



MONTGOMERY COUNTY DEPARTMENT OF PARKS

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB Item: 9, Part C

April 3, 2014

MEMORANDUM

March 27, 2014

TO: Montgomery County Planning Board
VIA: Mary Bradford, Director of Parks *M. Bradford*
Mike Riley, Deputy Director of Parks *MR*
John E. Hench, Ph.D., Chief, Park Planning and Stewardship Division *J.E. Hench*
Mitra Pedoeem, Chief, Park Development Division *Mitra Pedoeem*
FROM: Dominic Quattrocchi, Park Planning and Stewardship Division *DQ*
SUBJECT: Disposition of Land Item Pertaining to Platt Ridge Drive Extended: Mandatory Referral No. MR2014012

Recommendation: Disapproval

The Department of Parks does not support the Platt Ridge Drive Extended Road Project through the southeast corner of North Chevy Chase Local Park (NCCLP). The Department of Parks recommends that the Planning Board formally vote to disapprove the disposition of parkland required for this road project as part of Mandatory Referral No. MR2014102.

The Department of Parks recognizes the importance of providing tangible and cost effective solutions to the current traffic congestion and related problems in the Bethesda/Chevy Chase area. However, given the significant impacts of the proposed road on North Chevy Chase Local Park, questions surrounding the efficacy of the relatively new traffic signal at the intersection and Spring Valley Road and Jones Bridge Road, and the views of the Department of Planning's transportation staff, the Department of Parks does not support the Platt Ridge Drive Extended Road Project.

Background

North Chevy Chase Local Park serves the Bethesda/Chevy Chase area. It is located south of Interstate 495, west of MD Route 185 (Connecticut Avenue), east of the Walter Reed National Military Medical Center, and north of Jones Bridge Road. The park is approximately 31 acres in size and includes a park activity building, two tennis courts, a full basketball/multi-use court, playground, three athletic fields, and parking area. The three athletic fields include two diamonds and a rectangular overlay. One of the diamonds serves as the home field for Bethesda Little League. Unimproved areas of the park are covered with relatively high quality, mature, mixed deciduous forest. The forest supports a wide variety of wildlife species, offers significant aesthetic appeal, and provides significant air quality and stormwater management benefits.

The 1990 Bethesda-Chevy Chase Master Plan noted that the park acreage per person in the planning area is low compared to other planning areas and that these parks provide "relief from concrete and asphalt." The plan also notes that the sense of openness and beauty of the area is enhanced by the presence of "wooded vacant developable land" in parks. Preservation of woodlands is also noted as an environmental objective. Extension of Platt Ridge Drive was not recommended in this plan.

The Montgomery County Department of Transportation has proposed Platt Ridge Drive Extended (PDF No. 501200) - to mitigate traffic and access related problems. The project would involve constructing a 490 linear foot-long secondary road through the southeast corner of North Chevy Chase Local Park, connecting Platt Ridge Drive to Montrose Drive to improve ingress/egress to Chevy Chase Section 9. This community consists of 51 homes and the private Chevy Chase Recreational Association which includes the historic David Fairchild mansion. The Spring Ridge Drive/Jones Bridge Road intersection currently provides the principal ingress/egress to Chevy Chase Section 9, which is located immediately adjacent to North Chevy Chase Local Park.

Anticipated Impacts of the Plat Ridge Drive Extended on North Chevy Chase Local Park

As proposed, the project would directly impact the southeast corner of North Chevy Chase Local Park. According to language in the PDF, M-NCPPC is expected to dedicate the right-of-way for the project – or it will be purchased by Montgomery County using County ALARF funds. It is important to note that the project is not a master planned road, and because a land exchange or sale would be involved, approval of the Full Commission would be required.

The proposed road alignment runs along a glen in the southeast corner of the park with an average grade from Jones Bridge Road to Montrose Drive of 11%. Because of topography, the project design relies heavily on retaining walls and engineered slopes. The project would result in the loss of approximately 2 acres of parkland - all of which supports relatively high quality, mature forest. The 2 acres of proposed impact area includes 1.15 acres of physical land disturbance, 0.35 acres of expected additional forest dieback related to critical root zone and physical impacts to parkland forest, and 0.55 acres of impact associated with existing parkland that would be cut-off and isolated from the rest of the park by the road project. The project would result in the loss of approximately 17 specimen trees-mostly *Liriodendron tulipifera*. In addition to the road construction, the project will require relocating a sewer line and an intermittent drainage channel. Perhaps most significant, the project will convert 0.35 acres of down-county mature forest to impervious surface.

Mitigation/Compensation

In the event the Planning Board supports the disposition of the necessary land to facilitate the Platt Ridge Drive Extension project, the Department of Parks requests the following mitigation:

- 2:1 parkland replacement- preferably 4 acres of mature forest adjacent to an existing Local Park or Neighborhood Park in the same service area and watershed as NCCLP, that affords reasonable public access and equal or greater resource value.
- Parks request that DOT meet SWM requirements by providing structural treatment under the proposed road or locate the facility on the east side of the proposed road.
- Non Native Invasive species removal of all remaining forested area at NCCLP to be coordinated and approved by the M-NCPPC Forest Ecologist. Work to involve at least 2 growing seasons and involve approximately 20 acres of forest.

Attachments:

1. January 28, 2014 – Dennis Atkins, Division Chief from Mike Riley, Deputy Director
2. March 17, 2014 – Art Homes, Director from Mary Bradford, Director
3. March 17, 2014 – Mike Riley, Deputy Director from Melinda Peters, Administrator
4. March 25, 2014 Mary Bradford, Director from Art Homes, Director



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

January 28, 2014

RE: Project No. MO 593B21
MD185 at Jones Bridge Road/Kensington Parkway
Phase 3-BRAC Intersection Improvements
Montgomery County

Mr. Dennis M. Atkins
Assistant Division Chief
Environmental Planning Division
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Atkins:

On March 28, 2012, you sent a letter to the M-NCPPC Department of Parks detailing the proposed impacts of SHA's MD185 at Jones Bridge Road/Kensington Parkway project to North Chevy Chase Local Park, and requested concurrence on a finding of *de minimis* impacts to parkland. The impact cited was 0.077 acre of fee simple ROW acquisition and 0.024 acre of temporary construction easement. Based on the stated impacts, on May 10, 2012, our Park Development Chief, Mitra Pedoeem, signed a letter of concurrence on the *de minimis* finding and that the temporary use of the park was not subject to Section 4(f).

As you are aware, a traffic signal was installed at Spring Valley Road and Jones Bridge Road within the SHA project limits in response to concerns from the Chevy Chase Valley community that their existing access problems would be exacerbated by SHA's intersection improvements at MD185/Jones Bridge Road/Kensington Parkway. Since ingress into the Chevy Chase Valley neighborhood from MD185 was eliminated as part of SHA's Phases 1&2 project, Spring Valley Road is the sole point of ingress for that community.

The Montgomery County Department of Transportation (MCDOT) is currently preparing preliminary design plans for an extension of Platt Ridge Drive, which intersects Jones Bridge Road within the limits of your project. This project is being proposed as an alternative to the traffic signal at Spring Valley Road to provide ingress and egress for the Chevy Chase Valley community. It has been the Planning Board's position that a careful evaluation of the safety, effectiveness, and traffic impact of the traffic signal at Spring Valley Road would be conducted before it would consider making parkland available for the Platt Ridge Drive project. However, if it is SHA's position that the median at Spring Valley Road must be eliminated in any case, then the evaluation of the traffic signal is a moot point and alternative ingress to the Chevy Chase Valley community must be provided. Elimination of ingress from eastbound Jones

Bridge Road would make access from westbound Jones Bridge Road the only way to get into this neighborhood, thereby forcing provision of a new point of ingress.

I have been advised that at a public meeting on June 26, 2013 that was sponsored by MCDOT to discuss their Platt Ridge Drive project, that MCDOT staff stated that the closure of the Jones Bridge Road median at Spring Valley Road was necessary for the success of SHA's intersection project at MD185/Jones Bridge Road/Kensington Parkway and that SHA staff in attendance concurred in this assessment. I'm advised SHA staff subsequently confirmed this position. If this is the case, then I do not see how the park impacts of the Plat Ridge Drive project, which are significant, can be excluded from the SHA's project. If the median closure required by the SHA project would in fact require the creation of an alternative point of ingress, and that alternative access is the Platt Ridge Drive project, then the larger project has been segmented, which is not permitted under Section 4(f).

Former State Highway Administrator Neil Pedersen recognized the connection between the two projects in a letter dated August 18, 2010 that was written to Montgomery County Councilmember Roger Berliner. In that letter, he wrote, "The SHA will not exhaust funding and move forward with the Platt Ridge Road (sic) Extension without full support from MCDOT, M-NCPPC, and the Planning Board." Given that the Platt Ridge Drive Extension is not in the County's master plan and would be constructed on parkland, that commitment on an agreement between all parties was important.

MCDOT has submitted a Mandatory Referral request for their Platt Ridge Drive project, which we need to act on in the very near future. I'm asking for clarification if the SHA project now requires the closure of the median at Spring Valley Road. If so, M-NCPPC rescinds its May 10, 2012 *de minimis* finding and that the temporary use of the park is not subject to Section 4(f), and asks that SHA submit a new 4(f) concurrence request containing information that aligns with SHA's current proposal and reflects parkland impacts of the entire project.

Sincerely,

Michael F. Riley

Deputy Director of Administration

Cc: Caryn Brookman
Barbara Solberg
Yuqiong Bai
Bob Gonzales
Edgar Gonzalez
Bruce Johnston



MONTGOMERY COUNTY DEPARTMENT OF PARKS

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

March 17, 2014

Arthur Holmes, Director
Montgomery County Department of Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Re: Platt Ridge Drive Extended Project

Dear Mr. Holmes:

The mandatory referral for the referenced MCDOT project is tentatively scheduled on the Planning Board's agenda for April 3, 2014. On October 16, 2013, your project team provided a briefing to me and other Department of Parks staff on the purpose and merits of the project. I requested this briefing since the project occurs on parkland under the ownership of the M-NCPPC. At the meeting, your staff provided its rationale as to why the project needs to be implemented, and parks staff provided a briefing on policies regarding disposition of parkland. My staff explained that in reviewing potential parkland disposition that by policy and precedent, it seeks to first identify alternatives that avoid park impact, and then if not possible options to minimize, mitigate, or compensate for the loss of parkland.

At the conclusion of the meeting, I requested additional information as to why the traffic light at Spring Valley Road could not serve as the permanent solution to provide ingress and egress for the Chevy Chase Valley community. I also asked about how the approximately 2 acre parkland impact could be minimized and what form of mitigation would be proposed if the project is ultimately approved by the Planning Board. On December 2013, Bruce Johnston of your staff sent a letter to the Planning Board Chair Francoise Carrier as a supplement to the mandatory referral submission citing reasons why safety could be compromised if the existing traffic light at Spring Valley Road remains as the permanent and primary source of ingress for the Chevy Chase Valley community. Other than that, I have not received any additional information from MCDOT to justify the disposition of parkland.

A complicating factor in our review of this project has been an assertion that the Maryland State Highway Administration (MSHA) may close the median at the Spring Valley Road and Jones Bridge Road intersection regardless of whether the Platt Ridge Drive project moves forward. My staff sent a letter to MSHA on January 31, 2014 requesting clarification of their position and has yet to receive a formal response. For purpose of my recommendation to the Planning Board, I will assume that MSHA will leave the median open if the Platt Ridge Drive Project is not built, unless they respond otherwise.

I am aware that the local affected community is divided on the need for the project, but at least some of support for the Platt Ridge Drive Extended project may be based on a fear that the median opening on Jones Bridge Road at Spring Valley Road will be closed.

I am also aware that the County Council has already appropriated \$3.7 million for the design and construction of the project, and this may be construed by your staff as removing the need for any

further analysis of options that avoid the park impact. However, my recommendation to the Planning Board must be based on whether any viable alternatives exist to achieve the project objectives that do not require the disposition of parkland.

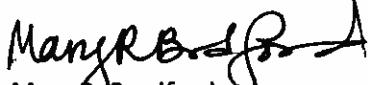
If the Platt Ridge Drive Extended project is found to be needed, its current design appears to be deficient in being able to serve as the primary entrance to the Chevy Chase Valley community, including the Chevy Chase Recreational Association. The project is currently designed to meet only the 100-foot minimum centerline radius of a tertiary road and is proposed to have a very steep 10.75% grade. We believe that the combination of these design values could present a safety hazard unto itself.

Prior to finalizing my recommendation to the Planning Board on the potential disposition of parkland, I ask for responses to the following questions:

- 1) What are the primary reasons that the traffic signal at Spring Valley Road is deemed not adequate to remain in place permanently to provide safe ingress and egress for the Chevy Chase Valley community?
- 2) What funding for parkland mitigation or compensation is included within the approved project budget for Platt Ridge Drive?
- 3) What assumptions were made about parkland mitigation or compensation at the time the budget was submitted to the County Council?
- 4) Is it anticipated that funding for mitigation or compensation would come from another funding source other than the Platt Ridge Drive project? If so, from what source and what amount is estimated?
- 5) As the primary access to both the Chevy Chase Valley community and the Chevy Chase Recreational Association, why was this project not designed to meet the standards of a primary street, other than to reduce park impacts?

Answers to these questions would be extremely helpful in order for me to finalize a recommendation to the Planning Board. I request a reply no later than Tuesday, March 25th.

Sincerely,



Mary R. Bradford
Director of Parks

Cc: Edgar Gonzales
Bruce Johnston
Cindy Gibson
Councilmember Roger Berliner
Francois Carrier
Mike Riley
Larry Cole



March 17, 2014

Mr. Michael F. Riley
Deputy Director
Maryland National Capital Park & Planning Commission
Montgomery County Department of Parks
9500 Brunett Avenue
Silver Spring MD 20901

Dear Mr. Riley:

Thank you for your letter regarding the State Highway Administration's (SHA) intersection improvement at MD 185 (Connecticut Avenue) and Jones Bridge Road/Kensington Parkway Phase 3 project. SHA appreciates your interest and concern regarding this Base Realignment and Closure (BRAC) project and your request for further clarification.

As part of the BRAC expansion in Bethesda, the MD 185 intersection with Jones Bridge Road has been identified for improvements. Intersection operations were failing prior to the BRAC expansion in Bethesda and are projected to substantially worsen due to increased traffic volumes from BRAC activities and related developments. SHA improvements along both MD185 and Jones Bridge Road will maintain, or improve, future traffic operations at this intersection, while minimizing the impact to the neighboring communities. In addition to the roadway improvements, the project will also provide safe pedestrian and bicycle accommodations.

In order to complete the improvements for Phase 3, fee simple right-of-way and temporary construction easements will be required from the Maryland National Capital Park and Planning Commission (M-NCPPC)'s North Chevy Chase Recreation Area, as stated in SHA's March 28, 2012, letter to M-NCPPC. The M-NCPPC agreed with the Section 4(f) *de minimis* impact and temporary occupancy criteria for permanent and temporary impacts to the North Chevy Chase Recreation Area on May 10, 2012. The Federal Highway Administration (FHWA) also concurred on the Section 4(f) findings on August 10, 2012. The Platt Ridge Drive Extension project, led by Montgomery County Department of Transportation (MCDOT), was not considered in the Section 4(f) coordination, as it is not part of the SHA project and not required for the SHA project to be effective. Phase 3 of the MD 185 at Jones Bridge Road project will have an independent benefit to the area, regardless of whether the Platt Ridge Drive Extension project is ever constructed, and will not restrict any alternatives studied or other reasonably foreseeable transportation projects in the area.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770.
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Mr. Michael F. Riley

Page Two

It is our understanding that County elected officials included funding for the Platt Ridge Extended project as part of the deliberations of the Executive's BRAC Implementation Committee, to improve the safety of access to the community due to the increase in traffic associated with BRAC. Again, this action was totally independent of the improvements at the intersection of MD 185 and Jones Bridge Road being carried out by the State.

In response to your letter requesting clarification of whether the SHA project requires closing the median at Spring Valley Road, it does not. The SHA project will provide the expected benefit whether the median is open or closed. The SHA project focuses on the operations of the MD185 intersection and ensuring that access continues to the community to avoid land locking a large number of homes and businesses. Because we are aware of the County's Platt Ridge Drive Extension project, SHA has developed two alternative designs for the MD 185 Phase 3 project; one with the median closed at Spring Valley Road, and the other with the median still open at Spring Valley Road. Both alternatives eliminate the need for the temporary traffic signal at Spring Valley Road. However, our Traffic Engineering Delay and Queuing Analysis shows that during evening peak traffic hours the backups on eastbound Jones Bridge Road will extend beyond the intersection with Spring Valley, but short of the proposed location of the Platt Ridge Drive Extension, making ingress and egress to and from the community more difficult for left turns.

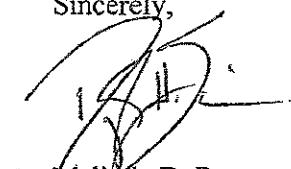
SHA agrees that the Platt Ridge Drive Extension project being funded by the County would provide a safer and more convenient ingress and egress to the Chevy Chase Valley community and businesses that now rely on Spring Valley Road. MCDOT installed a temporary traffic signal at Spring Valley Road, which will operate until the Platt Ridge Drive Extension project is completed by MCDOT. The median at Spring Valley Road is proposed to be closed by SHA's Phase 3 project at the request of MCDOT, but not until the Platt Ridge Drive Extension project is completed. It is our understanding that the MCDOT request was based on earlier coordination meetings with the community about the signal at Spring Valley Road being temporary; the leadership of the community acknowledged this understanding and reiterated their support in writing for the Platt Ridge Drive Extension project. The project, as envisioned, has the support of elected officials who included the project in the County's Capital Improvements Program.

The letter from former SHA Administrator, Mr. Neil Pedersen, emphasized that SHA would not commit to any funding for the Platt Ridge Drive Extension project without full support from MCDOT, M-NCPPC, and the planning board. There was no intent to imply the SHA intersection project is contingent with the extension of Platt Ridge Drive, or vice versa.

Mr. Michael F. Riley
Page Three

Thank you, again for your letter. If you have any additional questions or comments, please do not hesitate to contact Ms. Yuqiong Bai, Project Manager, Highway Design Division, SHA at 410-545-8816, toll-free 1-888-228-5003 or via email at ybai@sha.state.md.us; or Ms. Caryn G. Brookman, Environmental Manager, Environmental Planning Division, SHA at 410-545-8698 or via email at cbrookman@sha.state.md.us. Both Ms. Bai and Ms. Brookman will be happy to assist you.

Sincerely,



 Melinda B. Peters
Administrator

cc: Ms. Yuqiong Bai, Project Engineer, Highway Design Division, SHA
Ms. Caryn G. Brookman, Environmental Manager, Environmental Planning Division,
SHA
Ms. Jeanette Mar, Environmental Program Manager, FHWA
Mr. Brian Young, District Engineer, SHA



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

March 25, 2014

Arthur Holmes, Jr.
Director

Ms. Mary Bradford, Director of Parks
9500 Brunett Avenue
Silver Spring, Maryland 20901

RE: Platt Ridge Drive Extension Project

Dear Ms. Bradford:

Thank you for your March 17, 2014, letter regarding the Platt Ridge Drive Extension project. Montgomery County Department of Transportation (MCDOT) appreciates your interest in the design and construction of this project and your concerns over the impacts the project will have on park property. MCDOT does not take lightly the impacts to park properties from any of our projects. In this case, we believe that construction of the proposed Platt Ridge Drive Extension project will improve the safety of the traveling public in general and for the residents of the Chevy Chase Valley community in particular; it will provide important operational enhancements over the existing temporary traffic signal at Spring Valley Road and minimize impacts to the park.

The October 2010 Spring Valley Road Traffic Study investigated ingress and egress alternatives for the Spring Valley community. Of the alternatives studied in the report, MCDOT decided on a temporary traffic signal at Jones Bridge and Spring Valley Roads as an interim solution, and the construction of Platt Ridge Drive Alternative 3B) as the ultimate solution. The ultimate solution provided the best access for the community, and had the least impact to overall traffic operations along Jones Bridge Road. It should also be noted that of the four western access roads analyzed in the study (3A, 3B, 4A and 4B), the proposed alignment results in the least impact to park property.

MCDOT will continue to work with the Maryland-National Capital Parks and Planning Commission (M-NCPPC) staff to minimize the impacts of the proposed alignment as much as possible. And, as is consistent with past practice, MCDOT will work with M-NCPPC staff to provide fair and appropriate compensation or mitigation for the ultimate impacts.

Our responses to your specific questions are provided below:

- 1) *What are the primary reasons that the traffic signal at Spring Valley Road is deemed not adequate to remain in place permanently to provide safe ingress and egress for the Chevy Chase Valley community?*

Office of the Director

As noted above, there are two primary reasons why the existing median opening and temporary traffic signal are not adequate to provide primary access for the Chevy Chase Valley community:

- a) Safety of the traveling public in general and the residents of the Chevy Chase Valley community in particular, and
- b) important operational enhancements along Jones Bridge Road.

It is important to note that these issues are interrelated, as operational problems lead to driver frustration and increased risk taking, leading to unsafe behavior.

Safety

The State Highway Administration (SHA) Traffic Engineering Delay and Queuing Analysis indicates that during evening peak hours, the backups on eastbound Jones Bridge Road will extend back beyond the intersection with Spring Valley, but will stop short of the proposed location of the Platt Ridge Drive Extension intersection. Queuing through signalized intersections, particularly when the queues involve multiple lanes, including separate through and turn lanes, typically increases the potential for crashes at the intersection. This is due to:

- At present, residents turning left from Spring Valley onto Jones Bridge Road traverse four lanes of traffic, two in each direction. Eastbound Jones Bridge Road widens east of the intersection.
- After completion of the State's improvements this same traffic, turning left onto the main road, will have to traverse two westbound lanes and weave through four eastbound traffic lanes without any separate lane to pull into, in order to make a right turn onto Connecticut Avenue from a fifth eastbound lane at the intersection. If traffic is queued from Connecticut Avenue, it is very likely that some left turning traffic from the community will be caught stopped in the main line through lanes thus creating a potential for collisions that needs to be avoided.
- Crosswalks are often blocked forcing pedestrians to either walk between queued vehicles or in the travel lanes.
- Motorists tend to take unwise and aggressive chances when attempting to squeeze through the intersection (in this case at Spring Valley) when a queue is blocking them.
- Closely spaced signalized intersections increase the potential for some types of collisions. Because the signals at Spring Valley Road and Connecticut Avenue are so close, motorists often focus on the far signal's indications instead of the nearer one sometimes running the near signal's red indication. Anecdotal reports from the neighborhood indicate this is occurring in the EB direction as motorists try to "make" the signal at Connecticut.
- Preliminary crash data transmitted with the mandatory referral package indicates that there has been an increase in crashes along this section of roadway since the temporary signal was installed. While the data is not yet conclusive, it can logically be inferred that there will be an even higher rate of crashes at Spring Valley Road if

the signal remains at the current location and there are more conflict points (i.e., more lanes through the intersection in the proposed SHA intersection improvements).

- Motorists coming from the north and from I-495 and turning west onto Jones Bridge Road now have their own lane to facilitate this movement and may not be anticipating having to stop almost immediately at Spring Valley after they turn at a red signal increasing a potential for rear-end collisions.

Finally, I am enclosing a copy of the March 17, 2014, letter from Ms. Melinda B. Peters, SHA Administrator regarding this project. As noted in that letter, “SHA agrees that the Platt Ridge Drive Extension project being funded by the County would provide a safer and more convenient ingress and egress to the Chevy Chase Valley community and businesses that now rely on Spring Valley Road.”

Operations

The primary objective of the phased SHA improvements along Connecticut Avenue and Jones Bridge Road is to improve failing traffic operations at the intersection. SHA modeling indicates operations will be improved as a result of the SHA project whether the median at Spring Valley Road is open or closed. Leaving the existing signal at Spring Valley Road would degrade traffic flow through the corridor due to the proximity to the signal at Connecticut Avenue. Storage capacity for the eastbound three left turn lanes at Connecticut Avenue would be reduced and queuing through intersections would restrict traffic movements.

As noted above, operational difficulties tend to encourage drivers to make risky maneuvers, increasing the potential for traffic accidents and unsafe behavior.

2) What funding for parkland mitigation or compensation is included within the approved project budget for Platt Ridge Drive?

Funding for compensation or mitigation is expected to be provided through the Advanced Land Acquisition Revolving Fund (ALARF). The PDF for this project notes that “Right-of-way for this project will be dedicated to the public by the M-NCPPC or purchased through ALARF funding.”

3) What assumptions were made about parkland mitigation or compensation at the time the budget was submitted to the County Council?

At the time the budget was prepared and submitted to Council, it was anticipated that MCDOT would work with M-NCPPC to minimize the footprint of the roadway and the necessary right-of-way, and would negotiate with M-NCPPC regarding the value of the impact to park land, with the funding for mitigation or compensation to be provided through ALARF.

Ms. Mary Bradford, Director of Parks

March 25, 2014

Page 4

- 4) *Is it anticipated that funding for mitigation or compensation would come from another funding source other than the Platt Ridge Drive project? If so, from what source and what amount is estimated?*

Yes, it is anticipated that funding for mitigation or compensation would come from the ALARF CIP. The amount of funding necessary for mitigation or compensation has not been determined and is subject to negotiations with M-NCPPC regarding the value of the impact to the park property.

- 5) *As the primary access to both the Chevy Chase Valley community and the Chevy Chase Recreational Association, why was this project not designed to meet the standards of a primary street, other than to reduce park impacts?*

The sole purpose in not meeting the standards of a primary street in the design of the roadway was to reduce the road footprint and minimize the impact to park land.

I hope this addresses your concerns and provides you the information you need to finalize your recommendation to the Planning Board. We look forward to the discussion with the Board at the Mandatory Referral meeting on April 3rd.

Sincerely,



Arthur Holmes, Jr.
Director

Cc: Bruce Johnston.
Edgar Gonzalez
Robert Gonzales
Emil Wolanin
Councilmember Roger Berliner
Cindy Gibson
Francois Carrier
Mike Riley
Larry Cole

BEJ/je

Enclosure