



10400 Detrick Avenue
Kensington, MD 20895-2484
(240) 627-9



April 14, 2014

Mr. Casey Anderson
Chair, Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: Mandatory Referral for Disposition of the Chevy Chase Lake Apartments

Dear Mr. Anderson:

The Housing Opportunities Commission of Montgomery County ("HOC") is hereby requesting an administrative mandatory referral review for the disposition of certain portions of the Chevy Chase Lake Apartments site located at 3601, 3609, 3701, and 3709 Chevy Chase Lake Drive in Chevy Chase Lake (the "Property"). Specifically, HOC requests that this mandatory referral be conducted in conjunction with the sale of Lots 2-4, Block 1 of the Chevy Chase Section 5-C Subdivision ("Lots 2-4") to CC Associates, LLC ("EYA") as contemplated in Sketch Plan No. 32014003A (the "Sketch Plan Amendment"), Preliminary Plan No. 120150130 (the "Preliminary Plan"), and Site Plan No. 820150050 (the "Townhouse Site Plan") currently under review by the Montgomery County Planning Board (the "Planning Board"). As discussed in greater detail below, the Sketch Plan Amendment, the Preliminary Plan, and the Townhouse Site Plan were concurrently filed by HOC and EYA to redevelop Lots 2-4 with up to 62 townhouses to be sold by EYA.

Background

HOC operates as a public housing agency, a housing finance agency, and a housing developer to provide affordable housing and supportive services to individuals and families in Montgomery County. HOC has entered into an agreement with EYA to secure development approvals for the Property and redevelop Lots 2-4 (3601, 3609, and 3701 Chevy Chase Lake Drive). Under the terms of the agreement, EYA will purchase Lots 2-4 from HOC and HOC will retain 3709 Chevy Chase Lake Drive (currently known as Lot 1, Block 1, Chevy Chase Section 5-C, hereinafter "Lot 1"), which will be redeveloped with a multi-family building containing approximately 200 multi-family apartments with underground parking and associated residential amenities. The redevelopment of Lot 1 is the subject of Site Plan No. 820150040 (the

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“Multifamily Site Plan”), which was filed together with the Sketch Plan Amendment, Preliminary Plan, and Townhouse Site Plan.

The Property is subject to the recommendations of the Chevy Chase Lake Sector Plan, which permits its redevelopment prior to the construction of the Purple Line between Bethesda and Chevy Chase with the inclusion of certain levels of affordable housing, construction of a portion of New Street B-1, and provision of a certain amount of public space. Under the Sector Plan, satisfaction of these requirements is achieved by 1) constructing a segment of New Street B-1 between Chevy Chase Lake Drive and the northern boundary of Lot 1 of the Property; 2) the provision of a minimum of 20% Moderately Priced Dwelling Units (“MPDUs”) or HOC affordable units at or below 60% of the area median income, in addition to a minimum of 20% Workforce Housing Units (“WFHUs”) to be built under a regulation or binding agreement that limits the sale price or rent charged for a specified control period and ensures that the WFHUs are affordable to a full range of eligible households (up to 100% of area median income) on Lot 1 of the Property; 3) the provision of a minimum of 15% MPDUs on Lots 2-4 of the Property; and 4) the provision of an approximately ½-acre public space on the Property.

Pursuant to this section of the Sector Plan, HOC and EYA filed Sketch Plan No. 320140030 to redevelop the Property with up to 388,833 square feet of residential uses and associated public benefits. This included redeveloping Lot 1 with a multi-family building to be owned and operated by HOC or its affiliate (with 20% MPDUs or HOC affordable units, as well as 20% WFHUs), the segment of New Street B-1, and the approximately ½-acre public space, and redeveloping the remainder of the Property with townhouses (with 15% MPDUs) to be sold by EYA after HOC’s disposition of Lots 2-4. The Planning Board subsequently approved Sketch Plan No. 320140030 through the adoption of MCPB Resolution No. 14-68 on September 19, 2014.

Sketch Plan Amendment, Preliminary Plan and Site Plan Applications and Request for Mandatory Referral

HOC and EYA have subsequently filed the Sketch Plan Amendment, Preliminary Plan, and Site Plan Applications. The Sketch Plan Amendment requests, among other things, to reflect the exemption of the gross floor area of all MPDUs as a project providing a minimum of 15% MPDUs, increasing the building height of the multi-family structure proposed for Lot 1 to provide MPDUs, and retaining 24,977 square feet of the total permitted density for either future utilization on the Property or to be averaged with an off-site development proposal, all pursuant to provisions in the revised Zoning Ordinance. The Preliminary Plan seeks to redevelop the Property with up to 388,833 square feet of residential uses, reflecting the exemption of 46,000 gross floor area of all MPDUs and retaining 24,977 square feet to make it available for a shift of density. The Townhouse Site Plan proposes to construct 62 townhouses (with 15% MPDUs) on Lots 2-4. The concurrently filed Multifamily Site Plan requests to construct the HOC multi-family building on Lot 1 with 200 dwelling units (with 20% MPDUs or HOC affordable units, as

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well as 20% WFHUs), underground parking, and associated residential amenities, as well as the segment of New Street B-1 from Chevy Chase Lake Drive to the northern property boundary, and the approximately ½-acre public space.

HOC requests that the Planning Board conduct administrative mandatory referral review for the sale of Lots 2-4 to EYA concurrently with its review of the Sketch Plan Amendment, Preliminary Plan and Townhouse Site Plan. This disposition will allow EYA to purchase Lots 2-4, develop this portion of the Property with 62 townhouses, and sell them as fee simple homes in accordance with the agreement between HOC and EYA. In turn, HOC will acquire the necessary resources to advance its critical mission of providing much needed and high quality affordable housing in Montgomery County that is proximate to existing and future transit, jobs, commercial services, and public facilities.

Please feel free to contact me if you have any questions and we appreciate your attention to this important matter.

Very truly yours,



**HOUSING OPPORTUNITIES COMMISSION
OF MONTGOMERY COUNTY**

cc: Stephanie Dickel



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

OFFICE OF THE CHAIR

June 12, 2015

Ms. Aletta Schaap
President, Hamlet Place Owners, Inc.
3583 Hamlet Place
Chevy Chase, MD 20815

SUBJECT: Preliminary Plan 120150130

Dear Ms. Schaap:

Thank you for your letter dated June 1, 2015, regarding the proposed EYA/Montgomery County Housing Opportunities Commission (HOC) development on Chevy Chase Lake Drive (Preliminary Plan 120150130). I appreciate your thoughtful comments and your initiative in coordinating with the applicant to address these concerns during the development review process. The following is organized into specific responses to your concerns.

Issue 1: Traffic Impact Study

I understand your reservations about the scope of and the conclusions reached in the Traffic Impact Study, no doubt based on your experience with congestion at the Chevy Chase Lake Drive/Connecticut Avenue intersection.

As I believe you discussed with my staff, the applicant's traffic study was completed in accordance with the Department's Local Area Transportation Review (LATR) Guidelines, which define the limits of study based on the incremental impact of the proposed development. Based on the anticipated new traffic associated with the development, the Guidelines required the study to evaluate only the intersection of Chevy Chase Lake Drive/Connecticut Avenue, whereas a development that generated more trips might have had to evaluate intersections a little farther out, such as East-West Highway/Connecticut Avenue and Jones Bridge/Connecticut Avenue.

Similarly, for projects that generate enough traffic to exceed the local congestion standard, we will request additional analyses, including the Highway Capacity Manual (HCM) you mentioned. Again, while we acknowledge the rush-hour congestion along Connecticut Avenue, it remains within the standard adopted by the County Council for this Plan Area in 2013, so there was no basis for requiring a HCM Queueing Analysis.

The Planning Department is currently working to revise its traffic analysis methodology to better evaluate intersection congestion and associated mitigation strategies. A report on this effort is expected to the Planning Board this summer.

Operational issues such as traffic signal timing are implemented by the County Department of Transportation (DOT), who monitors and adjusts timing as needed.

To your final recommendation about updating the Transportation Policy Area Review (TPAR) for the Connecticut Avenue corridor, our department updates this review for the Bethesda-Chevy Chase Policy Area – which extends to the Potomac River, the District of Columbia, Rock Creek, and the Capital Beltway – about every two years. During this regular update, our department reviews transportation performance in these larger policy areas and establishes a standard for determining whether roads and transit systems are adequate. Projects in policy areas not meeting this standard will pay an impact tax that is used to fund transportation improvements.

Issue 2: Private Street “A”

As the Planning Board considered the Chevy Chase Lake Sector Plan, one of the major concerns was the limited number of access points, which places heavy demand on Connecticut Avenue, Jones Bridge Road, and East-West Highway. Recognizing the significant amount of through-traffic on these roads, the Sector Plan focused on both minimizing the traffic generated by new development here as well as expanding the local alternatives for residents to get around. In addition to enhanced transit and cycling facilities, the Plan also recommended a new local road at the center of the new development, Private Street A.

Private Street A is anticipated to function primarily as a local road, providing community access to and from the mixed-use development and the Purple Line Station at the Chevy Chase Lake Center, although as a new connection it will distribute some traffic to the surrounding intersections, including Chevy Chase Lake Drive/Connecticut Avenue. In order to protect the public use of this street, staff will be recommending an unobstructed public access over Private Street A as part of the application.

As part of the EYA/HOC development, the applicant will construct Private Street A between Chevy Chase Lake Drive and the Purple Line. The section of Private Street A between the Purple Line and Manor Road is expected to be constructed by the Chevy Chase Land Company as part of their redevelopment of the Chevy Chase Lake East Shopping Center. The traffic impacts of that redevelopment have already been reviewed and approved by the Planning Board under an existing approval (Preliminary Plan 12002020A), which remains valid. Therefore, our staff will not conduct a new traffic review for that development to

Ms. Aletta Schaap

June 12, 2015

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include the impacts of Private Street A. However, as the Land Company owns a number of properties in the Plan Area, including the shopping center on the west side of Connecticut Avenue and the existing office building at 8401 Connecticut Avenue, we would expect future review of any new development on those sites and other development sites that come with or after the East Shopping Center to include Private Street A in their traffic studies.

Issue 3: Construction Impacts

Our staff will work with you to establish relationships with an appropriate point of contact at the Department of Permitting Services, which will oversee construction for the county, and the Bethesda-Chevy Chase Regional Services Center.

The Planning Board hearing is currently scheduled for July 30, 2015. Please let me or my staff know if you have any further questions or concerns.

Sincerely,



Casey Anderson
Chair

CA:sd

cc: Sue Mitchell, President, Hamlet House Condominium
David W. Callagy, President, 8101 Connecticut Avenue Condominium Association
Roy G. Bowman, Hamlet Association Board Member



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

June 12, 2015

Mr. David W. Callagy
President, Board of Directors
8101 Connecticut Avenue Condominium Association
8101 Connecticut Avenue
Chevy Chase, MD 20815

SUBJECT: Preliminary Plan 120150130

Dear Mr. Callagy:

Thank you for your letter dated June 1, 2015, regarding the proposed EYA/Montgomery County Housing Opportunities Commission (HOC) development on Chevy Chase Lake Drive (Preliminary Plan 120150130). I appreciate your thoughtful comments and your initiative in coordinating with the applicant to address these concerns during the development review process. The following is organized into specific responses to your concerns.

Issue 1: Traffic Impact Study

I understand your reservations about the scope of and the conclusions reached in the Traffic Impact Study, no doubt based on your experience with congestion at the Chevy Chase Lake Drive/Connecticut Avenue intersection.

As I believe you discussed with my staff, the applicant's traffic study was completed in accordance with the Department's Local Area Transportation Review (LATR) Guidelines, which define the limits of study based on the incremental impact of the proposed development. Based on the anticipated new traffic associated with the development, the Guidelines required the study to evaluate only the intersection of Chevy Chase Lake Drive/Connecticut Avenue, whereas a development that generated more trips might have had to evaluate intersections a little farther out, such as East-West Highway/Connecticut Avenue and Jones Bridge/Connecticut Avenue.

Similarly, for projects that generate enough traffic to exceed the local congestion standard, we will request additional analyses, including the Highway Capacity Manual (HCM) you mentioned. Again, while we acknowledge the rush-hour congestion along Connecticut Avenue, it remains within the standard adopted by the County Council for this Plan Area in 2013, so there was no basis for requiring a HCM Queueing Analysis.

The Planning Department is currently working to revise its traffic analysis methodology to better evaluate intersection congestion and associated mitigation strategies. A report on this effort is expected to the Planning Board this summer.

Operational issues such as traffic signal timing are implemented by the County Department of Transportation (DOT), who monitors and adjusts timing as needed.

To your final recommendation about updating the Transportation Policy Area Review (TPAR) for the Connecticut Avenue corridor, our department updates this review for the Bethesda-Chevy Chase Policy Area – which extends to the Potomac River, the District of Columbia, Rock Creek, and the Capital Beltway – about every two years. During this regular update, our department reviews transportation performance in these larger policy areas and establishes a standard for determining whether roads and transit systems are adequate. Projects in policy areas not meeting this standard will pay an impact tax that is used to fund transportation improvements.

Issue 2: Private Street “A”

As the Planning Board considered the Chevy Chase Lake Sector Plan, one of the major concerns was the limited number of access points, which places heavy demand on Connecticut Avenue, Jones Bridge Road, and East-West Highway. Recognizing the significant amount of through-traffic on these roads, the Sector Plan focused on both minimizing the traffic generated by new development here as well as expanding the local alternatives for residents to get around. In addition to enhanced transit and cycling facilities, the Plan also recommended a new local road at the center of the new development, Private Street A.

Private Street A is anticipated to function primarily as a local road, providing community access to and from the mixed-use development and the Purple Line Station at the Chevy Chase Lake Center, although as a new connection it will distribute some traffic to the surrounding intersections, including Chevy Chase Lake Drive/Connecticut Avenue. In order to protect the public use of this street, staff will be recommending an unobstructed public access over Private Street A as part of the application.

As part of the EYA/HOC development, the applicant will construct Private Street A between Chevy Chase Lake Drive and the Purple Line. The section of Private Street A between the Purple Line and Manor Road is expected to be constructed by the Chevy Chase Land Company as part of their redevelopment of the Chevy Chase Lake East Shopping Center. The traffic impacts of that redevelopment have already been reviewed and approved by the Planning Board under an existing approval (Preliminary Plan 12002020A), which remains valid. Therefore, our staff will not conduct a new traffic review for that development to

Mr. David W. Callagy
June 12, 2015
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include the impacts of Private Street A. However, as the Land Company owns a number of properties in the Plan Area, including the shopping center on the west side of Connecticut Avenue and the existing office building at 8401 Connecticut Avenue, we would expect future review of any new development on those sites and other development sites that come with or after the East Shopping Center to include Private Street A in their traffic studies.

Issue 3: Construction Impacts

Our staff will work with you to establish relationships with an appropriate point of contact at the Department of Permitting Services, which will oversee construction for the county, and the Bethesda-Chevy Chase Regional Services Center.

The Planning Board hearing is currently scheduled for July 30, 2015. Please let me or my staff know if you have any further questions or concerns.

Sincerely,



Casey Anderson
Chair

CA:sd

cc: Aletta Schaap, President, Hamlet Place Owners, Inc.
Sue Mitchell, President, Hamlet House Condominium
Roy G. Bowman, Hamlet Association Board Member



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

June 12, 2015

Mr. Roy G. Bowman
Hamlet Association Board Member
8201 Kerry Road
Chevy Chase, MD 20815

SUBJECT: Preliminary Plan 120150130

Dear Mr. Bowman:

Thank you for your letter dated June 1, 2015, regarding the proposed EYA/Montgomery County Housing Opportunities Commission (HOC) development on Chevy Chase Lake Drive (Preliminary Plan 120150130). I appreciate your thoughtful comments and your initiative in coordinating with the applicant to address these concerns during the development review process. The following is organized into specific responses to your concerns.

Issue 1: Traffic Impact Study

I understand your reservations about the scope of and the conclusions reached in the Traffic Impact Study, no doubt based on your experience with congestion at the Chevy Chase Lake Drive/Connecticut Avenue intersection.

As I believe you discussed with my staff, the applicant's traffic study was completed in accordance with the Department's Local Area Transportation Review (LATR) Guidelines, which define the limits of study based on the incremental impact of the proposed development. Based on the anticipated new traffic associated with the development, the Guidelines required the study to evaluate only the intersection of Chevy Chase Lake Drive/Connecticut Avenue, whereas a development that generated more trips might have had to evaluate intersections a little farther out, such as East-West Highway/Connecticut Avenue and Jones Bridge/Connecticut Avenue.

Similarly, for projects that generate enough traffic to exceed the local congestion standard, we will request additional analyses, including the Highway Capacity Manual (HCM) you mentioned. Again, while we acknowledge the rush-hour congestion along Connecticut Avenue, it remains within the standard adopted by the County Council for this Plan Area in 2013, so there was no basis for requiring a HCM Queueing Analysis.

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Issue 2: Private Street “A”

As the Planning Board considered the Chevy Chase Lake Sector Plan, one of the major concerns was the limited number of access points, which places heavy demand on Connecticut Avenue, Jones Bridge Road, and East-West Highway. Recognizing the significant amount of through-traffic on these roads, the Sector Plan focused on both minimizing the traffic generated by new development here as well as expanding the local alternatives for residents to get around. In addition to enhanced transit and cycling facilities, the Plan also recommended a new local road at the center of the new development, Private Street A.

Private Street A is anticipated to function primarily as a local road, providing community access to and from the mixed-use development and the Purple Line Station at the Chevy Chase Lake Center, although as a new connection it will distribute some traffic to the surrounding intersections, including Chevy Chase Lake Drive/Connecticut Avenue. In order to protect the public use of this street, staff will be recommending an unobstructed public access over Private Street A as part of the application.

As part of the EYA/HOC development, the applicant will construct Private Street A between Chevy Chase Lake Drive and the Purple Line. The section of Private Street A between the Purple Line and Manor Road is expected to be constructed by the Chevy Chase Land Company as part of their redevelopment of the Chevy Chase Lake East Shopping Center. The traffic impacts of that redevelopment have already been reviewed and approved by the Planning Board under an existing approval (Preliminary Plan 12002020A), which remains valid. Therefore, our staff will not conduct a new traffic review for that development to

Mr. Roy G. Bowman
June 12, 2015
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include the impacts of Private Street A. However, as the Land Company owns a number of properties in the Plan Area, including the shopping center on the west side of Connecticut Avenue and the existing office building at 8401 Connecticut Avenue, we would expect future review of any new development on those sites and other development sites that come with or after the East Shopping Center to include Private Street A in their traffic studies.

Issue 3: Construction Impacts

Our staff will work with you to establish relationships with an appropriate point of contact at the Department of Permitting Services, which will oversee construction for the county, and the Bethesda-Chevy Chase Regional Services Center.

The Planning Board hearing is currently scheduled for July 30, 2015. Please let me or my staff know if you have any further questions or concerns.

Sincerely,

Casey Anderson
Chair



CA:sd

cc: Aletta Schaap, President, Hamlet Place Owners, Inc.
Sue Mitchell, President, Hamlet House Condominium
David W. Callagy, President, 8101 Connecticut Avenue Condominium Association



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

June 12, 2015

Ms. Sue Mitchell
President, Board of Directors
Hamlet House Condominium
3535 Chevy Chase Lake Drive
Chevy Chase, MD 20815

SUBJECT: Preliminary Plan 120150130

Dear Ms. Mitchell:

Thank you for your letter dated June 1, 2015, regarding the proposed EYA/Montgomery County Housing Opportunities Commission (HOC) development on Chevy Chase Lake Drive (Preliminary Plan 120150130). I appreciate your thoughtful comments and your initiative in coordinating with the applicant to address these concerns during the development review process. The following is organized into specific responses to your concerns.

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Issue 2: Private Street “A”

As the Planning Board considered the Chevy Chase Lake Sector Plan, one of the major concerns was the limited number of access points, which places heavy demand on Connecticut Avenue, Jones Bridge Road, and East-West Highway. Recognizing the significant amount of through-traffic on these roads, the Sector Plan focused on both minimizing the traffic generated by new development here as well as expanding the local alternatives for residents to get around. In addition to enhanced transit and cycling facilities, the Plan also recommended a new local road at the center of the new development, Private Street A.

Private Street A is anticipated to function primarily as a local road, providing community access to and from the mixed-use development and the Purple Line Station at the Chevy Chase Lake Center, although as a new connection it will distribute some traffic to the surrounding intersections, including Chevy Chase Lake Drive/Connecticut Avenue. In order to protect the public use of this street, staff will be recommending an unobstructed public access over Private Street A as part of the application.

As part of the EYA/HOC development, the applicant will construct Private Street A between Chevy Chase Lake Drive and the Purple Line. The section of Private Street A between the Purple Line and Manor Road is expected to be constructed by the Chevy Chase Land Company as part of their redevelopment of the Chevy Chase Lake East Shopping Center. The traffic impacts of that redevelopment have already been reviewed and approved by the Planning Board under an existing approval (Preliminary Plan 12002020A), which remains valid. Therefore, our staff will not conduct a new traffic review for that development to

Ms. Sue Mitchell
June 12, 2015
Page 3

include the impacts of Private Street A. However, as the Land Company owns a number of properties in the Plan Area, including the shopping center on the west side of Connecticut Avenue and the existing office building at 8401 Connecticut Avenue, we would expect future review of any new development on those sites and other development sites that come with or after the East Shopping Center to include Private Street A in their traffic studies.

Issue 3: Construction Impacts

Our staff will work with you to establish relationships with an appropriate point of contact at the Department of Permitting Services, which will oversee construction for the county, and the Bethesda-Chevy Chase Regional Services Center.

The Planning Board hearing is currently scheduled for July 30, 2015. Please let me or my staff know if you have any further questions or concerns.

Sincerely,



Casey Anderson
Chair

CA:sd

cc: Aletta Schaap, President, Hamlet Place Owners, Inc.
David W. Callagy, President, 8101 Connecticut Avenue Condominium Association
Roy G. Bowman, Hamlet Association Board Member

SEP 9 2014



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

SEP 19 2014

MCPB No. 14-68
Sketch Plan No. 320140030
Chevy Chase Lake
Date of Hearing: July 24, 2014

RESOLUTION

WHEREAS, under Section 59-C-15.42 of the Montgomery County Code the Montgomery County Planning Board ("Planning Board" or "Board") is authorized to review sketch plan applications; and

WHEREAS, on April 24, 2014, CC Associates LLC ("Applicant"), filed an application for approval of a sketch plan for construction of up to 388,833 square feet of residential development on 5.403 acres of CRT 2.0: C 0.25, R 2.0, H 100' and CRT 1.5: C 0.25, R 1.5, H 50' zoned-land, located at on Chevy Chase Lake Drive approximately 510 feet east of the intersection with Connecticut Avenue, Lots 1, 2, 3, and 4 of Block 1 ("Subject Property") in the Chevy Chase Lake Sector Plan ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320140030, Chevy Chase Lake ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated July 11, 2014, setting forth its analysis of and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on July 24, 2014, the Planning Board held a public hearing on the Application, and at the hearing the Planning Board heard testimony and received evidence submitted for the record on the Application; and

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

Approved as to
Legal Sufficiency:

Christina Sowa 8/28/14

M-NCPPC Legal Department
8787 Georgia Avenue, Silver Spring, Maryland 20910 Phone: 301.495.4605 Fax: 301.495.1320
www.montgomeryplanningboard.org E-Mail: mcp-chair@mncppc-mc.org

NOW, THEREFORE, BE IT RESOLVED that, the Planning Board approves Sketch Plan No. 320140030, Chevy Chase Lake, for construction of up to up to 388,833 square feet of residential development, on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-C-15.43(b)(4) of the Montgomery County Zoning Ordinance:

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

All other elements are illustrative.

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

1. Density

The development is limited to a maximum of 388,833 square feet of total development. The final amount of residential dwelling units will be determined at Preliminary Plan.

2. Height

The development is limited to the maximum height of 100 feet for the multi-family building and 50 feet for the townhouses.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59-C-15.43(d). Total points must equal at least 50 and be chosen from at least three categories as required by Section 59-C-15.82(a). The requirements of Division 59-C-15 and the Implementation Guidelines must be fulfilled for each public benefit proposed.

- a. Transit Proximity;
- b. Diversity of Uses and Activities, achieved through affordable housing;
- c. Quality of Building and Site Design, achieved through structured parking and public open space; and
- d. Protection and Enhancement of the Natural Environment, achieved through vegetated area and vegetated roof.

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

Final points will be established at site plan approval.

4. Moderately Priced Dwelling Units (MPDUs)
 - a. The Applicant must provide in the multi-family building a minimum of 20% MPDUs or HOC affordable units at or below 60% of the area median income (AMI) and in the townhouses a minimum of 15% MPDUs, as recommended in the Chevy Chase Lake Sector Plan.
 - b. The development must provide MPDUs in accordance with Chapter 25A. MPDUs must meet the standards in the MPDU Pricing Standards and Minimum Specifications.
 - c. Department of Housing and Community Affairs (DHCA) requires a full bath on each bedroom level and a half bath on either the ground floor or living level.
5. Workforce Housing
 - a. The Applicant must provide in the multi-family building a minimum of 20% WFHUs for the total number of units, as recommended in the Chevy Chase Lake Sector Plan.
 - b. All units that are considered to be Workforce Housing Units (WFHUs) must comply with the requirements of Chapter 25B of the Montgomery County Code.
6. Public Space
 - c. The Applicant must coordinate with the Department of Parks to finalize the details of ownership and design of the Park.
 - d. Park ownership must be agreed upon by time of Preliminary Plan approval.
 - e. The exact boundaries of the land, Park ownership, amenities to be included within the Park, and layout of these amenities, must be agreed upon by M-NCPPC, Department of Parks Staff and Applicant by time of Site Plan.
7. Environment

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

BE IT FURTHER RESOLVED that, having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of § 59-C-15.43(c), the Planning Board finds that as conditioned herein the elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan. Specifically, the Planning Board FINDS the Sketch Plan:

1. *meets the objectives, general requirements, and standards of Division 59-C-15;*

I. The Sketch Plan meets the objectives of Section 59-C-15.2 quoted below; specifically, the development as approved will:

a. *“Implement the policy recommendations of applicable master and sector plans.”*

The Application will provide needed affordable housing proximate to existing and future transit, enhance community connectivity, and create a desirable public open space as recommended in the Sector Plan;

b. *“Target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses.”*

The Application will redevelop the 68 garden apartments in multiple 2-story structures surrounded by surface parking, with higher-density residential development with structured parking to effectively maximize residential development adjacent to the planned Purple Line station, public use spaces and residential amenity space;

c. *“Reduce dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities.”*

The Application will offer diverse housing types targeted to a wide variety of incomes, including MPDUs and WFHUs, as well as effectively maximizing residential densities near existing transit and the adjacent planned Purple Line station, retail services, employment centers, and recreational amenities in order to reduce automobile reliance;

d. *“Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighbors.”*

The Application proposes residential structures that step down in building heights away from Connecticut Avenue along Chevy Chase Lake Drive to create an appropriate transition from commercial areas to established residential neighborhoods;

e. *“Allow an appropriate balance of employment and housing opportunities.”*

The Application will offer diverse housing types targeted to a wide variety of incomes, including market-rate units, MPDUs and WFHUs; and

f. *“Standardize optional method development by establishing minimum requirements for the provision of public benefits that will*

support and accommodate density above the standard method limit."

The Application will provide the required public benefits from a minimum of three categories to achieve the desired incentive density above the standard method limit.

- II. The Sketch Plan meets the general requirements of Section 59-C-15.6 as follows:
 - i. Section 15-C-15.61 - Master Plan and Design Guidelines Conformance
 The Application conforms to the Sector Plan and Design Guidelines as outlined in Finding #2 below.
 - ii. Section 59-C-15.62 - Bicycle Parking Spaces and Commuter Shower/Change Facility
 The Application will provide the minimum required number of bicycle parking spaces for residents and visitors and commuter shower/change facilities within each building. Details will be provided at the time of Site Plan(s).
 - iii. Section 59-C-15.63 - Parking
 The number of parking spaces satisfies the minimum and maximum as outlined in the Section. The final number of parking spaces will be determined at Site Plan(s) based on the number of residential dwelling units.
 - iv. Section 59-C-15.7 - Development Standards
 The Sketch Plan meets the development standards of Section 59-C-15.7, as shown in the Data Table below:

Project Data Table			
Section 59 - C	Development Standard	Permitted/ Required	Approved
	Gross Tract Area (sf)		
	Lot 1: CR2.0, C0.25, R2.0, H100	n/a	71,556
	Lots 2,3 and 4: CR1.5, C0.25, R1.5, H50	n/a	163,814
	TOTAL		235,370
15.71	Density (sf)		
	<i>Non-residential (C)</i>		
	Lot 1	17,889	0
	Lots 2, 3 and 4	40,953.5	0
	subtotal	58,842.5	0
		(0.25 FAR)	(0 FAR)

	<i>Residential (R)</i>		
	Lot 1	143,112	177,833 ²
	Lots 2, 3 and 4	<u>245,721</u>	<u>211,000</u>
	subtotal	388,833	388,833
		(1.65 FAR)	(1.65 FAR)
	TOTAL CR DENSITY	447,675.5	388,833
		(1.9 FAR)	(1.65 FAR)
15.71	Building Height (feet)		
	Lot 1	100	up to 100
	Lots 2, 3 and 4	50	up to 50
15.72	Minimum Setback		
	From adjacent residential	25'	25'
	From R.O.W.	0'	0'
15.73	Minimum Public Use Space (%)	10	15 ³
	On-site Public Use Space (sq. ft.)	20,570	30,900
15.74	Residential Amenity Space (sq. ft.)	3,500	3,500 ⁴
15.631	Parking (spaces)		
	Multi-family	140	200
	Townhouses	<u>129</u>	<u>129</u>
	TOTAL⁵	269	329

2. *further*s the recommendations and objectives of the Chevy Chase Lake Sector Plan;

The Sketch Plan is consistent with, and further, the recommendations of the 2013 Chevy Chase Lake Sector Plan. The Application's residential structures will step down in height from up to 100 feet on Lot 1 (multi-family building) to up to 50 feet on Lots 2, 3 and 4 (townhouses) to allow a transition between taller buildings along Connecticut Avenue and the lower existing residential buildings at the end of Chevy Chase Lake Drive. This transition preserves the neighborhood character of Chevy Chase Lake, creates an appropriate transition from more intensive development to less intensive development, and is in proportion with nearby residential uses. The Application also includes an approximately ½-acre new public open space with attractive amenities that will be designed to Parks Department standards, which will be located between the multi-family building and the single-family townhouses. Furthermore, the Application proposes the redevelopment of the Property in a

² Including 34,721 square feet averaged from CRT 1.5-zoned properties, under section 59.C-15.122.

³ Included 5% public open space incentive over the required 10% public use space.

⁴ Assumes 175 multi-family units, final unit count and space required to be determined at Site Plan(s).

⁵ The final number of parking spaces will be determined at Site Plan(s) when the final number of residential units is determined.

single sketch plan and includes all required public benefits for incentive density to be included in the Sector Plan's first phase of development including 1) constructing the portion of the new master-planned street between Chevy Chase Lake Drive and Manor Road on the Property (Private Street "A"), including sidewalks, street trees, and streetscape pavers as described in the design guidelines, to provide vehicular, pedestrian, and bicycle access to the future Purple Line station, adjacent neighborhoods, and roadways; 2) providing a minimum of 20% MPDUs or HOC affordable units at or below 60% of AMI, in addition to WFHUs up to 100% of AMI included in the multi-family building; 3) including a minimum of 15% MPDUs for the single-family townhouses; and 4) securing the ½-acre public open space.

The Application is consistent with the Sector Plan's recommendation to encourage more housing, especially affordable dwelling units (Sector Plan, page 22). The Application promotes the Sector Plan objective of reducing auto dependence by integrating a combination of housing types near transit options, such as WMATA Metrobus service and the future adjacent Purple Line station, and near neighborhood retail, businesses, public facilities, and recreational amenities (Sector Plan, page 64). The Application's inclusion of advanced ESD, such as vegetated roofs, micro-bioretenion facilities, silva cells, and stormwater management vaults, will enhance Chevy Chase Lake's natural environment, and promote the health of stream valleys, including Coquelin Run, by controlling runoff and mitigating negative environmental impacts (Sector Plan, page 23). Lastly, the Application's streetscape enhancements, including new sidewalks, streetlights and street trees allows for increased pedestrian access and connectivity, provides access to shared roadways and shared use paths recommended in the Sector Plan, and provides a human-scaled streetscape (Sector Plan pages, 23 and 43).

Density and Building Height

The Sketch Plan densities adhere to the Sector Plan's recommendations for density and height. The multi-family buildings will be up to 100 feet in height and the townhouses will be up to 50 feet, which is consistent with the Sector Plan building height recommendations. The structures step down in building heights away from Connecticut Avenue along Chevy Chase Lake Drive to create an appropriate transition from commercial areas to established residential neighborhoods.

Transportation Network

The streets are consistent with Sector Plan recommendations and the Applicant must demonstrate conformance with the Design Guidelines for the Chevy Chase Lake Sector Plan at the time of Site Plan(s).

The Applicant will construct the new street, Private Street "A", (B-1) which is located along the western edge of the Property in a parcel subject to a public access easement, under the conditions specified in the Sector Plan; the details will be finalized during Preliminary Plan review. Private Street "A" will be a segment of a new local business district street recommended in the Sector Plan that will enhance connectivity by linking Chevy Chase Lake Drive with Manor Road (P-14), providing access to the planned Purple Line light rail station, and serving as a shared roadway for bicycles as recommended in the Sector Plan. Bicycle traffic will be accommodated along Chevy Chase Lake Drive and Private Street "A" as shared roadways, as recommended in the Sector Plan.

Public Use

The public use spaces are consistent with the Sector Plan recommendations. The Sector Plan recommends a new Neighborhood Green Urban Park, to be located on the eastern portion of the Property. It must be at least ½-acre and designed per Parks Department standards. The Application includes an approximately ½-acre new public open space with attractive amenities and designed to Parks Department standards, which will be located between the planned multi-family building and the single-family townhouses. Since the Park will be available to the general public, Parks' Staff believes that it should be owned and maintained by the Department of Parks who has significant experience with the management of parkland. During the Preliminary Plan and Site Plan process, the Applicant will finalize the details of the ownership and design of the Park with Department of Parks.

Environment

The Sector Plan contains several recommendations to preserve and restore environmental features while minimizing the impact of future development including expanding the existing tree canopy and promoting sustainable site and building design to mitigate negative environmental impacts. The Application illustrates vegetated areas throughout the Property and a vegetated roof on the multi-family building along with micro-bioretenion facilities, silva cells, and stormwater management vaults. The Sector Plan also recommends maximizing tree cover for new development with overall goals of 25 to 30 percent tree canopy in the Chevy Chase Lake Center area. New development should also retain or improve canopy cover throughout the Sector Plan area, within street medians, along new and existing streets, and in surface parking areas

At Site Plan(s), the Applicant must demonstrate how each recommendation in the Sector Plan will be achieved.

3. *achieves compatible internal and external relationships between existing and proposed nearby buildings, open space, and uses;*

The buildings and open spaces are compatible with existing and proposed nearby buildings, open spaces and uses. This compatibility is achieved through:

- Building heights, as recommended in the Sector Plan, provided compatibility with nearby buildings by appropriately stepping down building height along Chevy Chase Lake Drive. The Sketch Plan depicts that the building height of the multi-family building on the western portion of the Property will be up to 100 feet, which is consistent with the existing and taller 8401 Connecticut Avenue multi-story office building, while the townhouses on the remaining portion of the Property will taper down to up to 50 feet, creating a suitable relationship with the multi-family and single-family residential uses on Chevy Chase Lake Drive further to the east;
- Internally, the multi-family building and the most western row of townhouses will front on the approximately ½-acre public open space recommended by the Sector Plan, creating a defined open space area;
- Creation of defined streetscapes with sidewalk paving, street trees, and streetlights; and
- Replacement of surface parking with structured parking creating a stronger relationship between buildings, sidewalks, and streets.

4. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The Application enhances circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists. Specifically, it provides:

- Multiple points of access to Chevy Chase Lake Drive: one entrance for the multi-family building, and several private alleys serving the single-family attached homes. To facilitate efficient vehicular access, many of these alleys will serve two rows of single-family attached homes;
- Increased parking for bicycles and sufficient vehicular parking, for residents and visitors;
- Parking for the multi-family building consists of the majority of the Application's parking spaces, 60% of the parking will be contained in a below grade structure;
- All of the market-rate single-family attached units are to have two car garages;
- Construction of Private Street "A," a segment of a new local road that will increase connections with the surrounding street network in the future by linking Chevy Chase Lake Drive with Manor Road, providing access to the

planned Purple Line rail station, and accommodate vehicles, pedestrians, and bicycles; and

- Enhanced sidewalks and streetscaping along Chevy Chase Lake Drive and Private Street "A," provide safe access to the future Purple Line station, nearby neighborhoods, as well as cycle tracks and shared use paths.

5. *includes public benefits that support the approved incentive density;*

The Application includes public benefits that address the general incentive and density considerations required by Section 59-C-15.83. The public benefits:

- Take into consideration "the recommendations, objectives, and priorities of the applicable master or sector plan" by providing the diversity of housing, general sustainability measures, and connectivity improvements;
- Meet "the CR Zone Incentive Density Implementation Guidelines and any design guidelines adopted for the applicable master plan area" by providing the proper calculations and criteria for each public benefit including transit proximity, affordable housing, structured parking, public open space, vegetated areas, and vegetated roof;
- Are appropriate for "the size and configuration of the tract" by improving the existing configuration of surface parking lots and replacing them with structured parking to allow for public use and public open spaces close to transit;
- Adequately address "the relationship of the site to adjacent properties" by designing the building at an appropriate scale for the surroundings with heights and creating areas of open space that complements the existing character of the area;
- Consider "the presence or lack of similar public benefits nearby" through the provision of affordable housing, environmental benefits, public open space, and pedestrian connections, all of which are currently needed in this area; and
- Provide "enhancements beyond the elements listed in the individual public benefit descriptions or criteria that increase public access to or enjoyment of the benefit" which will be developed and assessed during Preliminary and Site Plan reviews.

Public Benefits Calculations			
Public Benefit	Incentive Density Points		
	Max Allowed	Requested	Recommended
59-C-15.852: Transit Proximity	15	15	15
59-C-15.854: Diversity of Uses and Activities			
Affordable Housing	40	37.5	37.5
59-C-15.855: Quality of Building and Site Design			

Structured Parking	20	12.1	12.1
Public Open Space	20	5	5
59-C-15.856: Protection and Enhancement of the Natural Environment			
Vegetated Area	10	5	5
Vegetated Roof	15	7.5	7.5
TOTAL	130	82.1	82.1

Transit Proximity

The site is located adjacent to a proposed Purple Line station, which allows the development to be eligible for Level 2 transit as defined in the Zoning Ordinance. The Planning Board grants the full 15 points for this benefit.

Diversity of Uses and Activities

Affordable Housing: The Applicant requests 37.5 points for providing 20% of the multi-family units as MPDUs or HOC Affordable units at or below 60% of the area median income and 15% of the townhouses to be MPDUs. The incentive density points for MPDUs are calculated as a percentage of the total number of dwelling units (assuming 175 multi-family units and 70 townhouses). The Applicant's initial estimate of providing 46 MPDUs yields 37.5 points. Final number of MPDU units to be determined at Site Plan. The Planning Board grants the 37.5 points for this benefit.

Quality of Building and Site Design

Structured Parking: The Applicant requests 12.1 points for structured parking for only the parking that will be below grade. This incentive is granted on a sliding scale based on the percentage of spaces provided above and below grade. The initial estimate of 129 spaces above grade and 198 below-grade yields a total of 16 points (3.9 points for above grade parking and 12.1 points for below grade parking) with final parking counts to be determined at Site Plan(s). The Planning Board grants 12.1 points for this benefit.

Public Open Space: The Applicant requests 5 points for open space in addition to the minimum 10% public use space required. Points for this incentive are granted on a sliding scale based on the percentage of the net lot area. The conceptual layout yields 10,300 square feet of additional open space above the required square feet of public use space for a total of 5 points. The open space will be: directly accessible to a street; open to the public; designed so that the loading or parking facilities are screened or faced with active uses, contain seating, trash receptacles, landscaping, and other amenities; be at least 35 feet wide; designed so that walls of any residential floor area facing the open space have windows on at least 60 percent of the façade between three and eight feet; and designed so that any dwelling unit facing the open space will have access to the open space. The Planning Board grants 5 points for this benefit.

Protection and Enhancement of the Natural Environment

Vegetated Area: The Applicant requests 5 points for the installation of plantings in a minimum of 12 inches of soil, covering at least 5,000 square feet. The CR Guidelines recommends 5 points for development that meets the Zoning Ordinance requirements with areas not part of the required public use space or open space used for incentive density. Area within stormwater management easements may not be counted either. The Planning Board grants 5 points for this benefit.

Vegetated Roof: The Applicant requests 7.5 points for providing vegetated roofs with a soil depth of at least 4 inches and covering at least 33% of the total roof excluding space for mechanical equipment on the multi-family building. The CR Guidelines recommend 7.5 points for development that meets the Zoning Ordinance requirements. The Planning Board grants 7.5 points for this benefit.

6. *Establishes a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

As described earlier, the development may be built in two (2) phases. Phase I will comprise CC Associates, LLC's redevelopment of Lots 2, 3 and 4, with approximately 70 townhouses, along with the ½-acre public open space area and Private Street "A" required by the Sector Plan as described above. Phase II will encompass HOC's multi-family building (approximately 175 units) for Lot 1. Phases may be sequenced in any order or combined, phase boundaries may be adjusted, and the density of phases shifted at the time of Preliminary Plan or Site Plan approval.

The table below shows the public benefits granted by the Planning Board for each phase of development:

Public Benefits Calculations-Phased			
	Points Recommended	Phases	
		Phase 1-Lots 2-4	Phase 2-Lots 1
Transit Proximity	15	4.3	10.7
Diversity of Uses and Activities			
Affordable Housing	37.5	10.7	26.8
Quality of Building and Site Design			
Structured Parking	12.1	0	12.1
Public Open Space	5	5	0
Protection and Enhancement of the Natural Environment			
Vegetated Area	5	5	0

Vegetated Roof	7.5	0	7.5
TOTAL	82.1	25	57.1

The required site improvements, circulation facilities, and a proportional amount of public benefits will be provided at each phase. A full development program to establish phasing of the elements required by this Application will be developed and analyzed during subsequent Site Plan review.

BE IT FURTHER RESOLVED that at the time of site plan, the Planning Board may approve changes to this Sketch Plan under certain circumstances. If the Applicant proposes to change a condition of approval or binding element, or agrees to a change proposed by another party, the proposed change must satisfy the requirements for approval of a sketch plan and site plan, including Section 59-C-15, Section 59-D-3.4, and the Sector Plan. If Staff proposes to change a condition of approval or binding element, however, the Board may approve the change if necessary to ensure conformance with Section 59-C-15, Section 59-D-3.4, or the Sector Plan. In other words, for the Board to approve an Applicant-proposed change of a binding element it must find consistency with applicable standards; for the Board to approve a modification to a Staff-proposed binding element that the Applicant has not agreed to, the Board must find that the proposed change is necessary to meet the site plan approval standards, including conformance with zoning and Sector Plan requirements.

Alternatively, based on detailed review of a site plan, the Board may find that any element of the approved Sketch Plan, including a binding element, does not meet the requirements of the zone, Sector Plan, or other findings necessary to approve a site plan, and deny the site plan application.

The Board's review of sketch plans is governed by Section 59-C-15.43, which provides that "in approving a sketch plan" the Board must find that certain elements of the plan are "appropriate in concept and appropriate for further detailed review at site plan." Because the Board's approval of a sketch plan is in concept only and subject to further detailed review at site plan, it necessarily follows that the Board may find, based on detailed review of a site plan, that any element of a sketch plan does not meet the requirements of the zone, master plan, or other requirements for site plan approval. The Board does not have the authority at the time of sketch plan to predetermine that any element of the Sketch Plan will satisfy all applicable requirements for site plan approval. As a practical matter it would be unwise for it to do so, due to the limited detail contained in a sketch plan and the sketch plan's unlimited validity period. If the Board were unable to require changes to binding elements at the time of site plan to ensure compliance with all code and master plan requirements, the Board might have decided to approve fewer elements of this Sketch Plan as binding.

Although the Board does not have the authority to provide complete certainty about the conditions of approval or binding elements of a sketch plan, this does not mean that the Board should or will require changes to an approved sketch plan without good reason. To do so would be inefficient and unfair to Applicants and community members whose expectations about the future shape of development will be formed by what the Board approves in a sketch plan; and

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

BE IT FURTHER RESOLVED that all elements of the plans for Sketch Plan No. 320140030 Chevy Chase Lake, stamped received by M-NCPPC on June 10, 2014 are required except as modified herein; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is SEP 19 2014 (which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Presley, seconded by Vice Chair Wells-Harley, with Chair Anderson, Vice Chair Wells-Harley, and Commissioner Presley voting in favor, and Commissioner Dreyfuss absent at its regular meeting held on Thursday, September 4, 2014, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board

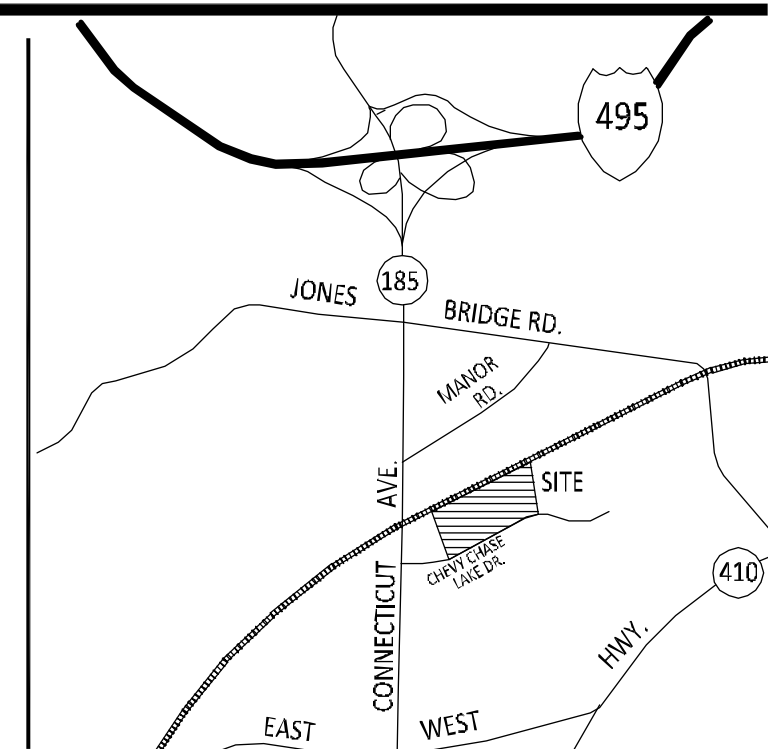
LEGEND

EXISTING FEATURES

- NATURAL GAS
- WATER
- SANITARY SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD WIRE
- TELEPHONE
- STORM DRAIN
- EASEMENT
- MAJOR CONTOUR
- MINOR CONTOUR
- CURB AND GUTTER
- PROPERTY LINE
- SANITARY MANHOLE
- CLEANOUT
- STORM DRAIN MANHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRICAL MANHOLE
- UTILITY POLE
- GUY POLE
- WATER METER
- WATER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- GAS VALVE
- UNKNOWN UTILITY MANHOLE
- SIGN

PROPOSED FEATURES

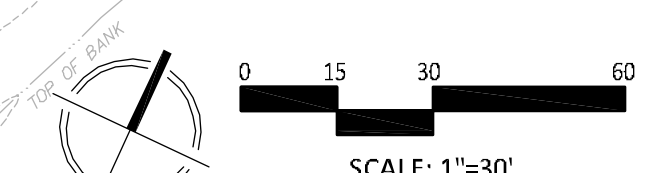
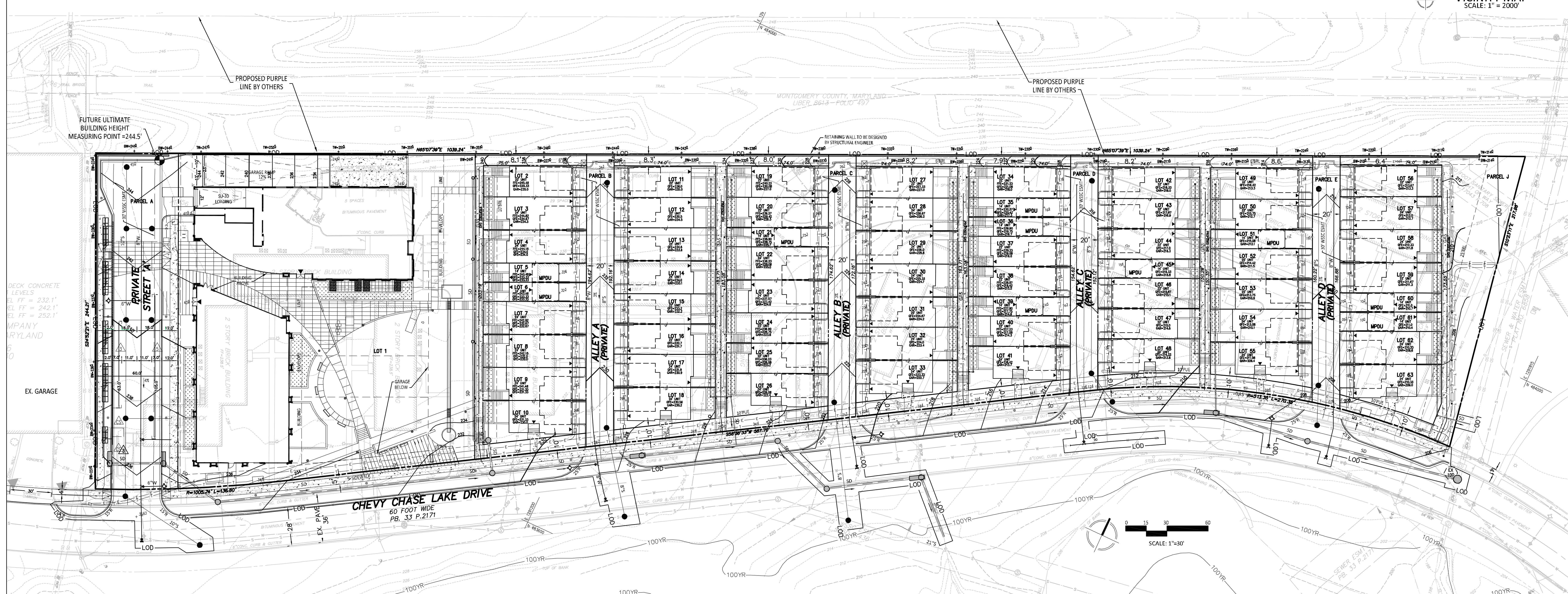
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- 8" S
- CHW
- 250
- 248
- LOD
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- WATER
- SANITARY SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD WIRE
- TELEPHONE
- STORM DRAIN
- EASEMENT
- MAJOR CONTOUR
- MINOR CONTOUR
- CURB AND GUTTER
- PROPERTY LINE
- UNIT OF DISTURBANCE
- SIDEWALK/CONCRETE
- ▲ SPOT ELEVATION
- △ PARKING SPACE COUNT
- LIGHT
- BIORETENTION (SEE SWM PLAN FOR DETAILS)
- FIRE HYDRANT, WATER VALVE AND TEE
- WORKFORCE HOUSING UNIT/MPDU UNIT
- MPA
- MPOU
- ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DOOR LOCATION



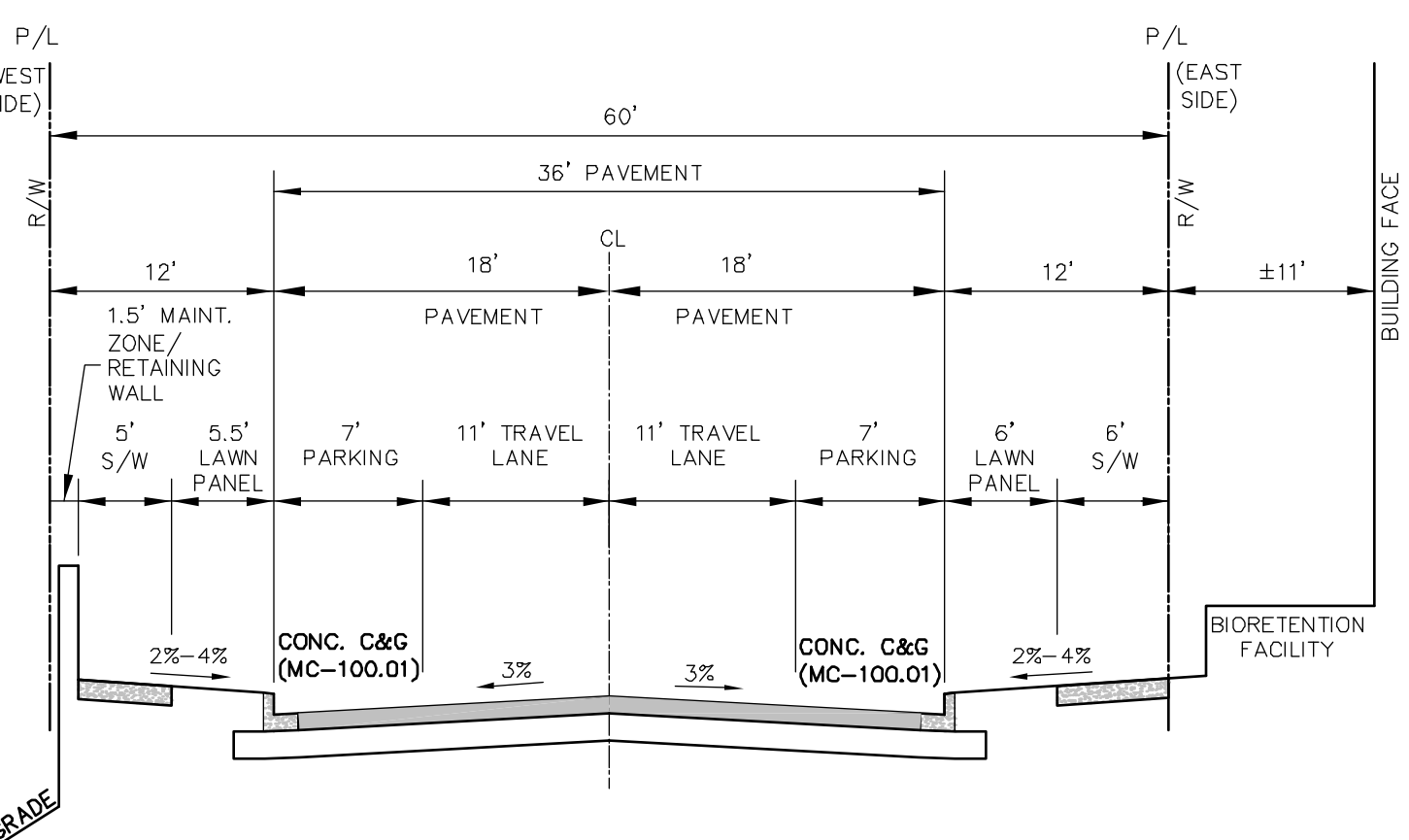
VICINITY MAP
SCALE: 1" = 2000'



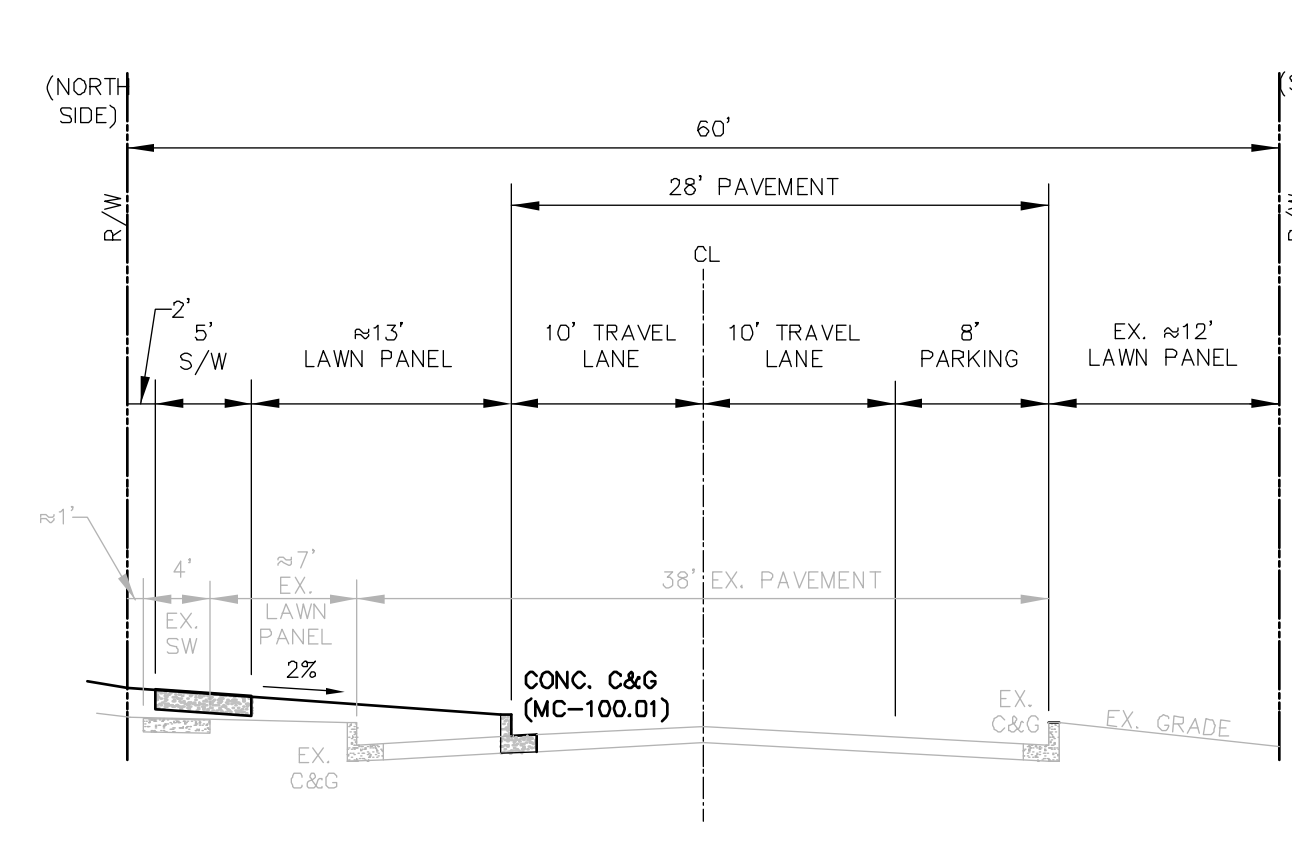
PREPARED FOR:
CC ASSOCIATES, LLC
c/o EYA DEVELOPMENT, LLC
4800 HARBOR LANE, SUITE 300
BETHESDA, MD 20814
13054-8000
CONTACT: MGLAN CURRIN
OWNER
CHEVY CHASE LAKE DEVELOPMENT
CORPORATION c/o HOUSING
OPPORTUNITIES COMMISSION OF
MONTGOMERY COUNTY
10450 DETRICK AVENUE
KEESWICK MD 20885
240-673-9503
CONTACT: RICHARD HANKS
LAND PLANNING / CIVIL ENGINEER
VVA MARYLAND, LLC
20251 CENTURY BOULEVARD
SUITE 400
GERMANTOWN MD, 20874
301-936-4300
CONTACT: JOSH SLOAN / RFP ADMIN
ATTORNEY
LINOWES & BLOCHER
7200 WOODBURN AVENUE
SUITE 800
BETHESDA MD 20814
301-968-5157
CONTACT: BARBARA SEARS
TRAFFIC ENGINEER
TRAFROSS LLC
7115 BUSH HILL ROAD
CLASSBURG MD 20811
240-994-4766
CONTACT: CHELSEA CAPEN



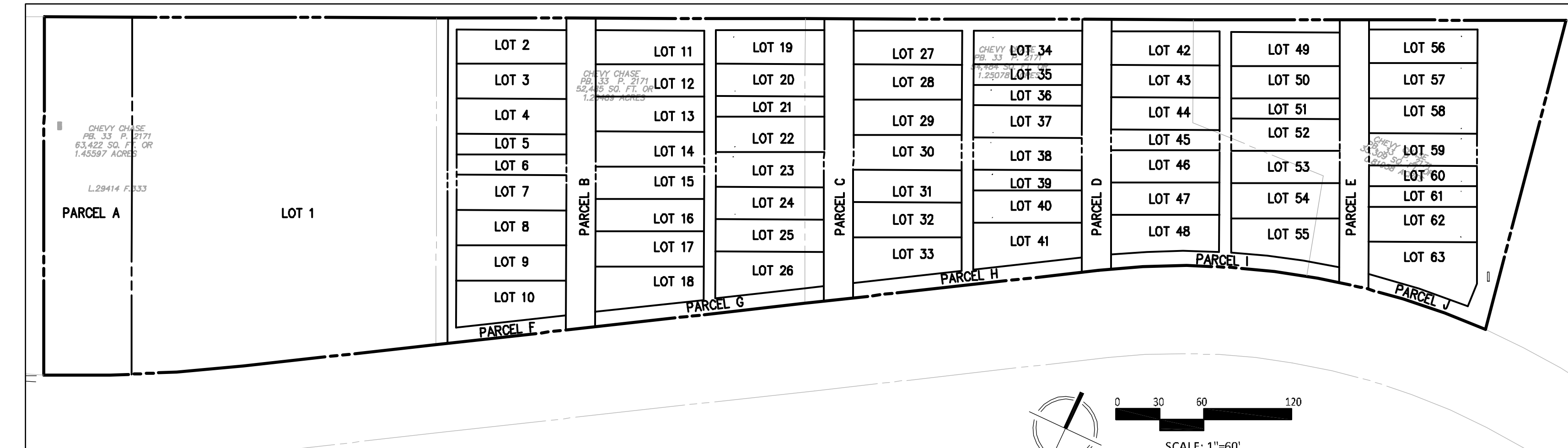
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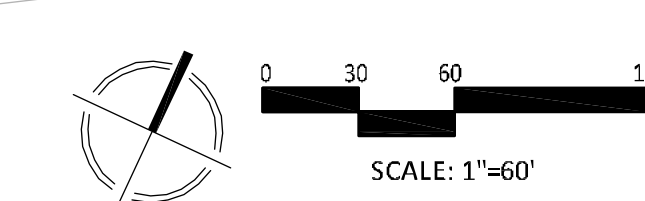
PROPOSED PRIVATE STREET
(TYPICAL SECTION)



CHEVY CHASE LAKE DRIVE ALONG FRONTAGE
MCDOT STD. MC-2000.03 MODIFIED



LOTING DIAGRAM
1"=60'



SCALE: 1"=60'

SURVEYOR'S CERTIFICATION
I hereby certify that the information shown on this plan is complete and accurate, in accordance with existing surveys, visual observations, and available records.

Harry L. Jenkins
Property Line Surveyor
MD No. 606
Expiration Date: April 21, 2015

DATE: 5/5/15

REVISIONS:

NO.	DATE	DESCRIPTION

PROFESSIONAL SEAL

CHEVY CHASE LAKE
LOTS 1 - 4
BLOCK 1
CHEVY CHASE
SECTION 5-C
7TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
VSSC GRID: 210N004 / 210N003
TAX MAP: HM43

PRELIMINARY PLAN

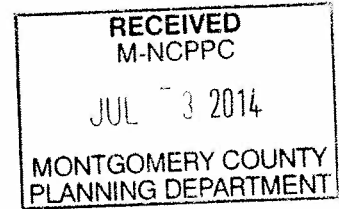
DRAWN BY: JPS
DESIGNED BY: JCS
DATE ISSUED: 12/29/14
SHEET NO. PP-2



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
Joseph P. Gill, Secretary
Frank W. Dawson III, Deputy Secretary

May 29, 2014

Mr. George R. Warholic
VIKA, Inc.
20251 Century Blvd., Suite 400
Germantown, MD 20874



RE: Environmental Review for Chevy Chase Lake Apartments, Lots 1-4 of Block 1, Bethesda, 3719 Chevy Chase Lake Drive, Montgomery County, Maryland.

Dear Mr. Warholic:

The Wildlife and Heritage Service's Natural Heritage database indicates that this project site falls within close proximity to a colony of Yellow-crowned Night Herons (*Nyctanassa violacea*) documented along Coquelin Run. This species is considered to be a rare breeding species in Maryland, and significant mortality of chicks or eggs resulting from disturbance of the colony during the breeding season is a violation of the U.S. Migratory Bird Treaty Act. Disturbance includes actions such as cutting nest trees, cutting nearby trees or nearby construction that causes abandonment of chicks by the adults.

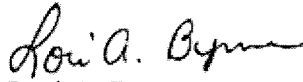
Yellow-crowned Night Herons establish nesting colonies in wooded areas that are relatively predator- and disturbance-free, despite the urban nature of the overall area in some cases. Such colonies may vary in number of birds and even be ephemeral from year-to-year. Colony sites are often adjacent to water, in forested non-tidal wetlands and/or floodplains. Colony sites are rare and as Maryland continues to grow and develop, secure nest sites for herons will become scarcer. The standard guidelines we routinely provide to planners and developers in order to protect heron colonies are:

1. Establish a protection area of ¼ mile radius from the colony's outer boundary. Within this area establish three zones of protection: Zone 1 extends from the outer boundary of the colony to a radius of 330 feet, Zone 2 extends from 330 feet to 660 feet in radius, and Zone 3 extends from 660 feet to ¼ mile (1320 feet).
2. During the breeding season, 15 March through 15 August, all human entry into Zone 1 should be restricted to only that essential for protection of the heron colony. Human disturbance of colony sites that results in significant mortality of eggs and/or chicks is considered a prohibited taking under various state and federal regulations.
3. No land use changes, including development or timber harvesting, should occur in Zone 1.
4. Construction activities, including clearing, grading, building, etc., should not occur within Zones 1 and 2.
5. Selective timber harvesting may occur in Zone 2, but clearcutting should be avoided.
6. No construction or timber harvesting activities should occur within the ¼ mile protection area during the Yellow-crowned Night Heron breeding season.

The Wildlife and Heritage Service provides assistance to those interested in protecting this resource. The above guidelines are usually suitable for protection of most Heron colonies. Specific protection measures depend upon site conditions, planned activities, colony site type and history, and other factors. For more specific technical advice regarding your project and Heron protection, please contact us with project details.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,



Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2014.0622.mo
Cc: D. Brinker, DNR

Eco-Science
Professionals, Inc.
Consulting Ecologists



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Telephone (410) 832-2480 Fax (410) 832-2488

May 26, 2015

Mr. Jason Sereno
Director of Engineering
EYA
4800 Hampden Lane, Suite 300 1
Bethesda, Maryland 20814

RE: Chevy Chase Lake Drive
Yellow-crowned night heron survey

Dear Mr. Sereno,

As per your request, Eco-Science Professionals, Inc. has performed a bird survey of the stream valley of Coquelin Run where it occurs along the southern edge of Chevy Chase Lake Drive in the Chevy Chase section of Montgomery County, Maryland. The purpose of our field review was to determine the presence/absence of yellow-crowned night herons within the study area. It is our understanding that Maryland Department of Natural Resources has identified a potential yellow-crowned night heron nesting colony in this area. According to their report, two nesting pairs were reported in 2008. A map showing the Sensitive Species Review Area for this record was provided in the MD DNR Guidance documents. It is unclear whether more recent observations of the night herons have been made in this area.

Yellow-crowned night heron is fairly common in southeastern United States with its range extending into Maryland. Because Maryland is at the northern edge of the species range, it is considered to be a species of concern with a State Heritage ranking of S2B - State Rare, breeding. Species with this ranking typically have limited populations that make them vulnerable to becoming extirpated in the State. Yellow-crowned night herons are known to nest consistently in several locations in Baltimore County/City's Jones Falls watershed.

Yellow-crowned night herons are typically colony nesters, building stick nests on the ground or on low lateral branches in trees, often overhanging a stream. The nesting period of the night heron is typically March to June, though the Field List of the Birds of Maryland (Iliff, Ringler, Staz 1996) reports egg dates from April 21-July 18. This source also indicates occurrence dates in Maryland ranging from March 13-November 30. The DNR guidance letter indicates the breeding season occurs from March 15-August 15.

These birds feed heavily on crustaceans including crabs and crayfish but also supplement their diet with fish, frogs, insects and snakes.

The study area of our investigation included the stream valley of Coquelin Run along the southern edge of the Chevy Chase Lake Drive right of way from Connecticut Avenue to the terminus of Chevy Chase Lake Drive. The stream valley is fairly narrow, running between Chevy Chase Lake Drive and residential properties along Cardiff and Kerry Roads to the south. Study area encompassed roughly 10 acres with a width ranging from 200-400 feet. The study area includes the stream channel, floodplain and adjacent wetland and upland forest resources.

Field surveys occurred on July 11, 2014, April 22, 2015, May 8, 2015 and May 20, 2015. Each survey consisted of a detailed visual investigation with a focus on locating yellow-crowned night herons or evidence of nesting. During the field reviews the following general site information and additional observations were made:

The forest community along the stream valley is diverse, as is typical of urban forest communities, and includes red maple, tulip poplar, sycamore, white oak, American beech, slippery elm, black walnut, Norway maple, and box elder. Tulip poplar is the primary canopy species and box elder is very common within the understory. Shrub species of note include spicebush, bush honeysuckle, Japanese barberry and blackhaw. Japanese knotweed is also common along the streambanks.

Vine growth in the stand is notable with English ivy, Oriental bittersweet, kudzu, poison ivy and grape being common throughout. Kudzu is most common in an large canopy break near the middle of the study area. vine cover extends into the canopy in many places.

The stream channel is fairly incised with notable bank erosion. There are points along the channel at which bedrock is exposed and other areas contain open soils banks. Steep banks occur along the southern stream bank with residential development being present on the top of these slopes. A notable water fall is located within the study area. The waterfall flows over exposed bedrock into a large pool. Sediment deposition within the stream channel and adjacent floodplain areas were notable. Trash accumulation, primarily bottles and other plastics, was observed along the highwater mark of recent floodflows.

An underground sewer line runs along the stream throughout most of the study area. In some places an odor of sewage was evident though no discharges were observed.

Aquatic life within the stream was not physically sampled but was observed in several locations. Schools of minnows were noted throughout the channel but there was no evidence of frogs or crayfish in the stream. Deer and raccoon tracks were noted along the sediment bars in the channel.

The field reviews did include the observation of 37 bird species but did not reveal any evidence of active use of the site by adult or young yellow crowned night herons. There was also

no observations made of stick nests on the ground or low in trees that would suggest recent nesting attempts by yellow-crowned night herons. A complete listing of species observed for each survey is attached.

The study area is identified as the Chevy Chase Lake Drive “Hot spot” on Ebird (www.Ebird.com), a website that records birding survey results. Fourteen checklists were prepared for this location between 2008 and 2012. Of these checklists, only one reported yellow-crowned night herons. This report was filed for May 31, 2008 by Dan Haas. The E-bird checklists identified six species that were not found during our field review, bringing the total number of species identified for this hot spot to 43.

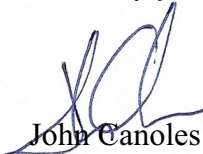
Of the 43 species of birds that have been reported for the area in Ebird checklists, six species are considered to be forest interior breeding birds. These include barred owl, red-eyed vireo, Acadian flycatcher, pileated woodpecker, hairy woodpecker and wood thrush. During our field surveys, the wood thrush and Acadian flycatcher were seen/heard in several locations along the stream valley, suggesting more than one individual was using the area. A possible nesting site for the barred owl was located in a snag near the eastern end of the study area. The pileated and hairy woodpecker sightings were primarily within the eastern edge of the study area also. The red eyed vireo was heard on the site but not in a consistent manner.

The presence of these forest interior breeding birds would suggest that interior habitat is present in the area. The forest within the study area would not typically be considered viable interior habitat due to the linear nature of the stand and extensive edge effect that results from the narrow configuration. Review of aerial photos of the area suggest that interior habitat may be present to the northeast along the Rock Creek watershed. There is a forested riparian connection between this habitat block and the study area. DNR does require protection of interior nesting habitat, but it is unlikely that the forest within the study area is being used for interior nesting given the extensive edge effect. The use of the forest within the study area by interior nesting species may be limited to pre/post nesting foraging.

While our findings do not indicate that the site is currently being utilized as a nesting site by the yellow-crowned night herons, further coordination with MD DNR and or Montgomery County may be required to resolve any issues related to the protection guidelines established for the species.

Thank you for allowing Eco-Science Professionals, Inc. the opportunity to assist you in this matter. Please do not hesitate to contact me if you have any questions about the findings.

Sincerely yours,



John Canoles

Enc.

Bird Species List Chevy Chase Lake Drive

July 11, 2014 Time of Survey 12:30 - 3:00 pm
Weather: Sunny temperature upper 80's

Hairy woodpecker *
Downy woodpecker
Red bellied woodpecker
Yellow shafted flicker - several birds observed
Pileated woodpecker *
Carolina chickadee - adult and young
Tufted Titmouse - adult and young
White-breasted nuthatch
Catbird
Cardinal - adult and young
Carolina wren
House finch - small flock
House sparrow - numerous along forest edge
Red eyed vireo *
Wood Thrush * - heard in several locations
Acadian flycatcher * - seen in one location, heard in several
Robin - adult and young
Grackle
Am. Crow
Mallard - female with 12 young
Wood duck - female with 3 young
Barred owl *

* Forest Interior Breeding Bird

Bird Species List

Chevy Chase Lake Drive

April 22, 2015 Time of Survey 12:30 - 3:00 pm
Weather: Sunny temperature upper 60's

Mallard - pair
Turkey vulture - fly over
Mourning dove
Barred owl * - possible nesting cavity located
Downy woodpecker
Red bellied woodpecker
Yellow shafted flicker
Pileated woodpecker *
Chimney swift - flyover
Carolina chickadee
Carolina wren - several calling birds seen and heard across site
Ruby crowned kinglet - pair
Blue-gray gnatcatcher - numerous birds seen
Yellow rumped warbler
Cardinal - numerous male and female observed
Song sparrow
White throated sparrow - heard calling
Cowbird - male calling
House sparrow - numerous along forest edge
Robin - numerous birds seen throughout site
American crow - numerous crows seen on and flying through the site

* Forest Interior Breeding Bird

Bird Species List Chevy Chase Lake Drive

May 8, 2015 Time of Survey 12:30 - 3:00 pm

Weather: Sunny temperature upper 80's

Turkey vulture - fly over
Barred owl * - near southern edge of forest
Chimney swift
Red-bellied woodpecker - multiple birds seen and heard
Downy woodpecker
Acadian flycatcher * - in stream valley at eastern end of site
Eastern phoebe
Blue jay
American crow - mostly fly overs
Carolina chickadee
Tufted titmouse
House wren
Carolina wren - several heard throughout site
Blue-gray gnatcatcher
American robin - numerous
Eastern towhee - one bird heard
Song sparrow
Northern cardinal - throughout site
Common grackle - several noted
Brown-headed cowbird - in trees along forest edge
House finch - along forest edge
American goldfinch
House sparrow - in lawn along forest edge

* Forest Interior Breeding Bird

Bird Species List

Chevy Chase Lake Drive

May 20, 2015 Time of Survey 12:30 - 2:00 pm

Weather: Sunny temperature mid 80's

Mallard - pair in stream

Turkey vulture - fly over

Chimney swift - fly over

Red-bellied woodpecker

Downy woodpecker

Acadian flycatcher * - two heard on site not in same location as previous visit

Eastern phoebe

Red-eyed vireo * - one heard on site

American crow

Carolina chickadee

Tufted titmouse

Carolina wren - seen throughout the site

Wood thrush * - one heard, may have been outside of study area

American robin

Common yellowthroat

Song sparrow

Northern cardinal - throughout site

Common grackle

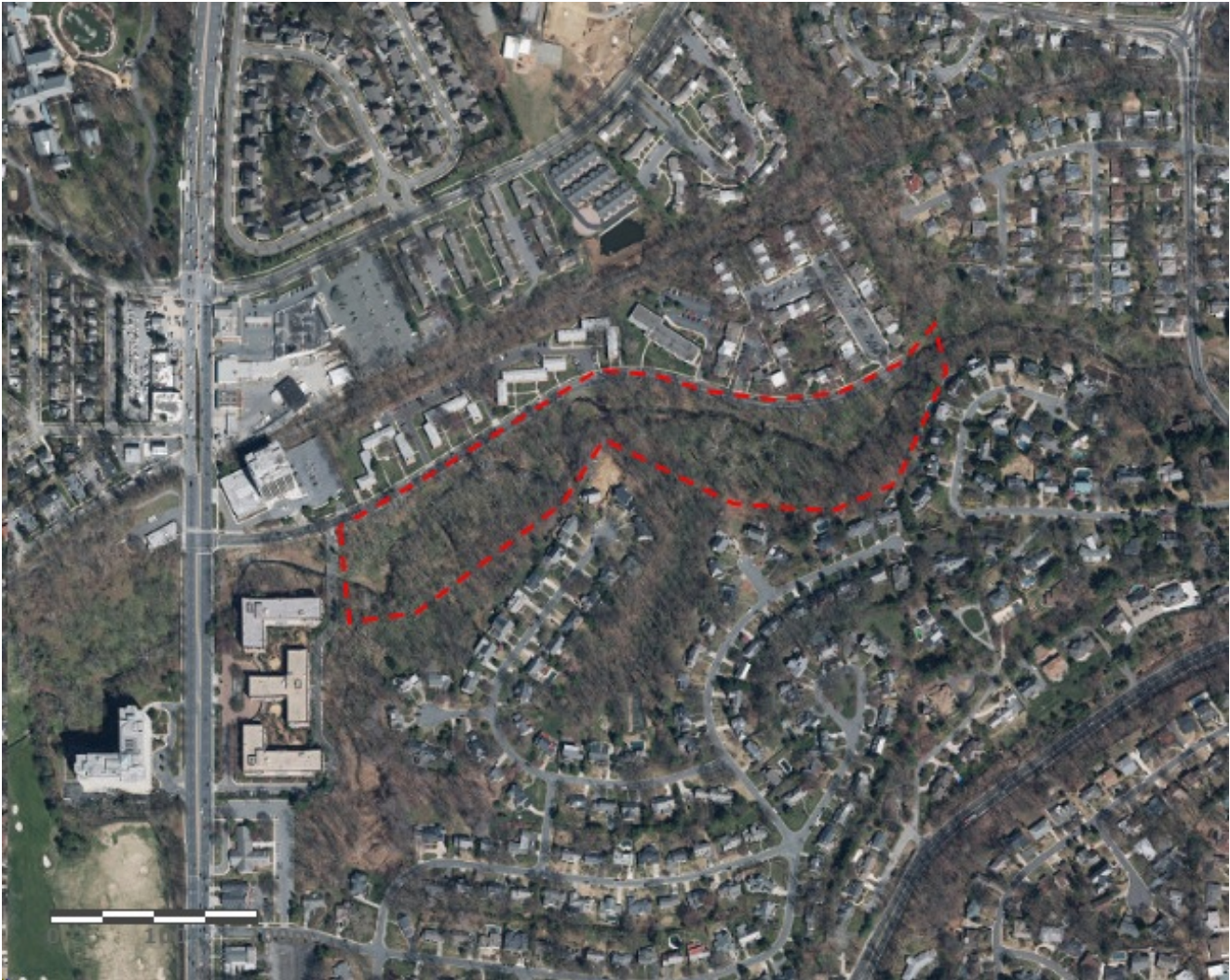
House finch - along forest edge

House sparrow - along forest edge

* Forest Interior Breeding Bird

Chevy Chase Lake Drive

Bird Survey Location Area
(Source MD Merlin)





Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
Joseph P. Gill, Secretary
Frank W. Dawson III, Deputy Secretary

December 11, 2014

Mr. George R. Warholic
VIKA, Inc.
20251 Century Blvd., Suite 400
Germantown, MD 20874

RE: Revised Response Letter - Environmental Review for Chevy Chase Lake Apartments, Lots 1-4 of Block 1, Bethesda, 3719 Chevy Chase Lake Drive, Montgomery County, Maryland.

Dear Mr. Warholic:

The purpose of this revised environmental review letter is to help clarify some questions that have been raised in regards to sensitive species' conservation, on recently reviewed adjacent property. After careful review of the conceptual site plans provided to us for the above referenced project we have worked with our species level experts and determined that there will be no direct impacts to any species which are rare or state listed.

The Wildlife and Heritage Service has been made aware of a record for the state-listed endangered groundwater amphipod (*Stygobromos kenki*) in the watershed in question, but it is found in a spring along Coquelin Run that is at a higher elevation than the proposed project itself. It is also on the other side of a ridge, in a different drainage, and hundreds of meters away. These factors have lead us to conclude that any changes or potential impacts from proposed development activity on this site will not have a negative effect on the location supporting the state-listed endangered amphipod. As a result, we have no concerns regarding this species or other state listed amphipods as they relates to the project in question.

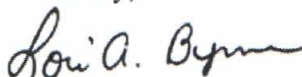
The WHS has also previously commented on this review for potential impacts Yellow-crowned Night-herons (*Nyctanassa violacea*). There is historic data indicating that two nests were active in the vicinity of the project site six years ago. While it is true that WHS strongly encourages efforts to conserve this species in general, because they are rare and declining, there are no mandatory protection guidelines in state law or regulation for nesting waterbird colonies that are found outside of Maryland's Chesapeake Bay Critical Area. The standard guidelines we provided in our original response to VIKA, Incorporated should be considered recommendations, not requirements. In this particular case they were not intended to be prescriptive measures to be applied in a regulatory context. They are guidelines designed to show what can be done in order to provide the maximum amount of protection to active colonies, should they be present.

If it is decided to use local jurisdictional authorities to pursue the application of the types of protection measures included in the guidelines provided we would recommend having a qualified observer search the area first to see if there is in fact any new nesting activity next spring (during the breeding season).

Yellow-crowned Night-herons tend to move their nest sites around from year to year. If there does turn out to be active nesting during a future time of construction, potential impacts to breeding success can be avoided or minimized by incorporating some or all of the protection measures found within our guidelines.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,



Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2014.0622x.mo
Cc: T. Larney, DNR
N. Paterno, VIKA
M. Fuster, MO Co.



June 23, 2015

Marco Fuster
Area 1 Planner
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910

**Re: Forest Conservation Tree Variance Request
Chevy Chase Lake
Chevy Chase, Maryland
NRI/FSD #420141600
Preliminary Plan/FCP # 120150130
VIKA # VM1071P**

Dear Mr. Fuster:

On behalf of the applicants, CC Associates LLC ("EYA") and the Chevy Chase Lake Development Corporation ("HOC"), we are submitting this Tree Variance Request to comply with the Natural Resources, Title 5, Section 5-1607 of the Maryland Code that requires the Applicant to file for a variance to impact the critical root zone, or remove trees that either have a diameter-at-breast-height (DBH) of 30" or greater, or trees that are 75% of the diameter of the county champion for that species if a project did not receive Preliminary Forest Conservation Plan Approval prior to October 1, 2009.

The properties in this residential redevelopment project (previously zoned R-30) are zoned CRT-1.5, C-0.25, R-1.5, H 50' and CRT-2.0, C-0.25, R-2, H-100'. These zones allow for commercial and residential uses. NRI/FSD #420141600 was approved December 29, 2014 and Sketch Plan #320140030 was approved September 9, 2014. The scope of the proposed project is to redevelop the Chevy Chase Lake Apartment complex into a high-quality, amenity rich, mixed-income transit-oriented community of multifamily rentals and for-sale townhomes in accordance with the goals of the Chevy Chase Lake Sector Plan.

This Tree Variance Request accompanies the Preliminary Forest Conservation Plan submitted with Preliminary Plan #120150130. A concurrent submission is being made for the Preliminary Plan, Site Plans #820150040 and #820150050, and Sketch Plan Amendment #32014003A. A total of thirty-five (35) specimen trees with 30" DBH or greater will be impacted by the redevelopment of the subject property with fifteen (15) of the trees proposed for preservation and twenty (20) identified for removal. Of the 20 trees identified to be removed, we believe that one tree, located off-site southeast of the property, can potentially be saved even though the impacts to the critical root zones exceed one-third of the total critical root zone. Tree preservation methods will be implemented to reduce impacts to the tree and it will only be removed if it dies or becomes a hazard.

VIKA Maryland, LLC

20251 Century Boulevard, Suite 400 ✪ Germantown, Maryland 20874 ✪ 301.916.4100 Fax 301.916.2262
Tysons, VA ✪ Germantown, MD ✪ Washington, DC

www.vika.com

The following tables list the specimen trees and provides the information as it relates to CRZ impacts.

Table 1: Trees Impacts

#	Disposition	Botanical Name	Condition	D.B.H. (in.)	Variance CRZ SF	Variance CRZ Impact SF	Variance CRZ Impact %
1	SAVE	Platanus occidentalis	Good	39	10,751	28	0.26
15	SAVE	Juglans nigra	Good	35	8,659	2,217	25.60
31	SAVE	Liriodendron tulipifera	Good	40	11,310	790	6.99
32	SAVE	Liriodendron tulipifera	Good	38	10,207	541	5.30
34	SAVE	Juglans nigra	Good	46	14,957	3,624	24.23
38	SAVE	Juglans nigra	Fair	32	7,238	2,232	30.84
42	SAVE	Liriodendron tulipifera	Good	32	7,239	420	5.80
43	SAVE	Liriodendron tulipifera	Good	39	10,751	1,759	16.36
44	SAVE	Quercus borealis	Good	42	12,469	2,923	23.44
45	SAVE	Populus deltoides	Good	30	6,362	136	2.14
46	SAVE	Populus deltoides	Good	32	7,238	1,861	25.71
47	SAVE	Platanus occidentalis	Good	34	8,171	301	3.68
48	SAVE	Liriodendron tulipifera	Good	42	12,469	144	1.15
58	SAVE	Populus deltoides	Good	30	6,362	114	1.79
67	SAVE	Robinia pseudoacacia	Fair/Poor	34	8,171	557	6.82

Table 1: Trees Impacts

#	Disposition	Botanical Name	Condition	D.B.H. (in.)	Variance CRZ SF	Variance CRZ Impact SF	Variance CRZ Impact %
3	REMOVE	Acer saccharum	Good	31	6,793	6,793	100.00
6	REMOVE	Acer platanoides	Fair	31	6,793	6,793	100.00
7	REMOVE	Acer platanoides	Fair	30	6,362	6,362	100.00
8	REMOVE	Acer saccharinum	Good/Fair	39	10,751	10,751	100.00
9	REMOVE	Acer saccharinum	Fair	43	13,070	13,070	100.00
13	REMOVE	Liriodendron tulipifera	Good	37	9,677	9,677	100.00
16	REMOVE	Acer saccharinum	Good	34	8,171	8,171	100.00
17	REMOVE	Acer rubrum	Good	42	12,469	12,469	100.00
18	REMOVE	Acer rubrum	Good	33	7,698	7,698	100.00
19	REMOVE	Acer saccharinum	Good/Fair	36	9,161	9,161	100.00
22	REMOVE	Acer saccharinum	Good	47	15,615	15,615	100.00
23	REMOVE	Acer saccharinum	Good	49	16,972	16,972	100.00
24	REMOVE	Quercus palustris	Good	37	9,677	9,677	100.00
25	REMOVE	Acer rubrum	Fair	52	19,113	19,113	100.00
26	REMOVE	Quercus palustris	Good	33	7,698	7,698	100.00
29	REMOVE	Acer saccharinum	Good	40	11,310	11,310	100.00
30	REMOVE	Acer saccharinum	Good	30	6,362	6,362	100.00
35	REMOVE	Quercus palustris	Good	32	7,238	7,238	100.00
37	REMOVE**	Platanus occidentalis	Good	35	8,659	3,568	41.21
40	REMOVE	Quercus borealis	Fair	42	12,469	12,469	100.00

D.B.H. = Diameter at Breast Height

**Attempts will be made to preserve the tree; however, permission to remove is requested in case tree preservation methods fail and the tree becomes a hazard.



The assessment below was performed by VIKA Maryland, LLC staff at the time of the field work for the NRI as a visual, at-grade-level inspection with no invasive, below grade, or aerial inspections performed at the time. Decay or weakness may be hidden out of sight for large trees.

Tree # 1 - 39" American Sycamore: Off-site to the north of the property on the west side of the trail bridge.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Slight at 0.26%. This very small impact is unavoidable and cannot be eliminated if the master planned private road 'A' is to be built as called for in the Chevy Chase Lake Sector Plan.
- **Disposition:** Preserved. Tree is within the Purple Line transit corridor and will be removed if construction of the Purple Line proceeds.

Tree # 3 - 31" Sugar Maple: Off-site directly adjacent to the western property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is less than four feet from the master planned private road 'A'. Additionally, tree is located on top of an existing private 48" storm drain pipe.
- **Disposition:** Removed in coordination with the adjacent property owner.

Tree # 6 - 31" Norway Maple: On-site lawn tree located in the western portion of the site.

- **Field Condition:** Fair with significant limb loss and limb removal.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 7 - 30" Norway Maple: On-site lawn tree located in the western portion of the site.

- **Field Condition:** Fair with rot noted where limbs have been removed.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 8 - 39" Silver Maple: On-site lawn tree located in the northwest portion of the site.

- **Field Condition:** Fair to good with limb loss and rot noted and an unbalanced crown.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the master planned private road 'A'.
- **Disposition:** Removed.

Tree # 9 - 43" Silver Maple: On-site lawn tree located in the northwest portion of the site.

- **Field Condition:** Fair with significant limb loss, fungus, rot and hollows at old cuts noted.
- **Proposed CRZ Impact:** Severe at 100%. Tree is located within the development envelope.
- **Disposition:** Removed.

Tree # 13 - 37" Tulip Poplar: Off-site tree in forest adjacent to the northern property line.

- **Field Condition:** Good with vines.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within +/- 8 feet of the northern property line and the proposed retaining wall.
- **Disposition:** Removed in coordination with the adjacent property owner. Tree is within the Purple Line transit corridor and would likely be removed if construction of the Purple Line proceeds.

Tree # 15 - 35" Black Walnut: Off-site in the forest directly adjacent to the northern property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Moderate at 25.6 %. Tree is within +/- 21 feet of the northern property line and the proposed retaining wall.
- **Disposition:** Preserved. Tree is within the Purple Line transit corridor and would likely be removed if construction of the Purple Line proceeds.

Tree # 16 - 34" Silver Maple: On-site in forest directly adjacent to the northern property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 17 - 42" Red Maple: On-site lawn tree located in the southern portion of the site.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 18 - 33" Red Maple: On-site lawn tree located in the southern portion of the site.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 19 - 36" Silver Maple: On-site in forest directly adjacent to the northern property line.

- **Field Condition:** Fair to good with hollows noted where limbs have been pruned.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 22 - 47" Silver Maple: On-site in forest adjacent to the northern property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 23 - 49" Silver Maple: On-site in forest adjacent to the northern property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 24 - 37" Pin Oak: On-site lawn tree located near the center of the site.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 25 - 52" Red Maple: On-site lawn tree located near the center of the site.

- **Field Condition:** Fair with water sprouts, and rot and hollows at old cuts noted.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 26 - 33" Pin Oak: On-site lawn tree located near the center of the site.

- **Field Condition:** Good with dieback of terminal branches noted.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 29 - 40" Silver Maple: On-site in forest adjacent to the northern property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 30 - 30" Silver Maple: On-site in forest adjacent to the northern property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 31 - 40" Tulip Poplar: Off-site in the forest adjacent to the northern property line.

- **Field Condition:** Good - shares base with tree #32.
- **Proposed CRZ Impact:** Slight at 6.99%. Tree is +/-17 feet from the northern property line and +/-42' from the proposed retaining wall.
- **Disposition:** Preserved.

Tree # 32 - 38" Tulip Poplar: Off-site in the forest adjacent to the northern property line.

- **Field Condition:** Good - shares base with tree #31.
- **Proposed CRZ Impact:** Slight at 5.3%. Tree is +/-17 feet from the northern property line and +/-42' from the proposed retaining wall.
- **Disposition:** Preserved.

Tree # 34 - 46" Black Walnut: Off-site adjacent to the eastern property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** moderate at 24.23%. Tree is within +/-3 feet of the eastern property line and +/- 17' from the limits of disturbance for the townhomes.
- **Disposition:** Preserved. Tree is within an existing 30' W.S.S.C. easement established in 1962. Easement is for an 8" sewer line.

Tree # 35 - 32" Pin Oak: On-site lawn tree located adjacent to the eastern property line.

- **Field Condition:** Good with some dieback and limbed up to clear existing building.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 37 - 35" American Sycamore: Off-site adjacent to the eastern property line.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Severe at 41.21%. Tree is within +/- 8 feet of the eastern property line and the limits of disturbance for the townhomes and proposed dry utility lines.
- **Disposition:** Removed in coordination with the adjacent property owner and WSSC. However, attempts to save the tree will be made and permission to remove is requested only in the event that

preservation methods fail and the tree becomes a hazard. Tree is located within an existing 30' W.S.S.C. easement established in 1962. Easement is for an 8" sewer line.

Tree # 38 - 35" Black Walnut: Off-site adjacent to the eastern property line.

- **Field Condition:** Fair with limb loss and hollow and rot noted at 3.5'.
- **Proposed CRZ Impact:** Moderate at 30.84%. Tree is within +/- 16 feet of the eastern property line and is located +/-2 feet from an existing storm drain.
- **Disposition:** Preserved. Tree is located within an existing 30' W.S.S.C. easement established in 1962. Easement is for an 8" sewer line.

Tree # 40 - 42" Northern Red oak: On-site lawn tree located in the eastern portion of the site.

- **Field Condition:** Fair with limb loss, dieback and possible decline noted.
- **Proposed CRZ Impact:** Severe at 100%. Tree is within the development envelope.
- **Disposition:** Removed.

Tree # 42 - 32" Tulip Poplar: Off-site in forest south of the subject property on the opposite side of Chevy Chase Lake Drive.

- **Field Condition:** Good
- **Proposed CRZ Impact:** Slight at 5.8%. CRZ impact due to proposed storm drain outfall.
- **Disposition:** Preserved.

Tree # 43 - 39" Tulip Poplar: Off-site in forest south of the subject property on the opposite side of Chevy Chase Lake Drive.

- **Field Condition:** Good
- **Proposed CRZ Impact:** Limited at 16.36%. CRZ impact due to proposed storm drain outfall.
- **Disposition:** Preserved.

Tree # 44 - 42" Northern Red Oak: Off-site within an existing sewer easement located south of the subject property on the opposite side of Chevy Chase Lake Drive.

- **Field Condition:** Good with lean toward the road.
- **Proposed CRZ Impact:** Moderate at 23.44%. CRZ impact is due to proposed storm drain system and proposed outfall.
- **Disposition:** Preserved.

Tree # 45 - 30" Cottonwood: Off-site in forest south of the subject property on the opposite side of Chevy Chase Lake Drive.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Slight at 2.14%. Tree is located within +/- 25 feet of a proposed water line connection. All proposed disturbance is within existing paved right-of-way.
- **Disposition:** Preserved.

Tree # 46 - 32" Cottonwood: Off-site in forest south of the subject property on the opposite side of Chevy Chase Lake Drive.

- **Field Condition:** Good.

- **Proposed CRZ Impact:** Moderate at 25.71%. Tree is located within +/- 16 feet of the existing WSSC easement and within +/- 22 feet of the Chevy Chase lake r/w. CRZ impact is due to replacement storm drain outfall.
- **Disposition:** Preserved.

Tree # 47 - 34" American Sycamore: Off-site in forest south of the subject property on the opposite side of Chevy Chase Lake Drive.

- **Field Condition:** Good
- **Proposed CRZ Impact:** Slight at 3.68%. Proposed CRZ disturbance is limited to within existing r/w.
- **Disposition:** Preserved.

Tree # 48 - 42" Tulip Poplar: Off-site in forest south of the subject property on the opposite side of Chevy Chase Lake Drive.

- **Field Condition:** Good
- **Proposed CRZ Impact:** Slight at 1.15%. Proposed CRZ disturbance is limited to within existing r/w.
- **Disposition:** Preserved.

Tree # 58 - 30" Cottonwood: Off-site in forest south of the subject property on the opposite side of Chevy Chase Lake Drive.

- **Field Condition:** Good.
- **Proposed CRZ Impact:** Slight at 1.79%. Tree is +/- 40 feet connections to existing water and sewer lines. Disturbance is within existing paved right-of-way.
- **Disposition:** Preserved.

Tree # 67 - 34" Black Locust: Off-site in the forest adjacent to the northern property line.

- **Field Condition:** Poor to fair with only lowest 20 feet of tree remaining.
- **Proposed CRZ Impact:** Limited at 6.82%. Tree is +/- 40 feet from the northern property line and the proposed retaining wall.
- **Disposition:** Preserved.

Justification Narrative for Specimen Tree Disturbance

The vision of the sector plan is compatible growth achieved by preservation, enhancement and creation. To achieve this vision, the Sector Plan identifies the subject property as an area to create opportunities for shopping, housing, public spaces and transit. In response to these recommendations, the proposed development provides new housing choices, public spaces as well as improves access by providing the foundation for a north-south connecting road under the proposed purple line. These social and economic benefits are achieved in concert with preservation of the environment through supporting enhanced connections to the capital crescent trail from the development, reducing direct stormwater run-off to Coquelin Run, supporting stream health via invasive plant removal and supplemental native plantings. Though the purpose of this variance request is to impact and remove specimen trees, the design proposal limits the disturbance to existing vegetation. The design proposal includes the planting of over 100 new trees ranging in size from 3" to 5" caliper in pursuit of a goal to provide 20% canopy coverage. This goal of 20% is more than twice than that which exists today when comparing 15 year canopy measurements. Many of these new trees will be street trees located in an expanded lawn panel where none exist now. Chevy Chase Lake is known for its shaded, tree lined streets and we will try to restore that character on Chevy Chase Lake Drive.

The proposed redevelopment will replace HOC's existing 68-unit garden apartment community adjacent to the future Purple Line station with a multi-family building, 62 for-sale townhomes, a new public open space, and a new north/south road ultimately linking Chevy Chase Lake Drive and Manor Road. This community will dramatically increase the amount of affordable housing in the neighborhood by fully utilizing the property's recent zoning change to provide 20% MPDU's and 20% WFDU's (roughly 35-40 units of each) in the multifamily building and 15% MPDU's (10 homes) in the townhomes.

The existing property is a low density apartment complex without any storm water management facilities. Existing landscaping consists of lawn trees and a small edge of forest along the northern property line that is contiguous with the forest that runs along the Georgetown Branch Trail which is designated for removal under the Purple Line development program. This plan proposes to remove 0.19 acres of forest which includes on-site and off-site areas and afforestation requirement of 1.0 acre which will be met with off-site forest banking. There are also impacts to three (3) off-site specimen trees located south-east of the site and within an existing 30' WSSC easement. The impacts to these trees are for the installation of dry utilities, the townhouse development and utility/drainage connections. Environmentally sensitive storm water management facilities will include bio-filters, silva cells and a green roof. In addition, the Landscape Plan proposes planting well over 100 trees on the site which will include the public open space.

The trees for which we seek variance for can be grouped together based on the purpose for the disturbance. In the first group are trees impacted or removed for primarily for the purpose of building the master planned road designed to connect Chevy Chase Lake Drive and Manor Road. These trees include 1, 3, and 8. In the second group include on-site trees impacted or removed as a direct result of the redevelopment of this property as recommended by the sector plan. These trees include 6, 7, 9, 16, 17, 18, 19, 22, 23, 24, 25, 26, 29, 30, 35, and 40. In the last group are off-site trees impacted or removed as a direct result of the redevelopment to fully realize the vision of the sector plan. These trees include 13, 15, 31, 32, 34, 37, 38, 42, 43, 44, 45, 46, 47, 48, 58, and 67. The disturbance to any of these trees, regardless of the category, is for the purpose of achieving the vision of the sector plan.

To grant the requested variance, the Planning Board must find that the request:

- 1. Describes the special conditions peculiar to the property which would cause the unwarranted hardship;**
- 2. Describes how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas;**
- 3. Verifies that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance; and**
- 4. Provides any other information appropriate to support the request**

We submit the following rationale in support of the request for a Forest Conservation Tree Variance.

1. Specimen trees, either on-site or those that surround a given property, are wonderful natural features that can enhance a given development project. At the same time, they can add to the challenge of how to develop a site while respecting the natural environment. This challenge exists more so for the redevelopment of an older established development, such as Chevy Chase Lake, where the trees have had many years to grow to a size that gains protection by law. The challenge for this site in particular, is compounded by related issues pertaining to land use, zoning, and mass transit. First, the property was recently rezoned to a zone that permits and promotes a mix of commercial and residential uses at a much higher density than exists today. Secondly, the Sector Plan recognizes the



implementation of the Purple Line, so much so, that it includes recommendations for a transit station to be built immediately adjacent to and accessible from this property. As a result, this newly created urban transit hub is nestled between a forested stream valley and a wooded corridor set to be developed with a mass transit line. In response to this challenge, we believe the redevelopment program for Chevy Chase Lake is such that it meets the objectives of the Sector Plan, the land use zone, and the requirements set by the Council to move forward prior to the anticipated construction of the Purple Line while at the same time preserving and protecting natural environment to the extent practicable.

This requested tree variance includes and covers impacts to a minimum level as necessary for implementation of this redevelopment project. The request to impact specimen trees is neither unique, nor special to this project, but is just the unavoidable consequences of the redevelopment process under the zoning applied through the Sector Plan.

2. The requested variance is based on plans being developed under the zoning approved through the County planning process and not conditions or circumstances resulting from actions by the applicant. The variance trees are impacted by the proposed residential redevelopment for which the Preliminary and Site Plans have been submitted for approval. There are no conditions relating to land or building use, either permitted or nonconforming, on a neighboring property that have played a role in the need for this variance.

3. There are currently no storm water management provisions for this project site. The concept storm water management plan, recently re-approved June 20, 2015, incorporates environmental site design (ESD) to the maximum extent practicable (MEP). Water quality treatment will be provided by micro-biofiltration facilities (some will allow infiltration), a green roof 33% of the roof area of the multi-family building, and silva cells along the master planned road. These practices will treat over one (1) inch of runoff and reduce the direct discharge to Coquelin Run. As described in chapter 5 (p.5.19) of the MDE Stormwater Design Manual, the volume of storage within various ESD practices may be considered when determining Qp2 and/or Qp10 requirements. Therefore, we have used the MDE Stormwater Design Guidance-Addressing Quantity Control Requirements to determine the pre and post site runoff for the site. Based on those computations the 10-year discharge from our site is reduced by approximately 8% between the existing condition and our proposed condition with ESD devices. The addition of the measures listed above is designed to offset the increase in imperviousness of the project site. Therefore, the removal of the variance trees will not adversely affect water quality in any measurable way.

Thank you for your consideration of this Tree Variance request. If you have any questions or need more information, please do not hesitate to contact us so that we may discuss this matter further.

Sincerely,
VIKA Maryland, LLC.



James Buchheister, RLA
Project Landscape Architect



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

June 18, 2015

Mr. Matthew Senenman, P.E.
VIKA Maryland, LLC
20251 Century Boulevard, Suite 400
Germantown, MD 20874

Re: Stormwater Management **CONCEPT Revision**
Request for Chevy Chase Lake
Preliminary Plan #: Pending
SM File #: 265655
Tract Size/Zone: 4.72 Ac./R-30
Total Concept Area: 5.02 Ac.
Lots/Block: 1-4 / 1
Parcel(s):
Watershed: Lower Rock Creek

Dear Mr. Senenman:

Based on a review by the Department of Permitting Services Review Staff, the **revised** stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP by the use of green roof and micro-bioretenion (Silva Cells and planter boxes). Due to site limitations structural practices will not work so a waiver of quantity of the entire site is granted.

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

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Landscaping shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
5. The green roof is to be designed by a professional with green roof experience.
6. All covered parking is to drain to WSSC. Provide a copy of the mechanical plans that show the pipe schematics of the garage going to WSSC.
7. Also provide a copy of mechanical plans showing where all the roof drains go.

Mr. Matthew Senenman, P.E.
June 18, 2015
Page 2 of 2

8. The stormwater management as provided reduces the 10 year stormwater discharge into Coquelin Run as compared to the existing site conditions.
9. This revised approval letter supersedes the previous approval letter dated January 23, 2015.

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,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: dwk CN265655 Chevy Chase Lake

cc: C. Conlon
SM File # 265655

ESD Acres:	5.02
STRUCTURAL Acres:	0.00
WAIVED Acres:	5.02

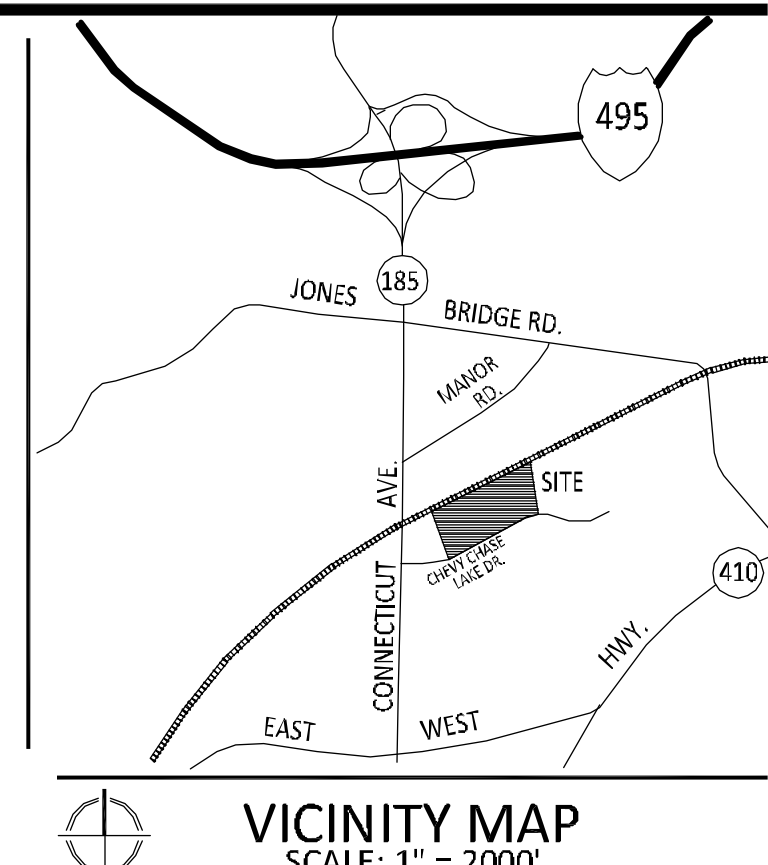
LEGEND

EXISTING FEATURES

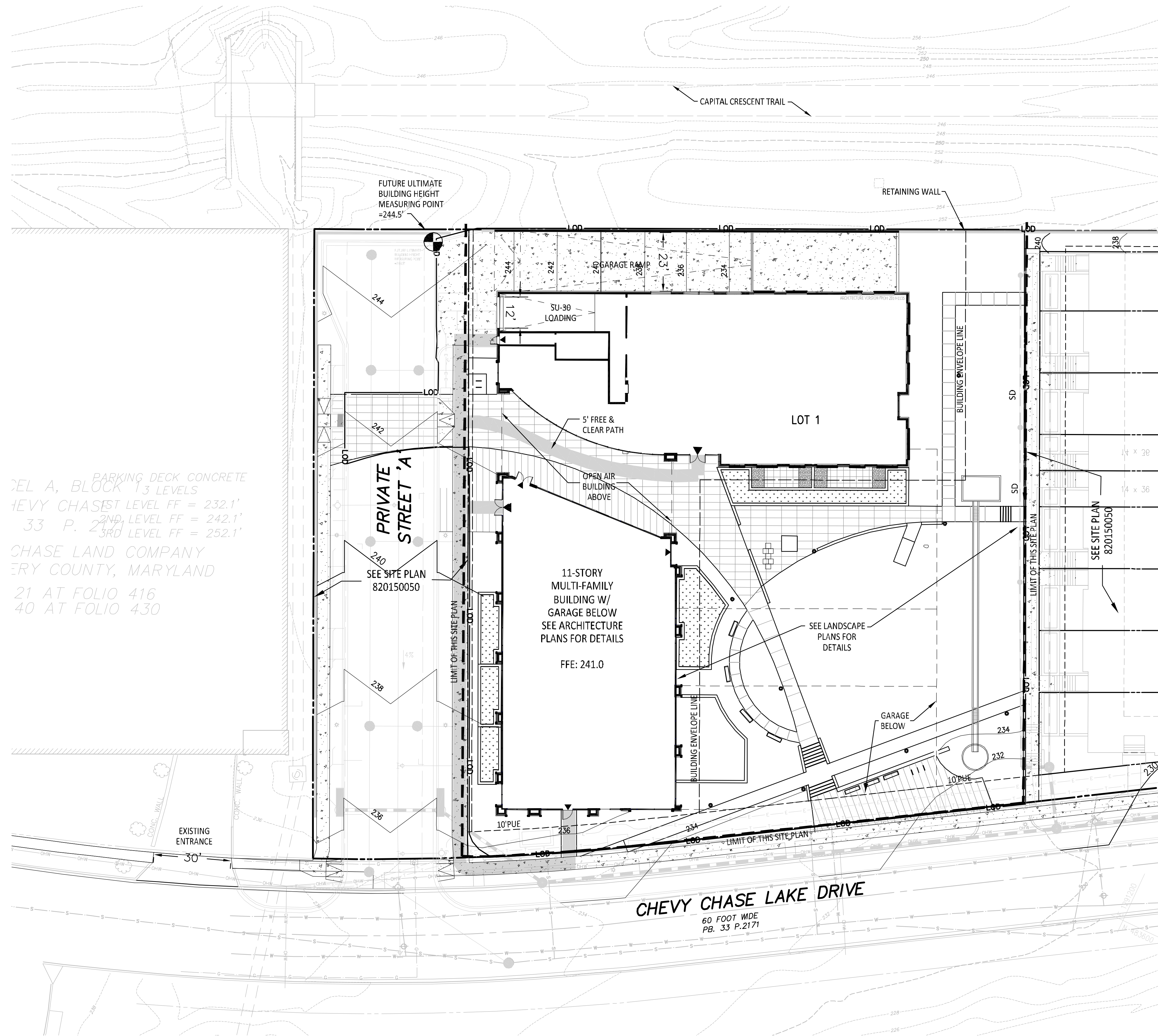
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 - 8" S. SANITARY SEWER
 - 8" U. UNDERGROUND ELECTRIC
 - 8" O. OVERHEAD WIRE
 - TELEPHONE
 - STORM DRAIN
 - EASEMENT
 - MAJOR CONTOUR
 - 248
 - 248
 - CURB AND GUTTER
 - PROPERTY LINE
- SANITARY MANHOLE
 - CLEANOUT
 - STORM DRAIN MANHOLE
 - ELECTRICAL JUNCTION BOX
 - ELECTRICAL MANHOLE
 - UTILITY POLE
 - GUY POLE
 - WATER METER
 - WATER MANHOLE
 - WATER VALVE
 - FIRE HYDRANT
 - GAS VALVE
 - UNKNOWN UTILITY MANHOLE
 - SIGN

PROPOSED FEATURES

- 8" W. WATER
 - 8" S. SANITARY SEWER
 - 8" U. UNDERGROUND ELECTRIC
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 - PROPERTY LINE
 - LIMIT OF DISTURBANCE
 - SIDEWALK/CONCRETE
- SPOT ELEVATION
 - PARKING SPACE COUNT
 - LIGHT
 - BIORETENTION (SEE SWM PLAN FOR DETAILS)
 - FIRE HYDRANT, WATER VALVE AND TEE
 - WORKFORCE HOUSING UNIT/ MPOU UNIT
 - ELECTRIC TRANSFORMER
 - PROPOSED ELECTRIC MANHOLE
 - PROPOSED DOOR LOCATION



VICINITY MAP
SCALE: 1" = 2000'



PARKING DECK CONCRETE
LEVEL A, BLOCK 13 LEVELS
HEVY CHASE 1ST LEVEL FF = 232.1'
33 P. 2ND LEVEL FF = 242.1'
3RD LEVEL FF = 252.1'
CHASE LAND COMPANY
ERY COUNTY, MARYLAND
21 AT FOLIO 416
40 AT FOLIO 430

PREPARED FOR:
HOUSING OPPORTUNITIES COMMISSION OF MONTGOMERY COUNTY
10400 DETROCK AVENUE
FENNINGTON MD 20995
246-57-5103
CONTACT: RICHARD HANKS

OWNER:
CHEVY CHASE LAKE DEVELOPMENT CORPORATION
CORPORATION of HOUSING OPPORTUNITIES COMMISSION OF MONTGOMERY COUNTY
10400 DETROCK AVENUE
FENNINGTON MD 20995
246-57-5103
CONTACT: RICHARD HANKS

LAND PLANNING / CIVIL ENGINEER
VKA MARYLAND, LLC
20251 CENTURY BOULEVARD
SUITE 400
GERMANTOWN, MD 20874
301-994-6430
CONTACT: JOSH SLOAN & JEFF AMATEAU

ARCHITECT
DESIGN COLLECTIVE
961 EAST PINE STREET, SUITE 300
BALTIMORE, MD 21202
410-685-6555
CONTACT: SAM RAJAN/ANICKHAM

LANDSCAPE ARCHITECT
STUDIO 39
8416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310
703-713-8500
CONTACT: DAVID LUDD

ATTORNEY
LINOWES & BLOCHER
7200 WILCOXER AVENUE
SUITE 800
BETHESDA, MD 20814
301-962-2527
CONTACT: BARBARA SEARS

TRAFFIC ENGINEER
TEWISS LLC
2322 BRICKHEAD ROAD
CLARKSBURG, MD 20871
240-994-4766
CONTACT: CHELSEA KAPIN

DATE	REVISIONS
5/5/15	DRG COMMENT RESPONSE

PROFESSIONAL SEAL

CHEVY CHASE LAKE MULTI-FAMILY
LOT 1
BLOCK 1
CHEVY CHASE SECTION 5-C

7TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 210NW04
TAX MAP: HN43

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland.

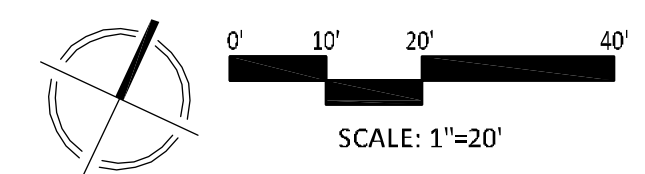
Signature: _____ Date: _____
Jason Evans January 16, 2017
Printed Name: _____ Expiration Date: _____
Title: Associate License No. 39885

DEVELOPER'S CERTIFICATE

The undersigned agrees to execute all the features of the Site Plan Approval No. 820150050, including Approval Conditions, Development Program, and Certified Site Plan.

Contact Person: Richard Hanks - Housing Opportunities Commission
Address: 10400 Detrock Avenue, Fennington, MD 20995
Phone: 240-627-8650

Signature: _____ Date: _____



"FOR LOCATION OF UTILITIES CALL 81-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The undersigned must notify all public utility companies with underground facilities in the area of proposed excavation one hour before excavation. The excavator is responsible for compliance with requirements of Chapter 506 of the Montgomery County Code.

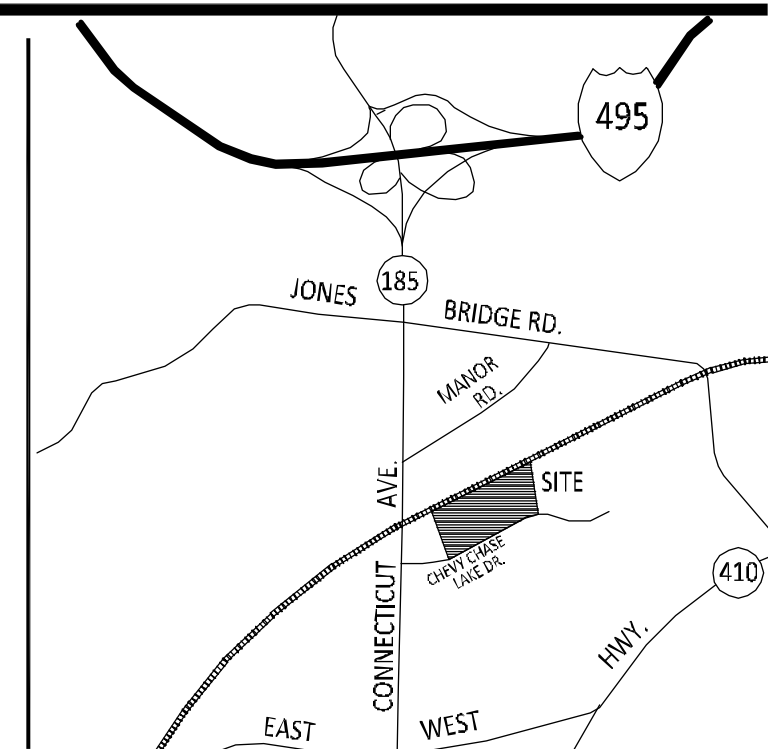
LEGEND

EXISTING FEATURES

- NATURAL GAS
- WATER
- SANITARY SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD WIRE
- TELEPHONE
- STORM DRAIN
- EASEMENT
- MAJOR CONTOUR
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- WATER METER
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- WATER VALVE
- FIRE HYDRANT
- GAS VALVE
- UNKNOWN UTILITY MANHOLE
- SGN

PROPOSED FEATURES

- 8" W
- 8" S
- 8" E
- 8" W
- 8" S
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- 250
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- LOD
- NATURAL GAS
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(SEE SWM PLAN FOR DETAILS)
- FIRE HYDRANT, WATER VALVE AND TEE
- WORKFORCE HOUSING UNIT/
MPOU UNIT
- ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DOOR LOCATION



VICINITY MAP
SCALE: 1" = 2000'

VKA
ENGINEERS PLANNERS
LANDSCAPE ARCHITECTS SURVEYORS
VKA MARYLAND, LLC
2025 CENTURY BOULEVARD SUITE 400
GERMANTOWN, MARYLAND 20874
PHONE: (301) 915-4300
FAX: (301) 915-2922
GERMANTOWN, MD. McLEAN, VA.

PREPARED FOR:
CC ASSOCIATES, LLC
C/O EYA DEVELOPMENT, LLC
4800 HAMPDEN LANE, SUITE 300
BETHESDA, MD 20814
1303-A ROAD
CONTACT: MEGAN QUINN

OWNER:
CHEVY CHASE LAKE DEVELOPMENT CORPORATION
CORPORATION OF HOUSING OPPORTUNITIES COMMISSION OF MONTGOMERY COUNTY
10400 DETROCK AVENUE
FENNSINGTON MD 20895
246-527-5158
CONTACT: RICHARD HANKS

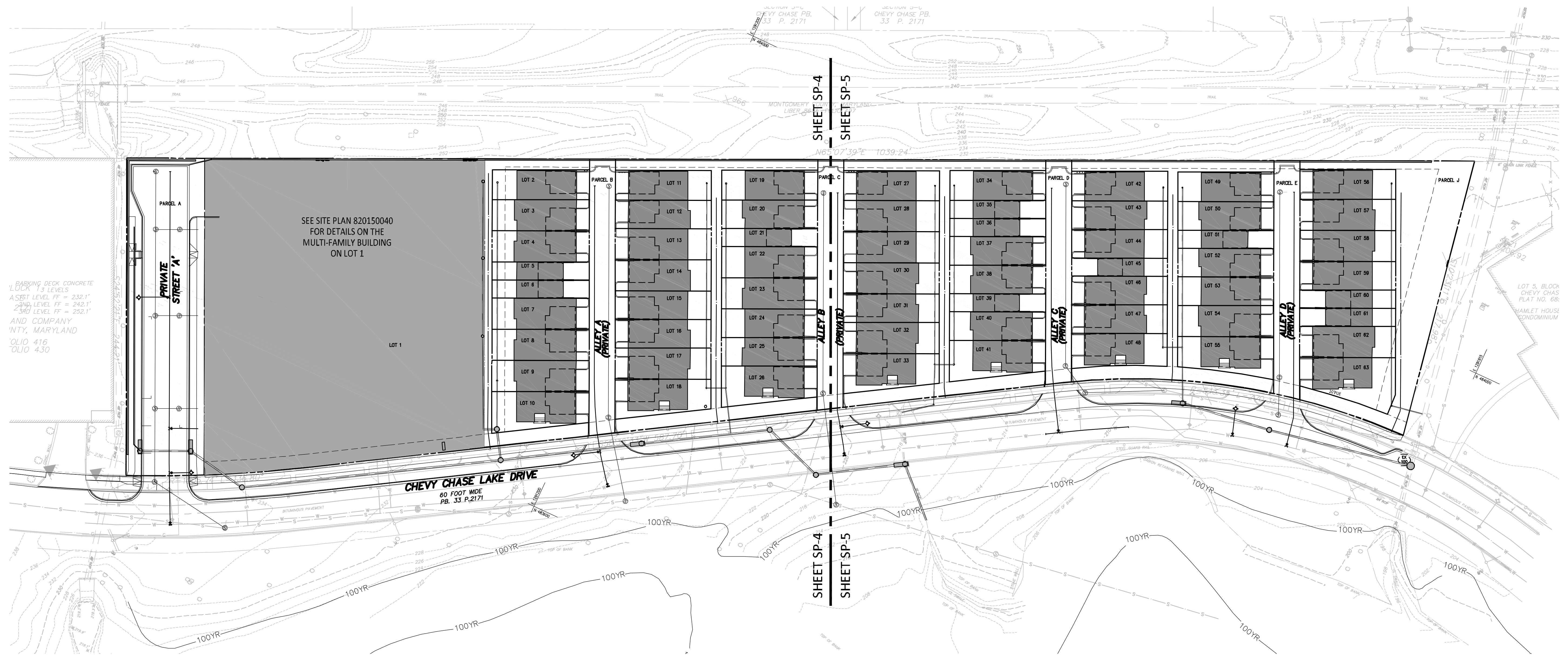
LAND PLANNING / CIVIL ENGINEER
VKA MARYLAND, LLC
2025 CENTURY BOULEVARD
SUITE 400
GERMANTOWN, MD 20874
301-915-4300
CONTACT: JOSH SLOAN & JEFF AMATEAU

ARCHITECT
LESSARD DESIGN
8311 LEESBORO PIKE, SUITE 200
VIENNA, VA 22182
571-833-3550
CONTACT: GREG TADORE

LANDSCAPE ARCHITECT
STUDIO 39
8416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310
703-713-6500
CONTACT: DAVID LUDD

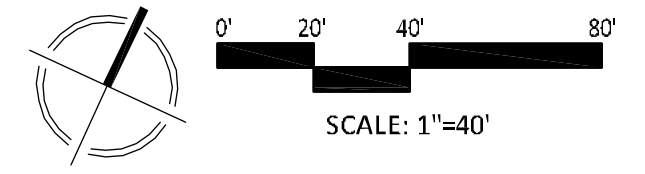
ATTORNEY
LINOWES & BLOCHER
7200 WILCOXER AVENUE
SUITE 800
BETHESDA, MD 20814
301-961-5127
CONTACT: BARBARA SEARS

TRAFFIC ENGINEER
TEROSS LLC
2312 BRICKHEAD ROAD
CLARKSBURG, MD 20871
240-994-2716
CONTACT: CHELIAN RAPPIN



SEE SITE PLAN 820150040 FOR DETAILS ON THE MULTI-FAMILY BUILDING ON LOT 1

BARKING DECK CONCRETE
LEVEL 1.3 LEVELS
A 25'x11' LEVEL FF = 232.1'
B 24'x11' LEVEL FF = 242.1'
C 24'x11' LEVEL FF = 252.1'
AND COMPANY
NTY, MARYLAND
OLID 416
OLID 430



DATE	REVISIONS
5/5/15	DRG COMMENT RESPONSE

PROFESSIONAL SEAL

CHEVY CHASE LAKE TOWNHOMES
LOTS 2-63
BLOCK 1
SECTION 5-C
7TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 210N/W04
TAX MAP: HN43

COMPOSITE SITE PLAN

DRAWN BY: PJS
DESIGNED BY: JCS
DATE ISSUED: 4/2/2015
SHEET NO. SP-3

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland.

Signature: _____ Date: _____
 Jason Evans January 16, 2017
 Printed Name: _____ Expiration Date: _____
 Title: Associate License No. 39885

DEVELOPER'S CERTIFICATE

The undersigned agrees to execute all the features of the Site Plan Approval No. 820150050, including Approval Conditions, Development Program, and Certified Site Plan.

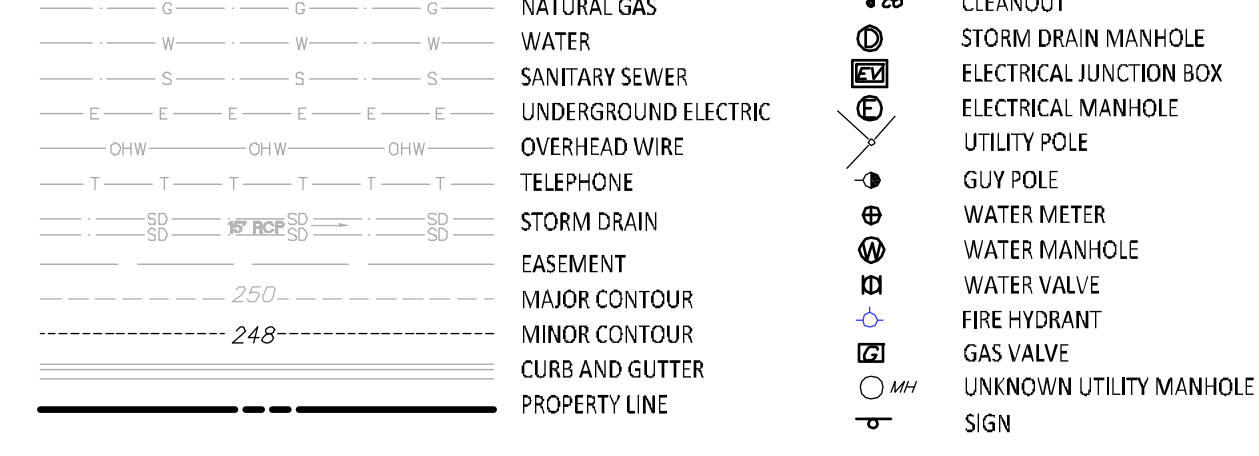
Contact Person: Megan Quinn - CC Associates, LLC c/o EYA Development, LLC
 Address: 4800 Hampden Lane - Suite 300, Bethesda, MD 20814
 Phone: 301-634-8650
 Signature: _____ Date: _____

FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY*

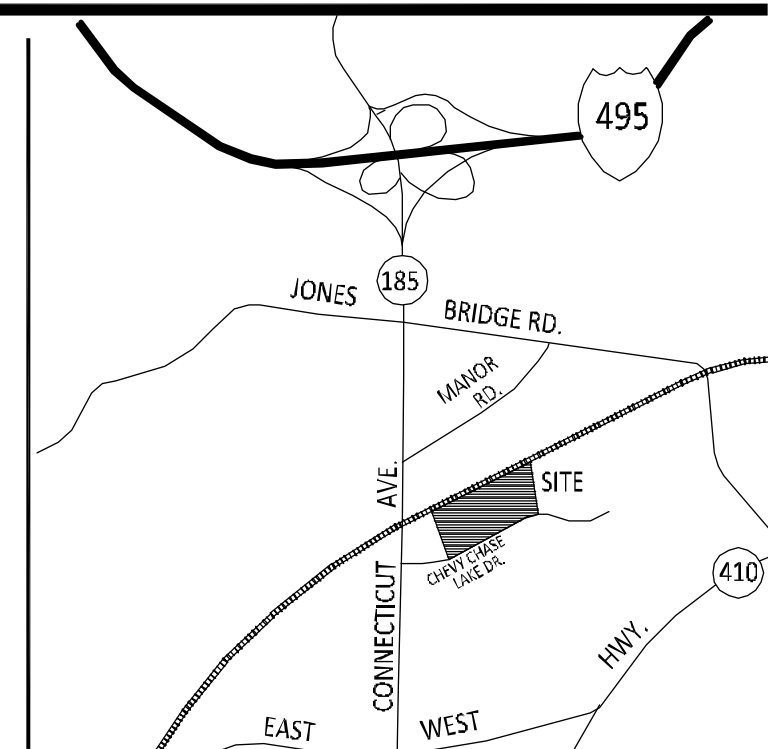
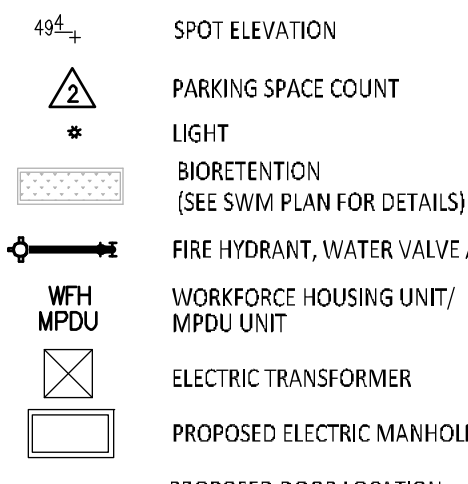
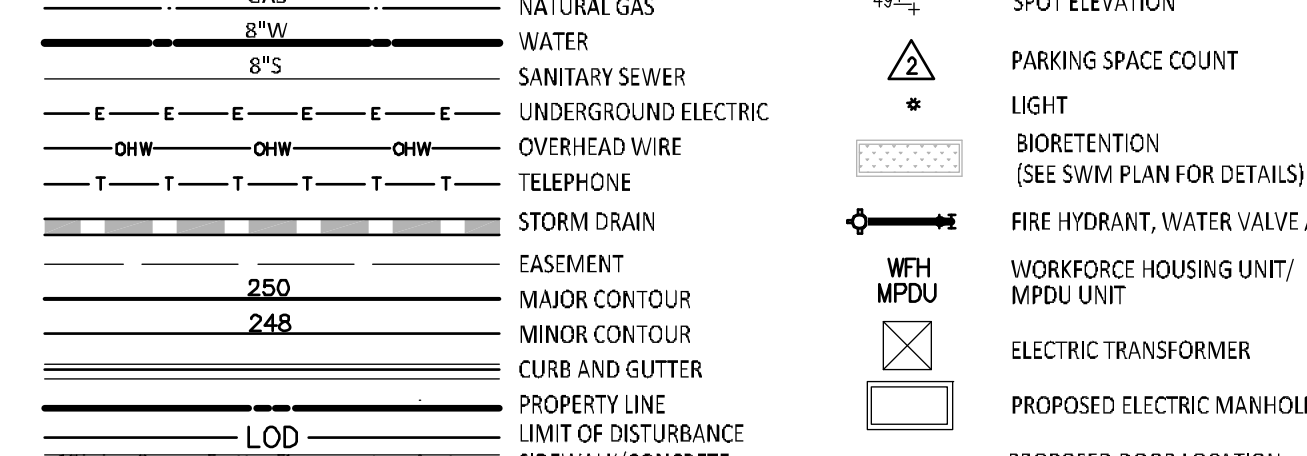
*The excavator must notify all public utility companies with underground facilities in the area of proposed excavation one hour before those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 306 of the Montgomery County Code.

LEGEND

EXISTING FEATURES



PROPOSED FEATURES



VICINITY MAP
SCALE: 1" = 200'



ENGINEERS PLANNERS ARCHITECTS
LANDSCAPE ARCHITECTS SURVEYORS
VKA MARYLAND, LLC
2025 CENTURY BOULEVARD SUITE 400
GERMANTOWN, MARYLAND 20874
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FAX: (301) 915-2922
GERTMAN, MD., WELFAN, VA.

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c/o EYA DEVELOPMENT, LLC
4800 HARBOR LANE, SUITE 300
BETHESDA, MD 20814
10000 BOB
CONTACT: MCALEEN QUINN

OWNER:
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10400 DETRICK AVENUE
KENSINGTON MD 20895
246-627-8168
CONTACT: RICHARD HANKS

LAND PLANNING / CIVIL ENGINEER
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CONTACT: CHELIAN RAPPIN

DATE	REVISIONS
5/5/15	DRG COMMENT RESPONSE

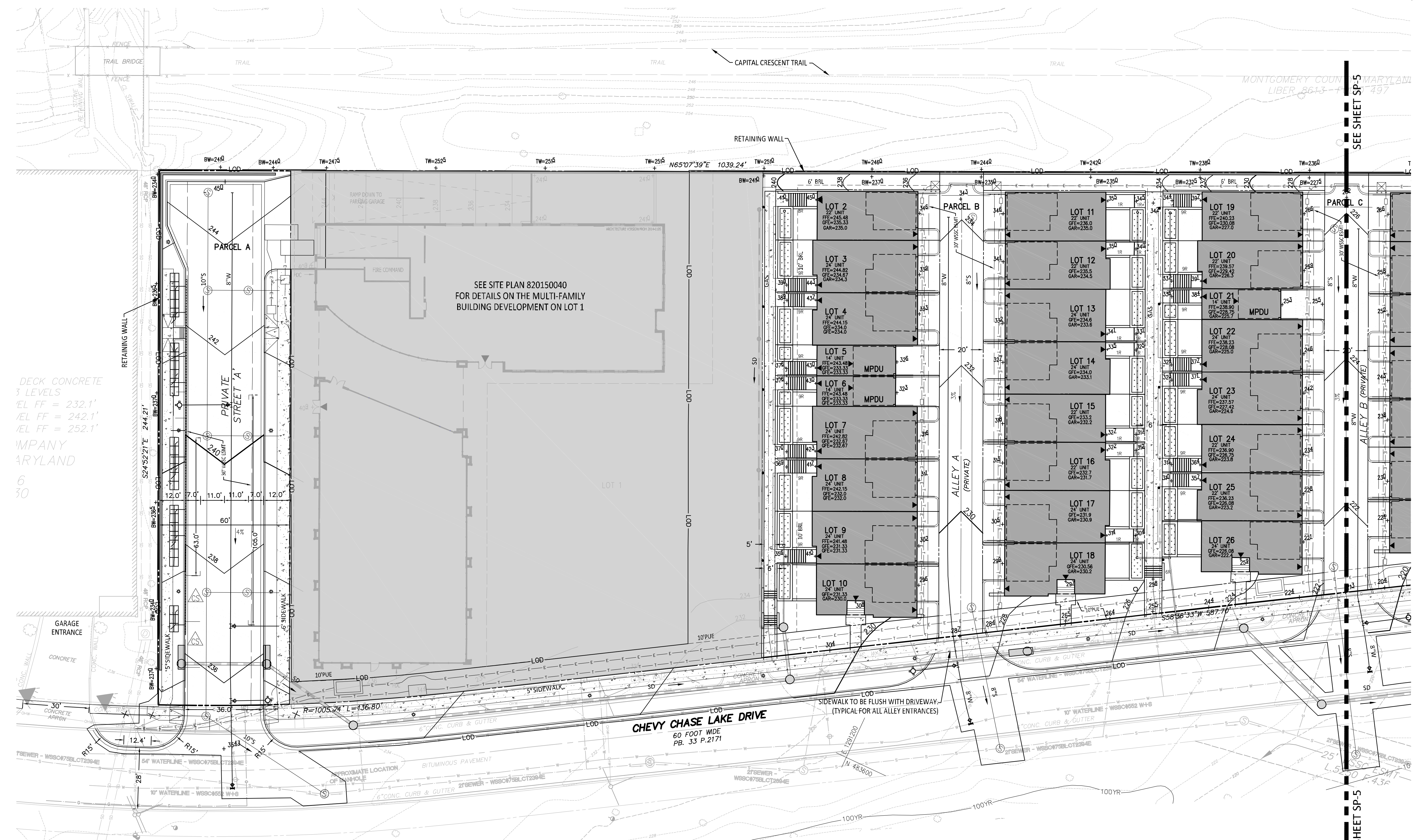
REVISIONS	DATE

PROFESSIONAL SEAL

CHEVY CHASE LAKE TOWNHOMES
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MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 210N/W04
TAX MAP: HN43

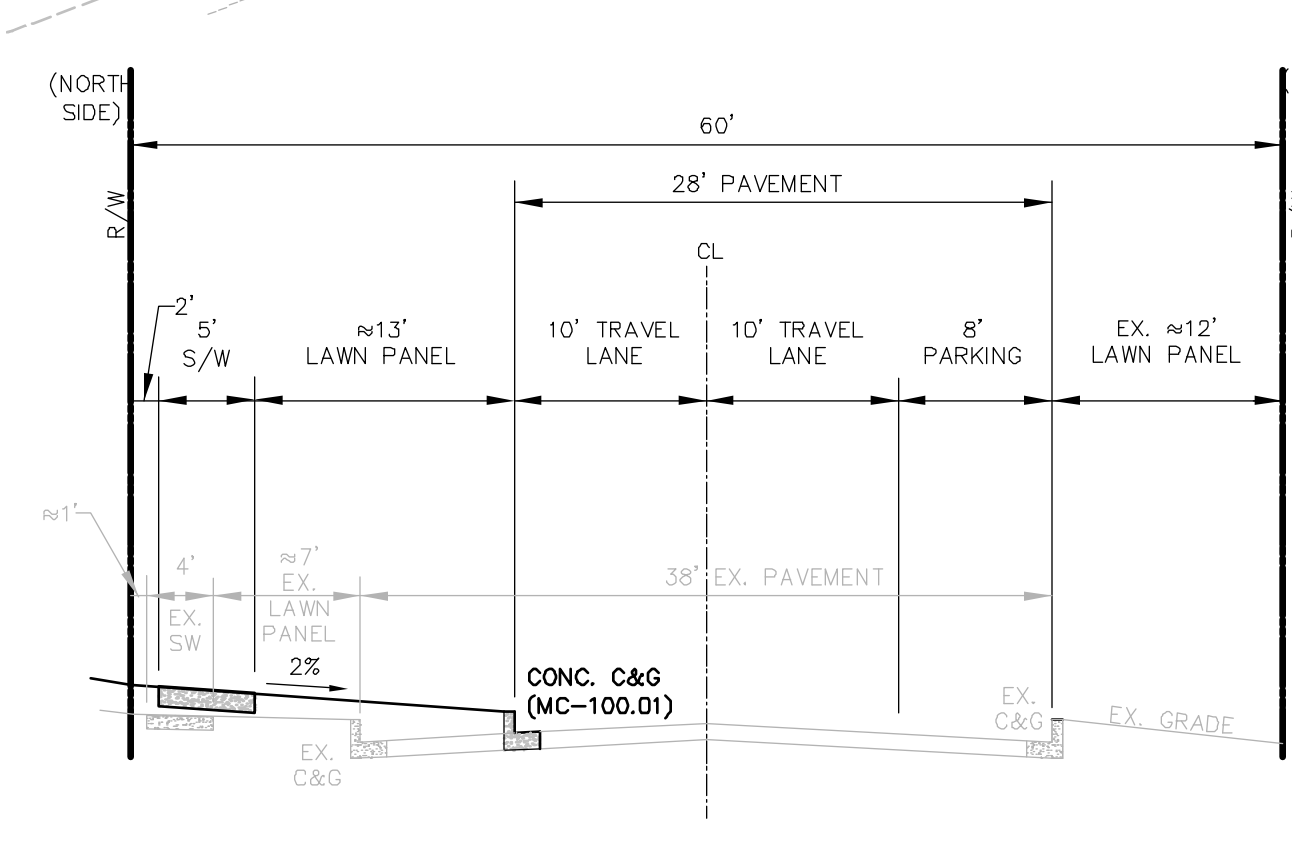
DETAILED SITE PLAN

DRAWN BY: PJS
DESIGNED BY: JCS
DATE ISSUED: 4/2/2015
SHEET NO. SP-4

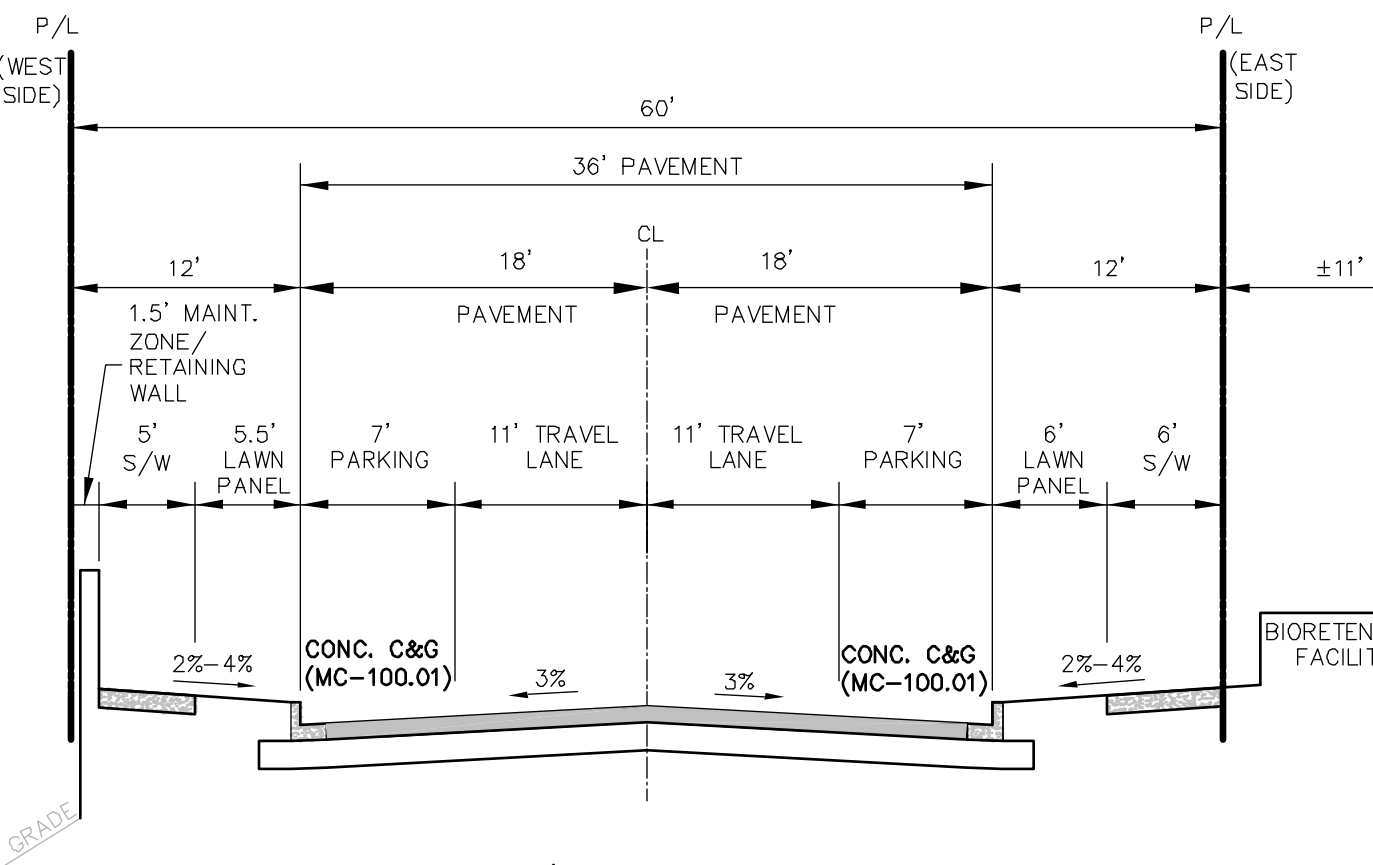


DECK CONCRETE 3 LEVELS
'EL FF = 232.1'
'EL FF = 242.1'
'EL FF = 252.1'
COMPANY MARYLAND
630

SEE SITE PLAN 820150040 FOR DETAILS ON THE MULTI-FAMILY BUILDING DEVELOPMENT ON LOT 1



CHEVY CHASE LAKE DRIVE ALONG FRONTAGE
MCDOT STD. MC-2000.03 MODIFIED



PROPOSED PRIVATE STREET (TYPICAL SECTION)

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland.

Signature: _____ Date: _____
Jason Evans January 16, 2017
Printed Name: _____ Expiration Date: _____
Title: Associate License No. 39885

DEVELOPER'S CERTIFICATE
The undersigned agrees to execute all the features of the Site Plan Approval No. 820150050, including Approval Conditions, Development Program, and Certified Site Plan.

Signature: _____ Date: _____
Contact Person: Mcaleen Quinn - CC Associates, LLC c/o EYA Development, LLC
Address: 4800 Harborton Lane - Suite 300, Bethesda, MD 20814
Phone: 301-634-8600

"FOR LOCATION OF UTILITIES CALL 81-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missouri.gov/48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The undersigned certifies that all public utility companies with underground facilities in the area of proposed excavation have been notified in accordance with the utility companies prior to commencing excavation. The undersigned is responsible for compliance with requirements of Chapter 506 of the Montgomery County Code.

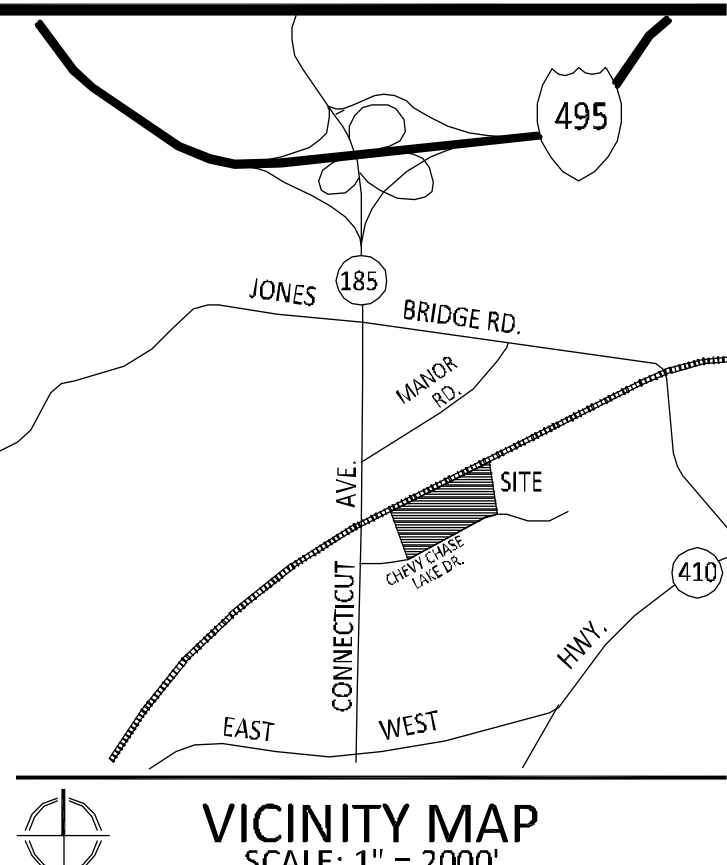
LEGEND

EXISTING FEATURES

- NATURAL GAS
- WATER
- SANITARY SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD WIRE
- TELEPHONE
- STORM DRAIN
- EASEMENT
- MAJOR CONTOUR
- MINOR CONTOUR
- CURB AND GUTTER
- PROPERTY LINE
- SANITARY MANHOLE
- CLEANOUT
- STORM DRAIN MANHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRICAL MANHOLE
- UTILITY POLE
- GUY POLE
- WATER METER
- WATER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- GAS VALVE
- UNKNOWN UTILITY MANHOLE
- SGN

PROPOSED FEATURES

- NATURAL GAS
- WATER
- SANITARY SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD WIRE
- TELEPHONE
- STORM DRAIN
- EASEMENT
- MAJOR CONTOUR
- MINOR CONTOUR
- CURB AND GUTTER
- PROPERTY LINE
- UNIT OF DISTURBANCE
- SIDEWALK/CONCRETE
- SPOT ELEVATION
- PARKING SPACE COUNT
- LIGHT
- BIORETENTION
(SEE SWM PLAN FOR DETAILS)
- FIRE HYDRANT, WATER VALVE AND TEE
- WORKFORCE HOUSING UNIT/
MPDU UNIT
- ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DOOR LOCATION



VKA
ENGINEERS PLANNERS SURVEYORS
LANDSCAPE ARCHITECTS
VKA MARYLAND, LLC
20251 CENTURY BOULEVARD SUITE 400
GERMANTOWN, MARYLAND 20874
PHONE: (301) 915-1400
FAX: (301) 915-2922
GERMANTOWN, MD. MEELEAF, VA.

PREPARED FOR:
CC ASSOCIATES, LLC
c/o EYA DEVELOPMENT, LLC
4800 HAMPDEN LANE, SUITE 300
BETHESDA, MD 20814
100.64 ACRES
CONTACT: MCELIAN CURRIN

OWNER:
CHEVY CHASE LAKE DEVELOPMENT CORPORATION c/o HOUSING OPPORTUNITIES COMMISSION OF MONTGOMERY COUNTY
10400 DETROCK AVENUE
PENSINGTON MD 20895
246.627.5168
CONTACT: RICHARD HANKS

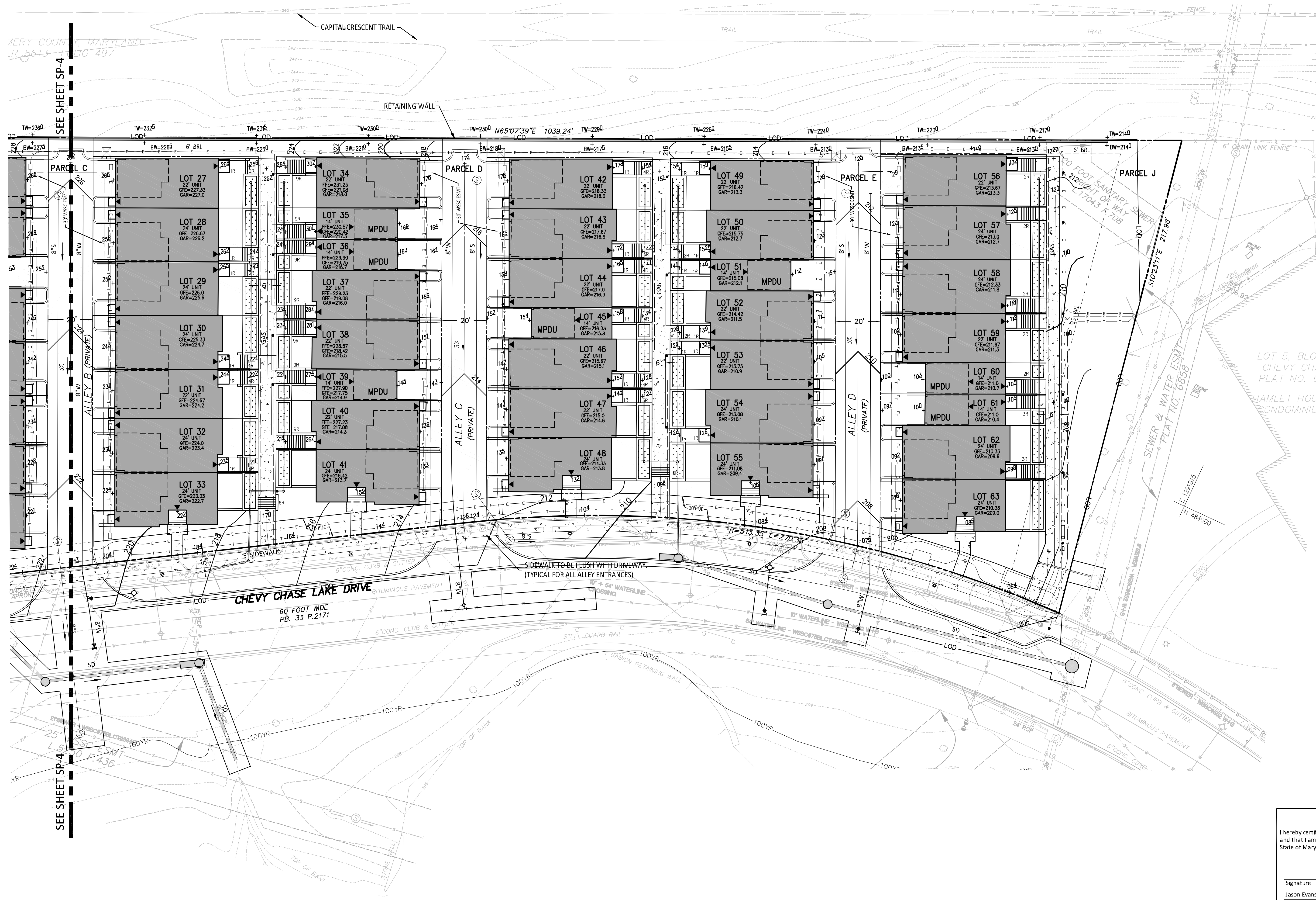
LAND PLANNING / CIVIL ENGINEER
VKA MARYLAND, LLC
20251 CENTURY BOULEVARD
SUITE 400
GERMANTOWN, MD 20874
301.915.1400
CONTACT: JOSH SLOAN & JEFF AMATEAU

ARCHITECT
LESSARD DESIGN
8311 LEESBORO PIKE, SUITE 200
VIENNA, VA 22182
571-832-3590
CONTACT: GREG TADORE

LANDSCAPE ARCHITECT
STUDIO 39
8416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310
703-713-8500
CONTACT: DAVID LUDD

ATTORNEY
LINOWES & BLOCHER
7200 WILSON AVENUE
SUITE 800
BETHESDA, MD 20814
301.962.5157
CONTACT: BARBARA SEARS

TRAFFIC ENGINEER
TEWISS LLC
2312 BRICKHEAD ROAD
CLARKSBURG, MD 20871
240.994.2716
CONTACT: CHELSEA RAPPH



DATE	REVISIONS / DRC COMMENT RESPONSE
5/5/15	

PROFESSIONAL SEAL

CHEVY CHASE LAKE TOWNHOMES
LOTS 2-63
BLOCK 1
PARCELS A AND B
SECTION 5-C
7TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 210NW04
TAX MAP: HN43

DETAILED SITE PLAN

DRAWN BY: PJS
DESIGNED BY: JCS
DATE ISSUED: 4/2/2015
SHEET NO. SP-5

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland.

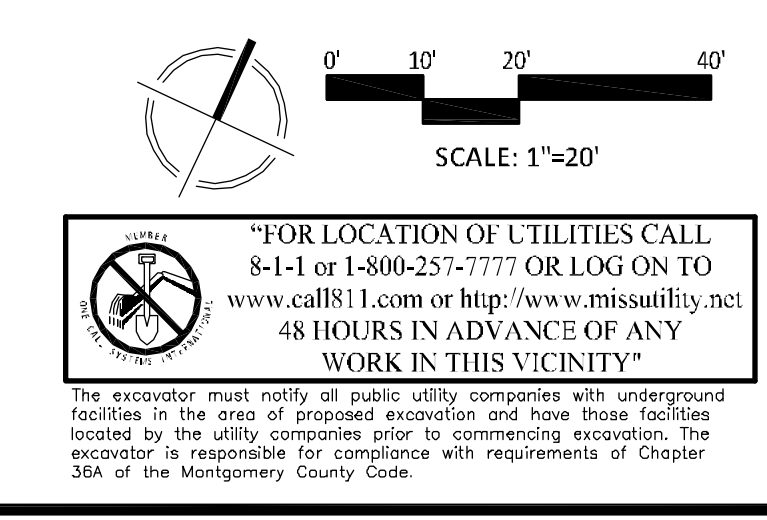
Signature: _____ Date: _____
 Jason Evans January 16, 2017
 Printed Name: _____ Expiration Date: _____
 Title: Associate License No. 39885

DEVELOPER'S CERTIFICATE

The undersigned agrees to execute all the features of the Site Plan Approval No. 820180250, including Approval Conditions, Development Program, and Certified Site Plan.

Contact Person: Mcelian Curran - CC Associates, LLC c/o EYA Development, LLC
 Address: 4800 Hampden Lane - Suite 300, Bethesda, MD 20814
 Phone: 301.634.8600

Signature: _____ Date: _____





DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett
County Executive

Clarence J. Snuggs
Director

June 22, 2015

Ms. Stephanie Dickel
Area 1 Division
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Chevy Chase Lake
Sketch Plan Amendment No. 32014003A
Preliminary Plan No. 120150130
Site Plan No. 820150040 (Multi-Family)
Site Plan No. 820150050 (Townhomes)

Dear Ms. Dickel:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced Sketch Plan Amendment, Preliminary Plan and Site Plans and recommends Approval with the following conditions:

- At certified site plan, the applicant will need to demonstrate compliance with the bedroom mix requirements of Chapter 25A for the MPDUs in the multifamily building (Section 25A-5(b)(3)).
- The MPDU townhouses will need to have 3 bedrooms and must include a full bath on each floor that includes a bedroom.

Please also note the following:

- The Sector Plan requirement of 20% MPDUs or HOC affordable units at or below 60% of area median income (AMI) in the multifamily building is being met with 15% MPDUs, with the remaining 5% to be other affordable units at or below 60% AMI. The requirements of Chapter 25A will apply only to the 15% of the units designated

Division of Housing

Affordable
Housing Program
FAX 240-777-3709

Multifamily Housing
Programs
FAX 240-777-3691

Landlord-Tenant Affairs
FAX 240-777-3691

Licensing & Registration Unit
240-777-3666
FAX 240-777-3699

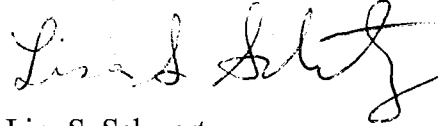
100 Maryland Avenue, 4th Floor • Rockville, Maryland 20850 • 240-777-0311 • www.montgomerycountymd.gov/dhca

Ms. Stephanie Dickel
June 22, 2015
Page 2 of 2

as MPDUs. As is permitted under Chapter 25A, the MPDU requirement may be met with affordable units constructed under other federal, state or local housing programs.

- The Workforce Housing Units are not being provided under Chapter 25B. Therefore, DHCA has no comments on these units and will not be responsible for administering them or monitoring compliance.

Sincerely,



Lisa S. Schwartz
Senior Planning Specialist

cc: Richard Hanks, Housing Opportunities Commission
Kayrine Brown, Housing Opportunities Commission
McLean Quinn, EYA
Barbara A. Sears, Linowes and Blocher LLP

S:\Files\FY2014\Housing\MPDU\Lisa Schwartz\Chevy Chase Lake DHCA Letter_6-22-2015.doc



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Acting Director

June 26, 2015

Mr. Neil Braunstein, Planner Coordinator
Area One Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

RE: Preliminary Plan No. 120150130
Chevy Chase Lake

Dear Mr. ^{Neil}Braunstein:

We have completed our review of the preliminary plan submitted on May 21, 2015 and reviewed by the Development Review Committee at its March 16, 2015 meeting. We appreciate the cooperation and additional information provided by the applicant and their consultant. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

Design Exception Requests

1. Design Exception DE-1 "Revision to Standard County Cross Section along Chevy Chase Lake Drive": Request to eliminate parking on the North side of Chevy Chase Lake Drive and increase the lawn width from ten (10) feet to twelve and a half (12.5) feet.

Response: The applicant's civil consultant has prepared a lotting analysis under which they believe Chevy Chase Lake should be classified as a secondary residential street. Planning board should act on that study and clarify the roadway designation. If the planning board concurs with the applicant's conclusion, MCDOT approves design exception for modified cross-section based on MDCOT standard MC-2002-.02. Under this design exception approval, the curb lane next to the site should be eleven (11) feet wide including gutter plan.

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov/dot

MCDOT **approves** the increase in lawn width from ten (10) to eleven and a half (11.5) feet based on the submitted design exception package.

2. Design Exception DE-2 "Reducing driveway spacing requirements": Request to reduce 100 feet spacing requirement between Proposed Private Street A and the existing parking garage entrance for the office building to the West.

Response: MCDOT **approves** the request to reduce 100-foot spacing requirement between Proposed Private Street A and the existing parking garage entrance for the office building to the West based on the submitted design exception package.

3. Design Exception: "Reducing curb return radii from thirty (30) feet to twenty five (25) feet.

Response: Although the applicant did not submit an official design exemption request, per Montgomery County Council Expedited Code, Bill 33-13, Section 49-32 (h), MCDOT **approves** of the use of twenty five (25) feet curb return radius on this project.

Preliminary Plan: Significant Plan Review Comments

4. Sight distance certificates have been accepted. A copy of the accepted Sight Distances Evaluation certification forms are enclosed for your information and reference
5. The Traffic Impact Study (TIS) was previously reviewed by MCDOT and MNCP&PC per letter dated March 12, 2015.
6. Master-planned Street "A" is constructed as a private road from Chevy Chase Lake Drive to the Purple Line, then the entire length of Street "A" to Manor Lane must also be constructed as a private road. The road must be constructed to Public Street standards per the sector plan and meet a set criteria for private designation. An agreement from the property owners north of the Purple Line must be recorded prior to record plat approval acknowledging that the entire length of the road will be constructed and maintained by the property owners. Grading for Private Street A is a concern due to the close proximity of this proposed street with the location of the property line. All grading for Private Street "A" should be done on this applicant's property.
7. Please coordinate layout of Private Street "A" with Mr. Donald Tusing of the Maryland Transit Authority" with the Purple Line project. Mr. Donald Tusing may be reached at dtusing@rkk.com or at 410-462-9238.

Preliminary Plan: Standard Plan Review Comments

8. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
9. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
10. Proposed development will alter existing street lights, signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.

11. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
12. Applicant needs to ensure that sump is not created in front of the existing driveway west of the proposed private Street “A” where curb bump out ties into the existing curb. If the inlet is required at the bump-out then existing 48” storm drain needs to be analyzed for capacity.
13. Phase I, include plans for bicycle facilities within the ½ acre public space area. Significant bicycle activity will likely occur at this site due to its proximity to the Capital Crescent Trail and proposed Purple Line. This will ensure that visitors to the townhouses and eventually the multi-family dwellings will have access to racks and storage.

The following comments pertain to Phase II (multi-family building):

- Car Sharing Parking. Seek to find location for two (2) car sharing vehicle parking spaces in highly visible, publically accessible spots near the multi-family building.
- Bicycle Facilities. Consider providing secure bicycle storage area in parking facility for resident use (bike cage) as well as a small bicycle repair station for resident use.
- Static Information Displays. Incorporate static display space into residential lobby, retail locations and other high pedestrian activity areas, to provide opportunity for display of transit and other alternative transportation information. Information on alternatives should also be displayed on each level of parking facilities and in elevators.
- Real Time Transit Information. Provide opportunity and connections for electronic (LCD) display screens providing Real Time Transit Information Signs in residential lobby, to enable information to be readily accessed by building residents, employees, visitors, etc. Applicant will reimburse the County for the cost of County-provided monitors. Alternatively, Real Time Transit Information display can be incorporated into planned lobby display monitors/software system for building(s). Applicant will pay for five years of maintenance for County-provided sign(s); if Real Time Transit Information is incorporated into the building’s planned monitor systems, there would be no additional maintenance costs.
- Design Elements. We recommend the following design elements be incorporated into the multi-family building to facilitate the use of non-auto modes of transportation:
 1. Design building frontages/lobbies to provide two-way visibility for transit vehicles, shuttles and taxis
 2. Provide electric and water connections in outdoor settings to enable outreach events to be staged more readily.
 3. Provide kiosks in busy outdoor areas to provide opportunity for information displays and assistance.
 4. Provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.

- Bikesharing Station. Applicant must work with MCDOT to identify a site in the Project for a bikeshare station. A typical station is 19 docks and requires a space of 55 feet by 12 feet. Applicant will be required to contribute to the cost of bikeshare facilities and service in the area in accordance with County Code and other regulations in place at the time of occupancy. Applicant must take other actions in concert with MCDOT to promote use of bikesharing among employees and visitors of the project
14. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
 15. TPAR payment (25% of Impact Tax) is needed for the Bethesda-Chevy Chase Policy Area per the January 2013 LATR/TPAR Guidelines.
 16. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following modifications:


NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.

- A. Street grading, paving, curbs and gutters, sidewalks, and pedestrian ramps, storm drainage and appurtenances, and street trees along Chevy Chase Lake Drive. We located curb and gutter to provide twenty nine (29) feet of pavement section, eleven and a half (11.5') lawn panel, five (5) feet wide sidewalk, two (2) feet maintenance strip. Enclosed storm drainage and appurtenances and street trees across the site frontage.
- B. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements. Improvements to the downstream public storm drain system may be required to resolve comments in this letter regarding the storm drain study.
- C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- D. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- E. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Division of Traffic Engineering and Operations.

Mr. Neil Braunstein
Preliminary Plan No. 120150130
June 26, 2015
Page 5

Thank you for the opportunity to review the design exception requests. If you have any questions or comments regarding this letter, please contact Mr. Avinash Dewani, our Development Review Engineer for this project, at avinash.dewani@montgomerycountymd.gov or (240) 777-2132.

Sincerely,


Gregory M. Leck, Manager
Development Review
Office of Transportation Policy

Enclosures (3)

cc: McLean Quinn EYA/CSP Associates
Wyndham Robertson EYA/CSP Associates
Barbara Sears Linowes and Blocher LLP
Philip Hummel Linowes and Blocher LLP
Jeffery Amateau Vika Maryland, LLC
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR
Marie LaBaw MCFRS
Robert Kronenberg MNCP&PC AREA 1
Stephanie Dickel MNCP&PC AREA 1
Matthew Folden MNCP&PC AREA 1
Seifu Kerse MCDOT DTEO
Gary Erenrich MCDOT DOT
Gregory Leck MCDOT DOT
Avinash Dewani MCDOT DOT

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Mr. Neil Braunstein
Preliminary Plan No. 120150130
June 26, 2015
Page 6

McLean Quinn
EYA/CSP Associates
400 Hampden Lane Suite # 300
Bethesda MD 20814

Barbara Sears
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite # 800
Bethesda MD 20814

Philip Hummel
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite # 800
Bethesda MD 20814

Jeffery Amateau
Vika Maryland, LLC
20251 Century Boulevard, Suite # 400
Germantown MD 20874

James Buchheister
Vika Maryland, LLC
20251 Century Boulevard, Suite # 400
Germantown MD 20874



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: CHEVY CHASE LAKE Preliminary Plan Number: 1-20150130

Street Name: CHEVY CHASE LAKE DRIVE Master Plan Road Classification: SECONDARY ROAD

Posted Speed Limit: 30 mph (NO POSTED SPEED LIMIT)

Street/Driveway #1 (ENTRANCE #1) Street/Driveway #2 (ENTRANCE #2)

Sight Distance (feet) OK?
 Right 300' YES
 Left 350' YES

Sight Distance (feet) OK?
 Right 250' YES
 Left 260' YES

Comments: RIGHT: Trees, utility poles, & signs along roadway
LEFT: Parked cars, utility poles, & signs along roadway

Comments: Private Road to be Proposed

GUIDELINES

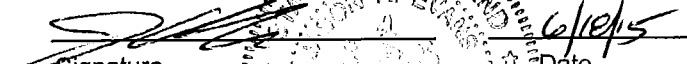
Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

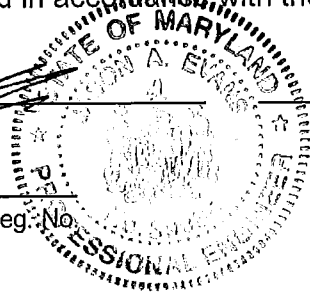
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.


 Signature _____ Date 6/18/15
39885
 PLS/P.E. MD Reg. No. _____



Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<u>Avinash Dewani</u>
Date:	<u>06/26/2015</u>



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: CHEVY CHASE LAKE

Preliminary Plan Number: 1-20150130

Street Name: CHEVY CHASE LAKE DRIVE

Master Plan Road Classification: SECONDARY ROAD

Posted Speed Limit: 30 mph (NO POSTED SPEED LIMIT)

Street/Driveway #1 (ENTRANCE #3)

Street/Driveway #2 (ENTRANCE #4)

Sight Distance (feet)	OK?
Right <u>346'</u>	<u>YES</u>
Left <u>534'</u>	<u>YES</u>

Sight Distance (feet)	OK?
Right <u>500'</u>	<u>YES</u>
Left <u>456'</u>	<u>YES</u>

Comments: RIGHT: Parked cars, utility poles, & signs along roadway
LEFT: Utility poles, mailbox, & signs along roadway

Comments: RIGHT: Utility poles, mailbox, & signs along roadway
LEFT: Utility poles, fire hydrant, & parked cars along roadway. Road curves.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

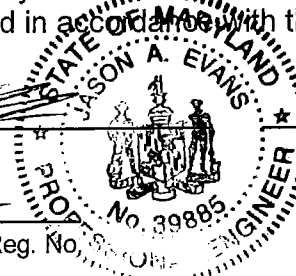
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature: [Handwritten Signature]
 Date: 6/18/15
 PLS/P.E. MD Reg. No. 39885



Montgomery County Review:

Approved

Disapproved:

By: Avimash Dewan

Date: 06/26/2015



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: CHEVY CHASE LAKE Preliminary Plan Number: 1-20150130

Street Name: CHEVY CHASE LAKE DRIVE Master Plan Road Classification: SECONDARY ROAD

Posted Speed Limit: 30 mph (NO POSTED SPEED LIMIT)

Street/Driveway #1 (ENTRANCE #5) Street/Driveway #2 (ENTRANCE #6)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>400'</u>	<u>YES</u>	Right <u>550'</u>	<u>YES</u>
Left <u>391'</u>	<u>YES</u>	Left <u>500'</u>	<u>YES</u>

Comments: RIGHT: Utility poles along roadway
LEFT: Parked cars along roadway. Road curves.

Comments: LEFT: Signs & parked cars along roadway

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

[Signature] Date 6/26/15
 Signature 39885 Date
 PLS/P.E. MD Reg. No. 39885
 PROFESSIONAL ENGINEER

Montgomery County Review:

Approved
 Disapproved:

By: Avinash Dewani
 Date: 06/26/2015



FIRE MARSHAL COMMENTS

DATE: 24-Jun-15
TO: Jeff Amateau
VIKA, Inc
FROM: Maric LaBaw
RE: Chevy Chase Lake
120150030 820150040 820150050

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **24-Jun-15** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

***** See statement of performance base design *****