



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

MCPB
Item #
07/24/08



MEMORANDUM

DATE: July 11, 2008

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
Catherine Conlon, Subdivision Supervisor *CC*
Development Review Division

FROM: *NB*
Neil Braunstein (301-495-4532)
Development Review Division

REVIEW TYPE: Preliminary Plan of Subdivision

APPLYING FOR: 2 lots for 2 one-family detached dwelling units

PROJECT NAME: Village of Chevy Chase
CASE #: 120080180
REVIEW BASIS: Chapter 50, Montgomery County Subdivision Regulations

ZONE: R-60
LOCATION: Located in the northeast quadrant of the intersection of Connecticut Avenue (MD 185) and Bradley Lane
MASTER PLAN: Bethesda/Chevy Chase

APPLICANT: Patrick Strauss
ENGINEER: CAS Engineering

FILING DATE: November 2, 2007
HEARING DATE: July 24, 2008

RECOMMENDATION: Approval of the preliminary plan subject to the following conditions:

- 1) Approval under this preliminary plan is limited to two lots for two one-family detached dwelling units.
- 2) Prior to any demolition, clearing, or grading on the subject property, the applicant must submit a final tree save plan for staff review and approval, that proposes specific and detailed tree protection measures. An ISA-certified arborist must prepare the final tree save plan, with particular focus on the following areas:
 - a. Hand grading and fill operations outside of the limits of disturbance (LOD) must be conducted under the direction of an ISA-certified arborist. The supervising arborist must provide a written report to M-NCPPC staff certifying that the work was appropriately conducted. Work outside of the LOD may also require coordination and approval from the Montgomery County Department of Permitting Services (MCDPS) sediment control staff.
 - b. The applicant must retain an ISA-certified arborist to evaluate the trees to be saved in regard to the recent activity and earth moving associated with removal of the tennis court. The arborist must submit to M-NCPPC staff any remediation recommendations for inclusion on the final tree save plan.
- 3) Prior to certification of the preliminary plan, the applicant must revise the plan drawing to show a six-foot-wide sidewalk set back ten feet from the curb with a landscape panel and street trees along the subject property frontage on Connecticut Avenue.
- 4) The record plat must provide for dedication of 10 feet of right-of-way for Bradley Lane to create 25 feet of right-of-way from the centerline and 20 feet of right-of-way for Connecticut Avenue to create 60 feet of right-of-way from the centerline.
- 5) The applicant must comply with the conditions of the MCDPS stormwater management approval dated April 17, 2008.
- 6) The applicant must comply with the conditions of the Montgomery County Department of Public Works and Transportation (MCDPWT) letter dated December 18, 2007, unless otherwise amended.
- 7) The applicant must comply with the conditions of the Maryland State Highway Administration (MDSHA) letters dated December 12, 2007, and April 3, 2008.
- 8) The applicant must satisfy provisions for access and improvements as required by MCDPWT prior to recordation of plat(s).
- 9) The applicant must satisfy provisions for access and improvements as required by MDSHA prior to issuance of access permits.
- 10) Before any building permit is issued, the applicable school facilities payment required by the 2007-2009 Growth Policy must be paid to MCDPS.
- 11) The record plat must show necessary easements.
- 12) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.

SITE DESCRIPTION

The subject property, pictured below and in Attachment A, is a 0.9-acre part of a larger, previously recorded lot located in the northeast quadrant of the intersection of Connecticut Avenue (MD 185) and Bradley Lane. The site is located within the R-60 zone. The property is currently developed with a paved parking lot and a tennis court, which served a residence on an adjacent lot that was at one time the embassy of Nigeria. The adjacent residence is now in use as a private dwelling, and the improvements on the subject property are no longer needed and will be removed to accommodate the proposed subdivision. The site is surrounded by developed one-family residential lots in the R-60 zone. The Chevy Chase Country Club is located diagonally across the intersection from the subject property, in the southwest quadrant.

The subject property is located within the Little Falls watershed. Much of the property is paved with the existing parking lot and tennis court, and the remainder is covered by lawn and trees. There are no forests, stream buffers, wetlands, or other environmentally sensitive features on or adjacent to the site. The property adjacent to the site to the east contains the master-plan-designated Taylor-Britton House – Boxwood historic site (#35/65). The master-plan-designated Chevy Chase Village historic district (#35/13) is located across Bradley Lane from the subject property.



PROJECT DESCRIPTION

The applicant proposes to subdivide the existing part of a lot into two lots. Proposed Lot 28 will be accessed from a driveway from Connecticut Avenue and proposed Lot 29 will be accessed from a driveway from Bradley Lane. Proposed Lot 28 will be 19,269 square feet in size, and proposed Lot 29 will be 14,267 square feet in size. The proposed residences will be served by public water and public sewer.

(Attachment B – proposed plan)

ANALYSIS AND FINDINGS

Master Plan Compliance

The Bethesda/Chevy Chase Master Plan does not specifically address the subject property. The master plan recommends retention of existing zoning throughout the master plan area in the absence of a specific recommendation for change on a particular property. Thus, in the case of the subject property, the master plan calls for retention of the existing R-60 zoning. The proposed subdivision complies with the recommendations adopted in the Master Plan in that it proposes one-family residential development consistent with surrounding development patterns and the current zoning designation.

Public Facilities

Roads and Transportation Facilities

The proposed subdivision does not generate 30 or more vehicle trips during the morning or evening peak hours. Therefore, the application is not subject to Local Area Transportation Review. In addition, the proposed subdivision does not generate more than three new vehicle trips in the morning or evening peak hours. Therefore, the application is also not subject to Policy Area Mobility Review.

Access to proposed Lot 28 will be via a driveway from Connecticut Avenue (MD 185), and access to proposed Lot 29 will be via a driveway from Bradley Lane. The Bradley Lane driveway is set back from the intersection with Connecticut Avenue as far as possible to minimize disruption of the traffic flow entering the intersection. Pedestrian access is provided by sidewalks on Connecticut Avenue and Bradley Lane. Proposed vehicle and pedestrian access for the site will be safe and adequate.

Other Public Facilities and Services

Public facilities and services are available and will be adequate to serve the proposed development. The property will be served by public water and sewer systems. The application has been reviewed by the Montgomery County Fire and Rescue Service who have determined that the Property has appropriate access for fire and rescue vehicles. Other public facilities and services, such as schools, police stations, firehouses and health services are operating according

to the Growth Policy resolution currently in effect and will be adequate to serve the property. The Application is not within a school moratorium area, but a school facilities payment must be made prior to issuance of building permits on the lots. Electrical, gas, and telecommunications services are also available to serve the Property.

Environment

The site does not contain any streams, wetlands, floodplains, or other environmentally sensitive features, and there are no environmental buffers on the site. Environmental guidelines for protection of environmentally sensitive areas, therefore, are not applicable to this subdivision.

There are no forests on the site. The subject site was granted an exemption from submitting a forest conservation plan, but a tree save plan is required. There are two trees 24 inches in diameter or greater on the site. One tree is dead and the other is an invasive species. The main objective of the tree save plan is to protect existing off-site (and jointly owned) trees associated with the adjacent historic site.

Projected noise levels from Connecticut Avenue affect the front portion of the site along that roadway, according to a noise analysis by Henning Associates dated May 16, 2008. While projected noise levels do exceed the 65 dBA Ldn criterion in the immediate vicinity of the front sidewalk, noise in the back and side yards are well below that criterion. Staff will not, therefore, require noise attenuation but encourages the applicant to use fencing and house design to maximize reduction of roadway noise in the outdoor spaces.

The MCDPS Stormwater Management Section approved the stormwater management concept on April 17, 2008. The stormwater management concept includes water quality control and recharge via roof-top and non-roof-top disconnect (dry wells and porous paving). Channel protection is not required because the one-year post-development peak discharge is less than 2 cubic feet per second.

Historic Resources

The proposed subdivision is located adjacent to Individually Designated Master Plan Site #35/65 Taylor-Britton House-Boxwood and directly across from Master Plan Historic District #35/13 Chevy Chase Village Historic District. The proposed plan will have no impact on these historic resources.

Compliance with the Subdivision Regulations and Zoning Ordinance

This application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations. The application meets all applicable sections, including the requirements for resubdivision, as discussed below. Access and public facilities will be adequate to support the proposed lots and uses. The proposed lot size, width, shape and orientation are appropriate for the location of the subdivision.

The lots were reviewed for compliance with the dimensional requirements for the R-60 zone as specified in the Zoning Ordinance. The lots as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in attached Table 1. The application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan.

Conformance with Section 50-29(b)(2)

A. Statutory Review Criteria

In order to approve an application for resubdivision, the Planning Board must find that each of the proposed lots complies with all seven of the resubdivision criteria, set forth in Section 50-29(b)(2) of the Subdivision Regulations, which states:

Resubdivision. Lots on a plat for the Resubdivision of any lot, tract or other parcel of land that is part of an existing subdivision previously recorded in a plat book shall be of the same character as to street frontage, alignment, size, shape, width, area and suitability for residential use as other lots within the existing block, neighborhood or subdivision.

B. Neighborhood Delineation

In administering Section 50-29(b)(2) of the Subdivision Regulations, the Planning Board must determine the appropriate “neighborhood” for evaluating the application. In this instance, the Neighborhood selected by the applicant, and agreed to by staff, consists of 12 lots, excluding the two proposed lots (Attachment C). The neighborhood includes lots on Connecticut Avenue, Bradley Lane, and Raymond Street in the R-60 zone. The lots share multiple access points on these and other neighborhood streets. The designated neighborhood provides an adequate sample of the lot and development pattern of the area. A tabular summary of the area based on the resubdivision criteria is included in Attachment D.

C. Analysis

Comparison of the Character of Proposed Lots to Existing

In performing the analysis, the above-noted resubdivision criteria were applied to the delineated neighborhood. The proposed lots are of the same character with respect to the resubdivision criteria as other lots within the defined neighborhood. Therefore, the proposed resubdivision complies with the criteria of Section 50-2(b)(2). As set forth below, the attached tabular summary and graphical documentation support this conclusion:

Frontage:

In a neighborhood of 12 lots, lot frontages range from 70 feet to 238 feet. Two of the lots have frontages of 70 feet, eight lots have frontages between 100 and 139 feet, and the remaining two lots have frontages of more than 200 feet. Proposed Lot 28 has a frontage of 110 feet on Bradley Lane and 175 feet on Connecticut Avenue, and Proposed Lot 29 has a frontage of 80 feet on Bradley Lane. Although proposed Lot 29 is at the lower end of the range for lot frontage, it is ten feet wider than the two most narrow lots, and ten feet is a significant amount in the R-60 zone. **The proposed lots will be of the same character as existing lots in the neighborhood with respect to lot frontage.**

Alignment:

All 12 of the existing lots in the neighborhood are perpendicular in alignment. The two proposed lots are also perpendicular. **The proposed lots are of the same character as existing lots with respect to the alignment criterion.**

Size:

The lots in the delineated neighborhood range from 13,500 square feet to 44,145 square feet. Four of the lots are between 13,000 and 14,000 square feet, four are between 14,000 and 17,000 square feet, and four are between 21,000 and 45,000 square feet. Proposed Lot 28 is 19,269 square feet in size and Proposed Lot 29 is 14,267 square feet in size. **The proposed lot sizes are in character with the size of existing lots in the neighborhood.**

Shape:

Ten of the existing lots in the neighborhood are rectangular, and the remaining two lots are irregularly shaped. The two proposed lots are rectangular. **The shapes of the proposed lots will be in character with shapes of the existing lots.**

Width:

The lots in the delineated neighborhood range from 70 feet to 235 feet in width. Two of the lots have widths of 70 feet, eight lots have widths between 100 and 139 feet, and the remaining two lots have widths of more than 200 feet. Proposed Lot 28 has a width of 110 feet and Proposed Lot 29 has a width of 80 feet. Although proposed Lot 29 is at the lower end of the range for lot width, it is ten feet wider than the two most narrow lots, and ten feet is a significant amount in the R-60 zone. **The proposed lots will be in character with existing lots in the neighborhood with respect to width.**

Area:

The lots in the delineated neighborhood range from 5,151 square feet to 27,916 square feet in buildable area. Five of the lots have a buildable area between 5,000 and 8,000 square feet, three are between 8,000 and 9,000 square feet, and four are between 10,000 and 28,000 square feet. Proposed Lot 28 has a buildable area of 8,844 square feet and Proposed Lot 29 has a buildable area of 7,955 square feet. **The proposed lots will be of the same character as other lots in the neighborhood with respect to buildable area.**

Suitability for Residential Use: The existing and the proposed lots are zoned residential and the land is suitable for residential use.

Citizen Correspondence and Issues

This plan submittal pre-dated any requirements for a pre-submission meeting with neighboring residents, however, written notice was given by the applicant and staff of the plan submittal and the public hearing date. As of the date of this report, no citizen letters have been received. A letter was received, however, from the Village of Chevy Chase Section Three (Attachment F). The letter raises concerns regarding setbacks and sidewalks on Bradley Lane.

Regarding setbacks, the letter recommends that the two proposed residences be set back farther from Bradley Lane than currently shown on the preliminary plan. The primary purpose would be to ensure compatibility with the adjacent residence, which is a designated historic site, and with other residences on the north side of Bradley Lane. A second benefit would be to increase driveway area for parking for proposed Lot 29. Staff notes, however, that the proposed residences shown on the preliminary plan have already been moved farther away from Bradley Lane than what was shown on earlier versions of the plan; that moving the residences farther away from Bradley Lane would reduce the area of the backyards, which would be particularly problematic for proposed Lot 28 because its driveway is in the backyard; and that preliminary plans do not typically fix the locations of buildings when there are not specific environmental or established building line restriction line requirements. The established building line for this subdivision sets the minimum setback from Bradley lane at 30 feet, but the preliminary plan indicates that the residence on Lot 28 is proposed to be set back 50.2 feet from the property line along Bradley Lane and that the residence on Lot 29 is proposed to be set back 47 feet. Staff is not recommending, therefore, that the preliminary plan be further revised.

Regarding sidewalks, the letter requests that no sidewalk be required along the Bradley Lane frontage of the subject property. Staff notes that condition 4 of the Department of Public Works and Transportation letter of December 18, 2007 states that improvements along Bradley Lane will be as required by the Village, so the Village can set sidewalk improvements for Bradley Lane as it deems appropriate. In addition, the letter requests that sidewalk on Connecticut Avenue be retained. Sidewalk on Connecticut Avenue will be provided by the subdivision, but a condition is included that requires the applicant to reconstruct the sidewalk behind a ten-foot-wide landscape panel, to meet the standards of a major highway.

CONCLUSION

Section 50-29(b)(2) of the Subdivision Regulations specifies seven criteria with which resubdivided lots must comply. They are street frontage, alignment, size, shape, width, area and suitability for residential use within the existing block, neighborhood or subdivision. As set forth above, the two proposed lots are of the same character as the existing lots in the defined neighborhood with respect to each of the resubdivision criteria and, therefore, comply with Section 50-29(b)(2) of the Subdivision Regulations. The proposed lots meet all requirements established in the Subdivision Regulations and the Zoning Ordinance and comply with the recommendations of the Bethesda/Chevy Chase Master Plan. Access and public facilities will be

adequate to serve the proposed lots, and the application has been reviewed by other applicable county agencies, all of whom have recommended approval of the plan. Therefore, approval of the application with the conditions specified above is recommended.

Attachments

Attachment A – Vicinity Development Map

Attachment B – Proposed Development Plan

Attachment C – Neighborhood Map

Attachment D – Neighborhood Data Table

Attachment E – Agency Correspondence Referenced in Conditions

Attachment F – Letter from Village of Chevy Chase Section 3

Table 1: Preliminary Plan Data Table and Checklist

Plan Name: Village of Chevy Chase				
Plan Number: 120080180				
Zoning: R-60				
# of Lots: 2				
# of Outlots: N/A				
Dev. Type: Residential				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval by the Preliminary Plan	Verified	Date
Minimum Lot Area	6,000 sq. ft.	14,267 sq. ft. minimum	NB	7/11/08
Lot Width	60 ft.	80 ft. minimum	NB	7/11/08
Lot Frontage	25 ft.	80 ft. minimum	NB	7/11/08
Setbacks				
Front	30 ft. Min.	Must meet minimum ¹	NB	7/11/08
Side	8 ft. Min./18 ft. total	Must meet minimum ¹	NB	7/11/08
Rear	20 ft. Min.	Must meet minimum ¹	NB	7/11/08
Height	35 ft. Max.	May not exceed maximum ¹	NB	7/11/08
Max Resid'l d.u. per Zoning	5	2	NB	7/11/08
MPDUs	N/A		NB	7/11/08
TDRs	N/A		NB	7/11/08
Site Plan Req'd?	No		NB	7/11/08
FINDINGS				
SUBDIVISION				
Lot frontage on Public Street		Yes	NB	7/11/08
Road dedication and frontage improvements		Yes	Agency letter	12/18/07
Environmental Guidelines		N/a	Staff memo	6/30/08
Forest Conservation		Exempt	Staff memo	6/30/08
Master Plan Compliance		Yes	NB	7/11/08
ADEQUATE PUBLIC FACILITIES				
Stormwater Management		Yes	Agency letter	4/17/08
Water and Sewer (WSSC)		Yes	Agency letter	12/17/07
Well and Septic		N/a	Agency letter	12/17/07
Local Area Traffic Review		N/a	Staff memo	12/17/07
Fire and Rescue		Yes	Agency letter	4/15/08

¹ As determined by MCDPS at the time of building permit.

VILLAGE OF CHEVY CHASE (120080180)



Map compiled on November 06, 2007 at 9:22 AM | Site located on base sheet no - 208NW04

NOTICE

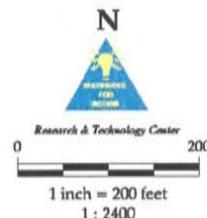
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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric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

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

Key Map



①

GENERAL NOTES

- 1) WATER CATEGORY - 1 - SHOWN ON RECORDS
- 2) PROPERTY LINE INFORMATION BASED ON RECORDS, DEEDS, PLATS, AND SURVEY DATA
- 3) PROPERTY LINES SHOWN ON THIS MAP ARE BASED ON RECORDS, DEEDS, PLATS, AND SURVEY DATA
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- 7) SITE IS LOCATED IN THE LARGER BLOCK CROSS INTERSECTION
- 8) LOCAL UTILITIES INCLUDE ELECTRIC - POTENTIAL INFORMATION SUBMITTER MUST PROVIDE UTILITIES - VARIATION DATA - INFORMATION DATA
- 9) ROAD DATA IS FROM 1:2500 PLAT
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- 20) ROAD DATA IS FROM 1:2500 PLAT

ZONING DATA

VILLAGE OF CHEVY CHASE, SEC. 3

(1) ZONING R-40
 MIN. LOT AREA = 4,000 SF
 MIN. FRONT YARD SETBACK = 25 FT
 MIN. SIDE YARD SETBACK = 5 FT
 MIN. REAR YARD SETBACK = 10 FT

(2) FRONT SETBACK - 25 FT (OR ESTABLISHED)
 SIDE SETBACK - 5 FT PER SIDE (OR ESTABLISHED)
 REAR SETBACK - 10 FT PER SIDE (OR ESTABLISHED)

(3) THE SECTION 3 OF THE VILLAGE OF CHEVY CHASE, MONTGOMERY COUNTY, MARYLAND, IS SHOWN ON PLAT 1:2500 (OR ESTABLISHED)

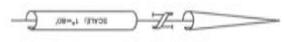
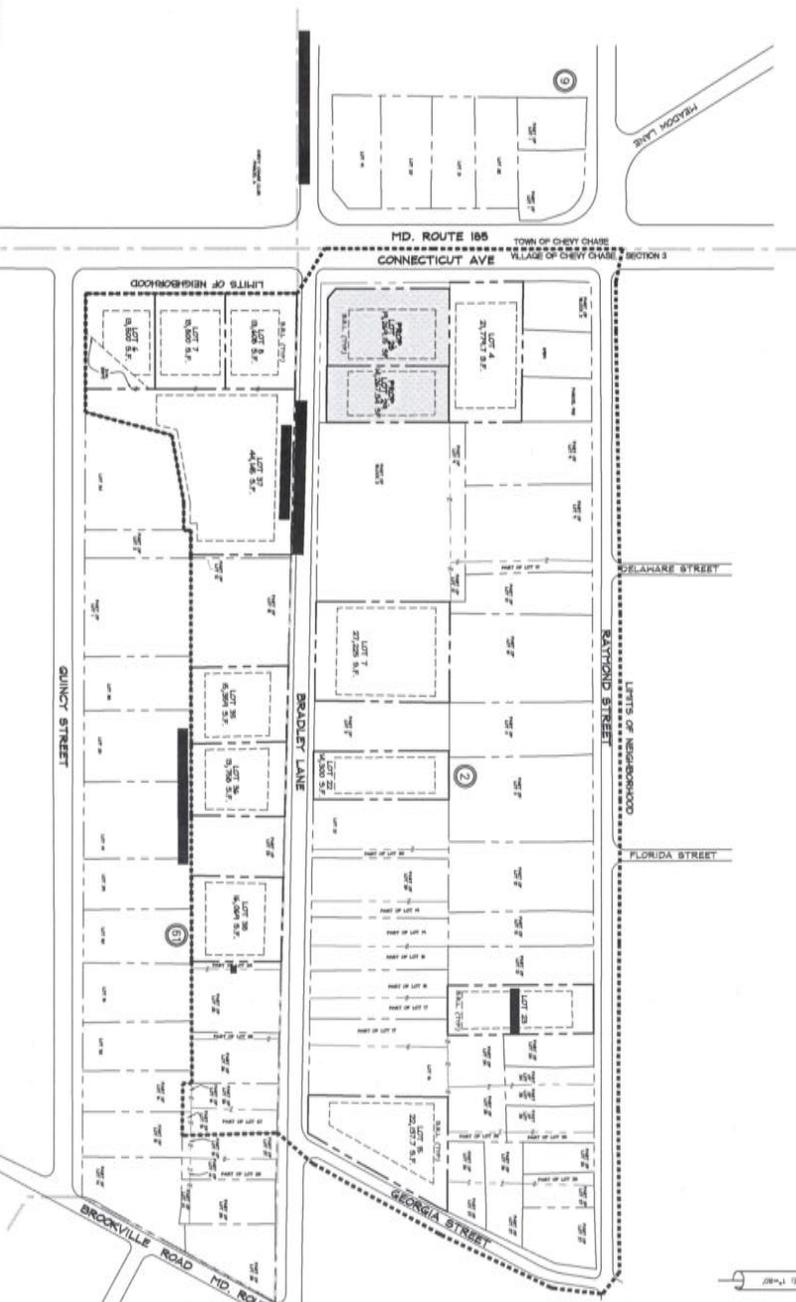
ZONING DATA

MONTGOMERY CO. / CHEVY CHASE VILLAGE

(1) ZONING R-40
 MIN. LOT AREA = 4,000 SF
 MIN. FRONT YARD SETBACK = 25 FT
 MIN. SIDE YARD SETBACK = 5 FT
 MIN. REAR YARD SETBACK = 10 FT

(2) FRONT SETBACK - 25 FT (OR ESTABLISHED)
 SIDE SETBACK - 5 FT PER SIDE (OR ESTABLISHED)
 REAR SETBACK - 10 FT PER SIDE (OR ESTABLISHED)

(3) THE SECTION 3 OF THE VILLAGE OF CHEVY CHASE, MONTGOMERY COUNTY, MARYLAND, IS SHOWN ON PLAT 1:2500 (OR ESTABLISHED)



NOTES

- 1) BUILDING RESTRICTIONS ARE SHOWN ON RECORDS, DEEDS, PLATS, AND SURVEY DATA
- 2) PROPERTY LINES SHOWN ON THIS MAP ARE BASED ON RECORDS, DEEDS, PLATS, AND SURVEY DATA
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- 19) ROAD DATA IS FROM 1:2500 PLAT
- 20) ROAD DATA IS FROM 1:2500 PLAT

NOTE: THIS NEIGHBORHOOD MAP IS FOR GRAPHICAL REPRESENTATION ONLY. ALL LOT STATISTICS TAKEN FROM AVAILABLE RECORD PLATS.

APPLICANT
 MONTGOMERY COUNTY
 200-761-2000

FILE 1-20080180
 PROPOSED LOTS 28-29, BLOCK 2
 VILLAGE OF CHEVY CHASE, SECTION 3
 NEIGHBORHOOD MAP

3

PROPOSED LOTS 28-29, BLOCK 2
 VILLAGE OF CHEVY CHASE, SECTION 3
 BETHESDA (7TH) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 NEIGHBORHOOD MAP

DATE	BY	REVISION
07/26/07	JAR	PRELIMINARY PLAN SUBMITTAL
08/16/08	JAR	REVISED TO REFLECT 2-LOTS

PROJECT	DATE
07-129	10/2007
ILLUSTRATION	ENGINEERING
PNK	JAR
SCALE	AS SHOWN
1" = 80'	CAS

CAS ENGINEERING
 CIVIL/SURVEYING-LAND PLANNING
 A DIVISION OF C&D DESIGN, INC.
 108 West Ridgeville Boulevard, Suite 101, Mount Airy, Maryland 21771
 DC Metro (301) 607-8031 FAX (301) 607-8045

Resubdivision Criteria for Village of Chevy Chase

Attachment D

Lot #	Block	Frontage (ft.)	Alignment	Size (ac.)	Shape	Width (ft.)	Area (ac.)
22	2	70	perpendicular	14,300	rectangular	70	7,145
23	2	70	perpendicular	14,560	rectangular	70	8,136
29	2	80	perpendicular	14,267	rectangular	80	7,955
7	61	100	perpendicular	13,500	rectangular	100	7,606
6	61	100	perpendicular	13,500	rectangular	100	5,151
36	61	100	perpendicular	13,758	rectangular	100	7,596
38	61	102	perpendicular	16,069	rectangular	102	8,527
4	2	104	perpendicular	21,780	rectangular	104	12,805
35	61	110	perpendicular	15,369	rectangular	110	8,213
8	61	135	perpendicular	13,608	rectangular	135	6,082
7	2	139	perpendicular	27,225	rectangular	139	17,304
28	2	110 + 175	perpendicular	19,269	rectangular	110	8,844
37	61	235	perpendicular	44,145	rectangular	235	27,916
15	2	238	perpendicular	22,138	rectangular	207	10,748

4



Attachment E

DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

April 17, 2008

Carla Reid Joyner
Director

Mr. Jeff Robertson
CAS Engineering
108 West Ridgeville Boulevard, Suite 101
Mount Airy, MD 21771

Re: Stormwater Management **CONCEPT** Request
for Village of Chevy Chase, Section 3
Preliminary Plan #: 1-08018
SM File #: 232508
Tract Size/Zone: 0.77 Ac/R-60
Total Concept Area: 0.77 Ac.
Lots/Block: Prop. 28 & 29/2
Watershed: Lower Rock Creek

Dear Mr. Robertson:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site water quality control and onsite recharge via roof top and non roof top disconnect (drywells and porous pavement or pavers). Channel protection volume is not required because the one-year post development peak discharge is less than or equal to 2.0 cfs.

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

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

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 not 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.

5

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

Sincerely,

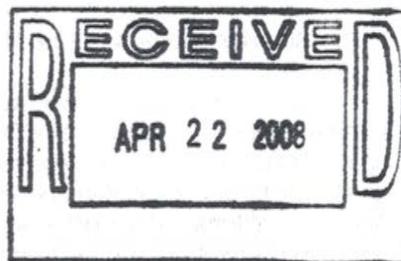
*DMC
for* 

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

RRB:dm CN232508 Village of Chevy Chase.DWK

cc: C. Conlon
S. Federline
SM File # 232508

QN -Onsite; Acres: 0.77
QL - Onsite; Acres: 0.77
Recharge is provided



6



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

State Highway
Administration

John D. Porcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

April 3, 2008

Mr. Neil Braunstein
Planner Coordinator
Development Review Division
Maryland National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: Montgomery County
Village of Chevy Chase
File #: 1-20080180
MD 185 (Connecticut Avenue)
Mile Post: 0.60

Dear Mr. Braunstein:

The State Highway Administration (SHA) appreciates the opportunity to review the preliminary plan application for the Village of Chevy Chase development. We offer the following comments:

- As requested in our December 12, 2007 letter, we need the initial sight distance evaluation to be resubmitted and revised to provide more specific field measurements for the existing available intersection sight distance and stopping sight distance. Specifically, the values of 445'+ and 305'+ are unacceptable and need to reflect the true field measurements. In addition, the evaluation form must be signed and sealed by a licensed professional engineer.
- If the existing ramp at the intersection of MD 185 and Bradley Lane does not meet SHA's current ADA standards, this ramp must be replaced.
- If the existing residential driveway apron along MD 185 does not meet SHA's current standards, this apron must be replaced.

If you have any questions or require additional information, please contact Ms. Corren V. Giles at (410) 545-5595, toll free at (800) 876-4742, or via email at cgiles@sha.state.md.us.

Sincerely,

Corren V. Giles
for Steven D. Foster, Chief
Engineering Access Permits Division



SDF/cvg

Cc: Mr. Jeffrey Robertson / 108 West Ridgeville Boulevard, Suite 101, Mount Airy, Maryland 21771
Mr. Patrick Strauss / 5812 Chevy Chase Parkway, NW, Washington D.C., 20015
Ms. Catherine Conlon / M-NCPPC
Mr. Shahriar Etemadi / M-NCPPC

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My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation
December 12, 2007

Ms. Catherine Conlon
Supervisor, Development Review
Subdivision Division
Maryland National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: Montgomery County
Village of Chevy Chase
File #: 1-20080180
MD 185 (Connecticut Avenue)
Mile Post: 0.60

Dear Ms. Conlon:

The State Highway Administration (SHA) appreciates the opportunity to review the preliminary plan application for the Village of Chevy Chase development. We offer the following comments:

- Access to Lot 28 is proposed along MD 185 (Connecticut Avenue), which will require a permit from the District 3 Office for one (1) residential entrance. Please contact Augustine Rebish, Assistant District Engineer – Utilities, at 301-513-7350 for permitting requirements to determine if there any modifications needed for the existing driveway.
- We have reviewed the initial sight distance evaluation and require that they form be resubmitted to indicated more specific field measurements for the existing available intersection sight distance and stopping sight distance. In addition, the evaluation form must be signed and sealed by a licensed professional engineer.
- Truncations (right of way flares) and right-of-way dedications/donations along MD 185 need to be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications/donations be platted to SHA standards. These plats must be submitted in hard copy format for review, checking and final issuance. Please contact Mr. Daniel Andrews of the Plats and Surveys Division @ 410-545-8860 for additional information. For questions regarding the plat review process, please E-mail Mr. Andrews at dandrews@sha.state.md.us. Additionally, please contact Mr. Paul Lednak, District 3 Right of Way Chief at 310-513-7470 for information regarding the deed process.
- Proposed access to Lots 29 and 30 are from a County-maintained road and is subject to the permit process and requirements of the Montgomery County Department of Public Works and Transportation.

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My telephone number/toll-free number is _____

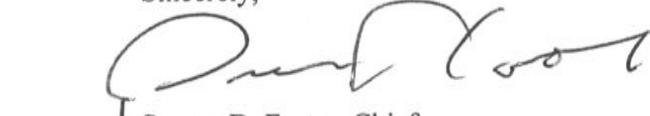
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com

Ms. Catherine Conlon
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If you have any questions or require additional information, please contact John Borkowski at 410-545-5595 or by using our toll free number in Maryland only at 1-800-876-4742.

Sincerely,



Steven D. Foster, Chief
Engineering Access Permits Division

SDF/gfc/jab

- cc: Mr. Jeff Robertson / Cas Engineering / 108 W. Ridgeville Boulevard, Suite 101, Mount Airy, MD 21771
Mr. Shahriar Etemadi / M-NCPPC
Mr. Sam Farhadi / Montgomery County DPW&T
Mr. Jeff Wentz *sent via e-mail*
Ms. Kate Mazzara *sent via e-mail*
Mr. Augustine Rebish *sent via e-mail*
Mr. Daniel Andrews *sent via e-mail*
Mr. Paul Lednak *sent via e-mail*



DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

December 18, 2007

Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan #1-20080180
Village of Chevy Chase

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated 10/31/07. This plan was reviewed by the Development Review Committee at its meeting on December 17, 2007. 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 DPS 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.

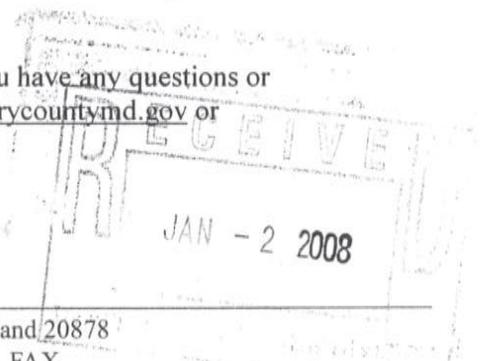
1. Show/label all existing planimetric and topographic details specifically storm drainage on the preliminary plan.
2. Right of way dedication for Bradley Lane as necessary and Connecticut Ave in accordance with the Master Plan.
3. The owner will be required to submit a recorded covenant for the operation and maintenance of private storm drain systems prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
4. Access and improvements along Bradley Lane as required by Village of Chevy Chase.
5. Access and improvements along Connecticut Ave (MD 185) as required by the Maryland State Highway Administration.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

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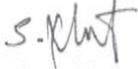
Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240-777-6000 • 240-777-6013 TTY • 240-777-6030 FAX
www.montgomerycountymd.gov



Ms. Catherine Conlon
Preliminary Plan No. 1-20080180
Date December 18, 2007
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Sincerely,



Sam Farhadi, P.E.
Development Review Group
Traffic Engineering and Operations Section
Division of Operations

m:/subdivision/farhas01/preliminary plans/ 1-20080180, Village of Chevy Chase.doc

Enclosures ()

cc: Patrick Strauss
Jeff Robertson, CAS Engineering
Joseph Y. Cheung; DPS RWPPR
Sarah Navid; DPS RWPPR
Henry Emery; DPS RWPPR
Shahriar Etemadi; M-NCPPC TP
Gregory Leck, DPWT TEOS
John Borkowski, MSHA
Preliminary Plan Folder
Preliminary Plans Note Book

(11)

SECTION 3 OF THE VILLAGE OF CHEVY CHASE

P.O. Box 15070 Chevy Chase, Maryland 20815 301 656-9117
www.chevychase3.com

April 22, 2008

Montgomery County Planning Board
Att. Neal Braunstein
8787 Georgia Avenue
Silver Spring, MD 20910

RE: # 120080180 revised proposed re-subdivision of lot at Connecticut Ave and
Bradley Lane in Section 3 of the Village of Chevy Chase

Dear Sirs,

At the April 9th meeting of the Section 3 of the Village of Chevy Chase Council, we went over the revised plan for the re-subdivision of the lot at the corner of Bradley Lane and Connecticut Avenue in Section 3. This revised plan is far superior in terms of lot size to the first plan presented. In reviewing the plan and the comments of various agencies who reviewed the initial plan, the Council came to several conclusions and recommendations it would like to share with the Planning Board.

Setbacks

Because one of the houses sits next to one of only three homes designated historic by the Preservation Commission in all of Section 3 and because the nearby homes on Bradley Lane are set back considerably from the street, we feel strongly that the two houses should be set back farther than shown on the current plan. This would be in keeping with the pattern of houses closest to Connecticut Avenue and at the same time, solve the practical problem of providing sufficient on-site parking for the future homeowners and their guests as there is no on street parking at that location due to its proximity to Connecticut Avenue. The houses as shown on the revised plan are in compliance with Section 3 setback restrictions, however, in this instance, because of the historic nature of the property neighboring properties at 3815 and 3807 Bradley Lane and the lack of on-street parking, we feel there are two compelling reasons to require the houses to be set back farther from Bradley Lane on the lot.

Driveways

We have no problem with location of both driveways as shown on the revised plan. The existing driveway on Connecticut Avenue has never presented a problem, even when it was used by the former owner, the Nigerian Ambassador, as a parking lot entrance and exit. The driveway located on Bradley Lane is sufficiently far from the

intersection that it shouldn't pose a problem for either commuters or for the future homeowner to gain access to his or her property.

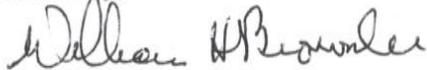
Sidewalks

In reading over the remarks regarding sidewalks as it related to the last set of drawings, we strongly urge that the configuration of the current sidewalk on Connecticut Avenue be retained because it continues the line of sidewalks throughout our community and is used by children going to the guarded pedestrian crossing at Raymond St. to cross Connecticut Avenue to get to Rosemary Hills Elementary School. As to the sidewalk recommended for Bradley Lane, it would only serve to confuse walkers and lead them directly into a stockade fence belonging to the neighboring property owner—in essence, a sidewalk to nowhere which could force pedestrians to cross the road in the middle of the street, creating a hazard where none exists. Requiring the property owner to put a sidewalk in front of these two houses would create what we believe to be a dangerous situation as the bulk of traffic on the street flows from east to west, putting pedestrians directly into the path of on-coming traffic at almost any hour of the day.

There is no future possibility of Section 3 installing a sidewalk on that side of the street because property owners' lot lines run right to the swale on the street and over the years property owners have built fieldstone walls, wooden and iron fencing and stucco and stone walls all along Bradley Lane.

We ask that you take these comments into consideration as you review the proposed resubdivision of this lot into two good sized lots in keeping with the character of the neighborhood.

Sincerely,



William H. Brownlee, Council Chairman