






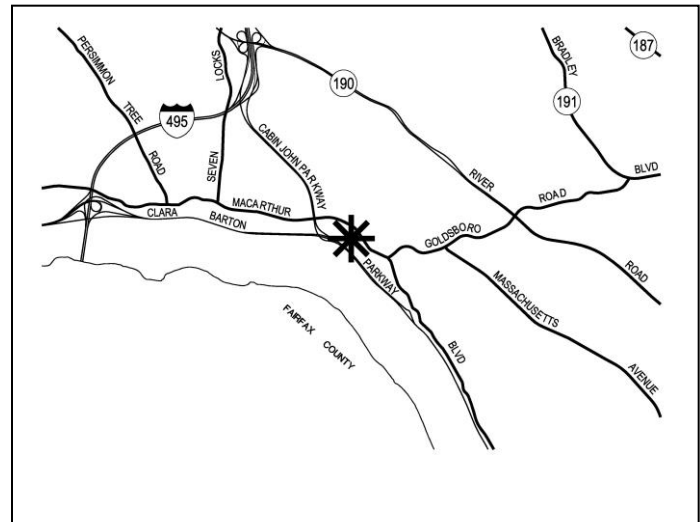
Preliminary Plan 120140170, Vassar Circle

 Neil Braunstein, Planner Coordinator, Area 1, Neil.Braunstein@montgomeryplanning.org, 301.495.4532
 Elza Hisel-McCoy, Supervisor, Area 1, Elza.Hisel-McCoy@montgomeryplanning.org, 301.495.2115
 Robert Kronenberg, Chief, Area 1, Robert.Kronenberg@montgomeryplanning.org, 301.495.2187

Staff Report Date: 10/28/16

Description

- Subdivision to create four lots for one one-family detached dwelling unit on each lot
- Located in the center parcel of Vassar Circle in the Town of Glen Echo
- 0.58 acres
- R-60 zone
- *Bethesda – Chevy Chase Master Plan*
- Application accepted on May 29, 2014
- Applicant: Two Vassar Circle, LLC
- Chapter 50, Chapter 22A



Summary

- **Staff Recommendation: Approval with Conditions.**
- The subject property is located within the Town of Glen Echo, and the Town has recommended approval of the application, subject to a condition regarding street width.

RECOMMENDATION: Approval subject to the following conditions:

- 1) This Preliminary Plan is limited to four lots for one one-family dwelling unit on each lot.
- 2) The Applicant must include the stormwater management concept approval letter and Preliminary Plan Resolution on the approval or cover sheet(s).
- 3) Prior to certification of the Preliminary Plan, the Applicant must submit, for review and approval by Staff, a Tree Save Plan that addresses the following:
 - a. All affected off-site trees six inches DBH and larger fronting the Subject Property must be accurately located and identified.
 - b. The Tree Save Plan must show that the Applicant will replace any offsite trees or landscaping that is removed for development of this subdivision. Any replacements must be planted by the end of the next planting season after damage or removal of the tree or landscaping.
 - c. Provide details, notes and specifications as needed to demonstrate appropriate level of protection of the affected trees.
 - d. The offsite limits of disturbance or other construction-related activity must not result in the removal of any specimen trees, as such removal would invalidate the Forest Conservation Exemption which has been confirmed for the Application.
 - e. The Tree Save Plan must include provisions for the Applicant's arborist to provide written reports to Staff at each appropriate milestone listed on the Tree Save Plan and/or as determined by the inspector.
 - f. The Tree Save Plan must be signed by an ISA-certified arborist who is also a Maryland Licensed Tree Expert.
 - g. The Tree Save Plan must show at least one two-inch caliper native canopy tree on each of the approved lots. The trees must be planted no later than the time of release of the sediment control permit.
- 4) The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letters dated August 22, 2014, and June 24, 2016, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letters, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
- 5) The Planning Board accepts the recommendations of the Town of Glen Echo in its waiver approval of street width requirements dated April 11, 2016, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the waiver approval, which may be amended by the Town of Glen Echo provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
- 6) Prior to recordation of plat(s), the Applicant must satisfy the provisions for access and improvements as required by the Town of Glen Echo.
- 7) The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Service ("MCDPS") – Water Resources Section in its stormwater management concept letter dated September 1, 2016, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section

provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.

- 8) The Applicant must construct all road improvements within the rights-of-way shown on the approved Preliminary Plan to the design standards imposed by all applicable road codes.
- 9) The certified Preliminary Plan must contain the following note:
Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of issuance of building permits. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot. Other limitations for site development may also be included in the conditions of the Planning Board's approval.
- 10) The Applicant must make a Transportation Policy Area Review ("TPAR") Mitigation Payment for transit and roadways, equal to 50% of the applicable transportation impact tax to MCDPS. The timing and amount of the payment will be in accordance with Chapter 52 of the Montgomery County Code.
- 11) The record plat must show necessary easements, including the 10-foot-wide public improvement easement, as shown on the certified Preliminary Plan.
- 12) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for eighty-five (85) months from the date of mailing of the Planning Board resolution.

SITE DESCRIPTION

The property, shown below and in Attachment A, consists of one unplatted parcel, which is 0.58 acres (25,447 square feet) in area. The property is located in the center of Vassar Circle, a circular street in the Town of Glen Echo. It is located in the R-60 zone, and is developed with an existing, but unused, church and associated parking. Properties surrounding the circle are developed with one-family detached dwellings in the R-60 zone.

The property is located in the Potomac River watershed. There are no streams, floodplains or forest on the property. There are no steep slopes or known erodible soils on-site.

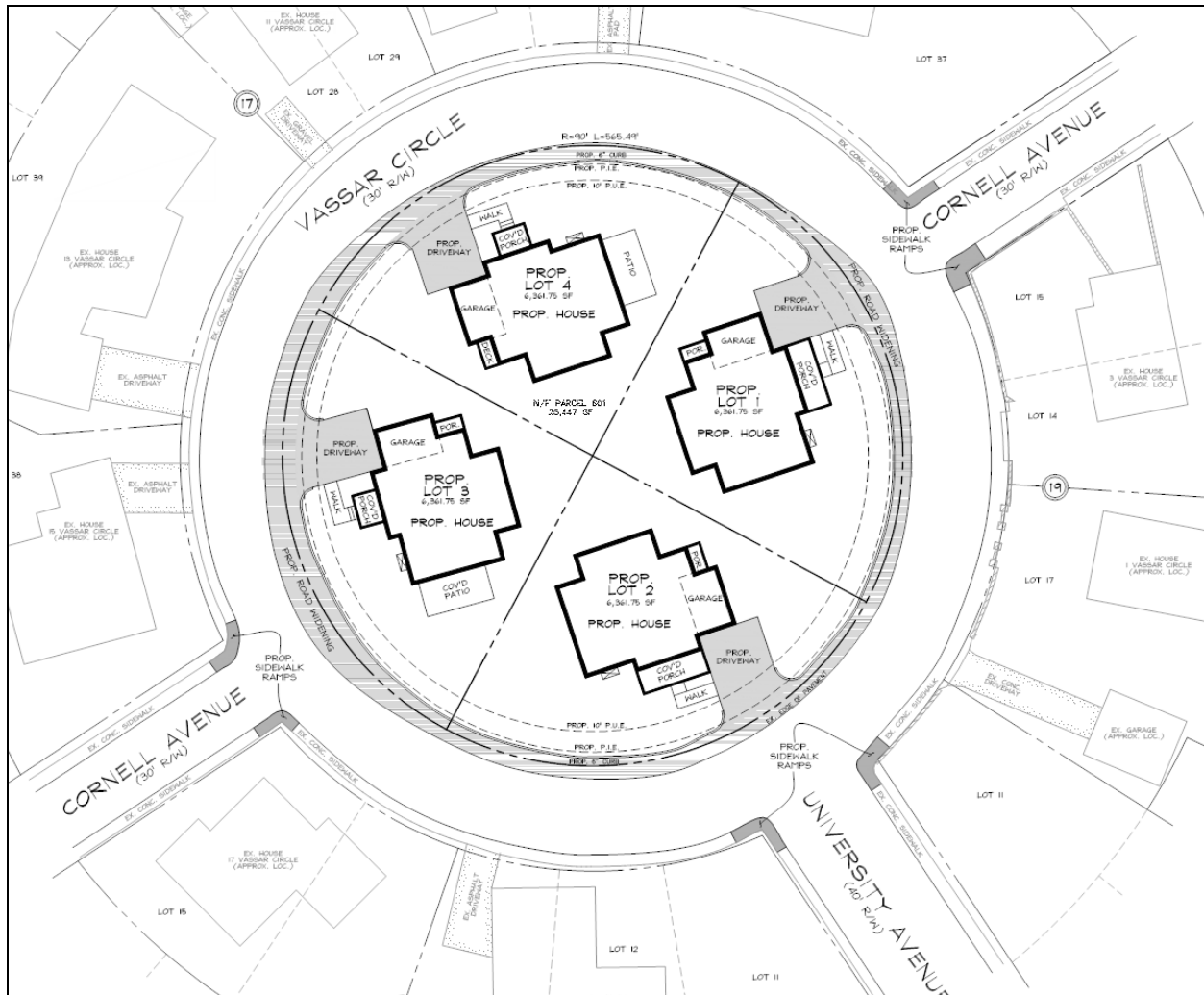


Aerial View of the Site

PROJECT DESCRIPTION

The applicant proposes to subdivide the subject property into four lots for one one-family detached dwelling on each lot. The property will be divided into four equal-sized, wedge-shaped lots, each being a quarter of the circular property. Each lot will measure 6,362 square feet in area. (Attachment B)

Vehicular access to the proposed lots will be provided via individual driveways from Vassar Circle. Pedestrian access will be provided via an existing sidewalk along the opposite side of Vassar Circle.



ANALYSIS AND FINDINGS – Chapter 50

Conformance to the Master Plan

The 1990 *Bethesda – Chevy Chase 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. The Master Plan does not specifically address the subject property, but does call for retention of the existing R-60 zoning. In the Master Plan, the subject property and surrounding development are identified as suitable for one-family detached housing. The application substantially conforms to the Master Plan because the application provides one-family detached housing consistent with the current density of the neighborhood and the current zoning designation. The lots are similar to surrounding existing lots with respect to dimensions, orientation, and shape, and future residences will have a similar relationship to the public street and surrounding residences as do existing residences in the area. The application will not alter the existing pattern of development or land use, which is in substantial conformance with the Master Plan recommendation to maintain the existing residential land use.

The subject property is not within a formal Special Protection Area (SPA); however, the site is in the Palisades subsection of the Master Plan. The Master Plan's major goals include the protection of the natural resources, environmental quality, and associated character of the Planning Area.

The site contains only a few small trees and shrubs; the largest trees inside the circle are white pines measuring approximately 18 inches diameter at breast height (DBH) that are located in the right of way embankment along the southwest side of site. Therefore, the vegetation inside Vassar Circle is not emblematic of the mature trees, environmental features, or associated character that the Master Plan seeks to protect.

However, there are a number of specimen sized trees across from the site frontage which occupy significant portions of the circles' outer perimeter. There are at least five specimen trees which are over 40 inches DBH, the largest of which is an approximately 48-inch DBH red oak tree. The specimen trees and mature landscape across from the site do reflect the environmental character that should be protected under the recommendations of the Master Plan. The staff recommendation includes a condition of approval that requires the applicant to replace any damaged or removed offsite landscaping and trees.

Public Facilities

Roads and Transportation Facilities

Access to the proposed lots will be via individual driveways from Vassar Circle. The Town of Glen Echo has indicated that pedestrian access will be provided via existing sidewalks on the opposite side of Vassar Circle and not directly along the property frontage. In addition, on February 1, 2016, the Town approved a waiver of its road construction code (Attachment C), allowing the subdivision to retain the existing 30-foot-wide right-of-way for Vassar Circle instead of dedicating to the otherwise required 50-foot width. The waiver also allows the subdivision to provide a public improvement easement in the event that any street improvements cannot be accommodated within the existing right-of-way. The Town conditioned its approval of the waiver on construction of road improvements as shown in an exhibit to the waiver approval and reflected on the Preliminary Plan. The required improvements will widen the existing 18- to 20-foot-wide street pavement to 28 feet, with two travel lanes of ten feet each and one eight-foot-wide parking lane (on the exterior curb of the circle). With approval of the waiver, the Town found that the application will provide safe and adequate access for vehicles, including emergency vehicles.

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 a traffic study under the Local Area Transportation Review (LATR). The four proposed one-family detached dwelling units are estimated to generate four peak-hour trips in each of the morning and evening peak periods. As a result of the four peak-hour trips, the application is subject to Transportation Policy Area Review (TPAR). In accordance with the 2012-2016 *Subdivision Staging Policy*, developments within the Bethesda – Chevy Chase Policy area must satisfy the TPAR requirement by making payment equal to fifty percent of the applicable transportation development impact tax.

As shown above, proposed vehicle and pedestrian access for the subdivision will be adequate.

Other Public Facilities and Services

Public facilities and services are available and will be adequate to serve the proposed subdivision. The subject property is proposed to be served by public water and public sewer. The application has been reviewed by the Montgomery County Fire and Rescue Service who has determined that the property will have appropriate access for fire and rescue vehicles. Other public facilities and services, such as police stations, firehouses, schools, and health services are operating according to the Subdivision Staging Policy resolution currently in effect and will be adequate to serve the subject property. Electrical, telecommunications, and gas services are also available to serve the subject property.

Environment

The subject property is largely developed and does not contain environmentally sensitive features such as forest areas, stream buffers, wetlands, 100 year floodplains, or onsite specimen trees. The site is within the Potomac River direct watershed, however areas along the north side of Vassar Circle drain to the Lower Main Stem of Cabin John Creek. Both of the drainage areas are part of Use I-P¹ watersheds.

The application is subject to the Forest Conservation Law; however, the proposed development qualifies for a Forest Conservation Exemption under Section 22A-5(s)(1) as a small property. Exemption #42014124E was confirmed for this application on February 21, 2014, for the reasons outlined below:

- An activity occurring on a tract smaller than one acre that will not result in the clearing of more than a total of 20,000 square feet of existing forest, or any existing specimen or champion tree.
- Reforestation requirements will not exceed 10,000 square feet.
- Forest in any priority area on-site must be preserved.

A Tree Save Plan is required to ensure that the trees and mature landscape in the vicinity of the subject property are not unnecessarily damaged or removed. The damage or removal would otherwise alter the character of the planning area associated with the Palisades. Special construction techniques and careful coordination with a supervising project arborist will be necessary to ensure that the off-site trees are appropriately protected throughout the construction. The Tree Save Plan also needs to consider the construction techniques of the houses, particularly on proposed Lot 1, and whether any clearance pruning for crane access would be needed. Conditions of approval are recommended regarding the Tree Save Plan approval and its implementation.

¹ Use I-P:

WATER CONTACT RECREATION & PROTECTION OF AQUATIC LIFE, AND PUBLIC WATER SUPPLY

Waters that are suitable for: water contact sports: play and leisure time activities where the human body may come in direct contact with the surface water; fishing; the growth and propagation of fish (other than trout); other aquatic life, and wildlife; agricultural water supply, industrial water supply, and use as a public water supply.

Stormwater Management

The MCDPS Stormwater Management Section approved the stormwater management concept on September 1, 2016. The stormwater management concept consists of environmental site design through the use of landscape infiltration and drywells.

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. The proposed lot size, width, shape, and orientation are appropriate for the location of the subdivision taking into account the recommendations included in the applicable master plan, and for the type of development or use contemplated.

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.

Citizen Correspondence and Issues

The applicant has complied with all submittal and noticing requirements. As of the date of this staff report, staff has received two letters from concerned citizens regarding the application (Attachment D). Both letters are from 2014.

One letter raises concerns regarding the adequacy of the public street fronting the subdivision, Vassar Circle. The concerns are that the street has inadequate width, parking, and sight distance. However, the concerns relate to the existing conditions of the street and the original 2014 submission of the application. In February 2016, the Town of Glen Echo approved a waiver to allow the application to retain the existing 30-foot right-of-way, conditioned on widening the paved street to 28 feet, an increase of between eight and ten feet over the existing pavement. With these required improvements, the Town found that the application will provide safe and adequate access for vehicles.

The second letter raises concerns about the size and location on the lots of the future houses. These concerns are not within the scope of a preliminary plan application and are not in the purview of the Planning Board. Building size, footprint, and location on the lot will be determined with approval of building permits for the houses.

Town of Glen Echo

The subject property is located within the Town of Glen Echo. Consistent with Section 23-202 of the Land Use Article of the Maryland Code and Section 50-35 of the Subdivision Regulations, the Town of Glen Echo has reviewed the preliminary plan. In 2014, the Town initially recommended that the Planning Board deny the application, based largely on the inadequacy of the existing street (Attachment E). However, in February 2016, the Town approved a waiver of the requirement to dedicate the street right-of-way of 50 feet (from the existing 30-foot width), conditioned on the applicant providing a public

improvement easement and making street improvements to improve access, circulation, parking, and sight distance (Attachment C). Implicit in the Town's approval of the waiver is a recommendation that the Planning Board approve the application. The email correspondence to staff that transmitted the Town's approval of the waiver includes a request that the application be approved with a condition that the preliminary plan show the public improvement easement that was required by the Town.

CONCLUSION

The proposed lots meet all requirements established in the Subdivision Regulations and the Zoning Ordinance and substantially conform to 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 Preliminary Plan

Attachment C – Town of Glen Echo Waiver Approval

Attachment D – Citizen Correspondence

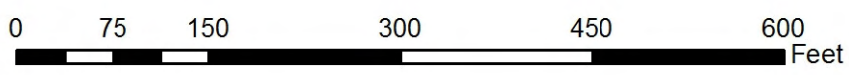
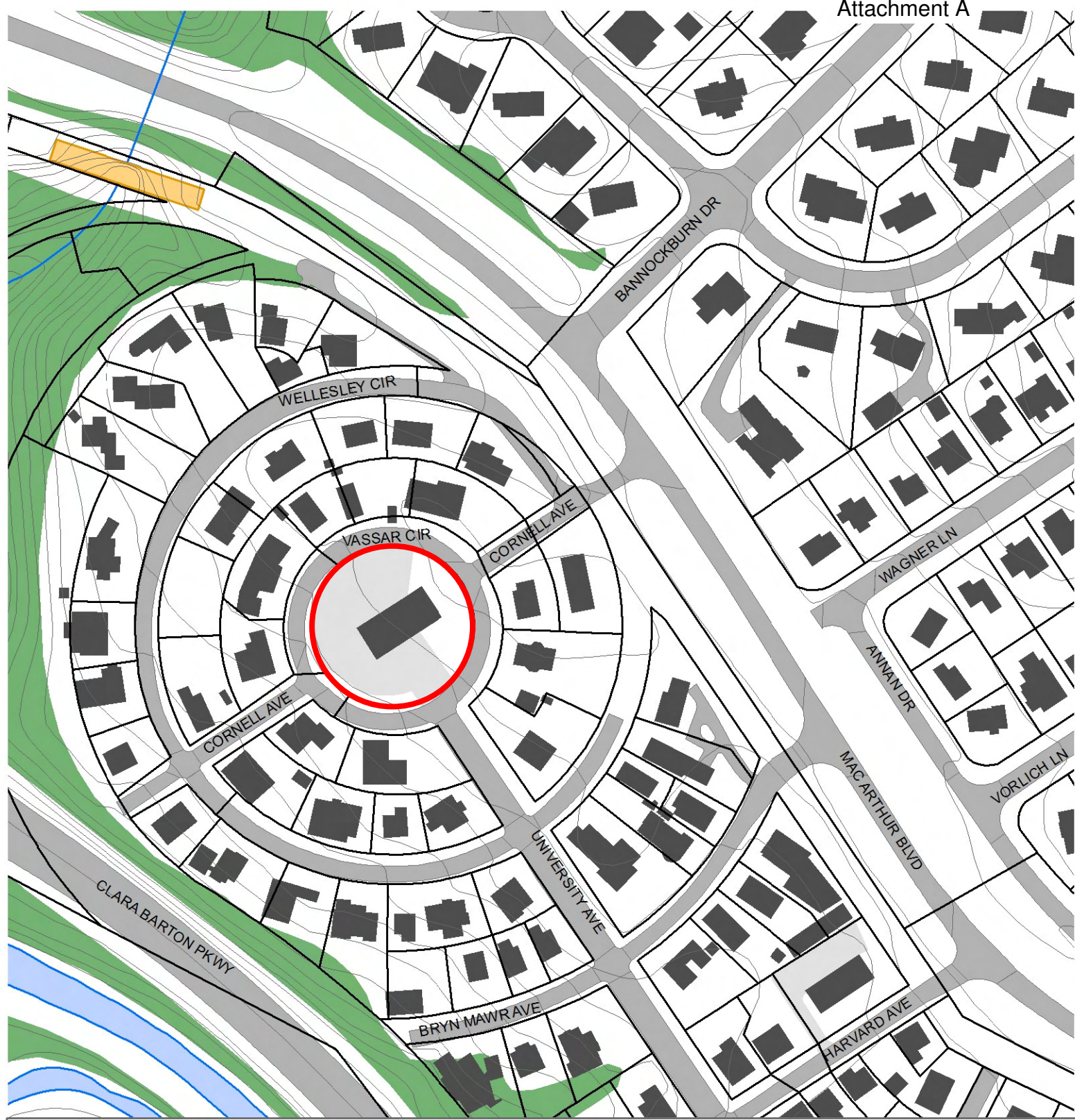
Attachment E – Town of Glen Echo Recommendation of Denial for Previous Version of the Application (2014)

Attachment F – Agency Correspondence Referenced in Conditions

Table 1: Preliminary Plan Data Table

PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval by the Preliminary Plan
Minimum Lot Area	6,000 sq. ft.	6,362 sq. ft. minimum
Lot Width	60 ft.	104 ft. minimum
Lot Frontage	25 ft.	141 ft. minimum
Setbacks		
Front	25 ft. Min.	Must meet minimum ¹
Side	8 ft. Min./18 ft. total	Must meet minimum ¹
Rear	20 ft. Min.	Must meet minimum ¹
Maximum Residential Dwelling Units per Zoning	4	4
MPDUs	N/a	N/a
TDRs	N/a	N/a
Site Plan Required	No	

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



1 inch = 150 feet



PROJECT 13-382	DATE 02/2014
ILLUSTRATION JSC	ENGINEERING N/A
SCALE 1"=20'	APPROVAL CAS

[illegible]

CLINICAL STUDIES HAVE MODERATELY FINE-TEXTURED, VERY DEEP, WELL DRAINED, SANDY SOILS. THE SOILS HAVE MODERATE TO HIGH CAPACITY FOR WATER AND PRODUCTIVITY IS HIGH. EROSION HAZARD IS SLIGHT. THIS UNIT IS 25 TO 45 PERCENT IMPERVIOUS MATERIAL. CAPABILITY SUBCLASS IS 15 LIE.

[illegible]

*IN ACCORDANCE WITH THE MONTGOMERY COUNTY ZONING ORDINANCE, THIS REDEVELOPMENT QUALIFIES FOR THE MONTGOMERY COUNTY LOT COMBINATION FOR EACH LOT WILL BE EQUAL TO THE NUMBER OF LOTS ALLOWED BY THE SQUARE FOOT OF A LOT (MAX. OVER 8,000 SQUARE FEET).

*IN ACCORDANCE WITH THE MONTGOMERY COUNTY ZONING ORDINANCE, ACTUAL LOT COMBINATION AND ACRES SHALL BE DETERMINED BY THE MONTGOMERY COUNTY PLANNING DEPARTMENT.

*THE SITE / ZONING DATA PROVIDED HEREON IS SUBJECT TO CHANGE BASED ON PLAT, ARCHITECTURAL, AND SITE DESIGN.

I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND
 LICENSE NO. 19669, EXPIRATION DATE 3/6/2016.

06/23/16
DATE
CURT A. SCHREFFLER, P



NOTE: THE PROPOSED BUILDING FOOTPRINTS, LIMITS OF DISTURBANCE, POOLS AND DRIVEWAYS SHOWN HEREO-
AFTER FOR GRAPHICAL REPRESENTATION. FINAL BUILD-
LOCATIONS WILL BE DETERMINED DURING THE BUILDING
PERMIT PROCESS AND WILL CONFORM TO THE
STANDARDS OF THE ZONE INCLUDING LOT COVERAGE,
HEIGHT, SETBACKS, ETC.

[illegible]

2 VASSAR CIRCLE, GLEN ECHO, MD 20812
PLAT BOOK B, PLAT 17, CIRCA 1891

PROPOSED LOTS 1-4 (PARCEL 601)
VASSAR CIRCLE
BETHESDA (7TH) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND
PRELIMINARY PLAN - COVER SHEET

DATE	BY	REVISION
05/05/14	JSC	INITIAL SUBMITTAL TO MNCPPC
06/23/16	JSC	SECOND SUBMITTAL TO MNCPPC

Braunstein, Neil

From: Ron <ron@boltlegal.com>
Sent: Monday, June 27, 2016 1:58 PM
To: Braunstein, Neil
Cc: deborah.beers@bipc.com; townhall; Aaron Hirsch; Norman G. Knopf
Subject: Application No. 120140170 (Vassar Cir)
Attachments: Waiver.pdf; Waiver Modification.pdf; Ex A - Fire Access Plan (061316).pdf

Dear Mr. Braunstein:

I am writing on behalf of the Town of Glen Echo. The referenced matter was referred to the Town for review of the proposed subdivision. The proposal required a waiver from the strict application of the Town road construction ordinance. As noted in the waiver decision, based on the applicant's proposed public improvements easement, the Town granted the requested waiver. A copy of the waiver decision, and recent modification thereto, is attached. The Town requests the final plan to include the required public easement, as depicted in the plan presented to the Town (entitled, "Exhibit No. 3").

We understand that the applicant may require some deviation from standard County cross-sections for road design, to accomplish stormwater management and drainage. Please note that the Town will not independently undertake a review of the road and stormwater engineering and will instead rely on Montgomery County's review.

Please let me know if you have any questions.

--

Regards,

Ronald M. Bolt
Bolt Legal, LLC
8 Executive Park Court
Germantown, Maryland 20874

301-528-6000 (tel)
301-528-6001 (fax)
www.boltlegal.com

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The Town of
GLEN ECHO
Chartered 1904

Town Hall • 6106 Harvard Avenue • P.O. Box 598 • Glen Echo • MD 20812 • (301) 320-4041

**DECISION OF TOWN COUNCIL APPROVING
APPLICATION OF TWO VASSAR, LLC SUBMITTED BY
AARON HIRSCH, MANAGING MEMBER, FOR WAIVER
OF REQUIREMENTS OF TOWN'S ROAD
CONSTRUCTION CODE FOR PROPERTY IN VASSAR
CIRCLE PURSUANT TO §17.1.E.**

Two Vassar, LLC, by Managing Member Aaron Hirsch ("Applicant"), has applied for a waiver of certain requirements of the Town's Road Construction Code pursuant to §17.1.E. For the reasons set forth below, the Town of Glen Echo Council finds that the criteria for the requested waiver have been met and the waiver is **GRANTED** in accordance with the terms and conditions set forth herein.

A. ROAD CONSTRUCTION CODE

In 2014, the Town of Glen Echo ("Town") enacted a Road Construction Code ("Road Code") governing road improvements required as part of subdivision or resubdivision of property within the Town. The Road Code was adopted after the Town found that the Town's current road right-of-way widths, 30' with the exception of one street which is 40', were inadequate to provide safe vehicle travel lanes for cars, emergency vehicles, snow plows, school buses, and trucks, as well as inadequate to provide space for parking for residents and their guests. The Council, in adopting the ordinance, noted that the County's road code required a minimum of 50' wide right-of-way for a tertiary residential street.

Accordingly, the Road Code established 50' wide right-of-way for the construction of new roads or the improvement of existing roads, in connection with a

subdivision or resubdivision fronting an existing street. The applicant was required to provide the Town by dedication with sufficient land so that the applicant's property line fronting the existing street would not be less than 25' from the center line of the new or improved right-of-way. Road Code §17.1.B.2. Since Town streets are narrow and lots are generally small, the Road Code provides for a waiver of its requirements where, after a public hearing, the Town Council finds the imposition of the requirements would deprive the applicant of all reasonable use of the property. Road Code §17.1.E.

B. 2014 SUBDIVISION APPLICATION

In 2014, applicant filed a subdivision application with the Montgomery County Planning Board ("Board") to subdivide approximately 25,500 sq. ft. of land on Vassar Circle. Pursuant to Maryland Land Use Article §22-201(c) and (d), the application was referred to the Town for its recommendation. The Town recommended denial for the reasons set forth in its letter to the Board of July 18, 2014. (The entire record of the 2014 application hearing before the Town was incorporated by reference in the waiver proceedings.) In that letter, the Town noted that the Vassar Circle right-of-way is 30' in width; the existing pavement is less than 18' to 20' in width. This pavement width was insufficient to provide two travel lanes of 10' in width each, plus one parking lane of 8' in width, as required by the Road Code. The 2014 subdivision application provided no dedication of land to the Town for widening Vassar Circle. The application proposed adding only 2' of pavement in an existing right-of-way so that a total pavement width would be 20' for travel lanes and parking. The Town further found this was insufficient to safely accommodate parking, large trucks, school buses and snow plows. The Office of the Fire Marshall advised that a 20' pavement width, exclusive of parking, would

provide safe and adequate ingress and egress for fire trucks. We understand that the Town's recommendation to the Board of denial of the subdivision application has resulted in the Board's staff declining to process the application until the provisions of the Road Code are satisfied.

C. WAIVER APPLICATION

By letter of December 14, 2015, the applicant requested the Town to grant a waiver of certain requirements of the Road Code and to approve a proposed application of subdivision ("Revised Plan") which substantially revised the 2014 subdivision application discussed above.

A public hearing was held on February 1, 2016 on the waiver request for the Revised Plan. An extensive record was compiled, including written and oral testimony by the applicant through Aaron Hirsch and the applicant's civil engineer, Jeffrey Robertson, as well as written and oral testimony by Town residents. Marie LaBaw, of the Fire Marshall's Office also testified and answered questions via telephone. Incorporated into this record was the record compiled on the 2014 subdivision application. At the close of the hearing, the Council members considered the evidence of record, discussed the reasons for their decision, and voted 4-0 to approve the waiver application. This document sets forth in writing and further explains the reasons for that decision.

1. As with the 2014 subdivision application, the Revised Plan, submitted as Exhibit 3 and attached to this Decision and made part thereof, provides for the management of storm water runoff in accordance with Montgomery County Code, the construction of curbs and gutters in accordance with Montgomery County Code, and the establishment of public utility easements ("P.U.E.") and public improvement easements.

("P.I.E."). Changes, as shown on the proposed Revised Plan include the widening of the pavement of Vassar Circle so that it is a minimum of 28' of paved width for the entire Circle. Sidewalks at the intersections of University Avenue and Cornell Avenue with Vassar Circle would be modified to facilitate turning movements of fire trucks. These features of the Revised Plan are achieved without dedication of any land of applicant to the Town. To the extent land of the applicant is needed, the applicant will provide it through a perpetual easement to the Town. Accordingly, the applicant has requested a waiver to substitute a permanent easement to the Town Road Code requirement for dedication of needed land. Further, a waiver is also requested of the requirement that the property line of the subdivided property be not less than 25' from the center line of the right-of-way (Sec. 17.1 B.2) .

2. The Revised Plan provides for paved road width of 28', consisting of two travel lanes each 10' wide and one parking lane 8' wide. This is the width and number of lanes the Road Code requires where a subdivision fronts on an existing road (Sec. 17.1.B.1). Although the Revised Plan does not provide a distance of 25' from the subject property's front lot line to the center line of the right-of-way, the principal purposes of the Road Code would be achieved. The Road Code seeks to establish roads that provide safe and adequate ingress and egress for large vehicles, including fire trucks. The evidence of record demonstrates, and we so find, that the Revised Plan, with proper signage near intersections, provides safe and adequate road access for all vehicles, including fire trucks. Thus, with the grant of the waiver, the Revised Plan meets the principal purposes of the Road Code.

As the representative of the Fire Marshall's Office, Marie LaBaw, testified, the Revised Plan was of "acceptable design" to accommodate fire trucks and "is actually

improving the situation". She noted that the existing narrow width of the Vassar Circle pavement and parking along the circle created a "currently hazardous condition" in terms of emergency vehicle access. She further advised that under current conditions, if she received a complaint regarding inadequate and safe access for fire trucks, she could ban all parking on Vassar Circle.

Under the Revised Plan, which widens the paved street, parking would continue to be permitted on Vassar Circle with relatively few spaces removed, located near the intersections with Vassar Circle at Cornell Avenue and University Avenue, in order to provide sufficient turning room for fire trucks. To accommodate the parking of cars associated with the new homes to be constructed in the proposed subdivision, the applicant will provide three on-site parking spaces for each subdivided lot although the County Code requires only two.

3. As noted, the Road Code permits the Town Council to waive any requirement if the owner is deprived of all reasonable use of his property. In evaluating whether the applicant has satisfied this requirement, the Council has taken into consideration that the principal purposes of the Road Code are achieved with the grant of a waiver, *i.e.* safe and adequate ingress and egress for large vehicles, including fire trucks.

The property that is the subject of the Revised Plan consists of 25,447 square feet zoned R-60, single family detached homes. Relatively few other uses are permitted by zoning. For example, a church is permitted as a matter of right. Mr. Hirsch testified that he has been unsuccessful selling the property for that use. There has been no interest in the property for other uses permitted as a matter of right, such as a cultural institution. The applicant has evaluated his ability to use the property for a variety of

conditional uses, such as a group home for 16 persons. However, conditional uses require a long drawn out legal process to obtain County permission and whether such permission will be obtained is very uncertain. This creates too costly a risk to proceed with such speculative development.

Mr. Hirsch testified orally and submitted written exhibits that demonstrated that the economically viable use of the property under its zoning is to subdivide the property into four lots and to construct four single family detached houses. Compliance with the Road Code requirement of dedication and property line setback of 25' from the center of a 50' right-of-way would reduce the developable area from 25,447 square feet to 22,596 square feet or 5,649 square feet for each of the four lots. However, the Zoning Code requires at least 6,000 square feet per lot. The property could be subdivided into three lots. Mr. Hirsch testified that limiting development to less than four lots would create a substantial risk of insufficient or no profit so as to not warrant undertaking the risk of proceeding with such development.

Mr. Hirsch provided examples of the high development costs, including the purchase price of the property, demolition of the existing church currently on the property, road, gutter and other infrastructure costs, expenses preparing the subdivision plan application, in addition to the costs of construction of the houses. These costs need to be shared at least by four houses for it to be likely that the houses could be offered at a price likely to sell, and sell within a relatively short time period, sufficient to make a profit. If three houses were to be constructed, they would not be comparable in size and price to others in the vicinity, i.e., larger lots, larger houses and larger prices. This creates an unacceptable risk as to the ability to sell the houses at the price necessary to achieve a profit to justify development. Three houses would also take longer to sell,

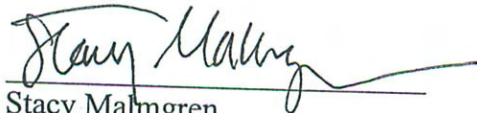
because of their price, which would result in an increase in carrying charges and interest for construction loans, as well as greater risk of higher interest rates. The financial risk would deter the applicant from development of the property.

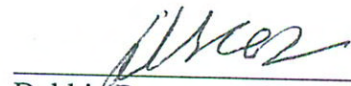
Given all of these circumstances and evidence of record, and the findings above, the Town Council concludes that the applicant has satisfied the criteria for a waiver. The principal purposes of the Road Code are met with the grant of the waiver. The absence of a waiver would create a substantial risk that development of the property would not produce a profit sufficient to warrant the property owner undertaking any development.. This, as a practical matter, effectively deprives the property owner of the reasonable use of his property without any significant counterbalancing benefit to the public, given that the proposal satisfies the principal purposes of the Code, and remedies existing hazardous conditions. The Town Council therefore grants the requested waiver from the requirement of dedication, permitting the use of easements as a substitute, and a waiver of the requirement of a 25' property line setback from the center line of the 50' right-of-way, as set forth in this Decision, to permit the applicant to implement the subdivision plan, Exhibit 3, attached to this Decision.

This waiver is subject to the following terms and conditions: (1) it is applicable solely to the Revised Plan set forth in Exhibit 3 for a four lot subdivision for four single family detached homes with the road and related improvements which shall be constructed by the applicant at its cost in accordance with Exhibit 3 and the applicant's other representations of record; (2) any changes, modifications, additions or deletions shall require the prior written consent of the Town; and (3) final approval from the Planning Board of the Revised Plan shall be obtained within 24 months of the date of this

decision or the waiver shall be void unless an extension is granted in writing by the Town.

Dated: Apr. 11 2016


Stacy Malmgren
Clerk/Treasurer


Debbie Beers
Mayor of Town of Glen Echo

The Town of
GLEN ECHO
Chartered 1904

Town Hall – 6106 Harvard Avenue – P.O. Box 598 – Glen Echo – MD 20812 – (301) 320-4041

Decision of Town Council
Approving Modification of Waiver
Granted to Two Vassar, LLC

Pursuant to Section 17.1.E of the Town of Glen Echo Code, and the Waiver Decision dated April 11, 2016 granting a waiver to Two Vassar, LLC, and based on Two Vassar, LLC's request for modification of said waiver, which was duly considered by the Town Council at an open meeting held on June 13, 2016, the Town Council hereby grants a modification to the waiver as follows:

1. The revised building layout and driveway location for Proposed Lot 3, depicted on the Fire Department Access Plan & Fire Lane Signage Plan attached hereto as Exhibit A, is approved; and
2. Except as hereby modified, all other terms and conditions of the Waiver Decision dated April 11, 2016, including but not limited to the approved site plan attached thereto as Exhibit 3, shall be strictly complied with by Two Vassar, LLC and shall remain in full force and effect.

Attest:

Town of Glen Echo



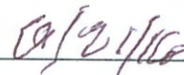
Stacey Malmgren, Clerk Treasurer

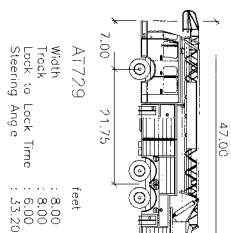
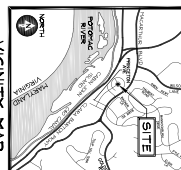
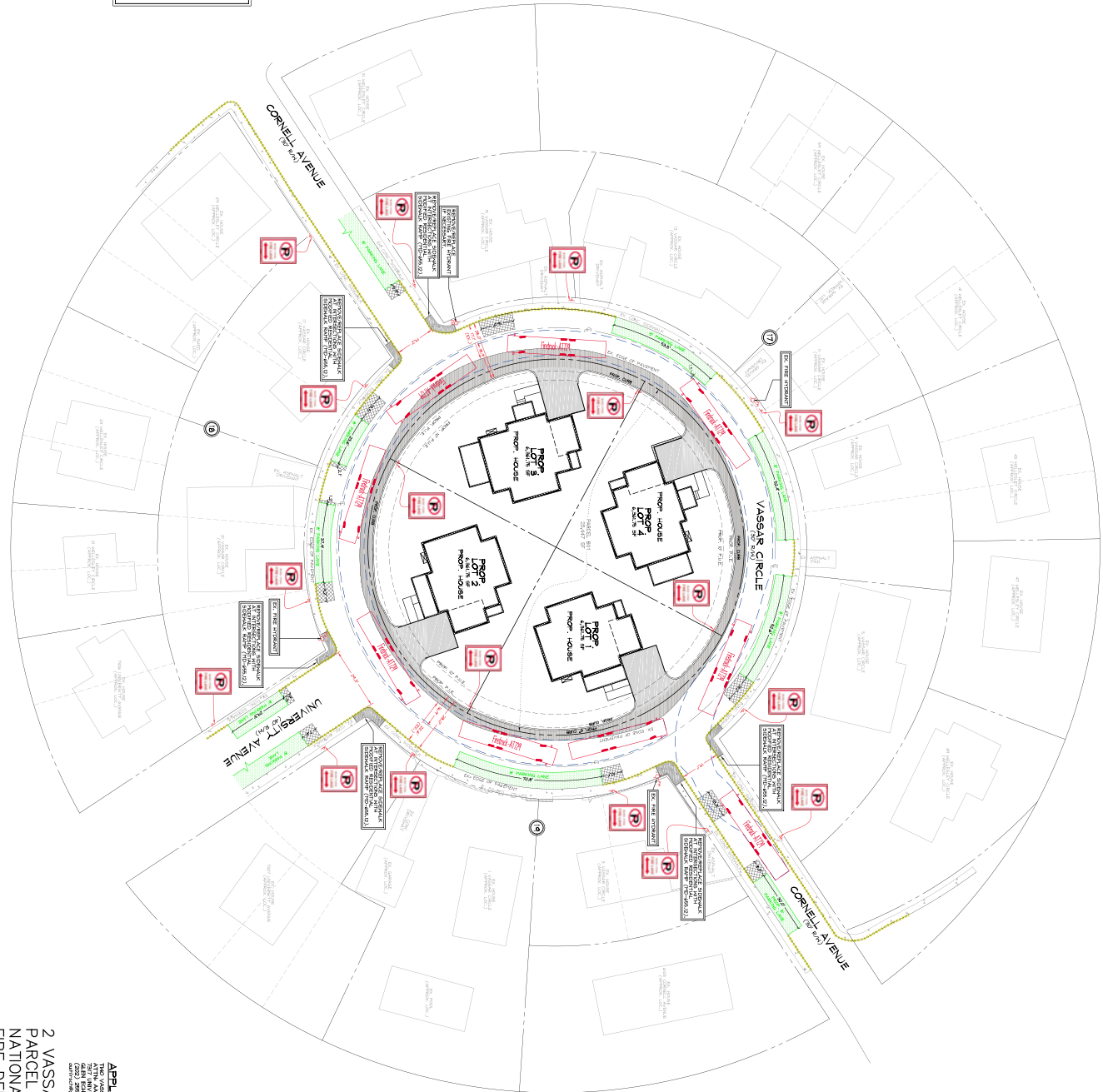
By:



Debbie Beers, Mayor

Dated:



[illegible][illegible][illegible]

VASSAR CIRCLE

FIRE DEPARTMENT ACCESS PLAN &
FIRE LANE SIGNAGE PLAN

DATE	BY	REVISION	PROJECT	DWG.
05/08/14	JSC	INITIAL SUBMITTAL TO MNCPC (E-SUBMITTAL)	13-382	02/20/14
05/06/14	JSC	SECOND SUBMITTAL TO MNCPC (E-SUBMITTAL)	ILLUSTRATOR	DRAWING
05/05/14	JSC	REVISED TO ADD 20' SIDE ROAD AND PARKING RESTRICTIONS AT INTERSECTIONS	JSC	N/A
			SCALE	APPROX.
			1"=20'	CAS

06/09/2016
Curt A. Schaeffer

APPLICANT
TWO VASSAR LLC
ATTN: AARON HIRSCH
7317 UNIVERSITY AVE
GLEN ECHO, MD 20885
(202) 295-8313 PHON
aahirsch@gmail.com

2 VASSAR CIRCLE
PARCEL 601, TOWN OF GLEN ECHO
NATIONAL CHATAUQUA OF GLEN ECHO
FIRE DEPARTMENT ACCESS PLAN &
FIRE LANE SIGNAGE PLAN
MNCPC FILE NO.: 120140170

July 21, 2014

Mr. Neil Braunstein
Lead Reviewer
Maryland-National Capital Park & Planning Commission
8787 Georgia Ave.
Silver Spring, MD 20910

Application 120140170

Dear Mr. Braunstein,

We are residents of Glen Echo, MD 20812, and are writing to you concerning Application 120140170 — the preliminary plan to develop four houses on the center parcel of Vassar Circle, site of the former Glen Echo Baptist Church.

We would like to bring to the attention of the Planning Board several points in the original application (dated May 29, 2014) that we believe are misleading:

1. The claim that the proposed development will have minimal impact on local traffic.
2. The statement that the public street, Vassar Circle, bounds the entire property.
3. Inaccurate labeling in the Fire Department Access Plan.
4. The lack of Sight Distance Evaluations for two proposed driveways that will funnel cars directly into a blind curve.

1. IMPACT ON LOCAL TRAFFIC

In the Traffic Statement prepared by CAS Engineering and in the Statement of Justification, the Applicant states: “ *The amount of new traffic generated will be less than thirty (30) weekday morning and/or evening trips and therefore does not necessitate the need [sic] for a traffic study. Furthermore, the existing institutional use of the land generates more traffic than the proposed residential use will. ”* “*The removal of the existing parking lot and church and the construction of four detached single family homes on the Property...will result in a significant reduction of traffic to the site.*”

Applicant’s claim that the proposed development will have minimal impact on the local traffic is highly misleading because it does not reflect the reality of current vehicular use of the property and ignores important safety issues on Vassar Circle.

The reality of the situation is that current “institutional use,” i.e., the traffic generated by the church congregation, is zero; that over the past several years, as the Church use has dwindled, the use of the parking lot as a thoroughfare by town members has increased to the point where today the former church parking lot is a de facto traffic artery. Instead of having minimal impact (or a fraction of zero, which is meaningless in any case) as Applicant claims, the proposed development will deprive the town of a vital though unofficial travel lane, critical access route for emergency vehicles, and important safety valve to relieve congestion.

The actual current use of the property, which Applicant fails to point out, has arisen from three hazardous conditions on Vassar Circle, which Applicant ignores:

1. Inadequate Road Width
2. Inadequate Parking
3. Limited Visibility

These conditions have existed for many years, but have tended to be alleviated on a day-to-day basis by the presence of the Church parking lot which has served the residents of Glen Echo as a de facto second traffic lane, supplemental service road, auxiliary loading area, and overflow parking area. The proposed elimination of this crucial but unofficial safety valve and the introduction of at least 12 more cars (assuming 3 cars from each of the four new houses) into the now delicately balanced, 1-way, single-lane circle not only brings these longstanding problems into focus, but renders them more acute. The proposed development, which calls for no street widening, no new sidewalks, no augmentation of street parking, the elimination of existing parking, and the funneling of new traffic into a blind curve, will transform the chronic hazardous situation into a very dangerous one.

Inadequate Road Width

For many years residents of Vassar Circle have parked their cars only on the outside edge of the circle. The roadway is so narrow that with residents' cars parked flush against the sidewalk (or parked partly on the sidewalk to avoid being side-swiped), there is only room for one lane of traffic. The roadway in front of 13 Vassar is only 18 feet wide, in front of 15 Vassar Circle only 17 feet wide, and near the corner with lower Cornell Ave. — *as Applicant's Fire Department Access Plan itself shows* — only 16.8 feet (about 16 feet 10 inches).

As residents of Vassar Circle, we have been eye witnesses of the fact that the substandard width of the roadway causes fire engines and ambulances to slow to a crawl when responding to emergencies on the lower half of the circle and on lower Cornell Ave. Our own study of the street width and of parked car widths makes this situation clear. As the table below shows, one SUV parked in front of 15 Vassar Circle, leaves 7 inches for a fire engine to get by. (This table is based on the assumption that the fire engine is 9 feet 9 inches wide, a figure provided to us by the Glen Echo Fire Department on Massachusetts Avenue.)

GLENN ECHO FIRE TRUCK CLEARANCES ON VASSAR CIRCLE

<u>Address</u>	<u>Road Width</u>	<u>Parked Car Width</u>	<u>Fire Truck Clearance</u>
13 Vassar Circle	18 feet	Small 5 feet	3 feet 3 inches
		Med 6 feet	2 feet 3 inches
		SUV/Truck 6 feet 8 inches	1 foot 7 inches
15 Vassar Circle	17 feet	Small 5 feet	2 feet 3 inches
		Med 6 feet	1 foot 3 inches
		SUV/Truck 6 feet 8 inches	7 inches

In the future, it is not unreasonable to expect that residents or visitors in the proposed subdivision will have SUVs that they will park on the street. Currently the church parking lot serves as a shortcut permitting emergency vehicles to bypass the bottleneck on lower Vassar Circle. However, once the proposed subdivision eliminates the emergency bypass with no replacement, the blockage of emergency vehicles could well lead to life-threatening delays.

Inadequate Parking

Parking spaces on Vassar Circle are barely adequate to handle the cars of current residents. In a study done by us residents, using the standard of 18 linear feet to be one parking spot, measurements around Vassar Circle show that there are about 18 spaces for the 9 existing houses, or about 2 parking places per house. *Applicant's own study shows only 15 spaces, fewer than 2 parking spaces per existing residence.*

These curbside spaces are already fully used. Assuming that that the proposed subdivision will add at least 12 more cars (4 large houses with 3 cars each) to this already "saturated" area, the inadequacy of parking for this development is apparent.

<i>Address</i>	<i>How Many Cars Can Park On Vassar Circle?</i>		
	<i>At the Curb</i>	<i>In the Driveway</i>	<i>In the Garage</i>
<i>1 Vassar</i>	5 (4)	2 end-to-end*	1**
<i>3 Vassar</i>		n/a - driveway on upper Cornell	no garage
<i>5 Vassar</i>	3	no driveway	no garage
<i>9 Vassar</i>	3 (2)	1	no garage
<i>11 Vassar</i>		2 end-to-end*	1 (mini-compact)
<i>13 Vassar</i>	2	1 - children's basketball court	2**
<i>15 Vassar</i>	1 (0)	1	1**
<i>17 Vassar</i>	2	n/a - driveway on lower Cornell	no garage
<i>21 Vassar</i>	2	n/a - RV storage	no garage
TOTAL	18 (15)	7*	5**

* Assumes that residents can accommodate having one car blocked.

** Assumes that space is available in the garage.

() Figures in parentheses are from Applicant's Fire Dept. Access Plan

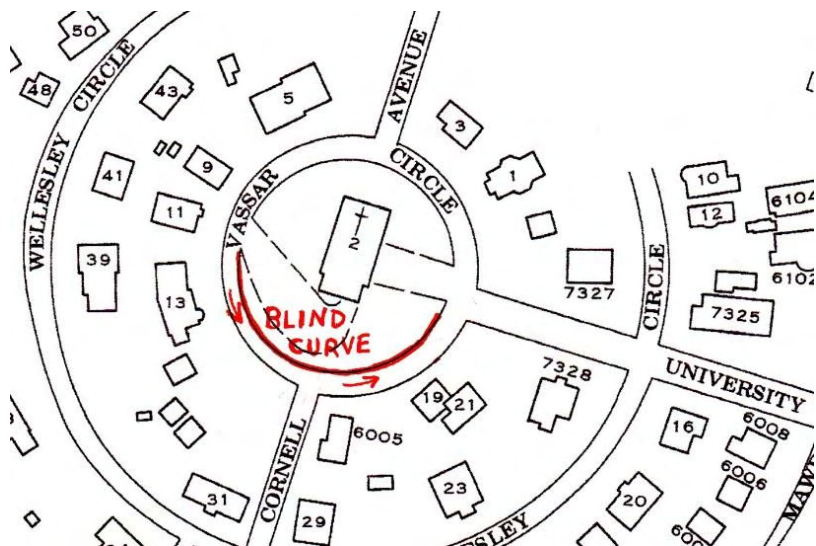
As the table above shows, five of the nine existing houses on Vassar Circle do not have garages; one house has neither a garage nor a driveway; one household uses their off-street pad to park an RV; and another house's driveway doubles as a children's basketball court. With space at a premium due to the irregular sizes and shapes of lots around Vassar Circle, many residents have preferred to provide safe play areas for their children rather than pave over their lawns for parking.

There is very little auxiliary parking space to be found anywhere on the circle for a number of reasons:

- Parking is currently allowed only on one side — the outside — of Vassar Circle because of the narrow roadway.
- Clearances for four fire hydrants and six driveways reduce the available curbside space.
- Adjacent streets do not provide much extra space. Parking is allowed only on one side of lower Cornell Ave. which also serves as parking space for residents of Wellesley Circle.
- Some of the Vassar Circle houses are on small, substandard lots where current code requirements for set-backs do not allow them to build garages without a variance. (The perceived burden of trying to get a variance — requiring time, money, paperwork, and a hearing — far outweighs in many instances any benefit from a garage.)
- No parking is allowed for about 21 feet on either side of the intersection of Vassar Circle and upper Cornell Ave.

Limited Visibility

As is well known to anyone who has turned into the town from MacArthur onto Cornell Ave. and driven around Vassar Circle to get to University Ave., the lower half of the circular roadway dips below the level of the church parking lot. The left-hand (north) side of lower Vassar Circle is a bushy slope with trees and shrubs, and this slope becomes higher and steeper as one drives counterclockwise towards lower Cornell. From lower Cornell to University, the roadway rises back to the level of the Church parking lot. Throughout this arc of approximately 180 degrees (shown on the map below), the narrow road curves continuously and the left-hand slope blocks the view of the roadway ahead. A driver coming around the circle cannot see a pedestrian standing in the middle of the road until the car is almost upon him. (Glen Echo residents customarily walk their dogs, stroll, jog, etc. in the middle of the narrow streets throughout the town.)



The trees growing on the slope, some of which were planted to screen the view of the bare parking lot and to beautify the margin, have grown to the point where they exacerbate the lack of visibility. The photo sequence on the next page shows part of this blind curve from the point of view of a driver passing the houses at 13, 15, 17, and 21 Vassar.

This photo sequence shows part of the blind curve from the point of view of a driver passing the houses at 13, 15, 17, and 21 Vassar Circle.



1-5 SW Quadrant



6-10 SE Quadrant

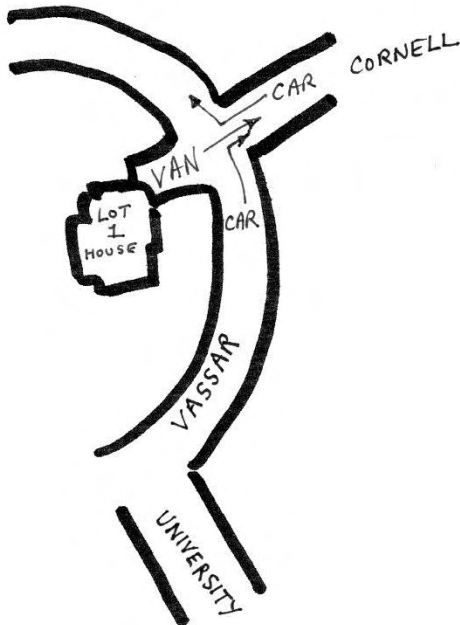
Impact Of Proposed Driveways

In view of the local conditions described above, Applicant's preliminary plan raises several questions about the impact of the proposed driveways on existing traffic patterns.

Lot 1 Driveway

The lot 1 driveway will direct cars directly into the intersection of Vassar Circle and upper Cornell Ave, thus creating a much more complicated intersection than is now the case. At present, southbound traffic on upper Cornell does not face oncoming traffic and has the right-of-way where cars turning from upper Wellesley Circle onto Cornell obey a stop sign.

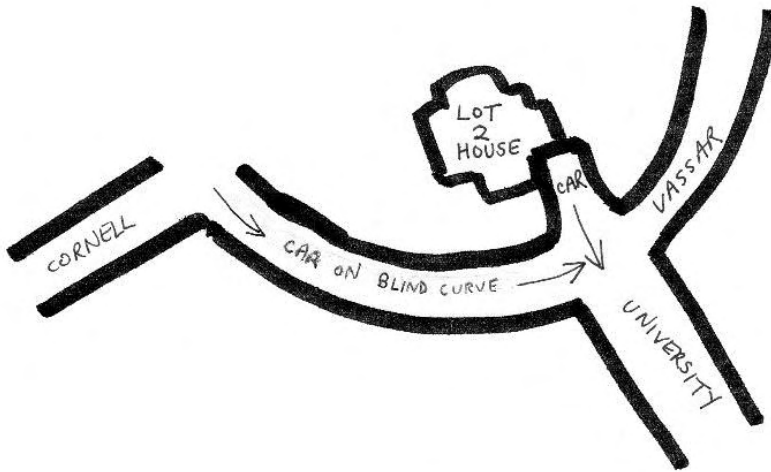
Suppose (as shown in the diagram below) that a large moving van (that was going to take up more than one lane on upper Cornell Ave.) was coming out of the driveway of lot 1 at the same time that a southbound car on upper Cornell was approaching the stop sign to turn right onto Vassar and a car was approaching the top of Vassar and preparing to turn right onto upper Cornell. How would the three drivers know who had the right-of-way? How would such traffic be governed?



Applicant's plans to eliminate parking on upper Cornell (in the Fire Department Access Plan, discussed below) won't make the right of way at this 3-way intersection any clearer.

Lot 2 Driveway

The lot 2 driveway will direct cars directly onto Vassar Circle at a point where visibility is impaired due to the blind curve already described.

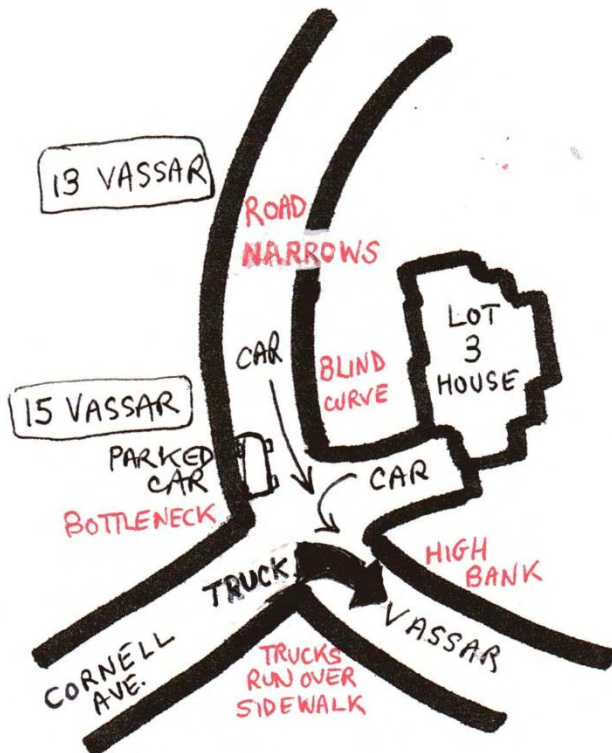


The placement of the lot 2 driveway is more likely to result in a collision than was the placement of the old exit from the church parking lot because the old exit was slightly farther north of the intersection with University, was beyond the point where Vassar Circle becomes level with University, and was lightly higher in elevation, so that it gave the driver of a car exiting the church lot a better view of approaching cars.



Lot 3 Driveway

The lot 3 driveway would feed additional cars directly into an existing bottleneck where the roadway is at its narrowest.



A car coming out of the lot 3 driveway would emerge into the narrow roadway on a blind curve where a driver coming around Vassar would be unlikely to see it.

Delivery vans and utility trucks serving 15 Vassar Circle, and PEPCO snorkel trucks maintaining the power lines frequently park at the curb directly opposite the proposed driveway. (One of PEPCO's high voltage stations is near the curb between 15 and 13 Vassar.)

Vehicles parked in the space in front of 15 Vassar Circle constrict the passageway and squeeze oncoming cars to the left, limiting the visibility of a driver coming out the proposed driveway, and decreasing the area in which either car could swerve to avoid a collision.

The lot 3 driveway channels cars into the already troublesome intersection where trucks coming up from lower Cornell Ave. and turning right onto

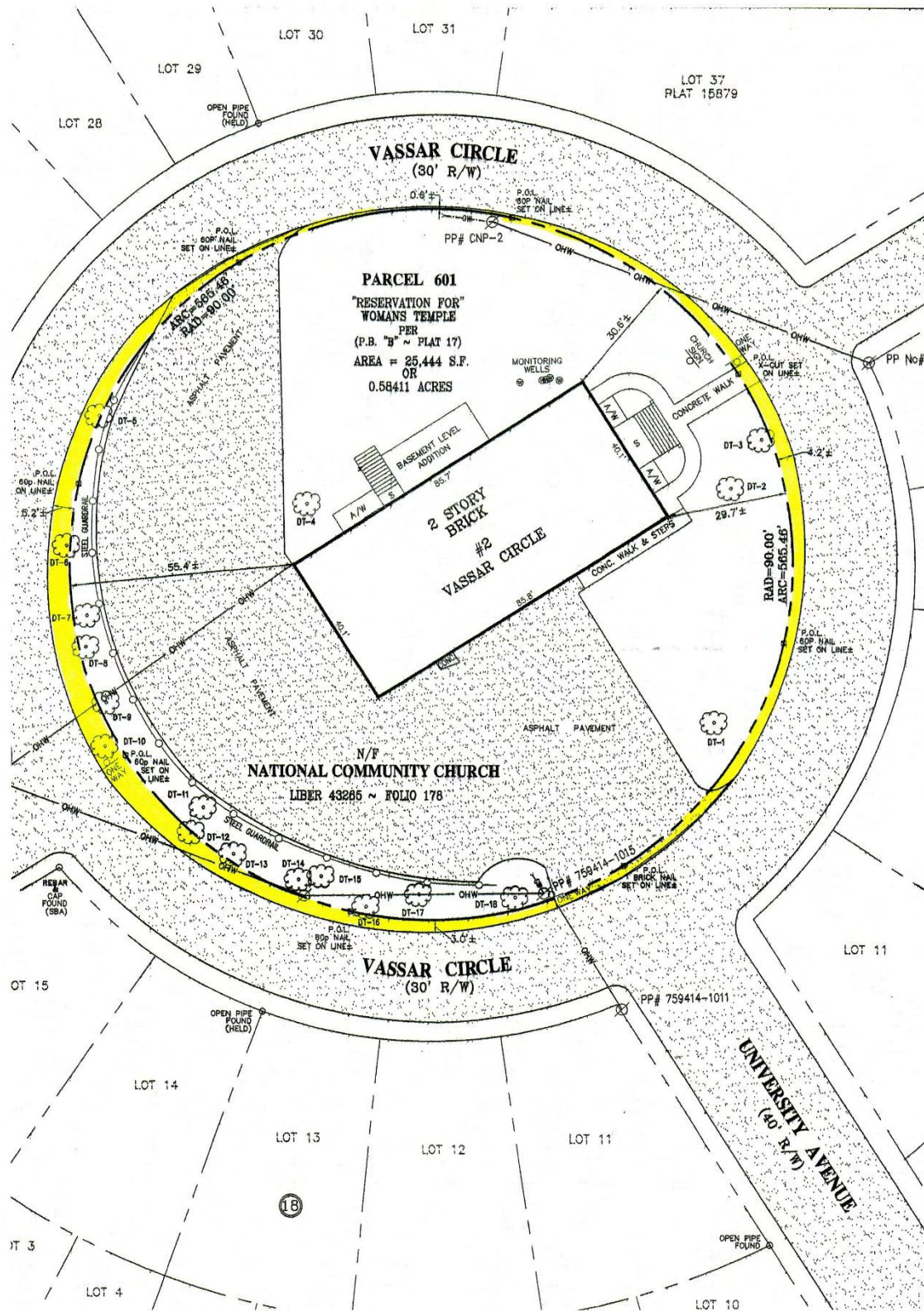
Vassar Circle routinely run over the sidewalk in an attempt to avoid colliding with the high bank that slopes up to the church parking lot. At present there is a stop sign at the intersection of Vassar and lower Cornell, but there are no stop signs for traffic going around Vassar Circle. Imagine that a long vehicle such as a landscaper's truck with a trailer full of tools (a frequent visitor to this part of town) has slowed in the middle of the turn onto Vassar (a frequently seen event), and that the driver of a car shooting out of the lot 3 driveway slams on his brakes to avoid hitting the trailer, and that the driver of a third vehicle coming around the blind curve on Vassar suddenly sees in front of him a total roadblock. How are such collisions to be avoided?

2. SUBDIVISION NOT BOUNDED ENTIRELY BY ROADWAY

In the narrative statement of the Natural Resource Inventory/Forest Stand Delineation Exemption Request (NRI/FSD), and in the Statement of Justification, Applicant writes, “The public street, Vassar Circle, bounds the entire property.” Insofar as “public street” connotes “roadway,” the application statement does not give an accurate picture of the area. As shown below in the photo of the boundary stake and in the survey made by Snider & Associates in February 2014 (jointly funded by Applicant and the Town), Applicant’s property is entirely surrounded by an unimproved right of way (highlighted in yellow) which varies in width from a minimum of about $\frac{6}{10}$ of a foot (across from 9 Vassar Circle, lots 30 & 31) to a maximum of about 5.2 feet (across from the property line between 13 and 15 Vassar, lots 38 & 39).



The property line stake near the 1-way sign at the intersection of Vassar Circle and lower Cornell Ave. Applicant’s property is upslope to the right, the unimproved right of way (Glen Echo town property) downslope to the road. The arrow is on the site of the proposed driveway for lot 3.



Yellow Area – Unimproved Right of Way – Glen Echo Property

3. INACCURATE LABELING IN THE FIRE DEPARTMENT ACCESS PLAN.

The Fire Department Access Plan shows that there is no parking in front of 15 Vassar Circle. This is not correct; parking is allowed there. This may seem like a trivial error, but it is not trivial because that parking space occupies the narrowest point in the whole circle, and on its existence or non-existence rests the whole success of Applicant's claim that a fire engine can successfully negotiate the curve with no need to widen the roadway. As pointed out above, if a vehicle is occupying the parking space in front of 15 Vassar, a fire engine's clearance is from 7 inches to 27 inches.

Applicant's diagram gives the fire truck's width as 8 (eight) feet. In response to a direct question over the phone from a Vassar Circle resident, a spokesman at the Glen Echo Fire Department said that their fire engine was 9 feet 9 inches wide. Since the Fire Department operates a variety of vehicles of various widths, does the 8-foot width provided by Applicant represent the largest equipment that might necessarily be called in?

The Fire Department Access Plan shows that a parking space on upper Cornell Ave. is to be eliminated. We assume that this means that Applicant plans to ask the Fire Marshall to make parking there illegal. We also assume that Applicant plans to rely on the elimination of the potentially obstructive parking space in front of 15 Vassar. In view of the already limited parking on Vassar for current residents (about 2 curb spaces per house), and the lack of adequate overflow space on adjacent streets, it seems peculiar that Applicant would propose to address existing conditions by adding 66% more cars (12 cars in the proposed subdivision on a street with 18 spaces) while reducing existing spaces by 10% (eliminating 2 spaces out of the existing 19: 18 on Vassar Circle, 1 on upper Cornell Ave.).

4. LACK OF SIGHT DISTANCE EVALUATIONS ON BLIND CURVE

The proposed subdivision calls for four new driveways to four new houses. The application includes a Sight Distance Evaluation for only one of these driveways, Street/Driveway #1, which we assume will be on Property Lot 1 facing upper Cornell Ave. That driveway is at the highest elevation of Vassar Circle which slopes gradually away on both sides. Traffic is one way counter-clockwise, approaching the driveway from the right, and visibility is not impaired. However, two of the other proposed driveways — from Lots 2 and 3 — are on the lower half of Vassar Circle and will feed cars directly into the blind curve as described above. Insofar as the one Sight Distance Evaluation submitted by Applicant purports to certify that a driver exiting driveways 2 and 3 can see to the right for the necessary 150 feet, it is misleading. Below, for example, are photographs of the driver's view from proposed driveways 2 and 3.



Visibility from site of proposed Lot 2 driveway
at intersection of Vassar Circle and University Blvd.



Visibility from site of proposed Lot 3 driveway
at intersection of Vassar Circle and lower Cornell Ave.

In the Certificate of Compliance signed May 16, 2014, Applicant agreed “that the submitted plans may be rejected or returned by the Maryland-National Capital Park and Planning Commission if the plans are found to be inaccurate, false, or misleading.” We ask that the Commission hold the Applicant to this agreement.

Thank you for your attention to this long letter.

Sincerely,

Edward and Leah Hertz	17 Vassar Circle
René M. and M. Edith C. Springuel	21 Vassar Circle
James and Sally McGunnigle	15 Vassar Circle
Amy and John Niles	13 Vassar Circle
Mike A. Nalls and Niki Lang	11 Vassar Circle
Tim and Allison Bragan	9 Vassar Circle
Cristopher and Anna White	5 Vassar Circle
Gloria Levin	7327 University Ave. (at intersection with Vassar Circle)
Emily Siegel and Dawn Tanner	7326 University Ave.
Susan Grigsby	7325 University Ave.
Norman and Diana Hudson-Taylor	16 Wellesley Circle
Deborah D. Lange	49 Wellesley Circle
Dan and Constance Macy	6005 Bryn Mawr Avenue
Raya Bodnarchuk	6105 Harvard Avenue
Carol Barton and Henry Barrow	6005 Yale Avenue

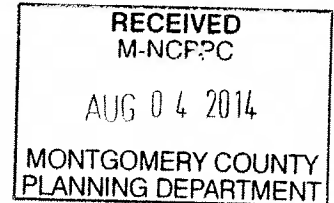


PRIMARY CARE WOMEN'S SERVICES, P.C.

JOHN HERBERT NILES, M.D., F.A.C.O.G.

Diplomate, National Board of Medical Examiners
Diplomate, American Board of Obstetrics and Gynecology

Special Interest in:
GYN Endocrinology
Menopause



July 30, 2014

Francoise M. Carrier
Montgomery County Planning Board
Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Subdivision Application #120140170 for 2 Vassar Circle, Town of Glen Echo

Dear Chair Carrier

We sent the enclosed letter and attachments to the Mayor of Glen Echo, Deborah Beers on July 23, 2014. These materials were returned and we were advised by the Town Attorney, Benjamin D. Arem to submit these materials to your attention. We would request that our materials be complied into the Board's record.

Thank you for your attention to this matter.

Yours truly,

John H. Niles, MD FACOG

July 23, 2014

Mayor Debbie Beers

29 Wellesley Circle

Glen Echo, MD 20812

Dear Mayor Beers

My family wants to thank you and the Town Council in the vote against the current iteration of the development of the 2 Vassar Circle. It is clear from the written comments and testimony at the most recent and previous hearings that all the families on Vassar Circle are grateful for the steps being taken including the Ordinance which provides for traffic and safety issues surrounding the proposed project.

We wanted to make some additional comments, observations as well as questions as we move forward in the matter.

The use of the recording of the recent hearing will give a permanent record of the comments of the developer and his hired consultants' comments. Recent statements have been made which later are the direct opposite of previous statements. An example is the purchase price of the church property was 1.8 million, when in fact at closing, the price was 1 million dollars. It is unclear what "selling agent name Aaron Hirsch means (See Attachment #1).

A comment was made by Mr. Hirsch that the houses being built will be 3500 square feet. In a review of the homes currently on Vassar Circle, none are larger than 2700 square feet. (See Attachment #2) These four homes would dwarf the present homes on Vassar Circle and most of the homes in other parts of Glen Echo. The addition of four large homes to the present nine on the Circle could lead to unspeakable congestion and disruption, during and after the construction process. By definition the proposed homes, four of them meets the definition of a "Mac Mansion". (See Attachments #3 and #4) Recent discussions in the press suggest the Montgomery Planning Board "advocate(s) policies that seek to reduce suburban sprawl".

In a review of the Preliminary Plan(MNCPPC File No 120140170) states: "the proposed building footprints are for graphic representation. Final building locations will be determined during the permit process.....", The question arises when will the final locations be determined and particularly with a three dimension presentation to reflect the topography of the lots.(attachment #5).

A general question what are the next steps in this process, i.e. approval process for the final building locations and permits, hearings, etc.?

Can this letter and attachments be submitted for the record?

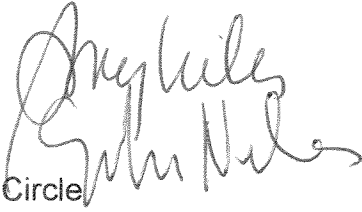
Again thank you and the Town Council for your leadership in this matter.

Amy Niles

John Niles

13 Vassar Circle

Glen Echo, MD 20812

Handwritten signatures of Amy Niles and John Niles. The signature for Amy Niles is written over the line for her name, and the signature for John Niles is written over the line for his name.

ATTACHMENT # 1

Recent Home Sale: 2 VASSAR CIR -Closed- \$1,000,000 [Find A Home](#)

Listing History

Listing ID	Status	List Date	List Price	Close Date	Close Price
MC8214893	SOLD	2013-10-31	\$1,749,000	2014-02-14	\$1,000,000

Photos, Virtual Tours and Map

[Virtual Tour #1](#) [View Map](#) [PDF with pictures](#)


Basic Information

Location	2 VASSAR CIR GLEN ECHO MD		
City/Town	GLEN ECHO	Zip Code	20812
County	MONTGOMERY	Type	House of Worship
MLS#	MC8214893	Ownership	Fee Simple
Style	Other	Model	House of Worship
Subdivision	GLEN ECHO	DOM-Prop	7
Year Built	1935	Fireplaces	0
Beds	1	Baths	2
Lot Size	25447	Acres	0.584183
Tax Living Area	0	Levels	3

Rooms

	Total	Main	Upper 1	Upper 2	Lower 1	Lower 2
Bedrooms	1	0	0	0	1	0
Full Baths	1	0	0	0	1	0
Half Baths	1	0	0	0	1	0

Total Finished Sq Ft 6200

Parking	Private 11+ Spaces	# Spaces	
Heating	None	Cooling	None
Water Type	Public	Hot Water	None
Sewer Septic	Public Sewer	Original List Price	\$1,749,000
Contract	2013-11-07	Close	2014-02-14

Exterior/Construction Features

Lot Desc	
Exterior	Brick
Roof	
Structures	Above Grade
Transportation	
Handicap	None
Sewer/Septic	Public Sewer
Metering	

Tax ID #	160700510782	Tax Year	03
Close Price	\$1,000,000	Subsidy	
Total Taxes	\$0	Tax Map	

Assessment	\$0	New Loan	Unknown
Legal Subdiv	GLEN ECHO		

County Tax		City/Town Taxes	
Assess Land	\$0	Assess Improv	\$0
Lot Section		Block/Square Phase	
Parcel #	P601	Liber #	43265
Documents	Plans Available	Disclosures:	Prop Disclaimer
Short Sale:	Foreclosure: No	REO/Bank Owned:	No

HOA/Condo/Coop Info

HOA Fee	
Rooms/Levels/Flooring	

Interior Features/Amenities

Amenities	
Appliances	

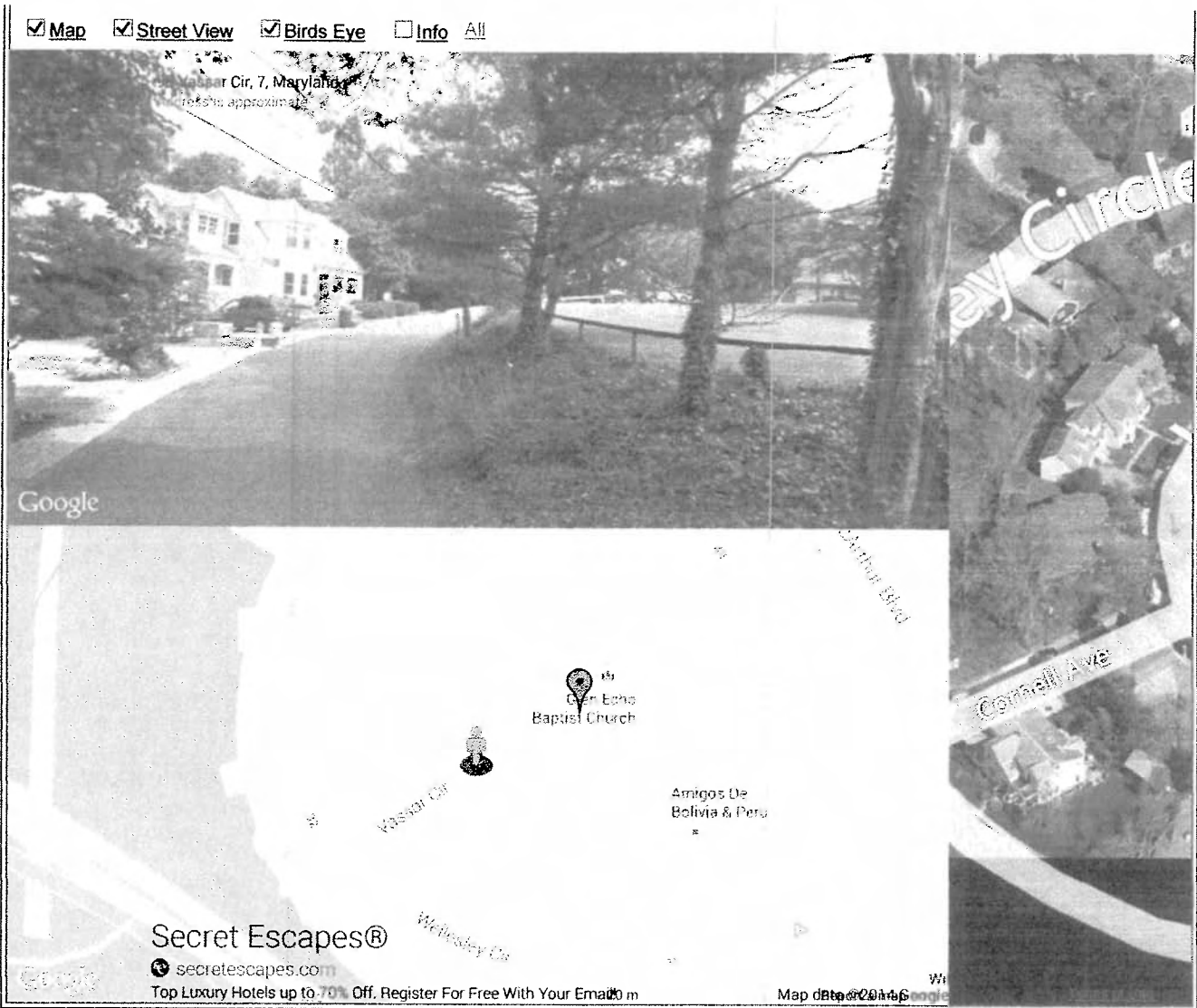
						Int. Style	Other
						Dining/Kitchen	Other
						Entryway	Other
						Windows	
						Wall/Ceiling	
						Security	
						TV/Cable	

Directions: North on MacArthur Blvd. Left on Cornell, 2 Vassar is right in front.

Property Remarks: Looking for 'back up' contract, please write asap. 'As Is', 'Where Is' condition at time of settlement. This is a 6,200 sq. ft., 2 story brick church shell. Lot is a 25,447 sq. ft. circle. Show during the day, no electricity, no water. Drawing are available inside. Can be used as a church, single family home or sub-divided into lots.

Agent/Broker/Sold Information

Listing Agent Name	Mary Smist	Listing Broker Name	Long & Foster Real Estate, Inc.
Selling Agent Name	Aaron Hirsch	Selling Broker Name	Fairfax Realty, Inc.
Contract Date	2013-11-07	Original List Date	2013-10-31
Low Price	\$1,749,000	DOM-MLS	7
Close Date	2014-02-14	Close Price	\$1,000,000
Off Market Date		Tax Assessment Value	\$0
Status	Closed	Status Change Date	2014-02-21 13:49:08



Information Courtesy of Mary Smist of Long & Foster Real Estate, Inc. Copyright © 2014 Metropolitan Regional Information Systems, Inc. Information is believed to be accurate, but should not be relied upon without verification. Accuracy of square footage, lot size and other information is not guaranteed.

Information Provided As a Community Service by Barbara Ciment Team - \$300 Million & 1,000 Closed Career Sales

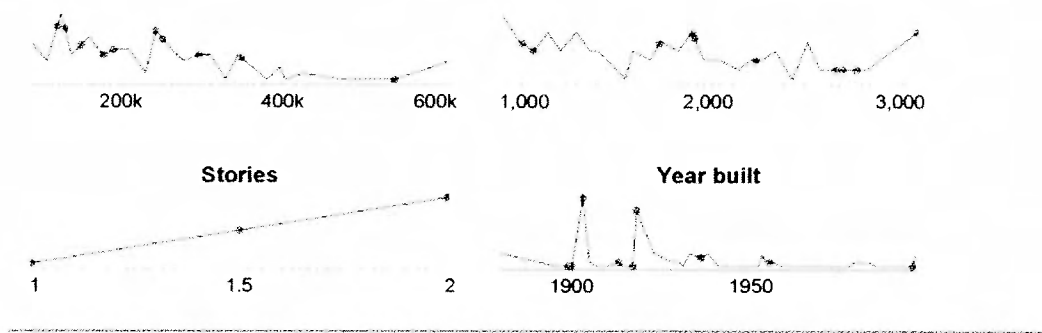
For additional information:

contact Emily Lurie, MD Best Buyer Agent, 301-537-5712

email emily@ciment.com

visit www.ciment.com

ATTACHMENT # 2



Penn State Online

worldcampus.psu.edu

Find out more about Penn State's Online Degrees and Certificates.

Arrest Records: 2 Secrets

Marriage Records Online

Artworks Fine Art Studio

Data:

Note: double-click on the map to view properties located at a given point.



1 Vassar Circle

Glen Echo, MD 20812

Find on map >>

Show street view

Owner: **CHRISTOPHER W DAY & KEEFER J SOPHIE**

Total land value: \$509,810

Total value for property: \$805,632

Total assessed value for property: \$805,632

Base area of building: 2,238 square feet

Number of stories: 2

Number of fireplace stacks: 1

Date of current assessment: 10/2007

Year property was built: 1917

[Add information or comment about the property at 1 Vassar Circle](#)

[Upload photo of this property](#)

2 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **BAPTIST CHURCH OF GLEN ECHO**

Total land value: \$119,300

Total value for property: \$268,866

Total assessed value for property: \$268,866

Base area of building: 2,750 square feet

Number of stories: 1

Date of current assessment: 02/2007

Year property was built: 1900

[Add information or comment about the property at 2 Vassar Circle](#)

[Upload photo of this property](#)

3 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **JOHN C LYNCH & P LYNCH**

Total land value: \$462,160

Total value for property: \$713,352

Total assessed value for property: \$713,352

Base area of building: 1,920 square feet

Number of stories: 2

Number of fireplace stacks: 1

Date of current assessment: 10/2007

Year property was built: 1936

[Add information or comment about the property at 3 Vassar Circle](#)

[Upload photo of this property](#)

5 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **PETER I KOTCHER & KATHLEEN L KOTCHER**

Total land value: \$486,830

Total value for property: \$676,450

Total assessed value for property: \$676,450

Base area of building: 1,930 square feet

Number of stories: 1

Number of fireplace stacks: 2

Date of current assessment: 10/2007

Year property was built: 1899

Add information or comment about the property at 5 Vassar Circle

Upload photo of this property

9 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **DOROTHY V LUMSDEN ET AL**

Total land value: **\$456,410**

Total value for property: **\$577,072**

Total assessed value for property: **\$577,072**

Base area of building: **1,060 square feet**

Number of stories: **2**

Date of current assessment: **10/2007**

Year property was built: **1918**

Add information or comment about the property at 9 Vassar Circle

Upload photo of this property

11 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **LIDA YAZHARY**

Total land value: **\$435,130**

Total value for property: **\$565,300**

Total assessed value for property: **\$565,300**

Base area of building: **1,116 square feet**

Number of stories: **1.5**

Number of fireplace stacks: **1**

Date of current assessment: **10/2007**

Year property was built: **1913**

Add information or comment about the property at 11 Vassar Circle

Upload photo of this property

13 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **AMY R PRYLUCK**

Total land value: **\$481,230**

Total value for property: **\$829,850**

Total assessed value for property: **\$829,850**

Base area of building: **2,644 square feet**

Number of stories: **2**

Air conditioning: **yes**

Date of current assessment: **10/2007**

Year property was built: **1903**

Add information or comment about the property at 13 Vassar Circle

Upload photo of this property

15 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **JAMES W MCGUNNIGLE TR ET AL**

Total land value: **\$462,040**

Total value for property: **\$1,000,056**

Total assessed value for property: **\$1,000,056**

Base area of building: **2,680 square feet**

Number of stories: **2**

Air conditioning: **yes**

Number of fireplace stacks: **1**

Date of current assessment: **10/2007**

Year property was built: **1995**

[Add information or comment about the property at 15 Vassar Circle](#)

[Upload photo of this property](#)

17 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **EDWARD R HERTZ & G L HERTZ**

Total land value: **\$461,550**

Total value for property: **\$639,050**

Total assessed value for property: **\$639,050**

Base area of building: **1,751 square feet**

Number of stories: **1**

Air conditioning: **yes**

Number of fireplace stacks: **1**

Date of current assessment: **10/2007**

Year property was built: **1955**

[Add information or comment about the property at 17 Vassar Circle](#)

[Upload photo of this property](#)

21 Vassar Circle

Glen Echo, MD 20812

[Find on map >>](#)

[Show street view](#)

Owner: **RENE M SPRINGUEL & C E M**

Total land value: **\$487,860**

Total value for property: **\$730,306**

Total assessed value for property: **\$730,306**

Base area of building: **3,187 square feet**

Number of stories: **2**

Number of fireplace stacks: **1**

Date of current assessment: **10/2007**

Year property was built: **1918**

[Add information or comment about the property at 21 Vassar Circle](#)

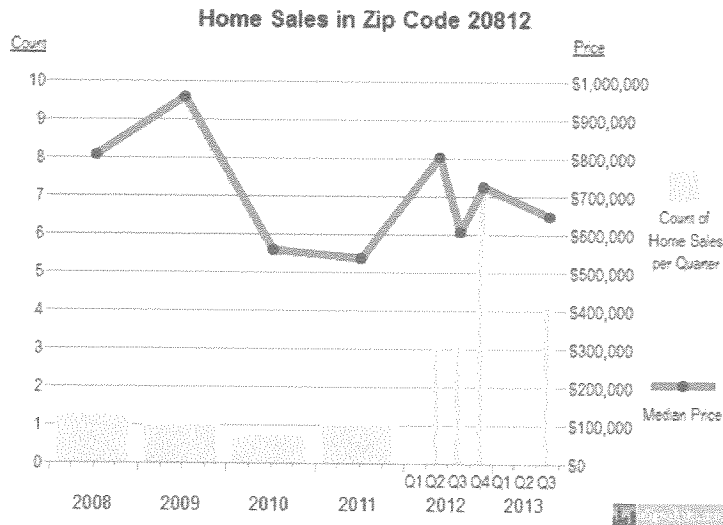
Upload photo of this property

Other nearby streets: Cornell Avenue University Avenue (1) University Avenue (2)
Wellesley Circle (1) Wellesley Circle (2)



Recent posts about Glen Echo, Maryland on our local forum with over 1,500,000 registered users. Glen Echo is mentioned 27 times on our forum:

- Prince George's County must do more to address middle-income flight (79 replies)
- Got a job in Bethesda. Where should I rent? (3 replies)
- Is the National Harbor a National Letdown? (189 replies)
- Where to buy house for new residents? (14 replies)
- Rank The Top 10 Best Prince George's County Communities (59 replies)
- Why has Montgomery County Let itself go downhill (230 replies)



Home Value Estimate

Address:

City: State: Unit (optional):

Zip:

Recent Home Sales

Address:

City: State: Zip:

Min Price (optional): Max Price (optional):

Prioritization: ☒ Sale Date ☐ Distance

ATTACHMENT # 3

McMansion

From Wikipedia, the free encyclopedia

In American suburban communities, **McMansion** is a pejorative for a type of large, new luxury house which is judged to be oversized for the parcel or incongruous and out-of-place for its neighborhood. Alternatively, a McMansion can be a large, new house in a subdivision of similarly large houses, which all seem mass-produced and lacking in distinguishing characteristics, as well as appearing at odds with the traditional local architecture.^[1]

The neologism "McMansion" seems to have been coined sometime in the early 1980s.^[2] It appeared in the *Los Angeles Times* in 1990^{[3][4]} and the *New York Times* in 1998.^[5] Related terms include "Persian palace",^[6] "garage Mahal", "starter castle", and "Hummer house."^[7] Marketing parlance often uses the term tract "mansions" or executive homes. An example of a McWord, "McMansion" associates the generic quality of these luxury homes with that of mass-produced fast food meals by evoking the McDonald's restaurant chain.

Contents

- 1 Description
- 2 Origins
- 3 Attributes
 - 3.1 Location
 - 3.2 Design
- 4 Criticism
- 5 See also
- 6 References
- 7 Further reading
- 8 External links

Description

The term "McMansion" is generally used to denote a new, or recent, multi-story house of no clear architectural style,^[8] which prizes superficial appearance over quality. It may seem too large for its lot and rarely has windows on the sides due to closely abutting upon the property boundaries, giving the appearance of crowding adjacent homes. A McMansion is either located in a newer, larger subdivision or replaces an existing, smaller structure in an older neighborhood.

One real-estate writer explains the successful formula for McMansions: symmetrical structures on clear-cut lots with Palladian windows centered over the main entry and brick or stone enhancing the driveway entrance, plus multiple chimneys, dormers, pilasters, and columns—and inside, the master suite with dressing rooms and bath-spa, great rooms, breakfast and dining rooms, showplace kitchen, and extra high and wide garages for multiple cars and SUVs.^[9]

Typical attributes also include a floor area of over 3,000 square feet (280 m²),^[10] ceilings 9 to 10 feet (3 m) high, a two-story portico, a two-story front door hall with a chandelier hanging from 16 to 20 feet (5 to 6 m), two or more garages, several bedrooms and bathrooms, and lavish interiors. The house often covers a larger portion of the lot than the construction it replaces. McMansions may also be built in homogeneous communities by a single developer.

Origins

Beginning in California in the 1980s,^[9] the larger home concept was intended to fill a gap between the more modest suburban tract home and the upscale custom homes found in gated, waterfront, or golf course communities. Subdivisions were developed around such communities, as well as in pre-existing neighborhoods, either in empty lots or as replacements for torn-down structures. The larger homes proved popular and demand increased dramatically, particularly in light of new land-management laws that were enacted in the 1980s and '90s.



A luxury home in a small town

Efforts to economize may have led to a decline in quality for many of these new homes, prompting the coinage of the disparaging term. Because these homes emphasize instant gratification, they are rarely designed with energy efficiency, environmental sustainability, maintainability, and longevity in mind.

In a development that runs counter to the previous boom in construction of McMansions, recent reports suggest that the Great Recession (2008–Present) has caused new house sizes in the United States to stabilize.^[11]

Attributes

Location

A traditional upscale custom home is found in one of the city's most affluent residential neighbourhoods (commonly regarded as "Millionaires' Mile"), which are typically gated, waterfront or ravine, or golf course communities, all of which have some of the highest residential property taxes in the city. Most of these communities are usually well-established, being inhabited by traditional blue-blood families, and the real estate prices tend to be high but stable.^[12] The houses themselves feature architectural preferences in general accordance with the neighborhood.^[13]

By contrast, the McMansion larger home is typically constructed on the outskirts of the city, often further out from the city center than suburban tract homes. McMansions are often found on land that is zoned as (or recently re-zoned from) agricultural instead of residential, and often outside of the city proper limits, as both of these result in lower property taxes. These areas are in demand by Nouveau riche families who desire a bigger house than the tract home but do not have the wealth or status to afford homes in the city's traditional upscale neighbourhoods. Due to this demographic which is more susceptible to boom and bust economic cycles, prices are volatile and often fueled by speculation.^[9]

Another reason why McMansions are generally are found in outlying suburban areas is because lot sizes in older neighborhoods generally are not conducive to residences of this large scale. McMansions usually are constructed among other large homes by a subdivider on speculation; they generally are built en-masse by a development company to be marketed as premium real estate, but do not offer custom features. The construction of what seems to be too large a house on an existing lot will often draw the ire of neighbors and other local residents. In 2006, for example, a recently built house in Kirkland, Washington—an affluent suburb on Seattle's Eastside—stood so close to an adjoining property that, in the words of the chair of the city's Neighborhood Association, "you can read the lettering on the canned vegetables in the house next door."^[14]

Design

McMansions often mix a bewildering variety of architectural styles and elements, combining quoins, steeply sloped roofs, multiple roof lines, complicated massing and pronounced dormers, all producing what some consider an unpleasant jumbled appearance.^[8]

The builder may have attempted to achieve expensive effects with cheap materials, skimmed on details, or hidden defects with cladding:

Though construction quality may be subpar and materials shoddy (from faux stucco to styrofoam crown molding and travertine compounded from epoxied marble dust), McMansion buyers are eager; the real-estate writer locates them in the generation of my angst-ridden Boston University students: "mostly young, mobile, career-oriented, high-salaried 30- and 40-something individuals" who are too time-squeezed to hire an architect but seek "a luxury home" that they might soon (and easily) sell whenever "it's time to move on."^[9]

Another unflattering observation is that some McMansions have been designed from the inside out, rather than from the outside in. Because priority has been given to the interior, a house's exterior appearance suffers, with oddly placed windows and an amorphous or bloated quality.^[15]

Criticism

The widespread disdain for the McMansion stems from perceptions that these houses look and feel inappropriate for a given neighborhood, are wasteful in terms of space (too much room for too few people) and resources (building materials, electricity, gas), project the pretentiousness (or lack of taste or refinement) of their owners,^[12] and a general discordance in architectural preferences.^[13]

McMansions have received extensive criticism in Australia because they do not blend in with the archetypal Australian home (generally single story red brick or bungalow homes) and because they use render materials that give an ugly, over the top and exaggerated appearance. Australians often buy older, modest houses as tear downs and build McMansions on the vacant land, leading to one observer noting that in the country "a poor house stands side by side with a good house."^[16]



Home with large garage and short driveway depth taking up a large amount of street frontage. Also evident: several cheaply installed neoclassical elements, a brick facade, no side windows, and poorly proportioned windows on the front.

See also

- Mansion
- Urban sprawl

References

- ¹ ^ Dictionary.com (<http://dictionary.reference.com/browse/mcmansion>)
- ² ^ An example from *Braces, gym suits, and early-morning seminary: a youthquake survival manual* (1985) by Joni Winn [Hilton]: "The McMansion, by the way, is really just the largest house in the neighborhood"
- ³ ^ Book Review: Search for Environmental View of Design, Review of 'Out of Place: Restoring Identity to the Regional Landscape', by Michael Hough Yale University Press. Los Angeles Times, July 17, 1990. "What character their history and ecology might offer is being strip-mined to make way for anonymous residential projects, monolithic office towers, climate-controlled retail complexes of questionable design and awkward transportation systems—all in the abused name of progress. We are talking here of the march of mini-malls and 'McMansions.' "
- ⁴ ^ Interiors; Getting Smart About Art of Living Small. Los Angeles Times, September 19, 1998. "The size of the average new single-family home has gone from 1,520 square feet (141 m²) in 1971 to 2,120 square feet (197 m²) in 1996, according to '1998 Housing Facts, Figures and Trends,' published by the National Assn. of Home Builders. 'But not everyone is living in a McMansion or aspires to it," said Gale Steves, editor of *Home Magazine*". "Every time we do a small house in the magazine, there is lots of mail."

5. ^ Cheever, Benjamin - Close to home; Life in a Crater Will Do, For Now. *New York Times*, August 27, 1998. "Twenty mansions were planned for the development, each designed to look like the biggest house in town. The McMansion we thought of as ours had an enormous kitchen, more than two stories high."
6. ^ The term *Persian palace* is specific to Los Angeles and West Hollywood and refers to houses built by Iranian immigrants, not to Iranian architecture. Goldin, Greg (2006-06-17). "In Defense of the Persian Palace" (<http://articles.latimes.com/2006/dec/17/magazine/tm-palaces51>). *LA Times*. Retrieved 2010-05-26.
7. ^ Filter, Alicia (2006-04-20). "McMansions: Super-sized homes cause a super-sized backlash" (<http://www.law.uiuc.edu/bljournal/post/2006/04/20/McMansions-Super-Sized-Homes-Cause-a-Super-Sized-Backlash.aspx>). *Illinois Business Law Journal*. Retrieved 2009-05-28.
8. ^ ^a ^b Stephen A. Mouzon, Susan M. Henderson. *Traditional Construction Patterns*. McGraw-Hill Professional, 2004. "(1) Victorian door and side lights on vaguely classical McMansion, (2) Victorian door and side lights on vaguely Georgian McMansion, (3) possibly an Oriental moon gate door on a vaguely classical house..." Pages 144 and 190.
9. ^ ^a ^b ^c ^d Cecelia Teché. *Exposés and excess: muckraking in America, 1900-2000*. University of Pennsylvania Press, 2004. Pages 33-34.
10. ^ Not including the basement. Used as a working definition by the Environmental Design Research Association in a 2006 report. This represents a floorspace "30 percent larger than the average new house and larger than 80 percent of houses" according to the 2000 Census. *EDRA37: beyond conflict : proceedings of the 37th Annual Conference of the Environmental Design Research Association, May 3–7, 2006, Atlanta, Georgia*. Page 254.
11. ^ Fletcher, June (2009-06-29). "McMansions Out of Favor, for Now" (<http://online.wsj.com/article/SB124630276617469437.html>). *Wall Street Journal*. Retrieved 2010-05-25.
12. ^ ^a ^b Miles Jaffe. *The Hamptons Dictionary: The Essential Guide to Class Warfare*. Constellation, 2008. Page 82.
13. ^ ^a ^b Fiona Allon. *Renovation nation: our obsession with home*. UNSW Press, 2008. Page 151.
14. ^ Chiu, Lisa (2006-06-08). "Big homes on small lots crowd Kirkland neighbors" (http://seattletimes.nwsources.com/html/localnews/2003046945_lotsize08e.html). *The Seattle Times*. Retrieved 2008-02-11.
15. ^ From *Metropolitan Home*, Volume 24 (1992): "This is no McMansion. Every door is perfectly placed, every proportion is exactly right."
16. ^ Davison, Graeme. "The Past & Future of the Australian Suburb." *Australian Planner* (Dec. 1994): 63–69.

Further reading

- Bernstein, Fred A. "Are McMansions Going out of Style?" (<http://www.nytimes.com/2005/10/02/realestate/02nati.html>) *The New York Times*, October 2, 2005.

- Fletcher, June. "The McMansion Glut" (<http://online.wsj.com/article/SB115042445578782114.html>). *The Wall Street Journal*, June 16, 2006.
- Leinberger, Christopher B. "The Next Slum?" (<http://www.theatlantic.com/doc/200803/subprime>) *The Atlantic Monthly*, March 2008.
- Rybczynski, Witold. "How McMansions Go Wrong" (<http://www.slate.com/id/2133029/>) *Slate.com*, January 4, 2006
- Long, Joshua. 2010. *Weird City: Sense of Place and Creative Resistance in Austin, Texas*. University of Texas Press.
- On architecture: collected reflections on a century of change, By Ada Louise Huxtable, Bloomsbury Publishing USA, 2008

External links

- Photographs of a McMansion's interior (<http://www.boston.com/yourlife/home/gallery/mcmansions/>), including the tall hallway with chandelier, *Boston.com*.

Retrieved from "<http://en.wikipedia.org/w/index.php?title=McMansion&oldid=617237866>"

Categories: American architectural styles Dysphemisms House styles House types McWords

-
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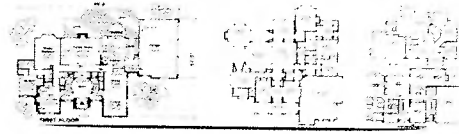
ATTACHMENT # 4

3500 square foot house

Sign in

Images

SafeSearch



Plans



4000



3000



2500



House Plans 3000-3

architecturaldigest.com

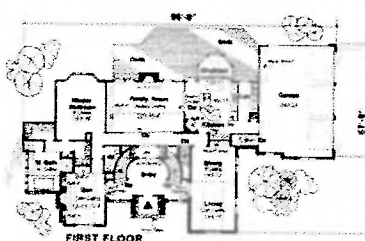
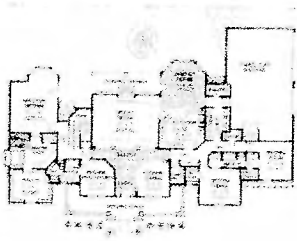
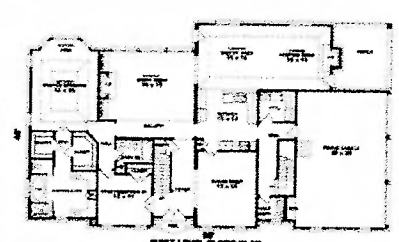
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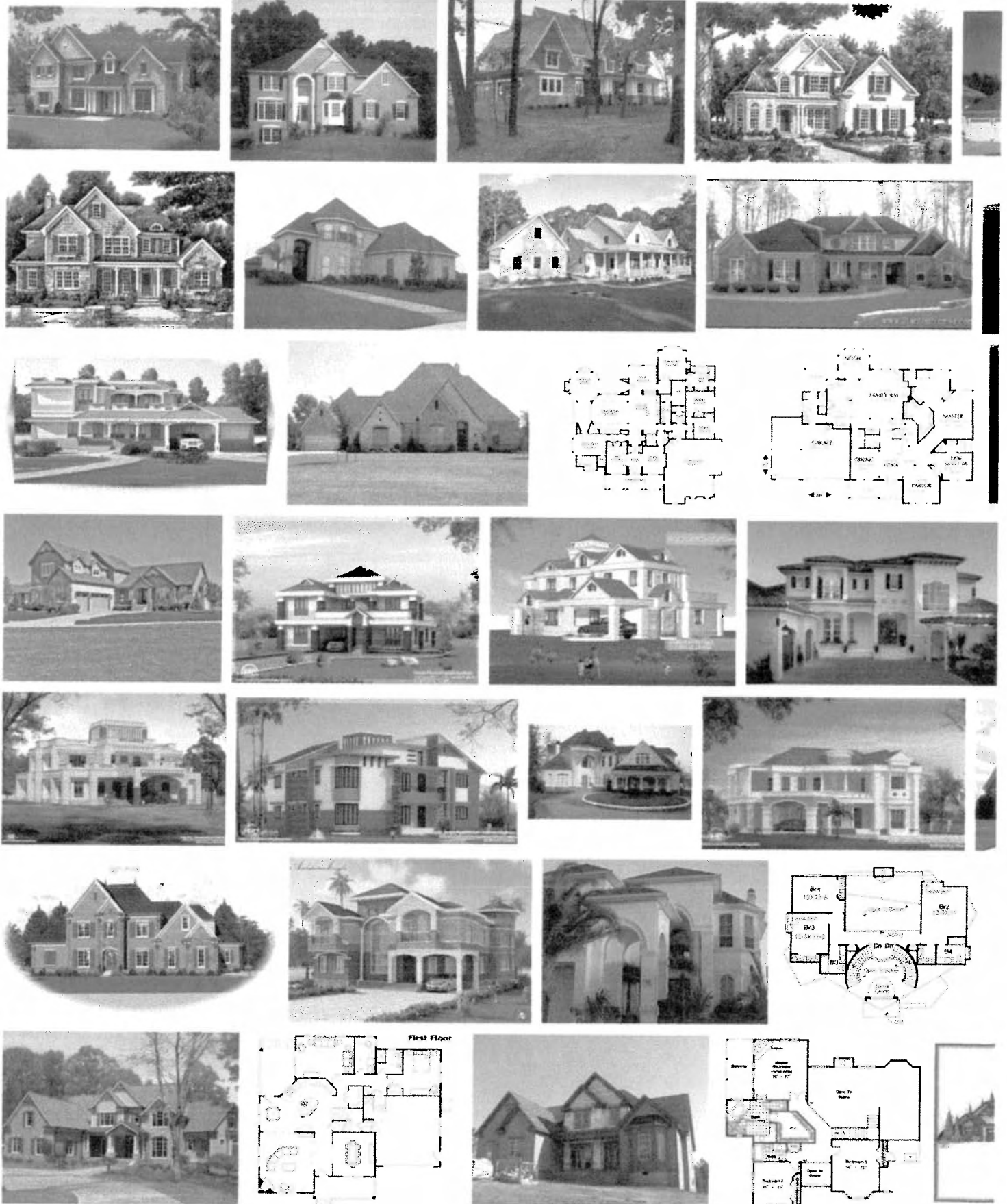
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Related images:



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ATTACHMENT # 5

[illegible]

NOTE:

THE PROPOSED BUILDING FOOTPRINTS SHOWN HEREON ARE FOR GRAPHICAL REPRESENTATION. FINAL BUILDING LOCATIONS WILL BE DETERMINED DURING THE BUILDING PERMIT PROCESS AND WILL CONFORM TO THE STANDARDS OF THE ZONE INCLUDING LOT COVERAGE, HEIGHT, SETBACKS, ETC.

PROFESSIONAL ENGINEER 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,
 LICENSE NO. 14623, EXPIRATION DATE 3/8/2005.

05/08/14

DATE _____

Curt A. Schaeffler
CURT A. SCHAEFFLER, PE



EX. HONOR
RE: VASCOAR CLOUT
(A.P.H.O. LXX)

The Town of
GLEN ECHO
Chartered 1904

Town Hall • 6106 Harvard Avenue • Glen Echo • Maryland 20812 • (301) 320-4041
townhall@glenecho.org

July 18, 2014

Letter w/out Attachments via E-mail
Letters and Record via U.S. Mail
MCP-Chair@mncppc-mc.org

Françoise M. Carrier, Chair
Montgomery County Planning Board
Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

**Re: Subdivision Application #120140170 for 2 Vassar Circle, Town of Glen Echo;
Recommendation of the Town Council for Denial of the Application**

Dear Chair Carrier:

Pursuant to Land Use Article §§ 23-202(c) and (d), Maryland Code Ann., the Town of Glen Echo ("Town"), by its Town Council ("Council"), submits this recommendation of **DENIAL** on the above-referenced application. The Town received from the Applicant a notice of the application, dated June 6, 2014, submitted along with the proposed plan of subdivision (dated February 2, 2014). **Record, Exhibits A and B.**¹

The Town's recommendation of **DENIAL** was unanimously approved at its regularly scheduled meeting on July 14, 2014. This recommendation is in accordance with all applicable requirements of MD Code Ann., Land Use Article, §23-202. A public hearing was held by the Council on the above-referenced application, with timely notice of the hearing distributed to all Town residents and interested parties. **Exhibit C.** The Council compiled a full written record, including a transcript of the hearing itself, which served as the basis for this recommendation (the transcript will be forwarded to the Planning Board as soon as it is available).

¹ As discussed below, at the hearing on this matter, all documents considered by the Council were made part of the record and assigned a letter or number designation. A copy of the record, along with a copy of this letter, is being hand delivered to the Planning Board.

RECEIVED
JUL 17 2014

The Town's recommendation is based upon the subdivision application's failure to comply with the Montgomery County Subdivision Code's requirements, including, *inter alia*, that the right-of-way and related improvements satisfy the Town's Road Construction Code, and that the right-of-way otherwise provides for the safe and adequate access of fire trucks and other large vehicles.

The Montgomery County Subdivision Code provides that any proposed preliminary plan of subdivision shall:

...require the dedication to public use of adequate open spaces for traffic and the coordination of roads within the subdivision with other existing, planned or platted roads.... Such dedication to public use shall be to the full extent of any and all rights-of-way for all roads, streets and highways, including widening of any existing street, determined to be necessary and proper....

In determining the rights-of-way to be dedicated, the Board shall relate the area of dedication to.... [t]he maximum street right-of-way or improvement required for that category of land use as established *in the road code of the applicable jurisdiction*...

§50-30(c)(1)b (emphasis added). Similarly, where the property is situated within a municipality, other improvements to that right-of-way, such as drainage and sidewalks, are also to be in accordance with the municipal code. §50-24(a)-(d).

A principal purpose of both the County Subdivision Code and the Town's Road Construction Code is to provide for safe and adequate vehicular access, including for fire trucks and other large vehicles. *See*, e.g., §§50-2(c) and (l); 50-24(b); 50-30(c)(1). The proposed right-of-way on the Applicant's present submission fails to do so, as noted by the Office of the Fire Marshall. **Record Index (R.I.) 18, 21 at p. 3, 22 at p. 2.**

A. The Town's Road Construction Code, **R.I. 1**, requires that:

1. The applicant shall pave, and otherwise improve, the existing Vassar Circle right-of-way in accordance with County standards, as set forth in the County's Road and Construction Code Chapter 49, Article 3, and all applicable regulations thereunder, and dedicate any additional property necessary from the subdivided land, such that there are a minimum of two paved travel lanes (each ten feet wide), and one paved parking lane (eight feet wide). **R.I. 1, §17.1 B1.**

2. The applicant must dedicate sufficient land to the Town such that the property line of the subdivided property is not less than twenty-five feet from the center line of the requisite fifty-foot wide right-of-way. **R.I. 1, §17.1 B2.** This fifty-foot right-of-way width is

identical to that required by the County Code for tertiary roads, as is Vassar Circle. County Code, §49-32(d)(5).

3. Enough land must be dedicated from the subdivided property to accommodate fire trucks or other emergency vehicles. **R.I. 1, §17.1 B3.** Additional dedication for the right-of-way may be required for the safe accommodation of cars, trucks, emergency vehicles, and pedestrian safety. **R.I. 1, §17.1 B4.**

The Council finds that the proposed subdivision does not meet any of these requirements.

B. Based upon the record, the Council makes the further findings of fact and conclusions of law in support of its recommendation:

1. The survey commissioned by the Town shows that the existing Vassar Circle right-of-way ("ROW") is thirty feet wide. The existing paved portion of the right-of-way is eighteen feet to twenty feet in width. **R.I. No. 4.**

2. The portion of the ROW opposite that property proposed for subdivision (the "outer side"), has a narrow, deteriorating sidewalk. There are no curbs or gutters on the existing road, either on the outer side or the "inner side" which encompasses the subject property. **R.I. Nos. 4, 5, 8.**

3. Parking is permitted on the outer side. This parking is well-utilized, and continuing to provide for this is necessary for residents of Vassar Circle. Not all of the homes confronting Vassar Circle have off-street parking; those that do have off-street parking do not have enough to accommodate for their own residence and/or their guests. Residents and their guests, as well as delivery trucks and other vehicles, must park in the street. Although the existing church parking lot on 2 Vassar Circle is sometimes used by nearby residents to accommodate for this lack of parking, this option would clearly be removed after development of the property. **R.I. Nos. 4, 5, 8, 21 at p. 3, 22 at p. 2, 25, 28, 30, 31, 32, 34, 37, 48, 49, 50.**

4. The construction of any new homes on the subject property will only exacerbate existing parking problems for Town residents. **R.I. Nos. 4, 5, 8, 25, 28, 30, 31, 32, 34, 37, 48, 49, 50.**

5. Vassar Circle is not safe and adequate for residents, or for emergency vehicles and other large trucks. Council members have personally observed this fact, and numerous residents have provided their oral and written testimonies as evidence confirming the same. Specifically:

- a. The existing paved width of Vassar Circle does not provide for the adequate and safe accommodation of fire trucks. The Office of the Fire Marshall has advised that a minimum twenty feet of pavement in width, exclusive of street parking, is

necessary to accommodate for the vehicle and apparatus. **R.I. No. 22 at p. 2.** This requirement is applicable regardless of whether the road serves one-way or two-way traffic **R.I. No. 9.** With parking on one side of the road, a minimum of twenty-eight feet of pavement in width is necessary for the same purpose. **R.I. No. 1, 2, 22 at p. 2.**

- b. The Office of the Fire Marshall has concluded that additional ROW improvement is needed for Vassar Circle to accommodate for the safe and adequate turning radii of the County's fire trucks. **R.I. Nos. 18, 22 at p. 2.**
- c. The existing paved width of Vassar Circle similarly does not provide for the safe and adequate accommodation of garbage trucks, school buses, snow plows, moving trucks/vans, construction vehicles, or other such large trucks. Such vehicles have been witnessed by residents to have difficulty traversing Vassar Circle due to the narrow paved roadway and the parked cars. This has caused vehicles to drive on the non-paved areas thereby cutting ruts in the ground, as well as slowing and/or stopping to avoid parked cars. These and other similar circumstances create a variety of unsafe conditions which will only be exacerbated by additional development without the necessary ROW improvements. **R.I. Nos. 4, 5, 8, 25, 28, 30, 31, 32, 34, 37, 48, 49, 50.**

6. The Town Council enacted the Town Road Code, §17.1, in order to begin the process of establishing safe and adequate streets within the Town. **R.I. Nos. 1, 19, 20, 21 at p. 3, 22 at p. 2.** The Council's findings made in adopting the Ordinance, and reconfirmed based on this record, include:

- a. The Office of the Fire Marshall has advised it has the authority to prohibit parking on a street where there is inadequate width to adequately accommodate a fire truck. **R.I. No. 22 at p. 2.**
- b. The Town's current thirty foot wide road right-of-way is insufficient to accommodate for the safe and adequate travel of vehicles, parking, sidewalks, curbs, gutters, drainage facilities and street trees. **R.I. No. 1** (p. 2, 7th "Whereas" clause).
- c. Vassar Circle is designated by the County as a tertiary road, which roads have a fifty-foot wide right-of-way. **R.I. No. 1** (p. 2, 8th "Whereas" clause); County Code, §49-32(d)(5). Adopting the applicable fifty foot wide right-of-way is the minimum necessary to assure sufficient room for travel lanes, parking, gutters, curbs, sidewalks, street trees, and drainage facilities. **R.I. No. 1** (p. 2, 9th "Whereas" clause).
- d. To satisfy these conditions and improve safety for Town residents, the Town Road Code therefore requires:

- i. An expansion by dedication of the thirty foot width in the ROW to fifty feet, with one-half of the dedicated land coming from land on each side of the existing ROW. **R.I. No. 1** (§17.1 B2);
- ii. A minimum of twenty-eight paved feet, consisting of two-ten foot wide travel lanes and one-eight foot wide lane for parking, all to be provided by the subdivider **R.I. No. 1** (§17.1 B1);
- iii. In no event shall the amount of dedicated land and paved area be less than that which will adequately and safely accommodate fire trucks or other emergency vehicles **R.I. No. 1** (§§17.1 B3, B4);
- iv. The subdivider is responsible for making the ROW improvements at its own cost and in accordance with the County's standards set forth in the County Road Design and Construction Code, Chapter 49, Article 3 and regulations thereunder. **R.I. No. 1** (§17.1 C).

The pending subdivision application proposes no widening of the Vassar Circle right-of-way, or for any improvements of the paved road, except for a maximum pavement widening of two feet where the paved road falls below the existing twenty-foot width. **R.I. Nos. 5, 8.** As stated, the Office of the Fire Marshall has concluded that these conditions fail to provide for the safe and adequate accommodation of the County's fire trucks. **R.I. Nos. 1, 9, 18, 21 at p. 3, 22 at p. 2.** Having provided for no dedication, the Council has found the pending application to not comply with the applicable requirements of the Town Road Code. Thus, the application does not comply with either the County's Subdivision Code or the Town Road Code's requirements that the existing roadway be improved to safely and adequately serve the subdivision. **R.I. 1, §§17.1 B and C; R.I. 2, §§ 50-24(a),(b),(c), and 50-30(c)(1).**

For the reasons set forth above, the Town Council for the Town of Glen Echo recommends that the Planning Board **DENY** the application.

Respectfully submitted,



Deborah M. Beers
Mayor, Town of Glen Echo

/enclosures

Françoise M. Carrier, Chair
Montgomery County Planning Board
July 18, 2014
Page 6

cc: N. Braunstein, MNCPPC (w/o record)
R. Kronenberg, MNCPPC (w/o record)
E. Girard, Esq. (w/o record)
Linowes and Blocher
Norman G. Knopf, Esq., Town Attorney (w/o record)
Town of Glen Echo

1178755v1



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

September 1, 2016

Mr. Jared Sims Carhart
CAS Engineering
10 South Bentz Street
Frederick, MD 21701

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN**
Request for Vassar Circle / National Chatauqua
of Glen Echo
Preliminary Plan #: 120140170
SM File #: 264235
Tract Size/Zone: 0.584 Ac./R-60
Total Concept Area: 0.669 Ac.
Parcel(s): 601
Watershed: Little Falls Branch

Dear Mr. Carhart:

Based on a review by the Department of Permitting Services Review Staff, the Combined Stormwater Management Concept/Site Development Stormwater Management Plan for the above mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via the use of ESD to the MEP by the use of landscape infiltration and drywells.

The following **items** will need to be addressed **during** the final stormwater management design 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 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. Use MCDPS latest design standards for the stormwater structures at the time of plan submittal.

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

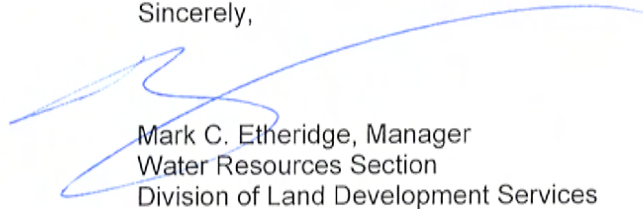
Mr. Jared Sims Carhart
September 1, 2016
Page 2 of 2

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 final stormwater management design 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: CN264235 Vassar Circle.DWK

cc: C. Conlon
SM File # 264235

ESD Acres:	0.669
STRUCTURAL Acres:	0.00
WAIVED Acres:	0.00



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

August 22, 2014

Mr. Neil Braunstein, Planner Coordinator
Area-1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120140170
Vassar Circle
Storm Drain Analysis

Neil:
Dear Mr. Braunstein:

We have completed our review of the preliminary plan dated May 16, 2014. This plan was reviewed by the Development Review Committee at its meeting on June 7, 2014. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to the storm drain plans and analysis or any subsequent revision should be submitted to the Department of Permitting Services. Include this letter and all other correspondence from this department.

1. We defer to the City of Glen Echo and Montgomery County Fire and Rescue Services for comments regarding proposed site access and roadway improvements.
2. The Town of Glen Echo is one of the municipalities which pay Montgomery County a Storm Drain Tax to maintain their public storm drain system. As a result, we have reviewed the consultant's storm drain capacity and impact analyses. Those studies have not been accepted by this department.

In a separate communications, we have advised the consultant of the need to revise the drainage area map and the storm drain computations as per the drainage area revisions. The existing 18-inch reinforced concrete pipe is adequately sized to convey the 10-year storm.

Division of Traffic Engineering and Operations

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878
Main Office 240-777-2190 • TTY 240-777-6013 • FAX 240-777-2080
trafficops@montgomerycountymd.gov

Mr. Neil Braunstein
Preliminary Plan No. 1-20140170
August 22, 2014
Page 2

These comments need to be resolved prior to certification of the preliminary plan.
Improvements to the downstream (under applicable agency permit) may be required as a
result of the amended analyses.

Thank you for the opportunity to review the storm drain analysis. If you have any questions
or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review
Area Engineer for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,



Gregory M. Leck, Manager
Development Review Team

M:\Subdivision\Deepak\Vassar Circle\ 120140170, Vassar Circle, MCDOT plan review ltr

cc: Aaron Hirsh; Two Vassar LLC
Jared Sims Carhart; CAS Engineering
Erin Girard; Linowes & Blocher, LLP
Mayor Debbie Beers; Town of Glen Echo
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Atiq Panjshiri; MCDPS RWPR
Catherine Conlon; M-NCPPC DARC
Marie LaBaw; MCFRS
Deepak Somarajan; MCDOT DTEO



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

June 24, 2016

Mr. Neil Braunstein, Planner Coordinator
Area-1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120140170
Vassar Circle
Storm Drain Analysis
AMENDMENT LETTER

Neil:
Dear Mr. Braunstein:

This letter is to amend the comments contained in our August 22, 2014 preliminary plan review letter based on our review of the revised storm drain analysis dated June 8, 2016. This plan was reviewed by the Development Review Committee at its meeting on June 7, 2014. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to the storm drain plans and analysis or any subsequent revision should be submitted to the Department of Permitting Services. Include this letter and all other correspondence from this department.

1. All previous comments from previous Preliminary Plan letter dated August 22, 2014, is applicable unless modified below.
2. The Town of Glen Echo is one of the municipalities which pay Montgomery County a Storm Drain Tax to maintain their public storm drain system. As a result, we have reviewed the consultant's storm drain capacity and impact analyses.
3. The following comments from the Preliminary Plan letter dated August 22, 2014 are amended:

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Mr. Neil Braunstein
Preliminary Plan No. 1-20140170
June 24, 2016
Page 2

- a. Comment #2 shall be **DELETED**: The revised storm drain study submitted June 8, 2016 addressed our prior comments and has now been approved by MCDOT. The existing 18-inch reinforced concrete pipe is adequately sized to convey the 10-year storm. No improvements to the downstream public storm drain system are needed from this applicant.

Thank you for the opportunity to review the storm drain analysis. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Area Engineer for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,



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

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cc: Aaron Hirsh; Two Vassar LLC
Jared Sims Carhart; CAS Engineering
Erin Girard; Linowes & Blocher, LLP
Mayor Debbie Beers; Town of Glen Echo
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Atiq Panjshiri; MCDPS RWPR
Catherine Conlon; M-NCPPC DARC
Marie LaBaw; MCFRS
Deepak Somarajan; MCDOT DTEO