



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Item #

9

10-17-02

## MEMORANDUM

**DATE:** October 11, 2002

**TO:** Montgomery County Planning Board

**VIA:** Joseph R. Davis, Chief, Development Review Division

**FROM:** A. Malcolm Shaneman, Supervisor, Development Review Division

**REVIEW TYPE:** Preliminary Plan Application

**PROJECT NAME:** Chevy Chase Lake East

**CASE NO.** 1-02020

**REVIEW BASIS:** Chapter 50, Montgomery County Subdivision Regulations  
Approved and Adopted Bethesda-Chevy Chase Master Plan

**ZONE:** C-1, C-2 and R-30

**LOCATION:** South Side of Manor Road East of the Intersection of Connecticut Avenue

**VICINITY:** Bethesda – Chevy Chase

**APPLICANT:** Chevy Chase Land Company

**SUBMITTED:** September 13, 2001

**HEARING DATE:** October 17, 2002

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**STAFF RECOMMENDATION:** Approval of Preliminary Plan, Subject to Conditions

## **PROJECT DESCRIPTION: Vicinity**

The subject property is located on the south side of Manor Road, on the southeast corner of the intersection of Connecticut Avenue and Manor Road. The property is approximately eight (8) acres in size. The site is currently developed as a shopping center (Chevy Chase Lake), parking lot and retail lumber yard. The property to the south of the subject site is developed with office uses, first floor retail and multi family residential dwellings. The properties across Connecticut Avenue are mixed commercial retail and office uses. The Howard Hughes Medical Institute is located diagonally across from the site at the corner of Jones Bridge Road on the west side of Connecticut Avenue. Located on the north side of Manor Road, south of Jones Bridge Road, is the Chevy Chase Commons residential community consisting of clustered, single family dwelling units. Immediately east of the subject site are medium-density, multi family dwelling units.

The 1990 Approved and Adopted Bethesda – Chevy Chase Master Plan identifies this area as the “Chevy Chase Lake Community Retail Center”. The roadway network for this vicinity is comprised Connecticut Avenue (a major highway), Jones Bridge Road, a primary street, and Manor Road, also a primary street. Manor Road extends from Connecticut Avenue to Jones Bridge Road to the east of the subject site. These intersections are both controlled with traffic signals as is the intersection of Connecticut Avenue and Jones Bridge Road.

## **PROJECT DESCRIPTION: Proposal**

The subject application proposes the redevelopment of the existing Chevy Chase Lake Shopping Center. The applicant proposes 230,965 square feet of retail and office uses. The retail will be primarily the first and second levels of the proposal. An office component of the project which comprises approximately 60,000 square feet will be located on the south side of the project. A structured parking facility will be located under the commercial complex with a surface parking facility immediately east of the buildings. Access to the proposed development will be provided through a right in right out monumental drive isle to the underground parking facility from Connecticut Avenue. Another right in right out drive isle is provided to both the underground parking facility and the surface facility approximately 140 feet from Connecticut Avenue on Manor Road. Two other access points, which provide full movement, are located on Manor Road approximately 200 feet and 360 feet east of previously described right in right out access to Manor Road.

Located on the southern boundary of the subject property is an easement area of 100 feet wide. This area was the right of way for the CSX Rail System. It will remain as an easement for the future Georgetown Branch and Capital Crescent Trail system. The designs for the trail as it intersects Connecticut Avenue and traverses the easement area have not been completed. Staff will continue to coordinate the trail location and design with the applicant through the development process.

## **ISSUES TO DATE: Master Plan conformance**

The subject property is covered by the 1990 Approved and Adopted Bethesda – Chevy Chase Master Plan. The Plan confirms the C-1, C-2 and R-30 zoning of the site. The proposed preliminary plan conforms to the land uses recommended and will assist with the implementation of the objectives and guidelines of the Master Plan. The Master Plan identifies several objectives for the Chevy Chase Community Retail Center. They include pedestrian circulation, the encouragement for public use space, such as community courtyards in the commercial areas. Staff has included as part of the recommended conditions that the applicant coordinate with staff during the review of building permits that the proposed construction comply with the objectives outlined in the Master Plan. Staff has reviewed the concept plan filed by the applicant and finds that the plan provides for many of the objectives highlighted by the Master Plan.

## **ISSUES TO DATE: Conformance With Section 50-35(k) Subdivision Regulations, Adequate Public Facilities Review**

The preliminary plan application is located within the Bethesda-Chevy Chase Policy Area. At the time the application was deemed complete, there was adequate staging ceiling capacity available for the development as proposed. As part of the submission requirements the applicant was required to submit a complete traffic study indicating the impact that the development may have on nearby intersections within the policy area. A traffic study was submitted for review by both the staffs' of M-NCPPC and Montgomery County Department of Public Works and Transportation (MCDPW&T).

The traffic analysis identified three intersections that would operate at levels that exceed the congestion standard for the Bethesda-Chevy Chase policy area. These intersections are identified as Connecticut Avenue with Manor Road, East West Highway and Jones Bridge Road/Kensington Parkway and Connecticut Avenue with Jones Bridge Road/Kensington Parkway.

The applicant has committed to reconfigure the lane use on the westbound approach of Manor Road at Connecticut Avenue. The applicant will also participate with the Maryland State Highway Administration (MDSHA) in their programmed project to add a second eastbound left turn lane at the intersection of Connecticut Avenue and East West Highway, also to mitigate site generated traffic.

The intersection of Connecticut Avenue and Jones Bridge Road/Kensington Parkway was also reviewed by DPW&T. It was determined by DPW&T that the improvements identified for the intersection would not be acceptable to Montgomery

County because the improvements would be detrimental to safe and efficient pedestrian movements through the intersection. Staff of MCDPW&T proposed that in lieu of actually constructing the physical improvements that MCDPW&T would accept a payment from the applicant equal to the cost of the improvements that would be otherwise required at the Connecticut Avenue and Jones Bridge Road/Kensington Parkway intersection. These funds would provide transit oriented improvements within this portion of the Connecticut Avenue corridor.

## **Conclusion**

Staff concludes that the payment in lieu of physical improvements represents a better LATR solution because the money will be used by the County to improve transit usage in this area. Staff supports the County's initiative to seek improvements in transit and bus usage in down County areas rather than to rely solely on intersection improvements that adversely affect pedestrian circulation. The applicant is responsible for participating in several intersection improvements as noted above and identified in the Transportation Planning Division memorandum.

The applicant has signed a letter of understanding with Montgomery County to provide a payment of \$1,000,000 to the County for the improvements

## **Attachments**

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**Recommended Conditions of Approval for Preliminary Plan No. 1-02020 – Chevy Chase Lake:**

- (1) Approval under this preliminary plan is limited to a maximum of 174,016 square feet of Commercial retail and 48,708 square feet of office uses and forty (40) residential multi-family dwelling units
- (2) Prior to the recordation of a plat of subdivision on the property, the applicant to enter into an agreement with Montgomery County to pay the sum of One million dollars for transit enhancements as part of the Local Area Transportation Review requirements. This agreement could be included in the standard Public Improvements Agreement administered by the Montgomery County Department of Public Works and Transportation
- (3) The applicant agrees to provide for the other following transportation related improvements:
  - a) Lengthen the southbound left turn lane on Connecticut Avenue at Manor Road to provide sufficient storage area for traffic turning left onto Manor Road in accordance with MDSHA permitting requirements
  - b) Reconfigure the two (2) lanes on the westbound approach to Manor Road to Connecticut Avenue to provide one exclusive right turn lane and a combined through/left turn lane
  - c) Participate with MDSHA in the programmed second left turn lane from eastbound East-West Highway to northbound Connecticut Avenue
  - d) Coordinate with the Maryland Mass Transit Authority (MTA) as part of the project planning and design process to optimize station access and circulation for the Bethesda to Silver Spring segment of the Purple Line
  - e) Design entrance “B” on Manor Road as a “right-in and right-out” only access
  - f) Provide a raised paver crosswalk on Manor Road in the vicinity of Village Park Place and the site entrance “C”, subject to MCDPW&T approval
  - g) Extend the median on entrance “B” south on Manor Road to prevent traffic turning onto the site from turning left into the parking area along the south side of Manor Road
  - h) Provide signage on Manor Road, subject to approval by MCDPW&T, indicating the entrances for traffic destined to the office/retail area as opposed to traffic going to the grocery store location
  - i) Dedication of Connecticut Avenue 60’ off centerline and 35’ off center line for Manor Road
- (4) All road rights of way shown on the approved preliminary plan shall be dedicated by the applicant, to the full width mandated by the Bethesda-Chevy Chase Master Plan, unless otherwise designated on the preliminary plan
- (5) All roads shown of the approved preliminary plan shall be constructed, by the applicant, to the full width mandated by the Master Plan, and to the design

standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the preliminary plan "To be constructed by \_\_\_\_\_" are excluded from this condition

- (6) Compliance with the conditions of MCDPS stormwater management approval
- (7) Prior to issuance of building permits applicant to coordinate with M-NCPPC staff regarding the location and possible improvements associated with Master Planned Capital Crescent Trail and the coordination of public use space, recreation areas and pedestrian circulation as outlined in the Bethesda-Chevy Chase Master Plan
- (8) Other necessary easements
- (9) The Adequate Public Facilities (APF) review for this preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion
- (10) This preliminary plan will remain valid for thirty-seven (37) months from the date of mailing of the Planning Board opinion. Prior to the expiration of this validity period, a final record plat for all the property delineated on the approved preliminary plan must be recorded or a request for an extension must be filed



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 11, 2002

**MEMORANDUM**

TO: Malcolm Shaneman, Supervisor  
Development Review Division

VIA: *for* Ronald C. Welke, Supervisor  
Transportation Planning

FROM: Shahriar Etemadi, Coordinator  
Transportation Planning

SUBJECT: Preliminary Plan # 1-02020 Chevy Chase Lake East, Phase 1,  
Bethesda/Chevy Chase Area

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This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the subject application

**RECOMMENDATION**

Transportation Planning staff recommends the following conditions as part of the requirements related to the approval of this Preliminary and site plans.

1. Limit the development to 174,016 square feet of retail use and 48,708 square feet of general office use and 40 garden apartments replacing the existing 67,009 square feet of general retail use.
2. Provide 60 feet of right-of-way from the centerline of Connecticut Avenue.
3. Provide 35 feet of right-of-way from the centerline of Manor Road.
4. Lengthen the southbound left-turn lane on Connecticut Avenue at Manor Road to provide sufficient storage area for traffic turning left onto Manor Road and destined for the site.

5. Reconfigure the two lanes on westbound approach of Manor Road to Connecticut Avenue to include one exclusive right-turn lane and a combined through/left-turn lane.
6. Participate in the programmed second left-turn lane from eastbound East-West Highway to northbound Connecticut Avenue as a mitigation measure.
7. Contribute in the amount of One Million Dollars (1,000,000.00) in lieu of satisfying the LATR requirements for improvement of the intersection of Connecticut Avenue and Jones Bridge Road.
8. Coordinate with the Maryland Mass Transit as part of the project planning and design process to optimize station access and circulation for the Bethesda to Silver Spring segment of the Purple Line.
9. Design Entrance "B" as a "right-in and right-out only"
10. Provide a "raised pavers" cross walk on Manor Road in the vicinity of the Village Park Place and the site entrance "C" subject to approval of Montgomery County Department of Public Works and Transportation (DPWT).
11. Extend the median on entrance "B" south just beyond the area marked "Metal Canopy" on the plan to prevent traffic turning onto the site from turning left onto the parking area along south side of Manor Road.
12. Provide clear signage on Manor Road subject to approval of DPWT in which marks the entrances for traffic destined to the office/retail as oppose to traffic going to the grocery store on site.

## **DISCUSSION**

### Local Area Transportation Review (LATR)

A traffic study was prepared to determine the impact of this development on the local area transportation system. Five likely affected intersections in the area were selected for evaluation. The analysis included a combination of the existing traffic, the background traffic (approved but un-built development in the area) and the site trips.

The result of the LATR analysis indicates that the intersections of Connecticut Avenue with Manor Road and Jones Bridge Road will operate at a congestion level that exceeds the congestion standard of 1650 Critical Lane Volume (CLV) for the Bethesda-Chevy Chase policy area.

The applicant has agreed to reconfigure the lane use on westbound approach of Manor Road with Connecticut Avenue to reduce the CLV below 1650. The applicant has also agreed to participate with the Maryland State Highway Administration (SHA) in their



programmed project to add a second eastbound left-turn lane at the intersection of Connecticut Avenue and East-West Highway to mitigate the impact of site-generated traffic at that intersection.

Regarding the Connecticut Avenue and Jones Bridge Road and Kensington Parkway intersection, DPWT has agreed to a One million dollars \$1,000,000.00 contribution by the applicant in lieu of making physical improvements to that intersection. These funds could be used to provide enhancements for transit use in the area. Example could include; real time transit information sign, increased frequency of bus service and additional bus shelters as deemed appropriate by DPWT.

The following table shows the results of the intersection capacity analysis.

INTERSECTION	Existing		Background		Total Future	
	AM	PM	AM	PM	AM	PM
Connecticut Ave/Jones Bridge Rd/Kensington Pkwy	1781	1778	1781	1778	1827	1859
Connecticut Avenue/Manor Road	1337	1323	1337	1323	1410 1348*	1795 1623*
Connecticut Ave/East-West Highway	1724	1729	1725 1659	1729 1609	1747 1675**	1760 1618**
Jones Bridge Road/Manor Road	679	1051	680	1052	710	1091
Jones Bridge Road/Jones Mill Road	937	895	938	895	942	907

\* Re-designating one exclusive right-turn lane and a shared through/left-turn lane for the westbound approach on Manor Road at Connecticut Avenue.

\*\*Added a left-turn lane to the eastbound approach on East-West Highway at Connecticut Avenue.

### Access and Circulation

Transportation planning staff has recommended conditions for improving pedestrian and vehicular traffic on adjacent streets and within the site. Those recommendations are as follows:

1. The applicant is expected to provide a "raised pavers" crosswalk on Manor Road to facilitate crossings of pedestrians from the neighborhoods to the north walking to the shopping areas on the Chevy Chase Lake site. This mid-block crossing in the vicinity of entrance "C" to the site or at the intersection with Village Park Place will enhance the safety of pedestrians walking to the site. It also eliminates the need for pedestrians to walk all the way to the intersection of Manor Road and Connecticut Avenue to use the crosswalk at the intersection to cross the street and return to the retail area located east of the property. This condition is subject to approval by the Department of Public Works and Transportation.
2. The applicant will provide appropriate signage at all entrances to the site to inform drivers about the easiest way to reach the retail area to the east or the

office and retail areas along Connecticut Avenue. This will separate traffic going to the garage as oppose to the traffic going to the surface parking on the east side of the property. This will eliminate confusion for visitors and reduces the overall traffic circulation on site. This condition is also subject to approval of DPWT.

3. The applicant is conditioned to design entrance "B" as a "right in and right-out only". The median on this entrance shall be extended further south to where it is marked "metal canopy" on the plan to prevent right-in traffic from turning left onto the surface parking along south side of Manor Road. The proximity of entrance "B" to the intersection of Manor Road and Connecticut Avenue make it essential to operate as a one-way in and one-way out access point. Eliminating the immediate left-turn movements onto the surface parking along Manor Road will result in reducing the potential for traffic congestion on Manor Road. This is accomplished by forcing traffic entering entrance "B" to flow south toward the garage without interruption.
4. The applicant provides necessary sidewalks along Connecticut Avenue and Manor Road.
5. The applicant is expected to coordinate with MTA regarding the Bethesda-Silver Spring segment of the Purple Line. MTA should participate in the design process for the site development to optimize station access and circulation for the Purple Line. Staff agrees with the MTA assertion that the Chevy Chase Company recognize that the Bethesda to Sliver Spring segment of the Purple Line will have an aerial crossing at Connecticut Avenue with station facilities adjacent to their property and that their development should be oriented toward the transit station.

#### Policy Area Review/Staging Ceiling Analysis

The site is located within the Bethesda-Chevy Chase policy area, which has a remaining capacity of 182 jobs and 5638 housing units as of September 1, 2002. The necessary job capacity was available at the time of application submission.

SE:cmd

Chevy Chase Lake East PP #1-02020.DOC

**LINOWES AND BLOCHER LLP**

ATTORNEYS AT LAW

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August 5, 2002

**C. Robert Dalrymple**  
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[crd@linowes-law.com](mailto:crd@linowes-law.com)

Mr. Edgar A. Gonzalez  
Chief, Division of Engineering Services  
Dept. of Public Works and Transportation  
Montgomery County, Maryland  
101 Monroe Street, 9th Floor  
Rockville, Maryland 20850-2589

VIA OVERNIGHT DELIVERY

Re: Chevy Chase Lake East – Addendum to June 12, 2002 Letter (Attached)


Dear Mr. Gonzalez:

Based on our conversations, and in furtherance of my June 12 letter to you, the purpose of this letter is to confirm our agreement that the Land Company will provide a fee payment to Montgomery County in the sum amount of One Million Dollars (\$1,000,000.00) pursuant to the terms set forth in the June 12 letter. This fee payment will satisfy Local Area Transportation Review (LATR) requirements for the intersection of Connecticut Avenue and Jones Bridge Road as a condition of approval by the Planning Board of Preliminary Plan of Subdivision No. 1-02020 for the Lake East redevelopment project (as has also been stipulated by Planning Board Staff). If this is consistent with your understanding of our agreement, please indicate this by countersigning the enclosed copy of this letter and returning it to me for my files. I will also make it a part of the M-NCPPC public record for the Preliminary Plan of Subdivision.

Thank you for your attention to this and your cooperation. Please do not hesitate to contact me if you have any questions.

Very truly yours,

**LINOWES AND BLOCHER LLP**

  
C. Robert Dalrymple

CRD:pi

■ LINOWES AND BLOCHER LLP

Mr. Edgar A. Gonzalez

August 5, 2002

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Enclosure

cc: Mr. Joseph R. Davis  
Mr. Malcolm Shaneman  
Mr. Ron Welke  
Mr. Edward Hall Asher

REVIEW AND ACCEPTED:

By: Edgar Gonzalez  
Name: Edgar Gonzalez  
Title: Deputy Director Tptu Policy, DPWT  
Date: 8/12/02

**LINOWES AND BLOCHER LLP**

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June 12, 2002

**C. Robert Dalrymple**  
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Mr. Edgar A. Gonzalez  
Chief, Division of Engineering Services  
Dept. of Public Works and Transportation  
Montgomery County, Maryland  
101 Monroe Street, 9th Floor  
Rockville, Maryland 20850-2589

VIA FAX AND MAIL

Mr. Joseph R. Davis  
Chief, Development Review Division  
Maryland-National Capital Park and  
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8787 Georgia Avenue  
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VIA FAX AND MAIL

Mr. Ron Welke  
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VIA FAX AND MAIL

Mr. Malcolm Shaneman  
Development Review Division  
Maryland-National Capital Park and  
Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

VIA FAX AND MAIL

Re: Chevy Chase Lake East (Preliminary Plan No. 1-02020)

Gentlemen:

We very much appreciate the willingness of the County and M-NCPPC to work with the Land Company in deriving an alternative solution to APFO as it relates to the proposed redevelopment of the Land Company's Chevy Chase Lake East property. Evaluating the

Mr. Edgar A. Gonzalez, et al.

June 12, 2002

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totality of the circumstances, and given the strong local opposition to intersection improvements in this area, we concur that seeking alternative methods relating to transit and trip reduction serve the public at-large well, while also permitting new development to occur in this area in accordance with existing zoning, the Bethesda-Chevy Chase Master Plan and smart growth policies. Staging ceiling capacity is not an issue for the Lake East property, so the focus has been on local area review. During our June 6, 2002 meeting with M-NCPPC staff (Mr. Gonzalez was unable to attend, but his position was presented by the M-NCPPC staff), it was determined that the Land Company would pay to the County a to-be-determined fee to be applied towards transit and trip reduction initiatives being comprehensively developed by the County and M-NCPPC for this area. The purpose of this letter is to set forth a fee proposal by the Land Company and the justification therefor to satisfy the Land Company's obligations relating to APFO (local area review).

In lieu of making physical intersection improvements and/or participating in the costs of intersection improvements at the intersections required to be studied for the Lake East project, the Land Company will instead pay to the County the sum of Six Hundred and Sixty-Six Thousand, Two Hundred and Fifty Dollars (\$666,250.00). The Land Company's transportation consultant, Craig Hedberg, has previously submitted (in response to opposition expressed to intersection improvements) a proposed alternative APFO solution which involves transit-oriented improvements and programs (which I understand was distributed to Montgomery County and M-NCPPC representatives) and which was suggested to fully mitigate the impact of new trips generated by the proposed redevelopment of the Lake East property. Mr. Hedberg priced these improvements to be Four Hundred and Fifty-Six Thousand, Three Hundred Dollars (\$456,300.00). Upon Mr. Hedberg subsequently meeting with Mr. Welke and broadening assumptions to the underlying analysis, the proposed mitigation cost was adjusted to Six Hundred and Thirty-Three Thousand, Seven Hundred and Fifty Dollars (\$633,750.00).<sup>1</sup> With the deletion of the housing from the proposed project (which was included in all transportation analyses) and the addition of 17,407.00 SF of office associated with the inclusion of the CSX right-of-way, these figures have been adjusted to a base of Four Hundred Seventy-Nine Thousand and Seven Hundred Dollars (\$479,700.00) expanded to Six Hundred Sixty-Six Thousand Two Hundred Fifty Dollars (\$666,250.00). [This adjustment to the density/mix has a de minimis traffic impact.] This is, therefore, the basis for the Land Company's offer in satisfaction of local area review, with the proceeds to be utilized in conjunction with a

<sup>1</sup> The net new square footage proposed for the redeveloped center is 181,363 square feet of retail and office uses. The proposed fee payment thus equates to a blended rate of Three Dollars and Sixty-Seven Cents (\$3.67) per square foot of new development.

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Mr. Edgar A. Gonzalez, et al.

June 12, 2002

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comprehensive program for this area rather than a piecemeal effort by the Land Company (to be paid by the Land Company at the time of building permit).

Again, we appreciate your cooperation in developing this alternative solution. We understand that this will go to public hearing before the Planning Board on July 11, 2002, so your soonest response to this would also be appreciated. Best regards.

Very truly yours,

LINOWES AND BLOCHER LLP.



C. Robert Dalrymple

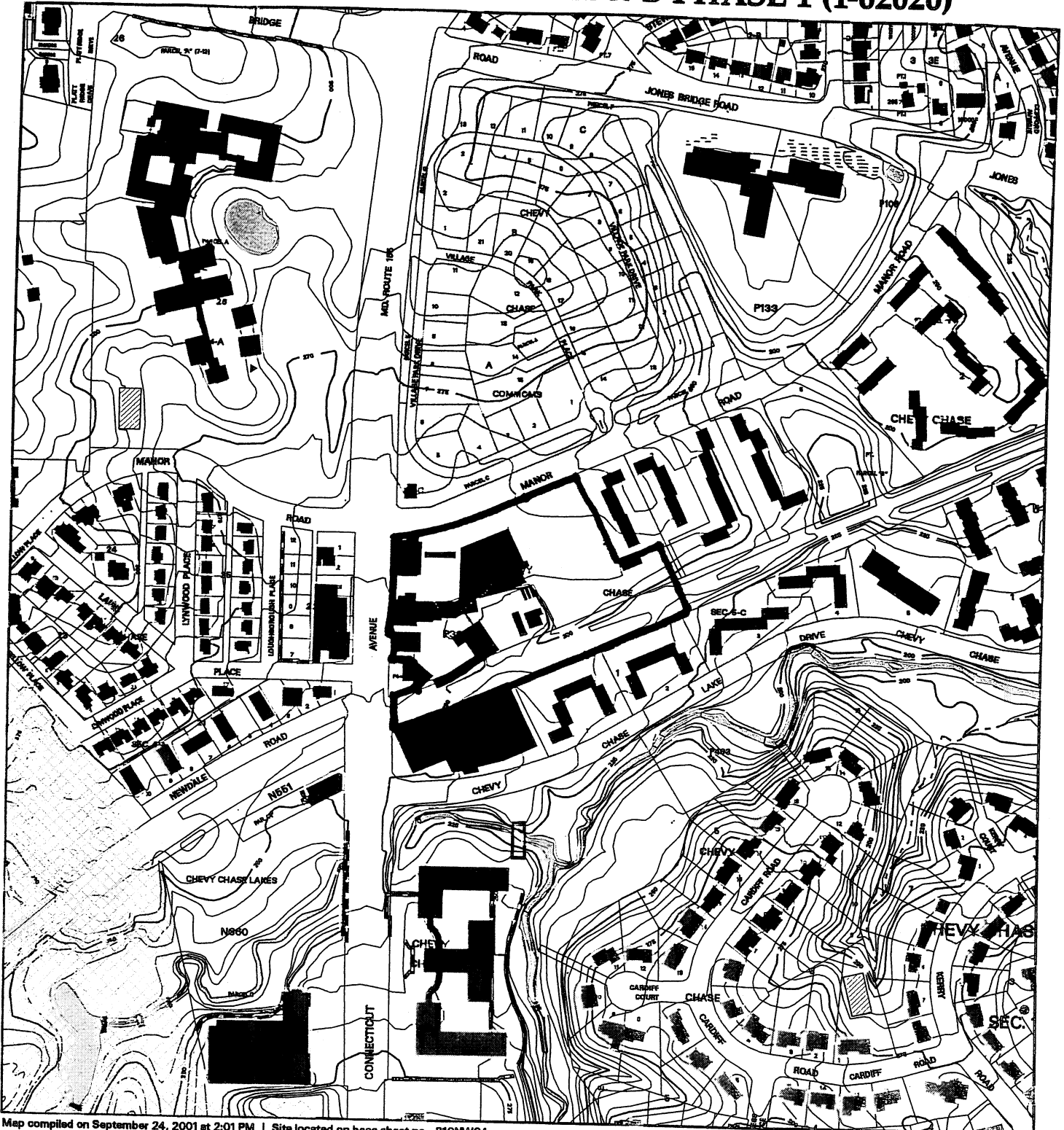
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cc: Mr. Edward Hall Asher

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VICINITY MAP FOR

# CHEVY CHASE LAKE EAST PAR. A & B PHASE 1 (1-02020)



Map compiled on September 24, 2001 at 2:01 PM | Sites located on base sheet no - 210NW04

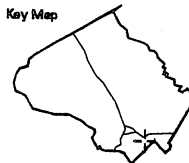
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Key Map



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

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# 9

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OF COUNSEL

October 10, 2002

**VIA HAND-DELIVERY AND  
REGULAR MAIL**

Mr. Derick P. Berlage, Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Attn: Malcolm Shaneman

Re: Preliminary Plan No. 1-02020  
Chevy Chase Lake Shopping Center

Dear Chairman:

Our firm represents the Chevy Chase Park Citizens Association, a coalition of concerned homeowners in the Chevy Chase Park subdivision which is located on the north side of Manor Road across from the Chevy Chase Lake Shopping Center. We write to express this community's interests in the redevelopment of this established center.

Our clients are not opposed to the proposed redevelopment of the Center, proposing a much larger retail and office project. The Association's concerns have been focused on pedestrian and vehicular safety and traffic flow in the face of this redevelopment, issues which we believe need to be addressed now as no site plan requirements apply to this project.

We have had the opportunity to raise the Association's concerns with the Chevy Chase Land Company ("Developer"), and we appreciate the Developer's willingness to make certain accommodations to address our clients' concerns, accommodations also endorsed, we believe, by your transportation planning staff and the County Department of Public Works and Transportation. We are especially grateful for the time given to our clients' concerns by Shahriar Etemadi of your staff. In many aspects, the Developer, governmental staff and our clients are in accord. Nonetheless, we remain concerned about certain aspects of traffic flow related to this Center. Let me explain.

1. One of the Association's main concerns has involved the Manor Road entrances to the new complex. The existing entrance, shown on the plan as Entrance "B" will, we understand,

be redesigned to a location 40 feet further east from the Connecticut Avenue intersection with Manor Road. It will allow for a right-in/right-out turning movement rather than the full turning movement provided today. This limit on turning movement is intended to prevent vehicles from turning left to approach the intersection at Manor Road and Connecticut Avenue and to enhance ingress into the Center by vehicles turning onto Manor Road from Connecticut Avenue. Entrances "C" and "D" further east on Manor Road will have full turning movement. The shift eastward in the driveway is welcome as is the prohibition on left turns in preventing congestion so close to the Connecticut Avenue intersection. Moreover, staff and the developer have agreed to extend a median or lane divider into Entrance "B" to preclude entering traffic from immediately turning left into the aisle parking confronting Manor Road, which might impede traffic flow into the Center at this entrance. Additionally, the Land Company has agreed to provide appropriate signage to direct customers to the market area to utilize the other Manor Road Entrances "C" and "D" that are closer to the market and its parking area.

The Association remains worried, however, about the traffic exiting the project via Entrance "B." For drivers wishing to go southbound on Connecticut Avenue, they may exit to the right and then use the Chevy Chase Park neighborhood -- the closest access point on the north side of Manor Road -- to turn around and return to the Manor Road intersection with Connecticut Avenue. There is a split entrance to Chevy Chase Park which our clients fear will invite this type of "U-turn." **The Association therefore requests that Entrance "B" be designated as an entrance only to prevent this intrusion into their neighborhood.** All cars exiting the Center can use either Connecticut Avenue or Entrances "C" and "D."

2. Pedestrian safety is of great concern to the Association. The Association has requested that a mid-block crossing be installed by the Developer to promote the safe passage of residents from the north side of Manor Road to the Shopping Center. We appreciate that the Developer has agreed to install this mid-block crosswalk, subject to the Department of Public Works and Transportation's approval. We believe that the Chevy Chase Park Homeowners Association will formally request a pedestrian crosswalk study be done by DPW&T. **We ask for the Planning Board to support this crossing, which will facilitate pedestrian access not only to the Shopping Center and office building but also to the Crescent Trail.** The block from Jones Mill Road to Connecticut is a very long block, and we believe a mid-block crossing makes good sense.

3. Finally, our clients remain concerned about one aspect of the proposed changes in the lane configurations for the westbound traffic along Manor Road crossing Connecticut Avenue. At this time, the two westbound lanes on Manor Road consist of an exclusive left-turn lane and a through/right-turn lane. We understand that this lane configuration will be changed to provide a left-turn/through lane and an exclusive right-turn lane. While we have no reason to question this change, it does result in the westbound through lane being aligned directly opposite oncoming traffic from the west side of Manor desiring to turn left onto northbound Connecticut Avenue. We understand from Mr. Etemadi, and in discussions with Jeff Riese of DPW&T, that based on the approaching speed and distance allowed within the intersection, there may be room

Mr. Derick P. Berlage  
October 10, 2002  
Page 3

for the safe movement of the westbound through traffic; however, the current reality of that intersection is such that eastbound vehicles turning left to go north on Connecticut Avenue invade the intersection at such a distance as to possibly prevent safe passage of westbound through vehicles. As to these "offsetting" lanes, we believe some additional measures may be needed once the redevelopment occurs—to prevent accidents at what is already a very busy intersection.

**We ask that further study be required of this issue and, if necessary, after consultation with the State Highway Administration and/or DPW&T, the Developer and/or the County make such modifications as are necessary to ameliorate the offset lanes.** These answers might include lane or signalization changes, or "puppy tracks," to provide eastbound left-turning vehicles with a turning arrow or designated path so that the vehicles will not be in the intersection at the same time as westbound through traffic along Manor Road.

To summarize, with the exception of these clients' requests, particularly that Entrance "B" be designated an entrance only and that the proposed change in the lane configurations at Manor be further evaluated to address the lane offset, the Chevy Chase Park Citizens Association concurs in the Planning Department recommendation for approval of this subdivision subject to the staff conditions that we believe are being recommended.

The Association looks forward to working with the Land Company as good neighbors and customers of the Center, and hopes the Land Company will keep the citizens informed about its evolving plans for this project. Thank you.

Sincerely,



Elsie L. Reid

cc: Mr. Harold J. Johnson  
Chevy Chase Park Citizens Association  
Robert C. Dalrymple, Esq.  
Attorney for Chevy Chase Land Company  
Shahriar Etamadi, Planner Coordinator  
Montgomery County Department of Park & Planning  
Jeff Riese, Traffic Safety, Investigations and Planning Unit  
Department of Public Works & Transportation  
Gregory Cooke, Transportation Engineer  
State Highway Administration



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**M E M O R A N D U M**

**DATE:** October 11, 2002  
**TO:** Montgomery County Planning Board  
**FROM:** A. Malcolm Shaneman  
Development Review Division  
(301) 495-4587  
**SUBJECT:** Informational Maps for Subdivision Items on the  
Planning Board's Agenda for October 17, 2002.

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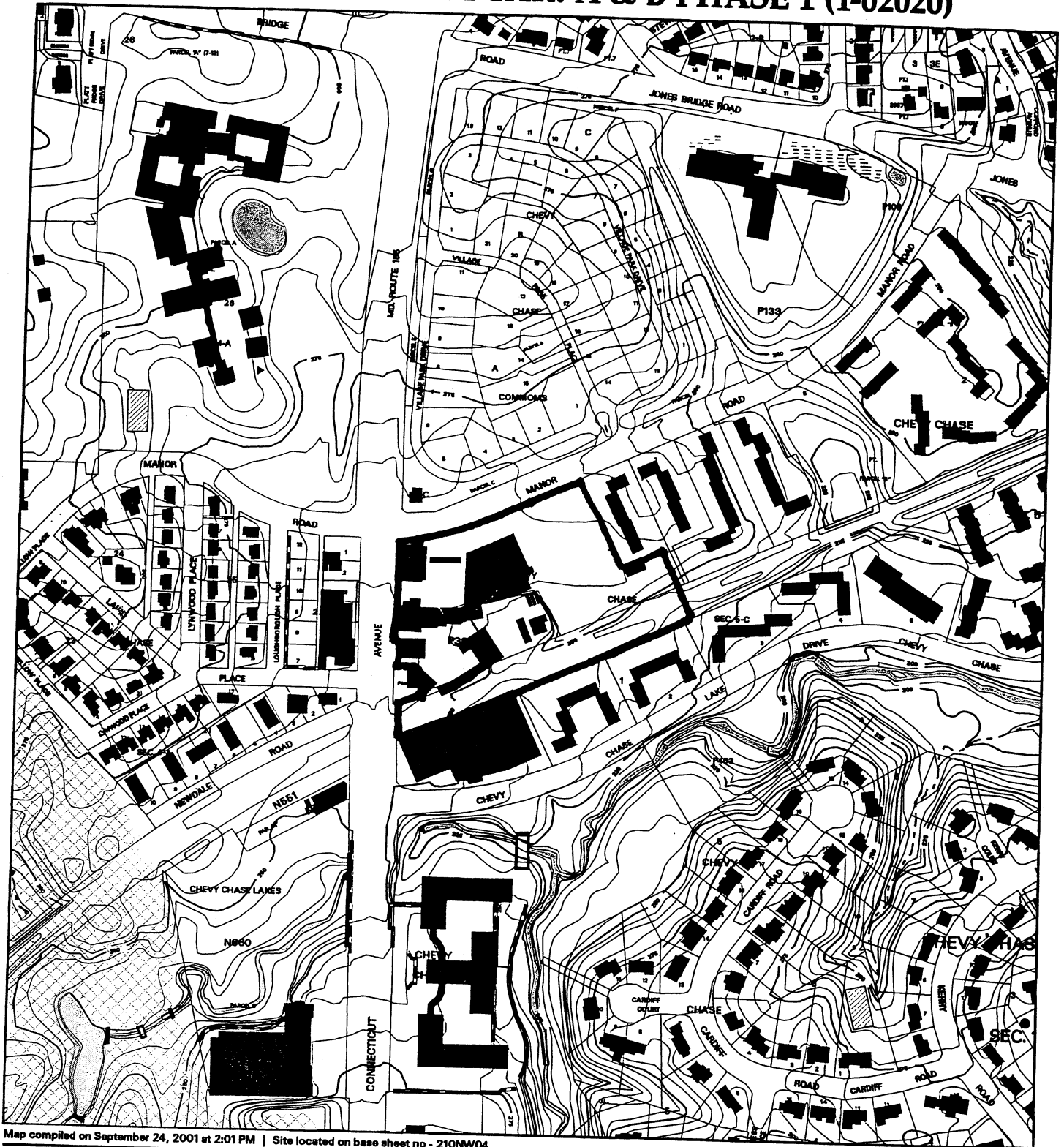
Attached are copies of plan drawings for Items #02, #04, #09, #10. These subdivision items are scheduled for Planning Board consideration on October 17, 2002. The items are further identified as follows:

- Agenda Item #02 - Preliminary Plan 1-01004B  
Ramsburg/Mills II/Roberts Property
- Agenda Item #04 - Pre-Preliminary Plan 7-03004  
Nicholas Markoff Property
- Agenda Item #09 - Preliminary Plan 1-02020  
Chevy Chase Lake East Par. A&B Phase 2
- Agenda Item #10 - Preliminary Plan 1-02108  
Cashell Estates

Attachment

VICINITY MAP FOR

# CHEVY CHASE LAKE EAST PAR. A & B PHASE 1 (1-02020)



Map compiled on September 24, 2001 at 2:01 PM | Site located on base sheet no - 210NW04

### NOTICE

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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



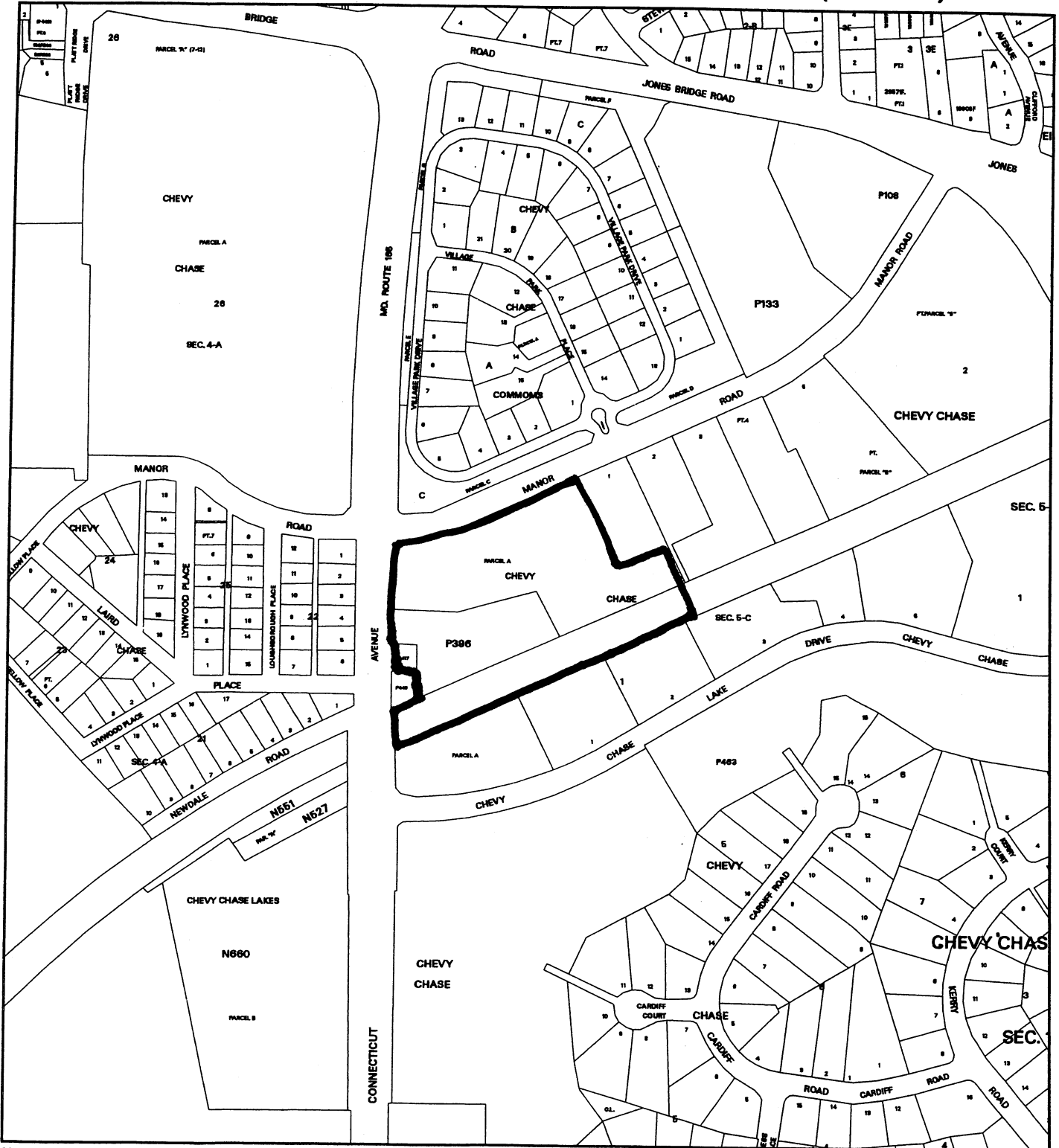
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**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

VICINITY MAP FOR

# CHEVY CHASE LAKE EAST PAR. A & B PHASE 1 (1-02020)



Map compiled on September 24, 2001 at 2:57 PM | Site located on base sheet no - 210NW04

### NOTICE

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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:144,000 scale aerial photography using stereo photogrammetric methods.

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Key Map



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Research & Technology Center

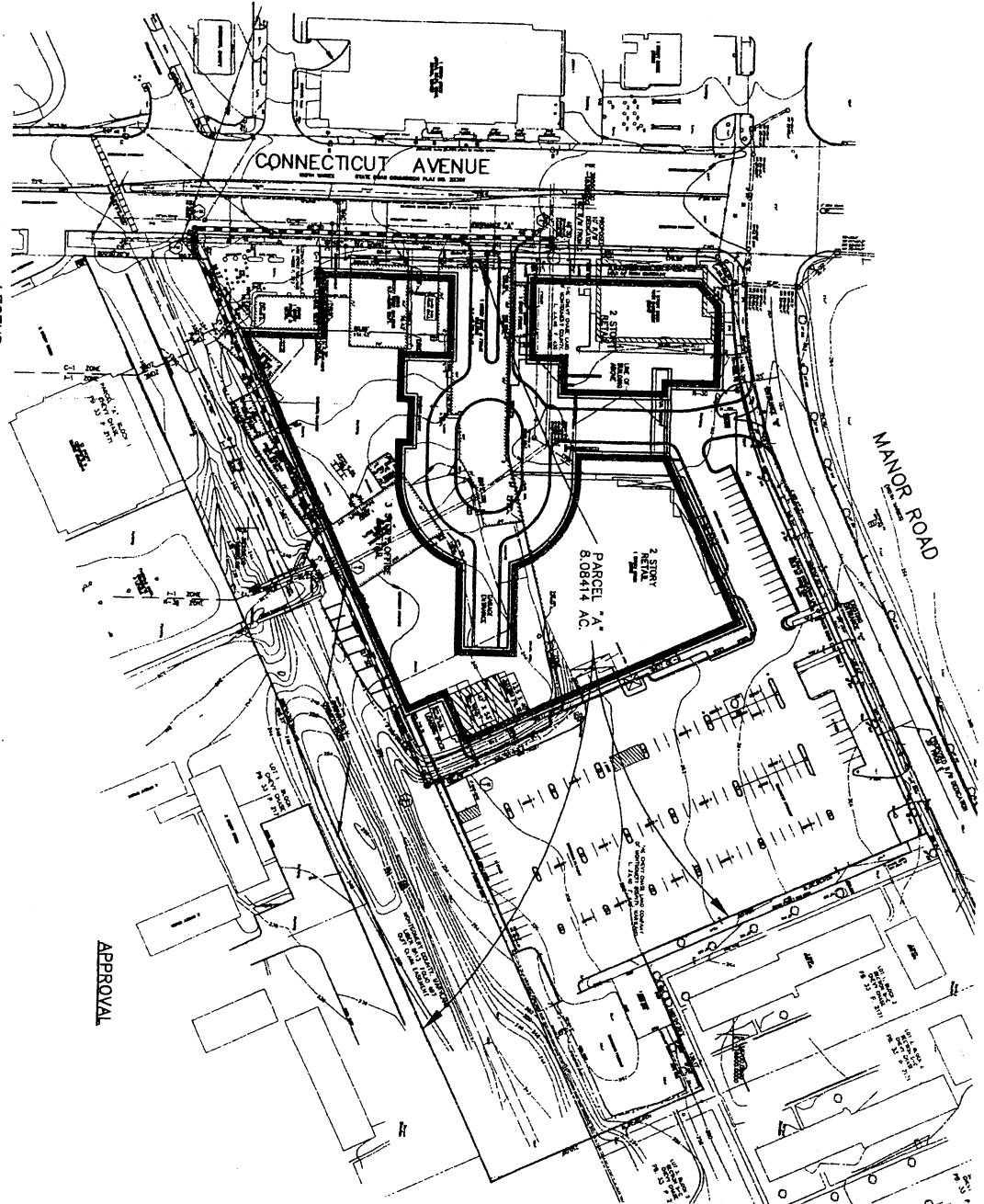
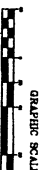


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M-NCPPC

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

8787 Georgia Avenue - Silver Spring, Maryland 20910-3760



- ### LEGEND
- 1. BUILDING FOOTPRINT AREA
  - 2. EXISTING PAVEMENT
  - 3. EXISTING SIDEWALK
  - 4. EXISTING DRIVEWAY
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#### SUPPLEMENTAL DRAWING SHEET INDEX

1. PROPOSAL
2. INITIAL RESPONSE INDICATOR
3. PRELIMINARY FLOOR PLAN
4. PRELIMINARY FLOOR PLAN
5. PRELIMINARY FLOOR PLAN
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50. PRELIMINARY FLOOR PLAN

### SITE TABULATIONS

DESCRIPTION	FOOTPRINT AREA	FOOTPRINT AREA	FOOTPRINT AREA	FOOTPRINT AREA	FOOTPRINT AREA
ROOF AREA	2,289 SF	1,340 SF	1,340 SF	1,340 SF	1,340 SF
FLOOR AREA	2,289 SF	1,340 SF	1,340 SF	1,340 SF	1,340 SF
TOTAL AREA	4,578 SF	2,680 SF	2,680 SF	2,680 SF	2,680 SF
NET LOT AREA	10,000 SF	10,000 SF	10,000 SF	10,000 SF	10,000 SF

#### NOTES

- 1) THE PROPERTY IS LOCATED ON THE WEST SIDE OF MANOR ROAD, 700 FEET WEST OF CONNECTICUT AVENUE.
- 2) THE PROPERTY IS ZONED M-NC & PC #1-0220.
- 3) THE PROPERTY IS LOCATED ON A 10,000 SQUARE FOOT LOT.
- 4) THE PROPERTY IS A 2.680 ACRES.
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- ### DEVELOPMENT SEQUENCE
- 1) THE SITE IS TO BE DEVELOPED IN TWO PHASES.
  - 2) PHASE 1 WILL CONSIST OF 11,000 SF OF RETAIL SPACE.
  - 3) PHASE 2 WILL CONSIST OF 11,000 SF OF RETAIL SPACE.
  - 4) THE SITE WILL BE DEVELOPED IN TWO PHASES.
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## CHEVY CHASE LAKE EAST PARCEL A

BETHESDA (7TH) ELECTION DISTRICT  
MONTGOMERY COUNTY, MARYLAND

**SUBMITTER'S CERTIFICATE**

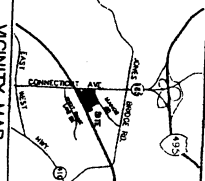
I HEREBY CERTIFY THAT THIS PRELIMINARY FLOOR PLAN IS ACCORDING TO THE PLANS AND SPECIFICATIONS AND THE INFORMATION CONTAINED THEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATE: 11/18/2020

**VIA REVISIONS**

NO.	DATE	DESCRIPTION
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PROJECT: CHEVY CHASE LAKE EAST  
SHEET NO. 1 OF 7



OWNERS: CHEVY CHASE LAKE EAST DEVELOPMENT LLC  
2025 CENTURY BULLYBARN-DRIVE, SUITE 125, BETHESDA, MARYLAND 20814  
TEL: 301-986-3600 FAX: 301-986-3601  
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PITTSBURGH, PA • BALTIMORE, MD • WASHINGTON DC • WASHINGTON DC • WASHINGTON DC • WASHINGTON DC