Landscaping Enlargements), “CL – 6” is shown on Enlargement D on Plan SX-10, and the key must be revised to include and identify “CL”.
7. The applicant must make substantive revisions to the lighting plans received by staff on 9/21/2006 as noted below and must submit them into the evidentiary record before the Hearing Examiner no later than October 23, 2006, copied to staff, to allow the Hearing Examiner sufficient time to meet noticing requirements for amendments to special exception applications (per 59-A-4.24). Staff will submit comments into the evidentiary record before the Hearing Examiner prior to its close. (The Hearing Examiner has agreed to this procedure.) --

- a. The revised lighting plan, photometric analysis, and cut sheet must include not only the surface parking lot, paddle tennis court area, main building/Family Activity Building/pool complex, but also the tennis building, tennis courts/underground parking garage, and the front yard of the main building between the main building and Connecticut Avenue.
 - b. The revised lighting plan, photometric analysis, and cut sheet must indicate exterior lighting on all buildings and structures within the area referenced in (a) above.
 - c. The revised lighting plan, photometric analysis, and cut sheet must show street lighting along East-West Highway and Connecticut Avenue abutting the site, as referenced in (a) above.
 - d. The revised lighting plans must indicate the height of all lighting fixtures, including the mounting base, and must show these heights on the schedule.
 - e. The revised lighting plans should meet the IESNA RP-20⁹ lighting standard for parking facilities, the Darksky.Org standards for outdoor sports lighting (or, less preferably, the IESNA RP-6¹⁰ standards for sports and outdoor recreational area lighting), and the Montgomery County Zoning Ordinance standards for lighting in residential zones (59-G-1.23(h)), including that lighting levels along the side and rear lot lines must not exceed 0.1 footcandles. The plans submitted on 9/21/2006 show higher than 0.1 footcandles along the property line on the east side of the property. The average maximum/average minimum ratio must not exceed five.
 - f. On the paddle tennis courts, use fixtures that have cutoffs, such as fixture type FSB shown on the schedule, and reduce the number of fixtures if possible.
 - g. Remove lights out of the pedestrian walkway along the south side of the Family Activity Building, and reduce number of fixtures if possible.
8. Maximum allowable number of employees is 275, including full and part time staff.
 9. Total membership is limited to 1000 active members (875 golf members, 125 other members), in accordance with the by-laws in effect on October 18, 2006.

10. Club hours of operation are 24 hours a day but are limited as described in the statement of operations initially submitted with the application and excerpted subsequently in this staff report.

PROPOSAL AND BACKGROUND

Introduction and Property Identification and Description

In order to improve its facilities, Columbia Country Club, applicant, requests various modifications to its existing golf course and country club special exception. The club is located at 7900 Connecticut Avenue, Chevy Chase, on land zoned R-90 (Residential, One-family, Detached). The proposed modifications are identified later in this staff report under "Details of Proposal," but generally encompass changes to club parking, clubhouse facilities, and recreational facilities excluding the golf course, driving range, and putting green. The subject modifications are confined to the southernmost portion of the property, within the northwest quadrant of the intersection of East-West Highway and Jones Bridge Road. The specific requirements for a golf course and country club special exception are located at 59-G-2.24 of the Montgomery County Zoning Ordinance.

According to the application, the property has a gross tract area of 146.38 acres and comprises seven unplatted parcels: Parcel 303, Parcel 908, Parcel 703, Parcel 913, Parcel 502, Parcel 070, and Parcel 071, which appear to be on Tax Maps HN 342, HN 343, and HP 341 (although staff does not see Parcel 502 on any of these tax maps and Parcels 070, 071, and 502 are not depicted on the Special Exception Overall Site Plan received by staff on 9/15/2006).

The property is irregularly shaped and of varying topography and slope, and has frontage along East-West Highway (MD 410), Connecticut Avenue (MD 185), and Jones Bridge Road. The mainstem and a branch of Coquelin Run are located on the subject site, and hence a portion of the stream valley buffer is on site as well.

The property is bisected from southwest to northeast by a reservation for the Bi-County Transitway (Purple Line) on land owned by Montgomery County, currently in use for the Capital Crescent Trail. There are a variety of easements that cross the property as well, according to record plat applications 2-06161, 2-06162, 2-06163, and 2-06164. These record plat applications were recently submitted to MNCPPC under the provisions of the minor subdivision provisions of Section 50-35A(a)(7) of the Montgomery County Subdivision Ordinance to allow consolidation of the parcels, the creation of recorded (i.e. platted) lots or parcels, and the ultimate issuance of building permits for the special exception modifications. As a result of the pending consolidation, dedication of 12,365 square feet will be required along Connecticut Avenue. Further, the applicant has

permission from State Highway Administration to allow certain encumbrances to remain within dedicated area, namely a portion of the existing surface parking lot along the East-West Highway frontage of the property, and the entrance sign and driving range screen fencing along the Connecticut Avenue frontage of the property.

State Highway Administration recently made intersection improvements to Connecticut Avenue and East-West Highway, and as a result constructed, among other things, a concrete retaining wall that is faced with brick along a portion of the East-West Highway property frontage within the right of way. The wall is about 10 to 12 feet as seen from East-West Highway and about 18 feet high in places as seen from within the club grounds, and there is no landscaping strip or landscaping between the wall and the sidewalk in the right of way to provide buffering. The sidewalk and a tree panel between the sidewalk and the street curb wrap around the southernmost corner of the site on East-West Highway and Connecticut Avenue.

The vast majority of the subject property is occupied by an 18-hole golf course.

The southernmost portion of the site is developed with various facilities.

Facilities on the southernmost portion of the site include the main clubhouse, a rear extension on the north side, and a separate one-story pool building on the south side, all of which wrap around an outdoor pool complex with three pools. The main clubhouse was built in 1911 and has two stories and a walk-out basement. The first or main floor houses the reception area, several common rooms, the Blue and Gold Rooms (used for meetings), the Main Dining Room, the Ballroom, the Season's Lounge, and kitchen facilities. The second floor houses offices, the board room, and storage. (It once housed twelve guest rooms, but these rooms are now used for storage, and there are no guest rooms on site.) The basement or ground floor houses the ladies' locker room, various rooms for socializing for men and/or women, the Terrace Room for casual family dining, the Grill Room, and more kitchen facilities. The rear extension to the north contains a main floor that connects with the main floor of the main clubhouse and a basement or ground floor. The extension houses the men's locker room on two floors and a golf bag storage space and small golf shop on the main floor at the westernmost end. The separate pool building on the south contains a first floor and basement. The first floor houses girls' and boys' locker rooms, and the basement houses a bowling alley.

Also on the southernmost portion of the site and to the west of the main clubhouse/extension/pool complex are three paddle tennis courts and a freestanding building for caddies.

In addition, on the southernmost portion of the site and to the south of the main clubhouse/extension/pool complex are four small buildings for storage; the outdoor

surface parking lot, which according to the table on plans received by zoning staff on 9/15/2006, currently contains “+/- 274” parking spaces; the entrance to the parking lot from East West Highway; and a tennis complex. The tennis complex includes a freestanding, one-story tennis shop; the “upper” tennis courts, of which there are eight; the “lower” tennis courts of which there are four, three of which are covered with a tennis bubble less than six months a year; and stadium seating and a patio adjacent to the “lower” tennis courts.

Finally, on the southernmost portion of the site and to the east of the main clubhouse complex are the main entrance off of Connecticut leading by means of a driveway flanked by large trees to the front and main entrance to the club; a putting green to the south of the main entrance drive off of Connecticut Avenue; and a driving range to the north of this entrance drive. The driving range, which fronts on Connecticut Avenue, has high nets (the aforementioned driving range screen fencing) to prevent golf balls from being hit into the street and residential neighborhood across the street.

Review Procedures

As noted, the property that is the subject of this special exception modification is simultaneously being allowed to proceed through the minor subdivision process, pursuant to Chapter 50 (Subdivision of Land) of the County Code, Section 50-35A(a)(7), which states that the submission of a preliminary subdivision is not required for plats for existing places of worship, private schools, country clubs, private institutions, and similar uses located on unplatted parcels. The same section specifies that the plats may be recorded under the minor subdivision procedures provided that certain requirements are met, including adequate public facilities review. In accordance with zoning ordinance requirements at Section 59-G-1.21(a)(9)(i), adequate public facilities review is occurring at time of special exception modification, because the property does not require a preliminary plan of subdivision.

The record plats approved under the minor subdivision process will stipulate that the plats are subject to an approved special exception and any amendments thereto. The public hearing for the record plats is scheduled before the Planning Board on October 26, 2006, the same day that the Planning Board will review the special exception modification.

The property is not going through site plan review.

Neighborhood Description

Columbia Country Club is a large land use, and hence is within a large neighborhood – which, for the purposes of this report, staff defines as that area bounded to the south by Bradley Boulevard; to the west by the boundary of the Bethesda CBD sectional map

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amendment area and Wisconsin Avenue; to the north by Cedar Avenue and I-495; and to the east by Jones Mill Road, East –West Highway, and Brookeville Road.

Land uses in the immediate vicinity of Columbia Country Club are as follows. The Club adjoins single-family housing on land zoned R-60 to the west. The Club confronts single-family housing on land zoned R-60 across East-West Highway to the south. To the east, across Connecticut Avenue, the Club confronts single-family homes on land zoned R-90 as well as a church, the Women's Club of Chevy Chase, a fire station, a church, and a library. The Club is also diagonally across the intersection of East-West Highway and Connecticut Avenue from single-family housing in the R-90 zone that is located in the southeast quadrant of the intersection. Adjoining the Club to the east are properties developed as high density multi-family housing on land zoned R-10; low-density multi-family housing on land zoned R-30; single-family housing on land zoned R-90; Hayes Manor, which is a designated resource in the Master Plan for Historic Preservation, # 35-10, and which is owned by Howard Hughes Medical Institute, on land zoned R-60; and the North Chevy Chase Local Park. Adjoining Hayes Manor to the east is the Howard Hughes Medical Institute, a special exception charitable institution on land zoned R-90, and just to the south of Howard Hughes, along Connecticut Avenue's west side, are neighborhood commercial uses on land zoned C-2. Confronting Columbia Country Club to the north across Jones Bridge Road is the Naval Medical Center, an institutional use on land zoned R-60.

Other uses within the defined neighborhood include the Audubon Society; commercial uses, apartment houses, various public and private schools, townhouses, and MNCPPC parkland.

Sign Posting

On a site visit on a weekday morning at 11:00 a.m., the special exception signs were properly posted along both the East-West Highway and Connecticut Avenue frontages.

East-West Highway and Connecticut Avenue

The Bethesda-Chevy Chase Master Plan (April 1990) classifies East-West Highway (MD 410) and Connecticut Avenue (MD 185) as major highways of minimum 120-foot rights of way. Jones Bridge Road is classified as an arterial roadway with a minimum 80- foot right of way.

The Maryland State Highway Administration recently completed the implementation of a second eastbound left turn lane on East-West Highway at Connecticut Avenue. The second left turn lane improves traffic operations for vehicles leaving the Bethesda CBD by reducing vehicular delays and improving vehicular queuing. The improvement also resulted in the removal of a channelizing island for southbound right turns in the

northwest quadrant of the intersection. The improvement included reconstruction of East-West Highway along the Columbia Country Club frontage, including the driveway access point.

Filing, Planning Board and Public Hearing Dates, Submissions from Applicant's Representatives, Other Additions to the Record

The application was filed on 11/17/2005 and is incorporated into this staff report by reference. The originally scheduled Planning Board date was 3/6/2006, and the Public Hearing date was 3/27/2006. Traffic study issues resulted in postponement of the Public Hearing first to 5/12/2006 and then to 11/3/2006. As noted, the current Planning Board date is 10/26/2006.

Zoning staff met with the applicant and the applicant's attorney and other consultants on 1/11/2006, 6/14/2006, and 9/12/2006, and with a citizen who lived across the street from the club on 5/11/2006.

There has been extensive correspondence between the applicant's representatives and various staff on this case, including but not limited to the following items. The final traffic study was received by transportation staff on 5/27/2006 and sent out for State Highway Administration's review on the same day. State Highway Administration approved the traffic study in a letter dated 7/21/06. Pursuant to SHA's approvals and the meetings with the applicant and applicant's representative on 1/11/2006 and 6/14/2006, revised and additional submissions from the applicant's representatives were received by zoning staff on 8/2/06, 8/3/06, 8/22/06, and 8/24/06 (due 7/24/06). Pursuant to the meetings with the applicant and applicant's representative on 9/12/2006, revised and additional submissions from the applicant's representatives were received by zoning staff on 9/15/2006, 9/21/2006, 9/28/2006, 10/2/2006, and 10/16/2006.

Zoning staff also received email correspondence from a citizen who lives directly across from the club on 4/26/06, 5/23/06, 7/12/06, and 10/4/06, and from a citizen's association on 10/12/2006.

Zoning staff received correspondence from other staff and outside departments on a variety of dates.

Details of Proposal

According to the statement of operation initially submitted with the application:

Columbia Country Club, a Maryland non-profit member corporation, has maintained a golf course and country club at the same location since 1911. A special exception was

granted to the Club in 1955 to permit continued use of the existing facilities and proposed addition. The original special exception has been periodically modified over the years as the Club, its programs and its facilities have grown....Some facilities have become outdated....A parking shortage is sometimes experienced during the spring and summer months, when demand approaches exhaustion of available spaces. Finally, there is an increasing need for new facilities to serve existing members as well as to attract new members who are essential to preserve the viability and energy of the Club.

The Club believes that its membership will be better served in the future by an improved array of year-round activities benefiting all age groups, with a particular emphasis on the children of younger members, thus strengthening the character of Columbia as a "family club." Therefore, the Club envisions a number of improvements that will address current deficiencies, as well as (the introduction of) new facilities that will create a vibrant center of family activities....

To implement these and other improvements, the Club proposes to modify its special exception in the following manner:

Demolition of Existing Facilities: Both the existing Tavern/pool locker house and existing swimming pools have become obsolete and restrict long range planning options, while the current golf bag storage room and connection to the golf shop are one-story structures that cannot support upper stories. It is therefore proposed that all of these structures be demolished. [Note: the existing tennis shop and three small buildings near the tennis courts will be removed as well, per the submitted demolition plan.]

Proposed Improvements:

- 1) Family Activity Building: ...A new Family Activity Building (FAB) at the west end of the current pool complex ...will be the key element of the proposed Club improvements. The FAB will include a 75 ft., 4-lane indoor pool, pool locker rooms and offices, fitness center, a multi-use exercise studio, a multi-purpose children's activity room, and a child care center where children can be supervised while parents are attending events or participating in activities elsewhere in the Club. [Note: The FAB will also include a duckpin bowling alley. The FAB will be two stories, with a basement.]*
- 2) Swimming Pool Complex: Construction of the FAB will create a courtyard enclosing a new outdoor swimming pool complex. New pools will include a 25-meter, 8-lane main pool; a wading pool; and a three-feet deep "training pool" for small children...The new 25-meter pool will be a minimum of four feet deep, allowing for the use of racing starting blocks at both ends for competitive swim team use....The indoor pool included in the FAB will be covered by a two-story*

enclosure with large operable windows and doors that will allow it to be transformed into an open-air pavilion in the summer that will be directly integrated with the outdoor pool facilities.

- 3) *Terrace:* *The terrace area outside the Terrace Room canopy, where the adult pool is currently located, will provide additional (outdoor) dining and party space during the summer. During the winter, it will accommodate a recreational skating rink. The rink and all of its supporting equipment will be rented from, and installed by, a company specializing in this service. The compressor required to make ice will be located on a truck and may be parked in the loading dock.*
- 4) *Snack Bar:* *A new snack bar will be connected to the kitchen storage area. The snack bar will be larger than the current one, and will include an enclosed area to place orders. Ice skaters will also be able to use this area during the winter months for putting on skates.*
- 5) *Grill Room:* *A new Grill Room will be constructed by enlarging the east end of the men's locker building and remodeling the interior of the upper level to provide a space similar to the existing Grill Room. This will allow the existing Grill Room to be used for casual adult dining.*
- 6) *Golf Shop and Men's Locker Room:* *The existing men's locker rooms will be connected to the FAB by an extension of the golf shop and locker room. New lockers will replace lockers removed in converting the east end of the upper level of the men's locker building. The remainder of the 24" wide lockers in the men's golf locker rooms will be replaced with 16" wide lockers to provide an additional 100 lockers for members on the waiting list.*
- 7) *Tennis Facilities:* *The tennis courts will be reconstructed ten feet west of the location of the existing courts to allow for the potential widening of Connecticut Avenue, and the all-weather court will be replaced by two practice backboards. The new tennis courts will be reconstructed with "fast dry" artificial clay surfaces identical to the existing courts. The existing tennis bubble will continue to be installed over the lower courts, with the fan and heating unit located in the garage. [Note: staff clarified with the applicant that in the upper tennis areas there will be eight tennis courts, and in the lower area there will be three tennis courts plus the practice backboards. The tennis bubble will be over the three lower courts. A portion of the upper courts and all of the lower courts will be over a newly constructed underground parking garage. As a result, the tennis bubble and tennis courts will be 18 inches higher than they are today. The tennis bubble will be erected fewer than six months a year.]*

In addition, a new Tennis Shop will be constructed near the location of the existing shop. The main floor will be substantially larger than the existing shop, and will have toilet facilities for members and additional workspace behind the desk. Storage, desk areas for assistant professionals, and shower, toilet and lockers for the staff will be located in the basement.

- 8) *Paddle Tennis:* *One new paddle tennis court will be added adjacent to the existing paddle tennis courts, and a small warming hut will be constructed for the participants' comfort.*
- 9) *Bowling Alleys:* *The bowling alleys will be relocated to the basement level of the Family Activity Building below the pool locker room.*
- 10) *Golf Bag Storage:* *The golf bag storage building will be reconstructed in its current location with strengthened foundations to allow for the construction of two floors above that will house the new Fitness Center.*
- 11) *Parking:* *The parking demand experienced by the Club during the spring and summer months will be addressed by the construction of a new parking garage under the four lower tennis courts and two of the upper courts. The new garage will accommodate approximately 100 parking spaces. Forty of those spaces will offset the loss of surface parking incurred by construction of the new Family Activity Building. The garage, therefore, will provide for approximately 60 new spaces. [Note: Staff counted parking spaces on the revised special exception detailed site plan and the revised special exception demolition plan received 9/15/2006, and believes correct parking numbers are as follows: 234 proposed surface spaces, 106 proposed garage spaces, 340 proposed total spaces, 274 existing surface parking spaces, for a net gain of 66 parking spaces as a result of the proposed modifications.] The garage will be used primarily for valet parking and employee parking, so a number of the new spaces will be double-parked to achieve greater efficiency. It will also accommodate ADA-conforming, accessible parking spaces with direct access to the side door of the clubhouse, and the garage structure will have room for storage of items such as outdoor furniture*

Membership: *Implementation of the improvements proposed above will not result in an increase in the Club's membership. [Membership is limited by the by-laws in effect as the date of the current special exception modification application was filed to 1000 active members, which includes 875 golf members and 125 other members. The applicant explained to staff that new facilities were needed to retain existing members and replace departing or departed members, within the limits of the by-laws. No increase in the membership limits in the by-laws is requested.]*

Staffing: *The proposed improvements will require the hiring of only a few additional staff members. A full time Pool Manager and two part-time life guards will be needed for the new, year round indoor pool; the Child Center and Club Activity Room will require a supervisor and up to two full-time staff members; and four additional employees will be needed to staff the additional Food Service Grill Room. It is possible that one full-time employee will also be added to the housekeeping staff. The Fitness Center will be operated by an outside contractor, with an estimated maximum staff during a typical shift of two employees. [Note: The applicant clarified to transportation staff that there will be a maximum of 275 employees, both full and part time.]*

Hours of Operation: *Today the Club operates almost 24 hours per day. Members arrive early (as early as 6:30 A.M.) to use the exercise room or to breakfast at the Club and staff arrive even earlier. Meetings, social functions and receptions extend to midnight, particularly on the weekend (Friday/Saturday) evenings, and post event clean-up keeps staff on-site into the early morning. The Club is most busy during the mid-day and evenings, particularly in the summer when families spend entire days at the Club taking advantage of its numerous activities, but the Club's primary hours of operation are generally between 8:00 A.M. and 8:00 P.M.*

Construction Phase: *During the construction phase, great care will be taken to keep disruption to a minimum. Although it is expected that the Club will have no swim facilities for one summer, main clubhouse activities and the golf course will not be affected by the renovations. Six upper tennis courts will remain playable during construction, and a temporary trailer will be used as a tennis shop while the new shop is being built. The men's locker room will be partially closed during its renovation, but showers, toilets and day lockers will be available in one area of the locker room during construction. Based on preliminary estimates, it is expected that approximately 200 parking spaces will be available during the construction phase, although valet service may be required to achieve this number.*

According to the supplemental statement of operations received by staff on 9/28/2006,

Traffic Circulation and Parking Management:

The improvements proposed by the Petitioner include a parking structure that will result in a net increase of on-site parking of more than 60 spaces. Although the enhancements proposed in this application are not expected to change the general level of activity at the Club, this additional parking will help reduce the number of times that available parking on-site nears capacity due to special activities, or a combination of events at the Club. [Staff notes that activity levels may be higher in that there will be more year-round activities.]

At present, Columbia Country Club's parking spaces on its property are adequate to handle the demand for the vast majority of the Club's daily activities and events. Situations do arise, typically in the summer, when multiple events, or the extremely popular Fourth of July fireworks display, approach utilization of all on-site parking. Often the situation is nothing more than a need (albeit a frustrating one) for a Club member to cruise the parking lot searching for a vacant space, but that requirement itself is not consistent with the purpose of the Club as a relaxing social and recreational center for members. Therefore, in addition to the creation of more on-site parking, the Club hereby restates its present practices for avoiding or mitigating extreme situations of parking demand.

- A. *Self-policing.* *The Club recognizes the frustration that members experience when they cannot readily find a parking space on the Columbia property. Therefore, the Club constantly monitors its calendar to ensure that two or more events are not scheduled to occur, either simultaneously or overlapping, that would exceed parking supply. Management of the timing and size of events that might compete for available parking has been found to be the optimum way to avoid the problem altogether.*
- B. *Improving Parking Efficiency.* *When the Club knows that there will be activities that will put pressure on available parking, it calls in off-duty staff and cars are valet parked on-site. This technique increases the effective amount of parking on the Club's property and is usually an adequate solution to a potential parking problem.*
- C. *Off-site Parking.* *On certain occasions in the past, the Club has secured the assistance of the Woman's Club of Chevy Chase located at 7931 Connecticut Avenue, immediately across the street from Columbia's front entrance, to use that organization's surface lot for overflow parking. Generally, employees are asked to use the overflow parking lot, but members' cars can be shuttled to the lot if necessary. [Note: The applicant clarified that the Women's Club parking lot contains approximately 90 spaces, but generally allows Columbia Country Club to use only 60 spaces for overflow parking, except for the Fourth of July event, when the Women's Club allows Columbia Country Club to use the entire lot.]*
- D. *Extraordinary Situations.*
 - 1. *On one occasion, Columbia hosted an important regional golf tournament and found it necessary to run shuttle buses from an off-site parking venue to the Club. Although no such similar event is*

planned for in the future, the Club now has the techniques and experience to implement such a program again if necessary.

2. *For events which could exceed parking supply, the Club recognizes that the simultaneous departure of so many cars, such as the mid-summer fireworks display, could cause traffic congestion both on and off-site. Accordingly, for that event (and, conceivably, for similar events), the Club engages the services of off-duty Montgomery County police officers to assist in directing traffic at the two site driveways so that vehicles exit the site in a safe and efficient manner.*

.....

Special Exception Applications in the Neighboring One-Family Residential Areas

The neighboring one-family residential areas (i.e. confronting and adjoining the southwestern portion of the subject property) have had very few applications for special exceptions, as follows:

BA 1315 Non-resident medical practitioner's office, 7801 Connecticut Avenue, granted 11/13/62.

BA 2122 Addition to and continued use of a private club, Women's Club of Chevy Chase, 7931 Connecticut Avenue, granted 1/24/67.

CBA-1516-B Modification to nursing home,, 8700 Jones Mill road, granted 10/10/91.

S-942 Accessory apartment, 3809 Woodbine Street, dismissed 6/24/84.

S-1663 Accessory apartment, 3501 East-West Highway, granted 3/29/89, revoked 6/30/95.

S-1850 Accessory apartment, 7905 Rocton Avenue, approved 5/7/91.

Thus, there are very few special exceptions in the neighboring single-family residential areas, and the modifications to the Columbia Country Club will not, by dint of number, scope, or intensity change the predominantly residential character of the neighborhood or alter it adversely.

Plans and Maps and Other Attachments

Please refer to the Appendix for plans, maps, and other attachments.

ANALYSIS AND CONCLUSION

Main Issues/Questions

The application, including all additions to the record by the applicant, raised a number of technical questions regarding a) the need for waivers and relaxations for surface parking, accessory structures, and the proposed additional paddle tennis court; b) sufficiency of the proposed number of parking spaces given that there is no parking standard in the zoning ordinance for golf courses and country clubs; c) timing of adequate public facilities review when a property simultaneously is going through the special exception and minor subdivision review processes; d) adequacy of parking, given there is no standard in the zoning ordinance for a required number of spaces for this use; e) timing of parking facility review; g) compatibility issues along East-West Highway, and how improvement could be made for neighbors there; and h) how lighting plan improvements should be handled.

Community Comment

Staff received separate telephone calls from two members of the club. These two members each expressed concern that the net gain in parking of approximately 60 spaces [staff calculates 66] that would occur as a result of the modifications would be insufficient to meet either existing demand or future increased demand that might arise from the proposed modifications. They stressed that the parking situation now was very tight. They also noted that other locations for the underground parking garage might yield a greater number of spaces and be more appropriate, e.g. under the driving range with access off the driveway from Connecticut Avenue. These members noted that they had consulted an engineer with experience with parking garages, who, they said, confirmed that parking could in fact be accommodated under the driving range. The members pointed out that although the proposed modifications had been approved by the club membership by the requisite two-thirds majority, the approval was by only one vote and litigation ensued thereafter. They requested that staff carefully consider whether proposed parking was sufficient in numbers and suitably sited.

Staff also heard from a neighbor whose house is situated directly across the street from the club's entrance on East-West Highway. This neighbor, who is an architect but who was representing only himself and not his firm, made a number of comments regarding the tall retaining wall erected by SHA and its incompatibility with the neighborhood; the need for the club to submit the parking structure floor plans and certain elevations into the record; the possibility of relocating the East-West Highway club driveway so that it would be opposite Meadow Lane, which the neighbor felt would be safer for cars and pedestrians and would eliminate the problem of headlights shining into his house due to the upward slope of the driveway; and the need for better landscaping along the East-West Highway frontage. He noted that the existing parking lot and galvanized steel

bumper along the East-West Highway frontage, the State Highway Administration wall, and the tennis bubble are already incompatible with the neighborhood, and the scale of the proposed improvements must be considered carefully for their impact on the residential neighborhood. He also queried as to whether the underground parking garage was an accessory building.

Staff had not received any comments from the nearby civic associations and therefore contacted the Hamlet Citizen's Association, the East Bethesda Citizen's Association, and the Town of Chevy Chase. The Town had not been mailed notice, but upon staff request, the applicant sent information. None of the three civic associations had any objections to the proposed modifications and generally seem to feel that the club is a good neighbor. The Hamlet Citizen's Association sent in a letter, received by staff on several dates including 10/16/2006, which is included in the Appendix. Staff asked the civic associations if people visiting the country club routinely parked on neighborhood streets because they could not find on-site parking, and the civic associations said no. They did note that many people parked in the neighborhoods as a result of the Fourth of July firework's display provided by the club, but many of these were spectators and not club members.

Master Plan Conformance/Landscaping Plans/Compatibility

Community-Based Planning and zoning staff note that the relevant language from the Bethesda-Chevy Chase Master Plan (April 1990) includes the sections on the Green Corridors Policy (pages 30, 31, and 32), special exceptions (pages 31 and 33), large land users (page 33), and the Chevy Chase – Eastern and Southern B-CC Planning Area (pages 37 and 38). In particular, the plan anticipates and recommends the continuation of large land users, including the Columbia Country Club (page 38); implementation of the Green Corridors Policy (pages 30, 31, 32, and 38), which recommends, among other things, design guidelines including landscaping along rights of way on major highways to stabilize the residential character of the area; and the granting of special exception modifications only if the modifications are compatible in terms of style of architecture and scale with the nearby residential structures and neighborhoods (page 31).

Community- Based Planning staff reviewed the initial application, August 2006 submissions, and submissions received by staff on 9/15/2006 (which did not include revised lighting plans), and recommended approval of the application and revised plans of 9/15/2006 with minor revisions to the plans as follows:

- The beech tree proposed for planting within the planting aisle east of the paddle tennis court should be replaced with a higher branching, faster growing deciduous tree, e.g. the green mountain silver linden suggested in other parts of the surface parking lot.

- On Plan SX-10, (Landscaping Enlargements), "CL – 6" is shown on Enlargement D on Plan SX-10, and the key must be revised to include and identify "CL".

Zoning staff therefore finds that the application and all submissions through 9/15/2006 conform with the recommendations and language of the Bethesda-Chevy Chase Master Plan (April 1990), and recommends that the above minor revisions to plans be submitted to the Hearing Examiner by October 23, 2006, which is in time to meet the required 10-day noticing period requirement for special exception application amendments, per Section 59-A-4.24 of the Montgomery County Zoning Ordinance. If the Hearing Examiner requests, staff will review these changes prior to the close of the evidentiary record before the Hearing Examiner. The Hearing Examiner agrees to this process.

Zoning and Community-Based Planning staff also find the proposed improvements compatible with the neighborhood in terms of design and scale.

Zoning staff also finds that landscaping as shown on plans received on 9/15/2006 is satisfactory and meets all requirements, and that the minor changes noted above should be made.

Lighting Plans

Zoning and site plan review staff reviewed revised lighting plans received by staff on 9/21/2006, and found that substantive changes were needed, as follows:

- a. The revised lighting plan, photometric analysis, and cut sheet must include not only the surface parking lot, paddle tennis court area, main building/Family Activity Building/pool complex, but also the tennis building, tennis courts/underground parking garage, and the front yard of the main building between the main building and Connecticut Avenue. (i.e., the area shown on the special exception detailed site plan).
- b. The revised lighting plan, photometric analysis, and cut sheet must indicate exterior lighting on all buildings and structures within the area referenced in (a) above.
- c. The revised lighting plan, photometric analysis, and cut sheet must show street lighting along East-West Highway and Connecticut Avenue abutting the site as referenced in (a) above.

- d. The revised lighting plans must indicate the height of all lighting fixtures including the mounting base, and must show these heights on the schedule.
- e. The revised lighting plans should meet the IESNA RP-20⁹ lighting standard for parking facilities, the Darksky.Org standards for outdoor sports lighting (or, less preferably, the IESNA RP-6¹⁰ standards for sports and outdoor recreational area lighting), and the Montgomery County Zoning Ordinance standards for lighting in residential zones (59-G-1.23(h)), including that lighting levels along the side and rear lot lines must not exceed 0.1 footcandles. The plans submitted on 9/21/2006 show slightly higher than 0.1 footcandle lighting levels along the property line on the east side of the property. Further, the average maximum/average minimum ratio must not exceed 5.
- f. On the paddle tennis courts, use fixtures that have cutoffs, such as fixture type FSB shown on the schedule, to meet dark sky policy objectives, and reduce the number of fixtures if possible.
- g. Remove lights out of the pedestrian walkway along the south side of the Family Activity Building and reduce the number of fixtures, if possible.

Staff recommends that the above substantive revisions to plans be submitted to the Hearing Examiner by October 23, 2006, which is in time to meet the required 10-day noticing period requirement for special exception application amendments, per Section 59-A-4.24 of the Montgomery County Zoning Ordinance. Staff will review these changes prior to the close of the evidentiary record before the Hearing Examiner. The Hearing Examiner agrees to this process.

Other Required Minor Changes to Plans

Upon review of the submitted plans from 9/15/2006, zoning staff notes other minor revisions that must also be submitted to the Hearing Examiner by October 23, 2006, as follows:

- Revise the special exception detailed site plan to show the two tennis courts on the western edge of the upper tennis area (for a correct total of eight courts in the upper tennis area – only six are shown now).

Transportation Issues

Transportation staff recommend approval of the application as revised by all submissions in the record so far, with two conditions:

- Limit the number of Columbia Country Club employees to a total of 265 (full and part-time).
- Install LED signal heads at the intersection of East-West Highway (MD 410) and Connecticut Avenue (MD 185), prior to release of building permit, subject to review and approval by State Highway Administration.

Transportation staff's two memos (dated 10/5/2006 and 10/27/2006) are in the Appendix. The October 17, 2006 memo corrects the earlier memo. Zoning staff has included Transportation staff recommendations as conditions of approval.

Environmental Issues

Environmental staff recommends approval of the application as revised by all submissions in the record so far, with the condition that a final tree save plan must be submitted to MNCPPC staff prior to issuance of a sedimentation and erosion control permit. Environmental staff's memo dated 9/25/2006 is in the Appendix. The applicant must comply with the conditions of the Montgomery County Department of Permitting Service's Stormwater Concept Plan Approval #222593, issued April 18, 2006. A copy of the Stormwater Concept Plan Approval #222593 is in the Appendix.

Development Standards/Waiver/Reduction/Parking Standards

The revised special exception detailed site plan received by staff on 9/15/2006 has a schedule showing development standards, parking standards, and parking tabulations, and how all standards are met. The accessibility plan (parking level) also received on 9/15/2006 has a parking table (schedule and table are found in the Appendix).

Additional Minor Plan Revisions: Zoning staff finds that the special exception detailed site plan schedule, the accessibility plan (parking level) parking table, and the parking layouts on each plan require some minor corrections, as follows (note: deletions are indicated with brackets and additions with underling):

- Site Plan: Under Item 6 – Building Setbacks, a footnote should be added as follows: "Accessory building – proposed tennis **", and the footnote should say that "A waiver of Section 59-C-1.326(a)(1), rear yard location, is required, as allowed per the special exception waiver provision found at 59-G-2.24(b)(3)."
- Site Plan: Under Item 6 – Building Setbacks, the footnote indicated with the single asterisk should be revised as follows: " * A [wavier] reduction of Section 59-G-2.24(b), 100 foot setback between Outdoor Activity Areas and adjoining

one family residential uses is being requested as part of this [and adjoining] Special exception application, per reductions allowed in 59-G-2.24(b).

- Site Plan: Under Item 8 – Building Height, correct as follows: “Building Height [(5)] (2)”. Also, correct allowable (i.e. maximum) building height for new tennis building to be 25 feet, not 35 feet.
- Accessibility Plan (Parking Level) and Site Plan/Item 10 – Parking Tabulation: The parking tabulations on the special exception detailed site plan and the parking table on the accessibility plan – parking level must be revised to ensure that the parking numbers (and all other elements) on each agree. Currently they do not. The parking layouts must agree as well. The number on each plan should be broken down by surface lot, garage, and types of spaces (single, deep, handicapped, handicapped van, valet only) in each, with sub-totals and grand totals indicated. Include columns for existing, required, and proposed. Include parking lot design standards. Cite zoning ordinance references and quote requirements for numbers and design standards. Cite accessibility code references for numbers and types of handicapped spaces. Staff counts 234 proposed surface parking spaces, 106 garage spaces, for a total of 340, and 274 existing spaces, for a net gain of 66 spaces.

Development Standards: Zoning staff finds that the application meets all required development standards, and that a waiver of the rear yard location requirement for the proposed tennis building and a reduction of the 100-foot setback between outdoor activity areas and adjoining one-family uses should be granted. The applicant's attorney submitted justifications for the waivers and reduction into the record via a letter dated October 13, 2006 and received by staff on 10/16/2006, which is in the Appendix. Staff accepts the reasoning in this letter for the waivers and reduction. Staff got several different interpretations from Department of Permitting Services regarding accessory structures, but eventually the DPS zoning supervisor indicated that country clubs, like other uses, have main buildings and accessory buildings. Zoning staff also understood the DPS zoning supervisor to indicate that tennis courts and temporary structures such as tennis bubbles are not viewed as accessory structures, and hence zoning staff does not require any waiver with respect to them.

Parking Standards: The zoning ordinance contains no parking standards for golf courses and country clubs, either in the specific requirements for the special exception use in 59-G-2.24 or in the schedule of (parking) requirements found in 59-E-3.7. The subject application proposes 340 total parking spaces for 1000 members and 275 employees (full and part time). At the request of transportation and zoning staff, the applicant's attorney submitted more information on parking into the record in a supplemental statement of operations received by staff on 9/28/2006 (partially excerpted in this staff report under details of proposal) and in letters dated 9/29/2006

(received 10/2/2006), 10/2/2006 (received 10/4/2006), and 10/13/2006 (received 10/16/2006), which are attached in the Appendix. The submissions deal with parking management and why an additional 60 spaces should be adequate. Staff finds the evidence sufficient to allow staff to find from a preponderance of the evidence that the proposed parking (total numbers and management plan) would be sufficient. Staff includes in the Appendix an excerpt on country club parking standards in select jurisdictions, as found in an American Planning Association publication entitled Parking Standards (November 2002, edited by Michael Davidson and Fay Dolnick). The various standards would result in a range of parking space numbers, but the proposed 340 seems in line with a number of the standards. Staff notes that the civic associations in the area told staff that parking in their neighborhoods from the country club patrons was not a problem currently.

At 340 spaces, with 106 spaces in a new underground parking garage and 234 spaces in a surface lot, the proposed parking facility is substantial, and staff assumes that the Department of Permitting Services will review the parking facility, prior to issuance of building permits, for compliance with parking facility design and circulation standards per Article 59-E in the Zoning Ordinance, and per all applicable accessibility standards. Staff also notes that the special exception process currently has no protocol for soliciting Fire and Rescue Department's comments with respect to the adequacy of the parking facility lot for fire and rescue vehicle access, egress, and internal circulation. This special exception will not be going to site plan review. Staff notes that the surface parking lot is a conforming use, per 59-E-2.83(e), but it is being redesigned in part. Transportation staff informally noted that accessibility improvements could be made.

General and Specific Conditions of Approval and Conclusion

Staff finds that with the conditions of approval recommended above, the application would likely meet all general conditions and all specific requirements, and all other applicable standards of the Zoning Ordinance as well. See Appendix. Therefore, staff recommends approval of the special exception with conditions as recommended at the front of this staff report.

APPENDICES

- **Excerpt from the Montgomery County Zoning Ordinance (Chapter 59 of the Montgomery County Code), as it existed on and subsequent to May 6, 2002, *without staff annotation***
- **Vicinity Map**
- **Zoning Map**
- **Aerial Photos**
- **Proposed Plats**
- **Tax Map**
- **Special Exception Detailed Site Plan (per submission received 9/15/2006)**
- **Accessibility Plan – Tennis Level**
- **Memo from Environmental Staff**
- **Approval Letter from DPS re: Storm Water Concept Plan**
- **Memos from Transportation Staff**
- **Supplemental Letter from Applicant's Attorney re: Parking Demand**
- **Development Schedule from Detailed Special Exception Site Plan received 9/15/2006**
- **Parking Schedule from Accessibility Plan (Parking Level) received 9/15/2006**
- **Excerpt from Parking Standards (American Planning Association publication) re: Country Clubs**
- **Letters from Applicant's Attorney re: Parking Demand, dated 9/29/2006 (rec'd 10/2/2006), 10/2/2006 (rec'd 10/4/2006), and 10/13/2006 (rec'd 10/13/2006)**

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- **Letter dated 10/11/2006 from the Hamlet Citizen's Association**

APPENDIX: EXCERPT FROM THE MONTGOMERY COUNTY ZONING ORDINANCE (CHAPTER 59 OF THE MONTGOMERY COUNTY CODE), as it existed on and subsequent to May 6, 2002, *without staff annotation*

ARTICLE 59-G. SPECIAL EXCEPTIONS, VARIANCES, AND NONCONFORMING USES.

DIVISION 59-G-1. SPECIAL EXCEPTIONS – AUTHORITY AND PROCEDURE.

Sec. 59-G-1.2. Conditions for granting.

59-G-1.2.1 Standard for evaluation.

A special exception must not be granted without the findings required by this Article. In making these findings, the Board of Appeals, Hearing Examiner, or District Council, as the case may be, must consider the inherent and non-inherent adverse effects of the use on nearby properties and the general neighborhood at the proposed location, irrespective of adverse effects the use might have if established elsewhere in the zone. Inherent adverse effects are the physical and operational characteristics necessarily associated with the particular use, regardless of its physical size or scale of operations. Inherent adverse effects alone are not a sufficient basis for denial of a special exception. Non-inherent adverse effects are physical and operational characteristics not necessarily associated with the particular use, or adverse effects created by unusual characteristics of the site. Non-inherent adverse effects, alone or in conjunction with inherent adverse effects, are a sufficient basis to deny a special exception.

The inherent characteristics of a golf course and country club include club building facilities, indoor and outdoor recreational facilities, parking, a golf course, members, employees, administrative operations, social events, a fairly intense level of on-site activity, outdoor lighting, and some outdoor noise. The only non-inherent characteristic of this application is the site's location adjacent to a tall wall built by SHA that is not particularly residential in character. The Club has no control over the wall, and has no way to improve its appearance with greenery, given the lack of planting space between it and the sidewalk. Therefore, staff finds no inherent or non-inherent adverse effects associated with the use sufficient to warrant a recommendation of denial.

59-G-1.21. General conditions.

A special exception may be granted when the Board, the Hearing Examiner, or the District Council, as the case may be, finds from a preponderance of the evidence of record that the proposed use:

- (1) Is a permissible special exception in the zone.

A golf course and country club is an allowable special exception use in the R-90 zone, and the use already exists, since this is a special exception modification application.

- (2) Complies with the standards and requirements set forth for the use in Division 59-G-2. The fact that a proposed use complies with all specific standards and

requirements to grant a special exception does not create a presumption that the use is compatible with nearby properties and, in itself, is not sufficient to require a special exception to be granted.

The use so complies and will be compatible with nearby properties, assuming that the lighting plan to be submitted is corrected as necessary, as staff is confident that it can be.

- (3) Will be consistent with the general plan for the physical development of the District, including any master plan adopted by the Commission. Any decision to grant or deny a special exception must be consistent with any recommendation in a master plan regarding the appropriateness of a special exception at a particular location. If the Planning Board or the Board's technical staff in its report on a special exception concludes that granting a particular special exception at a particular location would be inconsistent with the land use objectives of the applicable master plan, a decision to grant the special exception must include specific findings as to master plan consistency.

The use is consistent with the master plan, as discussed in the staff report.

- (4) Will be in harmony with the general character of the neighborhood considering population density, design, scale and bulk of any proposed new structures, intensity and character of activity, traffic and parking conditions and number of similar uses.

The use will be in harmony with the general character of the neighborhood.

- (5) Will not be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

The use will not be detrimental as described above.

- (6) Will cause no objectionable noise, vibrations, fumes, odors, dust, illumination, glare, or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

The use will cause no such effects.

- (7) Will not, when evaluated in conjunction with existing and approved special exceptions in any neighboring one-family residential area, increase the number, intensity, or scope of special exception uses sufficiently to affect the area adversely or alter the predominantly residential nature of the area. Special exception uses that are consistent with the recommendations of a master or sector plan do not alter the nature of an area.

The addition of this use will not adversely affect the area, as discussed in the staff report.

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- (8) Will not adversely affect the health, safety, security, morals or general welfare of residents, visitors or workers in the area at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

The use will not adversely so affect residents, visitors, or workers.

- (9) Will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public facilities.

- (i) If the special exception use requires approval of a preliminary plan of subdivision the adequacy of public facilities must be determined by the Planning Board at the time of subdivision review. In that case, subdivision approval must be included as a condition of the special exception. If the special exception does not require approval of a preliminary plan of subdivision, the adequacy of public facilities must be determined by the Board of Appeals when the special exception is considered. The adequacy of public facilities review must include the Local Area Transportation Review and the Policy Area Transportation Review, as required in the applicable Annual Growth Policy.

- (i) With regard to findings relating to public roads, the Board, the Hearing Examiner, or the District Council, as the case may be, must further determine that the proposal will not reduce the safety of vehicular or pedestrian traffic.

The use is served by adequate public facilities as discussed in the staff report and will not reduce the safety of vehicular or pedestrian traffic. Staff notes that there is no protocol within the special exception process to solicit Fire and Rescue comments

- (b) Nothing in this Article relieves an applicant from complying with all requirements to obtain a building permit or any other approval required by law. The Board's finding of any facts regarding public facilities does not bind any other agency or department which approves or licenses the project.

The applicant must so note.

- (c) The applicant for a special exception has the burden of proof to show that the proposed use satisfies all applicable general and specific standards under this Article. This burden includes the burden of going forward with the evidence, and the burden of persuasion on all questions of fact.

The applicant must so note and must provide revised submission to the record as discussed and described in the staff report and conditions of approval.

DIVISION 59-G-2. SPECIAL EXCEPTIONS—STANDARDS AND REQUIREMENTS.

The uses listed in this Division, as shown on the index table below, may be allowed as special exceptions in any zone where they are so indicated, as provided in this Article, subject to the standards and requirements in this Division and the general conditions specified in Section 59-G-1.21.

Sec. 59-G-2.24. Golf course and country club.

A golf course or country club must adhere to the following standards and requirements:

- (a) The provision of food, refreshments, and entertainment for club or organization members and their guests may be allowed in connection with such use, provided the availability of such services is not reasonably expected to draw an excessive amount of traffic through local residential streets.

Given evidence in the record regarding parking demand, parking management, the number of parking spaces to be provided, and the existing low impact of the club parking requirements on neighboring streets, staff finds that the proposed services for club members will not draw an excessive amount of traffic through local residential streets.

- (b) All standards of the applicable zones must apply except:
 - 1) Maximum building coverage - 3%
 - 2) Minimum setback for a main building - 50 feet
 - 3) The Board may waive the provisions of Sec. 59-C-1.326(a) regarding the location of accessory buildings.
 - 4) The site must have a minimum of 200 feet of frontage on a road of arterial or higher classification in a residential zone.

These standards are met, as discussed in the staff report, and a waiver is required and recommended to be granted, also as discussed in the staff report.

- (c) All outdoor lighting must be located, shielded, landscaped or otherwise buffered so that no direct light intrudes into any residential area.

The lighting plan must be revised as discussed in the staff report, and submitted to the Hearing Examiner by October 23, 2006, so that the 10-day noticing requirement for the public hearing can be met. Staff anticipates that the applicant will be able to make revisions and meet all requirements.

- (d) All major outdoor activity areas, such as tennis courts, swimming pools, and golf course playing surfaces must be set back at least 100 feet from property lines adjoining a one-family residential use. The Board may reduce this setback where it finds that landscaping, screening, fencing or other measures can mitigate the adverse effects on the adjoining residential use.

The applicant requires a reduction of the 100-foot setback for the proposed additional paddle tennis court, and staff recommends that the reduction be allowed, as discussed in the staff report.

- (e) Any golf course established by special exception before May 6, 2002 is a conforming use and may be modified in accordance with the special exception standards in effect at the time the modification is filed.

The reader and reviewers shall so note.

(Legislative History: Ord. No. 11-85, § 2; Ord. No. 14-47, § 1.)

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Editor's note—Section 59-G-2.24 is cited in Grand Bel Manor Condominium v. Gancayco, 167 Md. App. 471, 893 A.2d 1144 (2006). In Montgomery County v. Merlands Club, Inc., 202 Md. 279, 96 A.2d 261 (1953) the court held that in the instant case the County had to grant a special exception for a private club for recreational facilities in a residential zone.



Map compiled on October 03, 2006 at 8:56 AM | Site located on base sheet no - 210NW04

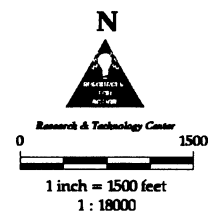
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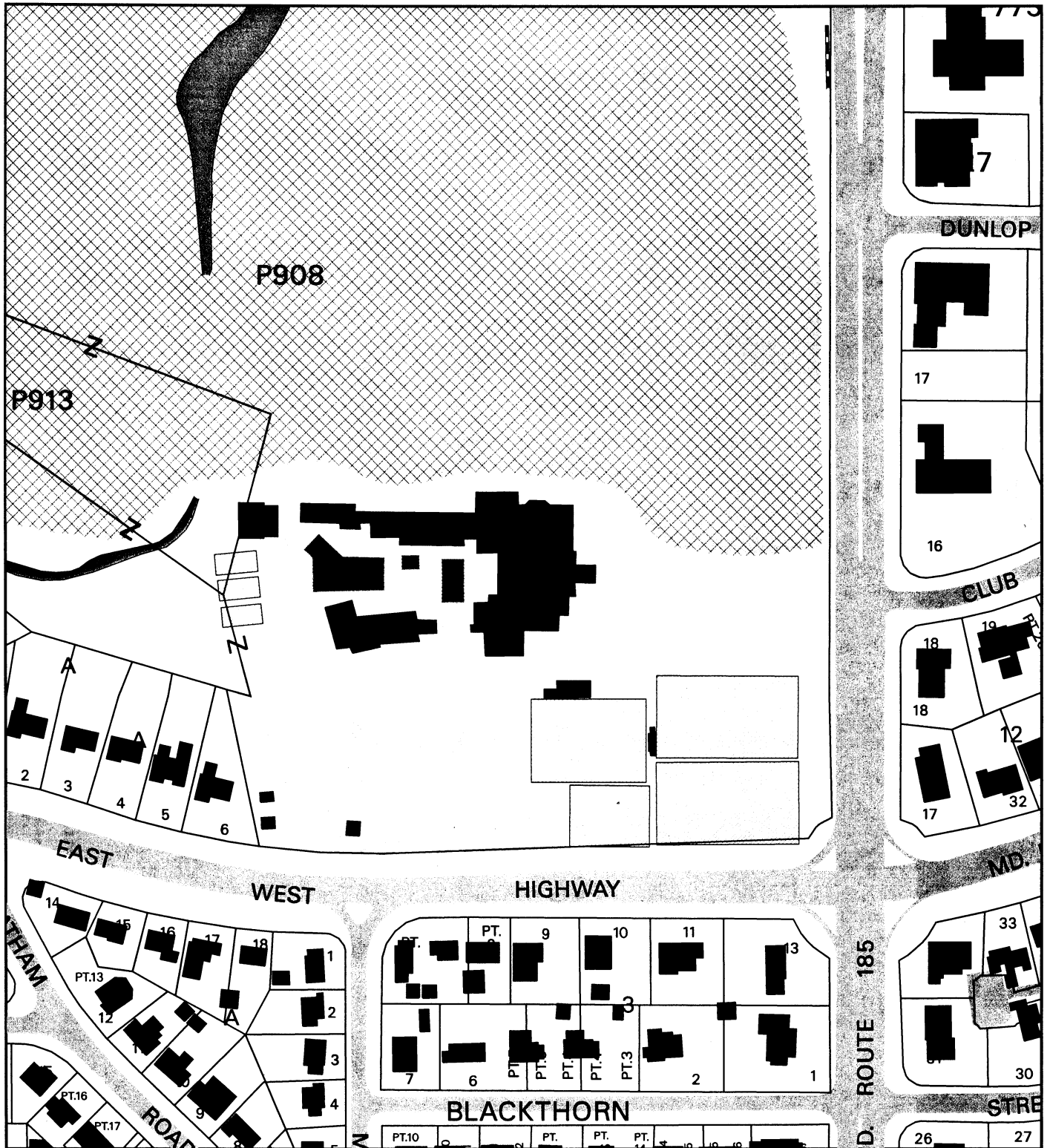
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Key Map



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue - Silver Spring, Maryland 20910-3700



Map compiled on October 03, 2006 at 10:33 AM | Site located on base sheet no - 210NW04

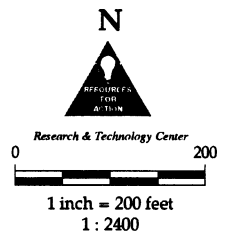
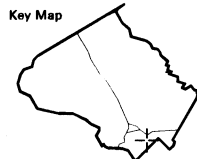
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Key Map

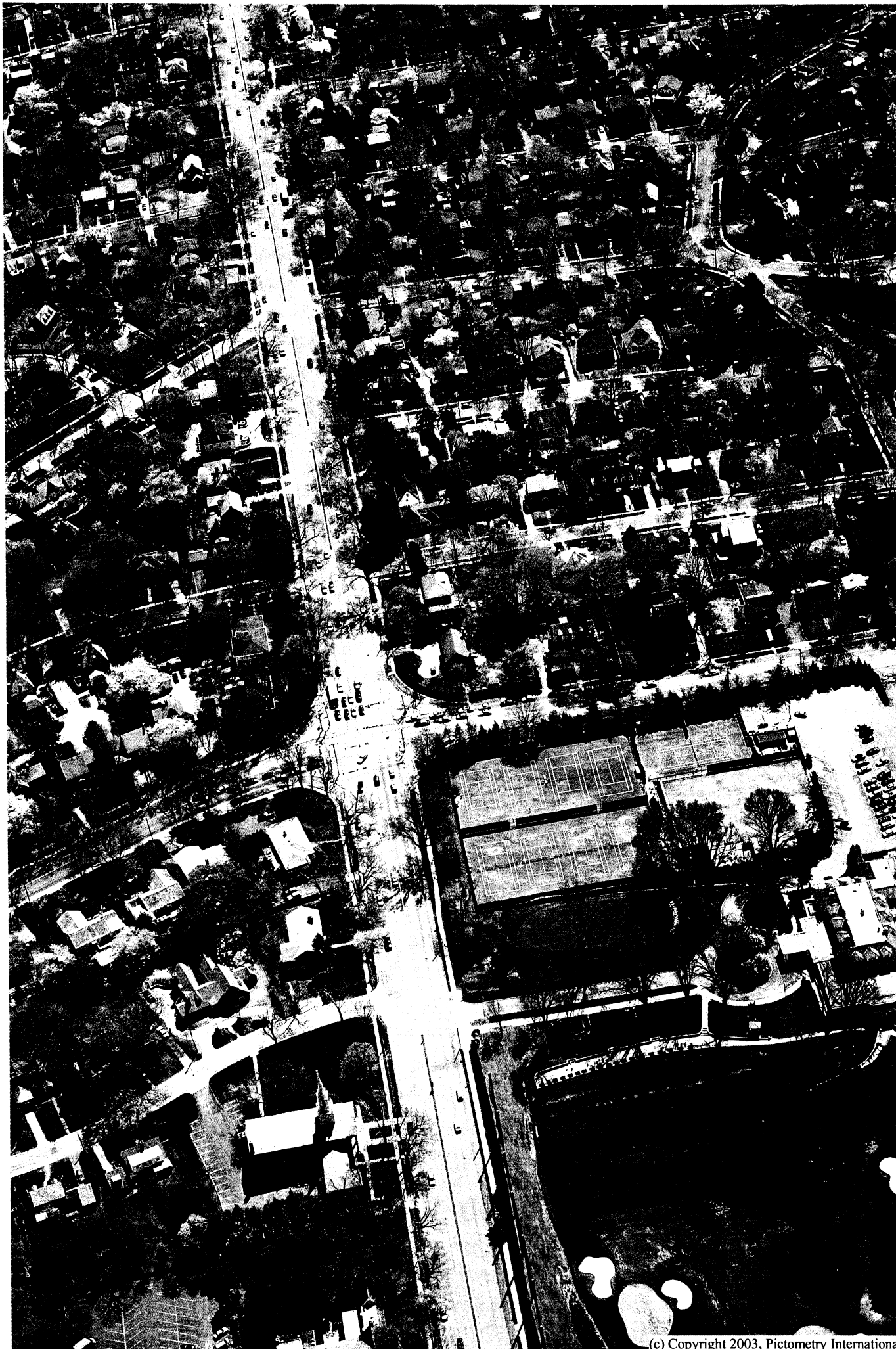


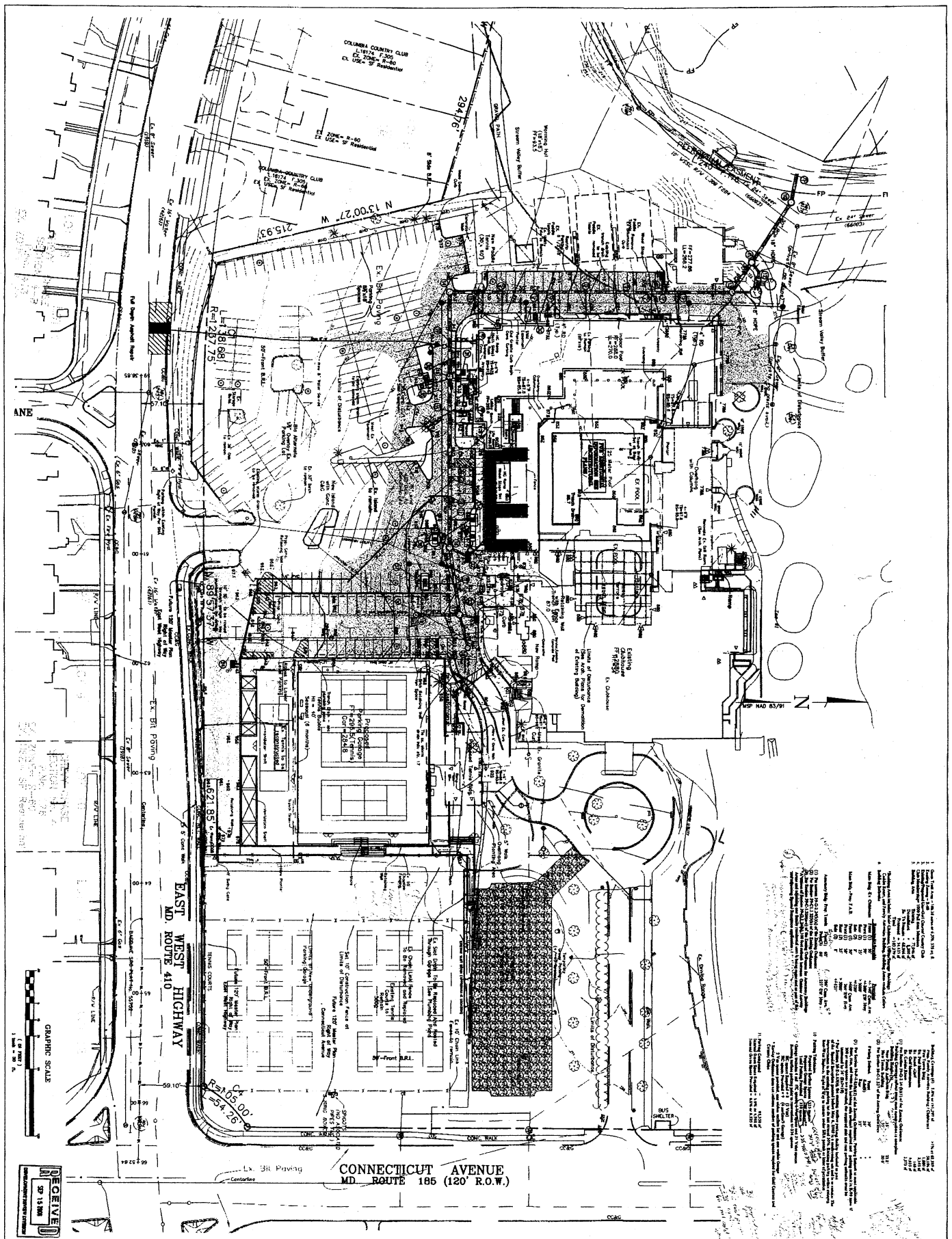


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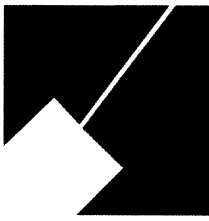


SHEET 3 OF 3 DATE: 12/01/06 DRAWING NO.	COLUMBIA COUNTRY CLUB ADDITIONS AND RENOVATIONS CHEVY CHASE, MD	DRAWING TITLE: SPECIAL EXCEPTION DETAILED SITE PLAN	OWNER'S REPRESENTATIVE APPROVAL _____ DATE	SEAL: <div style="display: flex; align-items: center;"> <div> MHG Macle, Hendricks & Gleason, P.A. Engineers + Planners Landscaping Architects • Surveyors 8220 Wilshire Road, Suite C2 Montgomery Village, Maryland 20886-1279 Phone 301.455.8540 Fax 301.248.0962 www.mhgpa.com </div> </div>	Revision: No. Date Description 1 7-24-06 Design Development 2 5-22-06 Progress Set 3 6-21-06 Progress Set 4 6-30-06 BIDD Construction Documents 5 7-28-06 Resubmission to MDCPPC-SE Review 6 9-15-06 Response to MDCPPC Comments	<div style="display: flex; align-items: center;"> <div> RCG Inc. ARCHITECTS 237 East Baltimore Street 12th Floor Baltimore, MD 21202 phone: 410.695.7033 fax: 410.783.8090 </div> </div>
	PARCELS 301, 700-A, 700-B, 700-C, 800 & 900					

PROVIDE ACCESSIBLE PARKING SPACES PER THE MAPS AND ACCESSIBILITY CODE. SEE OWN. DEMANDS FOR LOCATIONS

slg rec'd W 9/27/2006 11:50 am

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

MEMORANDUM

DATE: September 25, 2006

TO: Sandra Youla, Development Review Division

VIA: Mary Dolan, Countywide Planning Division, Environmental Planning *MD*

FROM: Marion Clark, Countywide Planning Division, Environmental Planning *MC*

SUBJECT: Special Exception request No. CBA - 286 - B
Columbia Country Club

Recommendation: Approval with conditions

Environmental Planning staff recommends approval of special exception request CBA - 286 - B with the following conditions:

- A final Tree Save Plan shall be submitted and approved prior to issuance of sedimentation and erosion control permit.

Forest Conservation

This application has an approved Natural Resource Inventory/Forest Stand Delineation (NRI/FSD). The NRI/FSD is simplified, because the proposal is concentrated around the existing clubhouse and does not disturb or clear forest. In simplified form the NRI/FSD does not indicate the full extent of the stream valley buffer or correct limits of existing forest in the golf course area. A Forest Conservation exemption was issued because this is a special exception for an existing structure that will not result in the clearing of existing forest. A Tree Save Plan is required and was submitted as part of the application.

The area impacted by construction activities is immediately adjacent to the existing clubhouse where there are a number of specimen and significant trees in varying degrees of health. There are twelve specimen trees and three significant trees whose critical root zones are within or adjacent to the limit of disturbance. Six of the twelve specimen trees will be unavoidably lost and of those four are in good condition. Two significant trees will be lost, one in good condition and one in fair condition.

Staff believes it is possible to save seven healthy significant and specimen trees, with tree save measures. Root pruning, tree protection fencing, pre and post construction care and

Environmental Guidelines

This property is not located within a Special Protection Area or Primary Management Area. The mainstem and a branch of Coquelin Run are located on the subject site. Some steep slopes are associated with this stream. Existing paddle tennis courts and impervious surface associated with parking and drives encroach upon the stream valley buffer. The proposed construction does not expand or remove imperviousness within the buffer. A new paddle tennis court is proposed immediately adjacent to the stream valley buffer on the existing parking lot.

Water Quality

The subject property is located within the Coquelin Run subwatershed in the Lower Rock Creek watershed. The Lower Rock Creek is designated Use I waters by the Maryland Department of Environment. The Coquelin Run has fair stream and habitat conditions and is considered a Watershed Restoration Area in the Countywide Stream Protection Strategy. A Montgomery County Department of Environmental Protection stream restoration project is planned for this tributary.

Stormwater Management

The Department of Permitting Services has approved a Stormwater Management Concept Plan for this project.

Noise

This use is not expected to generate a noise disturbance to surrounding uses. The subject site and associated activity is located at the intersection of two major roads, Connecticut Avenue and East-West Highway. Noise generating activity on site is contained within buildings and located across East West Highway from single-family residential uses. It is buffered from adjacent multi-family use by vegetation, distance and a golf course fairway.

Dust

There should be no objectionable fumes, noise or odors resulting from the proposed use. Dust is not expected to be problematic.

slg rec'd Mon 10/16/06 P.2
@ 4:30pm



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

April 19, 2006

Mr. Scott Roser
Macris, Hendricks and Glascock, P.A.
9220 Wightman Road, Suite 120
Montgomery Village, MD 20886-1279

Re: Stormwater Management **CONCEPT** Request
for Columbia Country Club
SM File #: 222593
Tract Size/Zone: 146.38 Ac./R-90
Total Concept Area: 4.4 Ac.
Parcel(s): A
Watershed: Lower Rock Creek

Dear Mr. Roser:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of a waiver of on-site channel protection; on-site water quality control via structural bioretention units (Filterra) and a BaySaver. Onsite recharge is not required since this is redevelopment.

The following items will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. Place the hydrodynamic unit (BaySaver) off line with the use of a flow splitter.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is required.

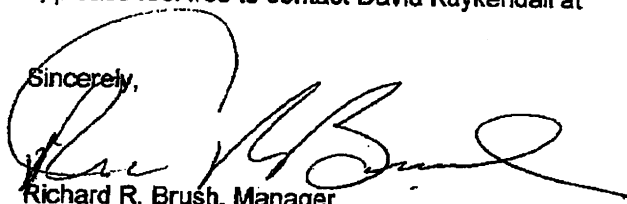
This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way



unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6332.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

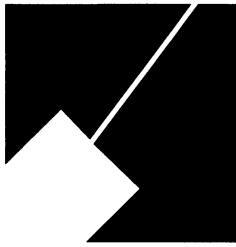
RRB:dm CN222593 Columbia Country Club.DWK

cc: C. Conlon
S. Federline
SM File # 222593

QN -Waived; Acres: 4.4
QL - Onsite; Acres: 4.4
Recharge is not provided

sky rec'd 10/17/06
1:11 pm

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

October 17, 2006

MEMORANDUM

TO: Sandra Youla, AICP Zoning Analyst
Community Based Planning Division

FROM: Daniel K. Hardy, Supervisor *DKH*
Transportation Planning

SUBJECT: Special Exception Petition No. CBA-286-B
Modification to Columbia Country Club

This memorandum supplements Transportation Planning staff's October 5, 2006 memorandum on the subject special exception petition. This memorandum corrects an error in the presumed relationship between the special exception petition and the right-of-way dedication process and provides supplemental information on the geometric improvements recently constructed at the intersection of Connecticut Avenue (MD 185) and East-West Highway (MD 410).

Special Exception Relationship to Plat Recordation

Recommended Conditions 3 through 5 of Transportation Planning staff's October 5, 2006 memorandum relate to property dedication at time of subdivision. The paragraph titled "Master Plan Roadways and Bikeways" on page 3 of the same memorandum described the staff understanding of the relationship between the special exception process and the subdivision process.

Staff has subsequently confirmed that the current special exception and plat recordation processes are not procedurally linked. Transportation Planning staff concurs with Development Review staff on their October 13, 2006 memorandum recommending Planning Board approval of the associated record plats 220061310 through 220061340. No additional dedication or easements are required to support the referenced special exception petition.

Transportation Planning staff therefore rescinds the recommendation for Conditions 3 through 5 in the October 5, 2006 memorandum. Only the first two sentences of the referenced page 3 paragraph remain valid.

Geometric Improvements at the Connecticut Avenue intersection with East-West Highway

The Maryland State Highway Administration recently completed the implementation of a second eastbound left turn lane on East-West Highway at Connecticut Avenue. The second left turn lane improves traffic operations for vehicles leaving the Bethesda CBD by reducing

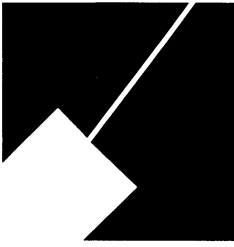
vehicular delays and improving vehicular queuing. The improvement also resulted in the removal of a channelizing island for southbound right turns in the northwest quadrant of the intersection. The improvement included reconstruction of East-West Highway along the Columbia Country Club frontage, including the driveway access point.

DKH:ft

Cc: Cathy Conlon

slly rec'd Tu 10/10/06

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

October 5, 2006

MEMORANDUM

TO: Sandra Youla, AICP Zoning Analyst
Community Based Planning Division

VIA: Daniel K. Hardy, Supervisor *DKH*
Transportation Planning

FROM: Scott A. James, Planner/Coordinator *Saj*
Transportation Planning

SUBJECT: Special Exception Petition No. CBA-286-A/*R*
Modification to Columbia Country Club

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject petition to expand and reconfigure the existing facilities for the Columbia Country Club (the "Club"), inclusive of buildings and recreational facilities.

RECOMMENDATION

Transportation Planning staff supports approval of this special exception application subject to the following conditions:

1. Limit the number of Columbia Country Club employees to a total of 265 (full and part-time).
2. Install LED signal heads at the intersection of East West Highway (MD 410) and Connecticut Avenue (MD 185), prior to release of building permit, subject to review and approval by State Highway Administration (SHA).
3. Dedicate, at time of subdivision, an additional ten feet of right-of-way along Connecticut Avenue (MD 185) so as to equal 60 feet as measured from the centerline.

4. Designate and show on the subdivision plans a ten-foot wide public utility easement (PUE) along East West Highway (MD 410) and along Connecticut Avenue (MD 185).
5. Dedicate, at time of subdivision, additional right-of-way along Jones Bridge Road so as to equal 40 feet when measured from the centerline.

The proposed action, as conditioned, passes the Local Area Transportation Review (LATR) test and will not adversely affect area roadway conditions.

DISCUSSION

The Columbia Country Club proposes to renovate and expand existing recreational facilities in support of serving the current membership. The proposed improvements include: construction of sixty additional parking spaces within a structured parking garage, relocation of four tennis courts, and expansion and renovation of the swimming pools and the pool services building. These proposed changes will result in an increase of ten full time employee and six part-time employee positions. The current total staff (part and full time employees) will increase from 249 to 265 as a result. There is no stated objective to increase the current club membership ceiling above the 1,000 active members (875 members with golf privileges and 125 additional members), allowed according to the bylaws of the Club.

Site Location, Access, Circulation, and Parking

The Columbia Country Club is located in the northwest quadrant of the intersection of Connecticut Avenue (MD 185) and East West Highway (MD 410) in Bethesda, Maryland. The Club offers dining room privileges, swimming, social events and use of an 18-hole golf course. Vehicular access to the site is from two driveways along Connecticut Avenue (MD 185) and East West Highway (MD 410) respectively. The site currently offers surface parking for employees and members, with valet parking provided on request.

Parking demand for the Columbia Country Club is estimated to fluctuate from 50% to 75% of the available surface parking spaces for any given weekday during the off-season (September through April). During the peak season (May through August), the club estimates that 85% of the available parking spaces are used.¹ To facilitate on-site parking, the Club engages one valet parking attendant during the week and two valet parking attendants on weekends.

On occasions where the Club hosts an event for large audiences, the nearby Chevy Chase Women's Club surface parking lot (with a capacity of 90 spaces), serves overflow parking demand. In addition, some parking is allowed on the lawn, though the Club practice is to encourage staff and employees to use off-site parking lots. The number of events requiring overflow and/or lawn parking is approximately six to eight times during the calendar year. The Club is not proposing to increase in size or number the special events requiring additional

¹ Estimates of daily parking demand provided by a letter from the applicant and an accompanying memorandum (both dated September 28, 2006), from Mr. Jim Troppman, Club Manager, detailing current parking demand usage.

parking. The proposed net increase in sixty surface parking spaces (for a total of 344 available spaces) is projected to reduce the frequency and demand for use of off-site parking facilities.

Master Plan Roadways and Bikeways

The Bethesda – Chevy Chase Master Plan classifies East West Highway (MD 410) and Connecticut Avenue (MD 185) as major highways of minimum 120-foot rights-of-way. Jones Bridge Road is classified as an arterial roadway with a minimum 80-foot right-of-way. Associated with the subject special exception petition, the applicant is modifying their record plats and will file a plan of subdivision pending the granting of the subject special exception petition. The applicant will dedicate ten feet of additional right-of-way along Connecticut Avenue (MD 185) to equal sixty feet as measured from the centerline. The applicant will dedicate additional right-of-way along Jones Bridge Road to equal forty feet as measured from the centerline. Staff finds that no additional right-of-way will need to be dedicated along East–West Highway (MD 410) due to the recent physical improvements undertaken by SHA.² A ten-foot wide PUE will be designated along Jones Bridge Road and Connecticut Avenue (MD 185) respectively. No PUE is designated along East–West Highway, as all of the utilities are located within the public right-of-way.

Proposed Bi-County Transitway Alignment

The master plan alignment for the proposed Bi-County Transitway (BCT) follows the existing Georgetown Branch alignment that bisects the Columbia Country Club property. No proposed improvements or changes to the club operations will affect the proposed transitway alignment. Planning staff will continue to work with the applicant and representatives of the Maryland Transit Administration to insure coordination between this proposed development and any future selected BCT alignment.

Local Area Transportation Review

The proposed improvement to the on-site recreational facilities and surface parking lots is estimated to generate six additional AM peak hour trips and six additional PM peak hour trips.³ An LATR study was performed to determine the impact of the proposed development on the adjacent transportation infrastructure.

Three intersections adjacent to the site were selected for analysis: Connecticut Avenue (MD 185) at East West Highway (MD 410), East West Highway (MD 410) at Montgomery Avenue/Chelton Drive and Connecticut Avenue (MD 185) at Dunlop Street. There were no previously approved nearby projects for inclusion in the calculation of background traffic Critical Lane Volume (CLV) for the intersections under study. As shown in the table below, two of the three studied intersections are estimated to operate within the established Bethesda Central

² SHA has reviewed, and accepted the encumbered right-of-way line between Columbia Country Club and East West Highway due to the recent roadway improvements and the physical constraints of the site.

³ These estimated additional peak hour trips were based upon current Columbia Country Club trip generation rates and reflect the anticipated number of additional employees (full and part time) resulting from the proposed renovation.

Business District CLV threshold of 1,600 vehicles. The intersection of East West Highway (MD 410) and Connecticut Avenue (MD 185) has an estimated peak hour CLV in excess of the threshold.

The following table shows the CLV analysis results for the studied intersections:

<u>Roadway Intersection</u>	<u>Current CLV levels (AM / PM)</u>	<u>Projected CLV Levels (AM / PM)</u>
Connecticut Avenue (MD 185) / East West Highway (MD 410)	1,831 / 1,829	1,831 / 1,829⁴
Connecticut Avenue (MD 185) / Dunlop Street	1,025 / 999	1,026 / 1,000
East West Highway (MD 410) / Chelton Road	1,060 / 661	1,060 / 662

According to the LATR Guidelines, whenever an intersection CLV is estimated to exceed the policy limit, the applicant is required to reduce or mitigate any additional local congestion generated by the proposed development. In this instance, the Columbia Country Club proposes to upgrade the current traffic signal heads at the intersection of East West Highway (MD 410) and Connecticut Avenue (MD 185) from incandescent to more efficient LED signal heads. The equipment upgrade will provide 6.75 peak hour trip credits and will satisfactorily offset the estimated six additional peak hour trips resulting from the proposed improvements. The SHA has reviewed the applicant's traffic study and accepted the proposal to upgrade the signal equipment.

Pedestrian Access

Sidewalks border both boundaries of the Columbia Country Club along East West Highway (MD 410) and Connecticut Avenue (MD 185) respectively. Pedestrian crosswalks are provided at the signalized intersections of East West Highway (MD 410) / Connecticut Avenue (MD 185), East West Highway (MD 410) / Chelton Road and along the southern leg of East West Highway (MD 410) / Montgomery Avenue. The signal timing is adequate for the pedestrian crossing distances served at these intersections.

CONCLUSION

Staff from Transportation Planning supports approval of the application for special exception by the Columbia Country Club, subject to the conditions proposed.

SAJ:gw

⁴ Due to rounding, the calculated CLV for the East West Highway (MD 410) / Connecticut Avenue (MD 185) intersection remained unchanged, however, there is an increase in the critical lane volume which requires trip mitigation for all additional peak hour trips.

DEV. TABLE
FROM S.E. SITE PLAN
OF 9/15/2006

1. Gross Tract Area = 146.38 acres or 6,376, 575 sq. ft.
2. Existing Zoning = R-90
3. Existing/Proposed Use=Golf Course/ Country Club
4. Club Membership= 1000 Full time Members
5. Building Area

Existing	=	77,046 sf
Demolished	=	8,200 sf
Ex. To Remain	=	68,846 sf
Proposed	=	34,433 sf
Total	=	103,279 sf.

*Building Area includes: Main Clubhouse, Utility/Storage Buildings

Caddie Room, and Family Activities Center (F.A.C.), Building Areas exclude Cellars

6. Building Setbacks

	<u>Required/Allowable</u>		<u>Provided</u>
Main Bldg -Ex. Clubhouse	Front (1)	50'	+/- 340' Conn. Ave.
	Front (1)	50'	+/-269' EW. Hwy.
	Rear (2)	25'	> 5000'
	Side (2)	8'	+/-330'
Main Bldg -Prop. F.A.C.	Front (1)	50'	>600' Conn. Ave.
	Front (1)	50'	244' EW. Hwy.
	Rear (2)	25'	> 5000'
	Side (2)	8'	+/-121'
Accessory Bldg- Prop. Tennis	Front(3)	60'	286' Conn. Ave.
	Front(3)	60'	221' EW. Hwy

(1) Per section 59-G-2.24(b)(c) of the Zoning Ordinance

(2) Per Section 59-C1.1.323(b) of the Zoning Ordinance

(3) Per Section 59-C-1.326(a-c) of the Zoning Ordinance for Accessory Buildings

*A waiver of Section 59-G.2.24(b), 100 foot setback between Outdoor Activity Areas and adjoining one family residential uses is being requested as part of this and adjoining Special Exception application

cont. →

7. Building Coverage (4) 3.0% or 191,297 sf >1% or 63,389 sf
 Prop. Family Activities Center / Clubhouse 50,196 sf
 New Tennis Bldg 1,680 sf
 Ex. Pool Maintenance 2,145 sf
 Ex. Snack -Golf 140 sf
 Ex. Golf Maintenance 6,655 sf
 Ex. Caddie Room 2,573 sf
 (4) Per Section 59-G-2.24 (b)(1) of the Zoning Ordinance
 * Building Coverage reflect areas once construction is complete
8. Building Height (5)
 New Family Activities Bldg. 35' 22.8'
 New Tennis Shop 35' 20.0'
 (5) Per Section 59-C-1.327 of the Zoning Ordinance
9. Parking Setback Front 30' *
 Side(6) 26' *
 Rear 35' *
 (6) Per Section 59-E-2.83(b)(2) of the Zoning Ordinance, Parking Setback to meet applicable front, rear, and twice the building side setback required and parking setback in R-90 zone. If 200 or more spaces are provided, the required side and rear parking setbacks must be increased by 10' (8x2+10)
 * Per Section 59-E-2.83(e), the existing surface parking facility included as part of the Special Exception granted before May 6, 2002 is a conforming use and is to remain. The improvements to the existing parking lot do not exceed 50%. Existing parking within existing East-West Highway Right of Way to remain under SHA permit or letter of permission
10. Parking Tabulation:
 Proposed Surface Spaces 235 spaces
 Proposed Garage Spaces 106 spaces**
 Total Parking Provided 338 spaces
 * Garage includes 4 std. HC spaces, 1 Van space and 21 Valet spaces
 Existing surface parking prior to renovations +/-274 spaces
 HC spaces Required = 8 (1 Van)
 HC spaces Provided = 9 (4 surface/5 Garage)
 2 Van spaces provided, one within surface lot and one within Garage
 * Zoning Ordinance does not indicate number of parking spaces required for Golf Courses and Country Clubs
11. Parking Compound = 95,350 sf
 Internal Green Space Required = 5.0% or 4,768 sf
 Internal Green Space Provided = 6.8% or 6,525 sf

PARKING SCHED.
(ACC. PLAN)

Parking Schedule	
Space Type	Count
Exterior Lot	
HC	3
HC VAN	3
Single	236
	242
Garage	
Deep	21
HC	3
HC Van	2
Single	59
Valet Only	21
	106
Grand total	348

An aerial, high-angle photograph of a parking lot filled with numerous cars. The cars are mostly white, creating a high-contrast pattern against the dark asphalt. They are parked in various orientations, some in neat rows and others more haphazardly, illustrating the subject of parking standards.

Parking Standards

APA

American Planning Association

PAS

Planning Advisory Service
Report Number 510/511

Michael Davidson is an APA research associate who is the staff manager for the Planning Advisory Service and the coeditor of *Zoning News*. He has been with APA for six years and has his Master's degree in Public Service Management from DePaul University. Fay Dolnick is also a research associate; she has been with APA for 16 years. Davidson and Dolnick were the editors for PAS Report 481/482, *A Glossary of Zoning, Development, and Planning Terms*, which will be updated and expanded in spring 2003.

Jason Wittenberg, author of the chapter, "The Dynamics of Off-Street Parking," is a planner with the Minneapolis City Planning Department. His previous work on the subject of parking includes *PAS Memo*, August 1998, "Rethinking Parking Policies and Regulations."

The editors and author thank Michael Orange, a transportation demand management planner in the Minneapolis City Planning Department, and Chris Luz, PE, AICP, vice president and national director of parking services for HNTB Corporation for their helpful comments and suggestions on that chapter.

The editors thank PAS research associates, Barry Bain, AICP, and Anne Loucks, and former PAS research assistants, Heather Campbell and Nate Hutcheson, for their help in compiling these standards.

This survey of parking standards was made possible by the fees paid by PAS subscribers; the PAS staff wants to take this opportunity to thank our subscribers for supporting our work. We hope that what we return to you in the PAS Reports, PAS Memos, and the inquiry responses reflect not just our desire to give you the best planning information available but that it makes you all consider the complex and demanding work that you and other planners do. This report was generated by your need for parking standards. To satisfy that need, we turn back to the work you do. These standards come exclusively from planners working at the local level. PAS services attempt to bring you all closer to each other's work and achievements by letting you know what others are doing in the field. We hope you are as appreciative of those efforts as we are.

Cover design by Lisa Barton; this report is printed on recyclable paper.

All photos by Michael Davidson.

The Planning Advisory Service is a subscription service offered by the Research Department of the American Planning Association. Eight reports are produced each year. Subscribers also receive the PAS Memo each month and have use of the Inquiry Answering Service. W. Paul Farmer, Executive Director; Sylvia Lewis, Publications Director; William Klein, Director of Research.

Planning Advisory Service Reports are produced in the Research Department of APA. James Hecimovich, Editor; Lisa Barton, Design Associate; J.E. Luebering, Editorial Assistant.

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E-mail: pasreports@planning.org

APA headquarters office is at 1776 Massachusetts Ave., N.W., Washington, DC 20036.

Parking Standards

Edited by

MICHAEL DAVIDSON AND FAY DOLNICK

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- 1 per 2 employees (*Charleston County, S.C., pop. 309,969*)
- 1 space per 2,000 square feet of gross floor area (*Salem, Ore., pop. 136,924*)
- 1 per each employee on maximum shift, plus 1 per every 25 inmates (*Owensboro, Ky., pop. 54,067*)
- 1 per 200 square feet (*Whitesville, Ky., pop. 632*)
- 1 for every 20 beds (*Cincinnati, Ohio, pop. 331,285*)
- 1 for each employee, plus 1 space per 28 inmates (*Reno, Nev., pop. 180,480*)
- 2 parking spaces shall be provided for each 3 employees, plus spaces adequate in number and determined by the village board (*Gurnee, Ill., pop. 28,834*)

Minimum: 1 per employee on maximum shift, 1 per service vehicle

Maximum: 1 per employee on maximum shift, 1 per service vehicle (*San Antonio, Tex., pop. 1,144,646*)

Minimum: 0.3 space per bed based on maximum capacity

Maximum: 0.4 space per bed based on maximum capacity (*Gresham, Ore., pop. 90,205*)

Minimum: 1 per employee of largest shift

Maximum: 1.5 per employee of largest shift (*Glenville, N.Y., pop. 28,183*)



Bicycle Parking Standard: 1 space per 5 beds (*Gresham, Ore., pop. 90,205*)

Bicycle Parking Standard: 1 space per 2.5 beds (*Tigard, Ore., pop. 41,223*)

costume rental store (see also *clothing store; retail use, unless otherwise specified*)

- 1 parking space shall be provided for each 250 square feet of floor area (*Gurnee, Ill., pop. 28,834*)
- 1 off-street parking space for each 600 square feet of floor area (*Westmont, Ill., pop. 24,554*)
- 3 per 1,000 square feet of gross floor area (*Elmhurst, Ill., pop. 42,762*)
- 4 per 1,000 square feet of gross floor area (*Racine, Wisc., pop. 81,855*)
- 4.5 parking spaces per each 1,000 square feet of gross floor area (*Naperville, Ill., pop. 128,358*)

cottage (see *cabin*)

counseling service (see also *office use, unless otherwise specified*)

- 1 per 150 square feet (*Charleston County, S.C., pop. 309,969*)
- 1 space per 300 square feet (*Omaha, Nebr., pop. 390,007*)

country club (see also *club; golf course*)

- 1 space for each 3 persons based on the maximum anticipated capacity of all facilities capable of simultaneous use as determined by the director of community development (*Coconino County, Ariz., pop. 18,617*)

- 1 space for each 3 members (*Bedford, N.Y., pop. 18,133*)
- 1 space per member or family member (*Niagara Falls, N.Y., pop. 55,593*)
- 1 per employee, plus 4 per golf green (*Charleston County, S.C., pop. 309,969*)
- 1 parking space for each 2 members, or accommodations such as lockers or seating capacity, whichever is greater, but not less than 4 parking spaces for each 1 hole, plus 1 parking space for each 3 seats in dining, bar, and rooms for assembly (*Platte County, Mo., pop. 73,781*)
- 1 per 5 members (*Staunton, Va., pop. 23,853*)
- 1 space per 4 members based on maximum anticipated membership, plus 1 space per 2 employees on the major shift (*Smithfield, Va., pop. 6,324*)
- 1.3 off-street parking spaces per gross acre (*San Juan Capistrano, Calif., pop. 33,826*)
- 3 spaces per golf hole, plus 1 space for each 4 seats in an accessory restaurant or bar use (*Ormond Beach, Fla., pop. 36,301*)

courtroom (see *law court*)

court recreation (see also *recreation facility uses; individual court uses including basketball, handball, racquetball, squash, tennis, and volleyball*)

- 1 per each 3 patrons based on maximum occupancy as established by local, county or state fire, building or health codes, whichever is greater, plus 1 space per employee at peak shift, plus such space as required for affiliated uses such as but not limited to restaurants, bars, pro shops, satellite therapy services, and the like (*Beverly Hills, Calif., pop. 33,784*)

creamery (see *dairy use*)

credit union (see also *bank*)

- 1 per 200 square feet of gross building area (*Kern County, Calif., pop. 661,645*)
- 1 space for each 150 square feet of usable floor area, plus 3 spaces for each non-drive-thru automatic teller machine (*Zeeland, Mich., pop. 5,805*)
- 1 per 250 square feet, 6 per drive-up window (*Burlington, Vt., pop. 38,889*)
- 6 spaces per 1,000 square feet of gross floor area, plus 2 spaces per each non-drive-thru automatic teller, plus 4 on-site waiting spaces for each drive up window or drive-thru automatic teller (*Grand Rapids Township, Mich., pop. 14,056*)

Minimum: 1 per 1,000 square feet of gross floor area

Maximum: 1 per 200 square feet of gross floor area (*San Antonio, Tex., pop. 1,144,646*)

Minimum: 1 space for each 300 square feet of gross floor area

Maximum: 1 space for each 200 square feet of gross floor area (*Jefferson County, Ky., pop. 693,604*)

LAW OFFICES

MILLER, MILLER & CANBY

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SOO LEE-CHO
**Licensed in Maryland and Florida*

October 13, 2006

Ms. Sandra Youla
Development Review Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Special Exception Application CBA-286-B,
Petition of Columbia Country Club

Dear Sandra:

I have reviewed your e-mail message of October 4th (re-emailed on October 5th with the proper address) and wanted to report that all of the items you identified have been addressed in one form or another. Also, I wanted to thank you for forwarding that memo since it provides a good "check list" for items that need to be addressed associated with Columbia's Application.

Certain of the items mentioned in your letter have been taken care of separately. For instance, a copy of a letter of support from the Hamlet Citizen's Association has been faxed to you. I have spoken with Mr. Dave Walton with the Town of Chevy Chase and have sent to him copies of materials for their review.

I have the following comments on the waivers that you mentioned in your memorandum:

1. Accessory structures. (Section 59-G-2.24(b)(3))
I have investigated this matter and I am advised by the Department of Permitting Services that, for country clubs and golf courses, the Department does not make a distinction between "main" and "accessory" structures. That would explain why the record of all of the previous special exception modifications for Columbia Country Club contains no waivers for buildings that currently sit in the Club's "front yards". Nevertheless, the following facts support a granting of a waiver under Section 59-G-2.24(b)(3):
 - a. Accessory structures that are located outside of the rear yard of the Clubhouse property include the tennis shop and a temporary tennis bubble. These features have been in place for many years and represent a fixed feature of the Club's "landscape" and will not be modified in any meaningful way by the pending Special Exception Modification.

- b. The proposed tennis shop will be located approximately 300 feet west of Connecticut Avenue and more than 200 feet north of East-West Highway. In both instances, the proposed shop will be at a lower elevation than the grade of either of these two streets. The tennis building is not visible from East-West Highway because of a brick wall installed along East-West Highway by the State Highway Administration. The tennis building is visible only from certain oblique views from Connecticut Avenue. The design of the tennis building is consistent with the architecture of the main clubhouse and is not distinguishable as a separate building. In other words, its location in what is technically the front yard of the Club's property is neither "jarring" nor inappropriate.
- c. The seasonal tennis bubble, which is in place between the months of October and May, was previously approved by the County Board of Appeals (which must be treated as a waiver if not called as such). The presence and visibility of the bubble is diminished by the fact that it is located lower than and behind a brick wall located parallel to East-West Highway. Again, its location warrants granting of a waiver, if necessary, due to its longstanding presence and its limited impact from offsite views of the Club's property. And, of course, a tennis bubble must be located where there are tennis courts. Columbia's tennis courts have been located in their present position for longer than anyone at the Club can remember. Finally, given the location of the clubhouse, there is no convenient area, proximate to the clubhouse where tennis courts and a bubble could be located in the rear yard.

I have not included in this analysis the parking garage as requiring a waiver since the parking garage is subterranean and is not an "accessory structure" as contemplated in Section 59-G-2.24(b)(3).

2. Setback for major outdoor activity areas. (Section 59-G-2.24(d))

With regard to the setbacks required under Section 59-G-2.24(d), there is only one "major outdoor activity" that adjoins property classified as a one-family residential use. That is, there are three existing, and one proposed, paddle tennis courts and a warming hut located in the southwest corner of the clubhouse area. The existing and proposed improvements are located, in most cases, more than 100 feet from confronting or adjoining residentially zoned property (only part of one existing court and the warming hut are within 100 feet of the property boundary). The new paddle tennis court is located as close as 20 feet to adjoining residentially zoned land. A request that the Board reduce the 100-foot setback for these facilities is justified due to the following circumstances:

1. The paddle tennis courts and warming hut are "lightly" used and most often are used during seasons (fall and winter) when people residing in surrounding residentially structures would not be outside in their yards.
2. The activity associated with a paddle tennis court is one of the least intensive recreational uses that occurs on Columbia's property.

3. Only two of the paddle tennis courts, and the warming hut, are located within the 100-foot setback.
4. Adjacent to the paddle tennis courts is a stream valley with substantial mature vegetation screening the facilities from adjoining residential development.
5. The adjoining residential lots have substantial depth which is also covered with mature vegetation running down toward the stream valley. The closest residence to any of the paddle tennis court facilities is located more than 155 feet from the closest activity point of the facilities.
6. There are only three improved lots located within 100 feet of any paddle tennis court facility. Of those lots, the Petitioner owns two, which are occupied by staff of the Club.
7. The paddle tennis courts are long-standing features of the Club, the use of which is not materially intensified by this modification request.

For the reasons set forth above, we believe that the Board should reduce the 100-foot setback because of the unique features which mitigate the effect of the limited use generated by the paddle tennis court facilities.

Sincerely yours,

MILLER, MILLER & CANBY

Jody S. Kline

JSK/cas

cc: Carlton Gilbert
Jim Troppman
Brian Donnelly
Mario Boiardi

LAW OFFICES

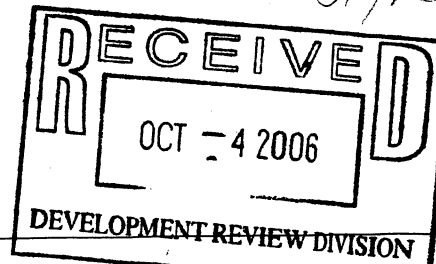
MILLER, MILLER & CANBY

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October 2, 2006

Ms. Sandra Youla
Development Review Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Mr. Scott James
Transportation Planning Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Special Exception Application CBA-286-B,
Petition of Columbia Country Club

Dear Sandra and Scott:

Subsequent to delivering to Scott on Thursday information relating to parking demand at Columbia Country Club, I received additional information from the Club that I thought might be of interest to you. I realize that Scott may have already transmitted his comments, but you may still be able to use the attached information in the Staff Report. At a minimum, this submission supports information previously transmitted to both of you.

The first piece of information is more anecdotal than empirical. I believe it was Wednesday evening when there was a heavy rainstorm during the dinner hour. During that time, the Club had 140 diners in the ballroom, 100 members in the main dining room and numerous other diners in smaller dining areas. Because of the bad weather, virtually no one living in the surrounding neighborhood walked to the Club and, in several instances, spouses traveled in separate vehicles. Of course, because of the rain, everyone wanted a parking space as close as possible to the Clubhouse itself. Because of these conditions, the traffic and parking situation was not good and several members complained to the general manager that parking was "horrendous" during this period.

Jim Troppman, the Club Manager, relayed this story to me to note that the additional 60 on-site parking spaces not only would have sheltered many of the vehicles, but would have provided more than adequate on-site parking to take care of this extreme situation. In Thursday's submission, we noted that the peak parking usage at the Club occurs between May and August. However, this anecdote points out that sometimes unusual circumstances create a "spike" in parking need that is not always anticipated. In this case, the existence of a parking garage would have provided both protection from the weather and adequate parking to eliminate the "horrendous" conditions. Mr. Troppman reminds me that when a membership survey was done a few years ago parking was listed as the members' greatest concern, which Columbia believes is being addressed in this pending special exception petition.

Relating to an issue that Scott asked me about that I could not answer last week, Mr. Troppman has done some further investigation about the parking at the preferred off-site parking location, that is the Woman's Club of Chevy Chase. Generally, the Woman's Club does not allow all of its spaces to be used by Columbia (except for the Fourth of July event). The Woman's Club has a parking lot containing approximately 90 spaces, but it generally only allows Columbia to use 60 spaces. That number has proved to be adequate to accommodate the overflow parking conditions at virtually all events (Fourth of July celebration excepted) that require off-site parking. For that reason, the Club believes that the creation of 60 additional parking spaces on-site should be more than adequate to take care of the Club's on-site parking needs so that parking on the Woman's Club property, although available, will become a rarity.

I hope that this supplemental information assists you in preparing the Staff Report and Recommendation on behalf of Columbia Country Club.

Sincerely yours,

MILLER, MILLER & CANBY

A handwritten signature in black ink, appearing to read "Jody", written over a horizontal line.

Jody S. Kline

JSK/dlt

cc: Gene Carlin
Jim Troppman
Mario Boiardi
Brian Donnelly
Jim Wilson
Bob Waechter
Steve Petersen

LAW OFFICES

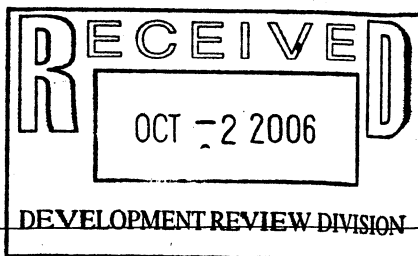
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September 29, 2006

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8787 Georgia Avenue
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Mr. Scott James
Transportation Planning Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Special Exception Application CBA-286-B
Petition of Columbia Country Club

Dear Sandra and Scott:

Thank you for your phone calls expressing an interest in more information about parking demand and parking utilization at Columbia Country Club. In accordance with your request, I have elicited additional information from the Club about parking demand -- much of which is set forth in the attached memorandum dated September 28, 2006 from Mr. Jim Troppman, the Club Manager.

I have also re-read my recent Amended Statement of Operations and realized that the information I provided to you, while accurate, did not give you as much empirical information as you are seeking. Therefore, let me be more emphatic and add the following points to the attached memorandum:

1. From September through May, the Club typically experiences parking demand in the order of 50-75% of the available 284 parking spaces. This is only an estimate since the Club does not regularly conduct parking counts like it did on September 28th. The range of parking utilization is determined by the activities of the Club on any given day, the weather conditions (which would dictate how many golfers and how many tennis players are visiting the Club), and any social activities that may be going on during the day or evening.
2. As you can see from Mr. Troppman's memorandum, the Club's activity increases May through August due to more usage of the golf and tennis facilities, increased recreational swimming, competitive swimming events and larger social functions (weddings and the like).

During these periods of the year, approximately 85% of the capacity of the parking lot is utilized, which is why the Club automatically has one valet parker Tuesdays through Fridays at the Club and two valet parkers are used on the weekends.

3. The number days during a year when extraordinary parking strategies are needed (i.e., parking on lawn and off-site parking) is less than 2% of the days of the year (as shown on the attached chart).
4. Mr. Troppman advises me that the schedule entitled "Columbia Country Club: Off-Street Parking Utilization, FYE 2006" is representative of a typical operating year for the Club. In reviewing the Club's calendar for the remainder of 2006 and the first two quarters of 2007, there is no pattern that will suggest that there will be a greater number of activities in the future years that will require off-site parking.
5. Mr. Troppman also advises me that the employee and surplus parking that is placed off-site for special events does not constitute so many vehicles that it fills up the parking lot at the Chevy Chase Women's Club (which is the preferred site for overflow parking), but he is not sure how many spaces actually exist at that location.

I understand that you have been advised that 60 additional parking spaces that will be provided by the proposed parking structure will not be adequate to take care of parking at Columbia's most active days of operation. The statistical information provided above does not support that observation and the Club's estimate is that with the additional 60 parking spaces, the Club will rarely have to use off-site parking for overflow situations.

I hope that the attached information gives you the further background that you need in order to complete your report and recommendation. Of course, please feel free to contact me if you have any questions about the attached information.

Sincerely yours,

MILLER, MILLER & CANBY



Jody S. Kline

JSK/cas

Attachment

cc: Carlton Gilbert
Marion Clark
Scott James
Gene Carlin
Jim Troppman
Mario Boiardi
Brian Donnelly
Bob Waechter
Steve Petersen

Memorandum

To: Jody Kline
From: Jim Troppman
Date: 9/28/2006
Re: Parking Demand

Jody-

I received your voicemail this afternoon and have collected the following information regarding the parking demand at Columbia Country Club.

- Today, at 2:00 pm there were a total of 176 cars in the parking lot.
 - At this time there were no banquet functions. (Banquet facilities can accommodate 375+ occupants).
 - 9 members were eating in the open dining facilities.
 - 14 members were playing bridge.
 - 16 members and guests were playing tennis.
 - There were approximately 60 golfers on the golf course.
 - Includes staff and caddy parking.
- From September through May, there are 68 employees who drive to work on a typical day. Of the 284 available spots, this represents 24% for employees only.
 - During these months, we have a maximum of 93 potential drivers during the "morning" shift. This would represent 33% of the available parking.
 - The "evening" shift would have a maximum of 61 drivers, representing 21% of the available parking.
- From June through August, the number of employees needed to appropriately staff the club rises, due to the pool, poolside café and caddy services.
 - During the "morning" shift, an additional 37 possible drivers are added, bringing the potential to 130 drivers, representing 46% of the available parking.
 - The "evening" shift would add 15 drivers to the regular 61, bringing the total to 76 employees, which represents 27% of the available parking.

September 28, 2006

- May through August the club schedules one valet parker Tuesday through Friday to help members find a parking spot when the lot is full, and to stack cars accordingly. On weekends during the same months, the club schedules two valet parkers to accommodate the increased demand.
 - 51 of the 107 days the pool was open during the summer of 2006, there were at least 250 patrons at the pool, with a season high of 619 on one day.
- There were 6 instances in the past year that employees were parked off-site, cars were parked on the grass and the parking lot was still at 100%+ capacity.
- In conclusion, we run approximately 85% capacity in our parking lot during peak times most of the year.
 - During the summer, and the month of December, usage rises and will be 85-100%+ on a daily basis, excluding Mondays, when much of the Club is closed.

With the additional 60 parking spots that the parking garage will provide, we will be able to accommodate 99% of our parking needs.

Let me know if you need any additional information.

JT

Columbia Country Club
Off-Site Parking Utilization
FYE 2006

<u>Date</u>	<u>Event</u>	<u># people</u>	<u># people in dining rooms</u>	<u>Valet</u>	<u>Off-Site parking</u>	<u>Grass Parking</u>
10/26/2005	Annual Mtg	125	99	Yes	No	Yes
12/10/2005	Holiday Party	375	132	Yes	Yes	Yes
12/14/2005	Holiday Party	425	88	Yes	Yes	Yes
4/29/2006	Wedding	325	150	Yes	Yes	No
6/15/2006	Swim Meet	225	111	Yes	Yes	Yes
6/28/2006	Fireworks	2,600	0	Yes	Yes	Yes
6/29/2006	Swim Meet	218	212	Yes	Yes	Yes

Throughout the summer, there were 51 days out of 107 that the pool was open when there were more than 250 users at the pool, with a high of 619.

5/10/07 2006-09-07

Hamlet Citizens Association
3600 Cardiff Road
Chevy Chase, Maryland 20815

October 11, 2006

Office of Zoning and Administrative Hearings
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, MD 20850

RE: Special Exception Application CBA-286-B
Petition of Columbia Country Club

Dear Ms. Carrier:


I am writing on behalf of our neighborhood association to express our support for the application filed by Columbia Country Club to modify its special exception to operate a golf course and country club at 7900 Connecticut Avenue, Chevy Chase.

Our neighborhood, called "The Hamlet", is comprised of 245 residences which is bounded by Connecticut Avenue on the west side, Leland Street on the south side, Brookville Road and East-West Highway on the east side and Chevy Chase Lake Drive on the north side.

We are familiar with the Club's renovation plans. Some of our residents are members of the Club. The Club invited residents to an open house at which time the details of the Club's plans were explained. We applaud the Club's efforts to improve its facilities, particularly providing more parking on-site and in a manner where it is hidden from view.

The Hamlet is pleased to express its support for Columbia Country Club's plans and encourage you to recommend approval to modify the Club's special exception.

Sincerely yours,


Thomas F. Fitzgerald

cc: Ms. Sandra Youla
Mr. Jim Troppman