

Bethesda Downtown Design Advisory Panel

FROM: Laura Shipman
Design Advisory Panel Liaison

PROJECT: 7000 Wisconsin Avenue
Sketch Plan No. 320190090

DATE: May 22, 2019

*The **7000 Wisconsin Avenue** project was reviewed by the Bethesda Downtown Design Advisory Panel on **May 22, 2019**. The following meeting notes summarize the Panel's discussion, and recommendations regarding design excellence and the exceptional design public benefits points. The Panel's recommendations should be incorporated into the Staff Report and strongly considered by Staff prior to the certification of the Site Plan. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.*

Attendance:

Karl Du Puy (Panelist)
George Dove (Panelist)
Damon Orobona (Panelist)
Rod Henderer (Panelist)
Qiaojue Yu (Panelist)
Paul Mortensen (Panelist, Senior Urban Designer in the Director's Office)

Laura Shipman (Design Advisory Panel Liaison)
Robert Kronenberg (Area 1 Division Chief)
Elza Hisel-McCoy (Area 1 Regulatory Supervisor)
Stephanie Dickel (Lead Reviewer)
Rachel Newhouse (Parks Department)

Bob Dalrymple (Applicant Team)
Matt Gordon (Applicant Team)
Todd Jacobus (Applicant Team)
Tim Eden (Applicant Team)
Marius Radulescu (Applicant Team)
Dennis Connors (Applicant Team)

Richard Hoyer (Member of the Public)
Naomi Spinrad (Member of the Public)
Michael Fetchko (Member of the Public)



Holly Clemans (Member of the Public)
Kevie Niland (Member of the Public)
Ellen Witt (Member of the Public)
Amanda Farber (Member of the Public)

Discussion Points:

- So, the two buildings to the south, are they both at 80 feet right now?
 - *Applicant response:* The Adagio is an 8-story building and pops up, the other is 90 feet.
- Are you proposing below grade parking, where is the access?
 - *Applicant response:* Yes, below-grade and access from the alley.
- How wide is the alley?
 - *Applicant response:* Property line to property line it is 20 feet, there is approximately 10 feet of additional space on the other property.
- Is the alley one way or 2-way?
 - *Applicant response:* We have done the turning movement measurements, and trucks will have to exit via Bradley Boulevard. The alley is two-way.
- I am concerned that we don't have the drawings showing the turning movements and dimensions and where the choke points are. It is quite congested back there.
- Last time you had sketch-up showing the potential for the alley. Why are you proposing the through-block connection on the south side rather than the north side?
- I am troubled by the lack of adherence to design guidelines, the setback the tower separation. When you go below 120 feet you are supposed to mitigate that with alternate means. I have to say that I am very troubled by this project.
- What is the footprint? Is the project not working is that why you are not proposing it?
 - *Applicant response:* approx. 22,000 gross sf. It is a tight site and the guidelines are intended more for taller buildings. We cannot meet all the guidelines because we would not have feasibility. If you go from a unit that is 30 feet deep to 40 feet deep then you get an unattractive unit. It is a wholistic approach from inside out.
- I don't like either design, all I see is the middle. You should lower the base. The design guidelines call for the base to be 30-70 feet, and it's better lower. Make a base and building on top of it.
 - *Applicant response:* If you interject a midblock condition that is different from the adjacent buildings it would be different from the others.
- You are setting the precedent for the future buildings and it should be done right.
- If you were to do that could you achieve the same density?
 - *Applicant response:* If you have all of the service areas you do not have enough space.
- We are not talking a 15ft change but rather a 5 ft change.



- *Applicant response:* With the heights along Wisconsin, a 35ft base is too small comparatively. It would be a residential in nature base compared to other buildings.
- The reality is the whole block on the east of Wisconsin will also be redeveloped and there will be continuity.
- You can have the low-rise that is “historic Bethesda”
 - *Applicant response:* But this is a high density, high traffic street.
- Because the building is lower the base should be lower to be proportional, with at least a 10 ft setback of upper floors.
 - *Applicant response:* Having a 10 ft setback will have pressures on the location of columns you will end up with a lower quality building.
- From a density stand-point I don’t see how it would really affect you.
- The point is that at a lower height if you do not have a step-back then you should have alternative treatments.
- I am concerned about tower separation and the alley.
- There needs to be a clean drawing showing the connections with the alley and the dimensions, turning movements, other elements.
- What does the traffic study say about the number of cars?
 - *Applicant response:* It is less traffic impact than the current retail use.
- Is there concern about tower separation?
- At 120 feet do not see a problem with tower separation.
 - *Applicant response:* The through-block connection is a significant contribution to the public realm.
- Will there be an obligation for future projects to continue the through-block connection?
 - *Applicant response:* The Sector Plan will provide the guidance and requirements for future projects.
- The alley may be an opportunity for a table-top crossing and special paving to reduce traffic speeds.

Panel Recommendations:

The following recommendations should be incorporated into the Staff Report.

1. Design a lower base height of approximately 35-45 feet to be in proportion to the height of the buildings and step-back the floors above the base no less than 5 feet, with 10 feet step-back recommended.
2. Provide a clear drawing of the alley connections, dimensions and turning movements for trucks.
3. Provide a landscaping plan to illustrate how the site design works.
4. Public Benefit Points: The project is on track to achieve at least the minimum 10 Exceptional Design points required in the Bethesda Overlay Zone if these recommendations are met.
5. Straw vote: **4** in support but with conditions, **1** does not support



5/29/2019

Mr. Elza Hisel-McCoy, Supervisor #1 Real Estate Team
Park and Planning
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Mr. Hisel-McCoy,

Attached are copies of the recent correspondence regarding the Proposed project in the 6900 -- 7000 block of Wisconsin Avenue. This project for mixed use high rise with the garage access into the back alley parallel to Strathmore Avenue. The attached letters have expressed our concern about creating/adding to a bottleneck for access to all the residences and businesses that face Wisconsin Avenue and Strathmore Avenue.

Gerald and Sandra Robin
The Adagio
6820 Wisconsin Ave. #6014
Bethesda, MD 20815

dpmdr.gr@gmail.com

Sandrarobin0439@gmail.com

*attached
Correspondence to Mr. Casey Anderson 5/9/19 and 5/21/19*



Dr. Gerald M. Robin

①

6820 WISCONSIN AVENUE, SUITE 6014
BETHESDA, MD 20815
TELEPHONE: (301) 913-2929
FAX: (301) 913-0229
CELL: (301) 613-0030
EMAIL: DPMDR.GR@GMAIL.COM

re: 7000 Wisconsin Ave
5/21/19 Project
Chairman, Planning Board
#cc: Stephanie Dickel

Dear Mr. Anderson,

Sir, I would be grateful for the following answers to questions, for it appears evident that this project; another monolith on Wisconsin Ave, will change my life forever!

① I have requested projected use, and increase of flow patterns, for the alley and its new usage?? This has not been forthcoming! Please

② The following recent Traffic obstacles have either blocked entry to our alley at both ends or made for back up in traffic, to enter or exit. Why?

③ Due to cement islands, a left turn approach into alley from Woodmont is impossible now, causing us to



Dr. Gerald M. Robin

2

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

d. Now, the latest insult is a no entry,
entirely from Bradley Blvd — 25 feet
from our garage entry. Why?
Of course, next, maybe, a Steel
Barrier, in front of our garage.

In summation; these adverse
actions are not minor, or innocent!
These are an imposition and insult
to our ability to live, in this neighborhood
As shown above, these changes are
so gross; that they are invasive
and threaten our ability and time,
To enjoy life. Why don't you perceive
the impact and negative forces being
created? Re wind and remove these obstacles!
Lastly, and not least, this



Dr. Gerald M. Robin

3

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

d. Now, the latest insult is a no entry,
entirely from Bradley Blvd — 25 feet
from our garage entry. Why?
Of course, next, maybe, a Steel
Barrier, in front of our garage.

In summation; these adverse
actions are not minor, or innocent!
These are an imposition and insult
to our ability to live, in this neighborhood.
As shown above, these changes are
so gross; that they are invasive
and threaten our ability and time,
to enjoy life. Why don't you perceive
the impact and negative forces being
created? Re wind and remove these obstacles.
Lastly, and not least, this

will destroy property ⁴values!! Do you
fully comprehend? ^{Why?} — we will not just
be driving cars, but Dodgems, going
through multiple gyrations, in slow-
motions? Why?

I will, if required, recreate the traffic
conditions, patterns and lost time, due to
the faulty deviations and potential
hazards, due to these restrictions
and obstacles. Perhaps, this will
demonstrate the dramatic and
destructive changes, imposed upon us!

My wife just returned from
a nearby-safeway - Being diverted
from turning into the alley on Bradley Blvd -
she spent an extra twelve minutes
in "frustration", driving? This is
beyond conscionable - others should know!
This should not become "Pentagon City"!

c. STEPHANIE, DICKSON, MOST Sincerely, Dr. Gerard Robinson



Dr. Gerald M. Robin

5

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMOR.GR@GMAIL.COM

* What ~~disturbs~~, so much, is this matter of still another giant monstrosity, appears to be a "fait accompli," not just a "Sketch" Please drive through our streets — see the many obstacles to our way of normal commerce. Not perfect before; difficult to impossible now! Why? A sincere plea for help and sanity.

Pardon me, but I just saw "the proposal" for almost 200 units my goodness, that's only, disregard the workers and employees and businesses that easily 500 cars + to dump on a already busy, busy alley! Sit, Madam — that is untenable, unrealistic and a death wish for our community (over)

6

In conclusion, look around, ~~nearby~~ construction has closed sidewalks and streets, clogged traffic, and mercifully for months, with no end!!

The Tax dollar cannot, should not, have such a value attached, that a quality neighborhood, should be overrun and stripped of its ability to enjoy life. Will you exist and cease present barriers and impediments?

Please, Please rethink and ~~disregard~~ this unwieldy proposal! and send me your explanation and traffic patterns and anticipated #'s cars and their disposal route. Lastly how do you expect this to impact and impair, time loss, increased traffic, exit and entrance times, convergent patterns, size of vehicles allowed, impact of existing businesses etc. Thank you for prepared evaluation times and studies on all of the above and possible variables + situations



Dr. Gerald M. Robin

Letter #21

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

Dear Mr. Anderson,

Mr. Casey Anderson
Chairman, Park
Planning Board

I would be very grateful for your council and explanation, as to why another elevated building, with cars exiting from our alley. Why has the sketch plans of the developer been given initial approval by your board? May I understand that rationale?

Bethesda appears to have reached a saturation phase of development. My wife and I are in our 80's and love the city - walking consists of how to get around barriers and can now be hazardous! Driving is a lengthy, often risky art form!

The Alley - a vital and only entrance to our home; often encumbered by misparked cars, trucks, large and small

and leaving a multi-story business building,
small business parking and homeowners.
It is once again the only ingress and
egress for 200+ car owners, visitors,
labors, and workers daily where we live.

The loss of time expended, extreme
difficulty, in competing to gain access
to our home ~~on~~ the increase risk
of accidents, by the dumping of heavy
new-traffic on our alley which is
always now, trying to cope!

The cope is dealing with the already
copious increased traffic and those cars
who use the alley, as a cut thru, too
long, long delays, always on Wisconsin
Ave.

As an example of what is now, "normal
aggravation," This week, at 8:52 am,
a garbage truck stopped in the upper
portion of the alley to perform its



3

Dr. Gerald M. Robin

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

duties, no traffic passes, during the loading of large cars, from nearby businesses. Twelve minutes later, the ~~truck~~ is able to finish its loading and find a small section of the alley to pull over, so I can squeeze through. But when I get to the end of the alley to exit, the 3 lanes awaiting to reach Wisconsin Ave is piled up, beyond where I can enter!

To explain, right lane goes right, the middle lane is directed straight the Left lane goes left

There is no way or no one to let me in the traffic lanes. Finally, someone. I am, I am please and

(4) Let me in, as far as the right hand turn lane
But, I take my life in my hands, signal
and go into the middle lane, directed
go straight only, but I must, to reach
an important destination and appt, go
thru signal on and honking, with
trepidation, I swing into and outside
of the entering Left Lane traffic. Cars
honk repeatedly and I complete the turn

Easy. Huh.
Speaking to our general manager today
she has changed her hours, to avoid
Alley Traffic where she has scrapped
her car, twice

This is our alley - there are
many tribulations, But it what
we have, as part of our home!

Unless you are approving a
plan, for six lanes of alley, further
expansion to the alley, further



5

Dr. Gerald M. Robin

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

I have not mentioned the many obstacles on entering and exiting from Brodly Blvd. That would take another two pages.

What I will say, over and over; any plan to dump further traffic in this alley is not just unrealistic - it would compromise and destroy our pleasure in living here.

I am aware money talks, as ~~does~~ increased Top dollars, but this proposal would portend a great life burden for us, with questionable value.

So, please show us why this plan was given initial approval? Will you kindly speak, before our association?

Dr. Gerald Robin

6

In conclusion, look around, nearby construction has closed sidewalks and streets, clogged traffic, and mercifully for months, with no end!!

The Tax dollar cannot, should not, have such a value attached, that a quality neighborhood, should be overrun and stripped of its ability to enjoy

life. When will you exist and cease present barriers and impediments

Please, Please rethink and disregard, this unwieldy proposal!

and send me your explanation and traffic patterns and anticipated #'s cars and their disposal route. Lastly

how do you expect this to impact and impair, time loss, increased traffic, exit and entrance times, convergent patterns, size of vehicles.

allowed, impact of existing businesses etc. Thank you for prepared evaluation times and studies on all of the above and possible variables + situations



DEPARTMENT OF TRANSPORTATION

Mark Elrich
County Executive

Al R. Roshdieh
Director

June 19, 2019

Ms. Stephanie Dickel, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320190090
7000 Wisconsin Avenue

Dear Ms. Dickel:

We have completed our review of the revised sketch plan uploaded to eplans on June 14, 2019. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on April 16, 2019. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

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

1. We defer to MSHA for improvements to Wisconsin Avenue (MD 355).
2. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
3. Per Section 49-31 (p) of the County Code, this project will require both Planning Board and MCDOT Director approval for the primary access being provided from the alley.
4. ***At the preliminary plan stage:***
 - A. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.

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

- B. Submit storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
 - C. Submit a truck circulation for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
 - D. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
 - E. Coordinate with Mr. Corey Pitts of our Division of Transportation Engineering regarding the Bus Rapid Transit system. Mr. Pitts can be contacted at 240-777-7217 or corey.pitts@montgomerycountymd.gov.
 - F. Coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Mr. Miller may be contacted at 240-777-5800 or wayne.miller2@montgomerycountymd.gov.
 - G. Submit a Traffic Impact Study (TIS) if required by the Planning Department.
5. Coordinate with Ms. Beth Dennard (beth.dennard@montgomerycountymd.gov or 240-777-8384) of MCDOT – Commuter Services Section regarding the following TDM comments:
- A. Traffic Mitigation Agreement: With the preliminary plan application, submit draft Traffic Mitigation Agreement with the Preliminary Plan application. Contact Beth Dennard at (240) 777-8384 for the most recent TMAg template for residential development with commercial use. When submitting the draft to Commuter Services for review, provide an editable redline. Prior to the issuance of any building permits by MCDPS, the applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and this Department to help achieve the Bethesda Downtown Sector Plan's NADMS goal of 55%. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-8383. The TMAg should include but not be limited to the following:

- i. Car Sharing Parking: Provide 1 carshare space or the number required by law, whichever is greater, in a highly visible, preferentially-located spot available to the public. It is recommended that the space be located in an area of parking facility easily visible to and accessed by theater-goers.
- ii. Electric Car Charging: Provide two EV-ready spaces or the number required by law, whichever is greater, on site.

B. Pedestrian, Bicycle and Shared Mobility Devices:

- i. Provide excellent pedestrian and bicycle circulation, amenities & accommodations throughout the development.
 - 1. Provide circulation paths in locations with high activity to provide “eyes on the street” to enhance the experience of biking or walking and to enhance safety.
 - 2. Locate bike racks in weather-protected, highly visible and active locations.
 - 3. Provide a small bicycle repair station for residential use near bicycle racks/bicycle parking spaces. Consider placing the station in public open space area.
- ii. Bikesharing: Provide space in the Project suitable for a 15-dock bikeshare station (or similar provision required by the County) to enable this form of transportation to be used by residents, employees and visitors at the Project. The location of this space will be coordinated between the Applicant and MCDOT, based upon the requirements of the bikesharing system and in a highly-visible, convenient and well-lit location on the Project. A typical bikeshare station requires a site that is 54’ by 7’ in size with four to six hours of solar exposure per day. Applicant must provide conduit to the bikeshare station in the event solar access is insufficient. The Applicant will be required to pay for the preparation of space. Applicant must allow MCDOT or its contractors access to the Project to install, service and maintain bikeshare stations. The County maintains full discretion to install, operate, move, relocate or discontinue service of a bikeshare station based on review and analysis of usage, performance, or budget. The Applicant will be required to assist MCDOT in the promotion of bikeshare among employees and visitors at the Project, in order to accomplish the objectives of the TMD.

C. Display and Communication of TDM Information:

- i. Incorporate display space in residential lobbies and other high pedestrian activity areas and opportunity for information on each level of parking facilities.
- ii. Provide opportunity and connections for a monitor to display Real Time Transit Information Signs in lobbies, elevators, and parking facilities. This will enable outreach to building tenants, employees, visitors, etc.
- iii. Provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.

D. Design Guidelines:

- i. Design building frontages on Wisconsin Avenue with two-way visibility for transit vehicles, as well as taxis, etc., to compete with the private auto. It is important that passengers can wait comfortably inside climate-controlled area.
6. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat. The permit may include, but not necessarily be limited to the following improvements:
- A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
 - B. Enclosed storm drainage in all drainage easements.
 - C. Underground utility lines.
 - D. Street lights.
 - E. Street trees.
 - F. Permanent monuments and property line markers.

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact me at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,



William Whelan
Development Review Team
Office of Transportation Policy

Ms. Stephanie Dickel
Sketch Plan No. 320190090
June 19, 2019
Page 5

Sharepoint/DOT/Development Review/WhelanW/320190090 – 7000 Wisconsin Ave – MCDOT Review Letter 062019.docx

cc: Plan letters notebook

cc-e:	Timothy Eden	Starr Georgia, LLC
	Meredith Byer	Dewberry
	C. Robert Dalrymple	Linowes & Blocher
	Kwesi Woodroffe	MSHA District 3
	Sandra Brecher	MCDOT CSS
	Beth Dennard	MCDOT CSS
	Corey Pitts	MCDOT DTE
	Wayne Miller	MCDOT DTS
	Sam Farhadi	MCDPS RWPR
	Marie LaBaw	MCFRS
	Vince Subramaniam	MCDOT DTEO

From: [Schwartz, Lisa](#)
To: [Dickel, Stephanie](#)
Subject: 7000 Wisconsin Avenue Sketch Plan
Date: Wednesday, May 29, 2019 5:29:35 PM

Stephanie,

I've completed DHCA's eplans comments on the 7000 Wisconsin Avenue Sketch Plan, as follows:

#320190090

Status: Recommend for Approval

Comments: No further comments.

Lisa

Lisa S. Schwartz

Manager, Affordable Housing Programs Section
Montgomery County DHCA

1401 Rockville Pike, 4th Floor

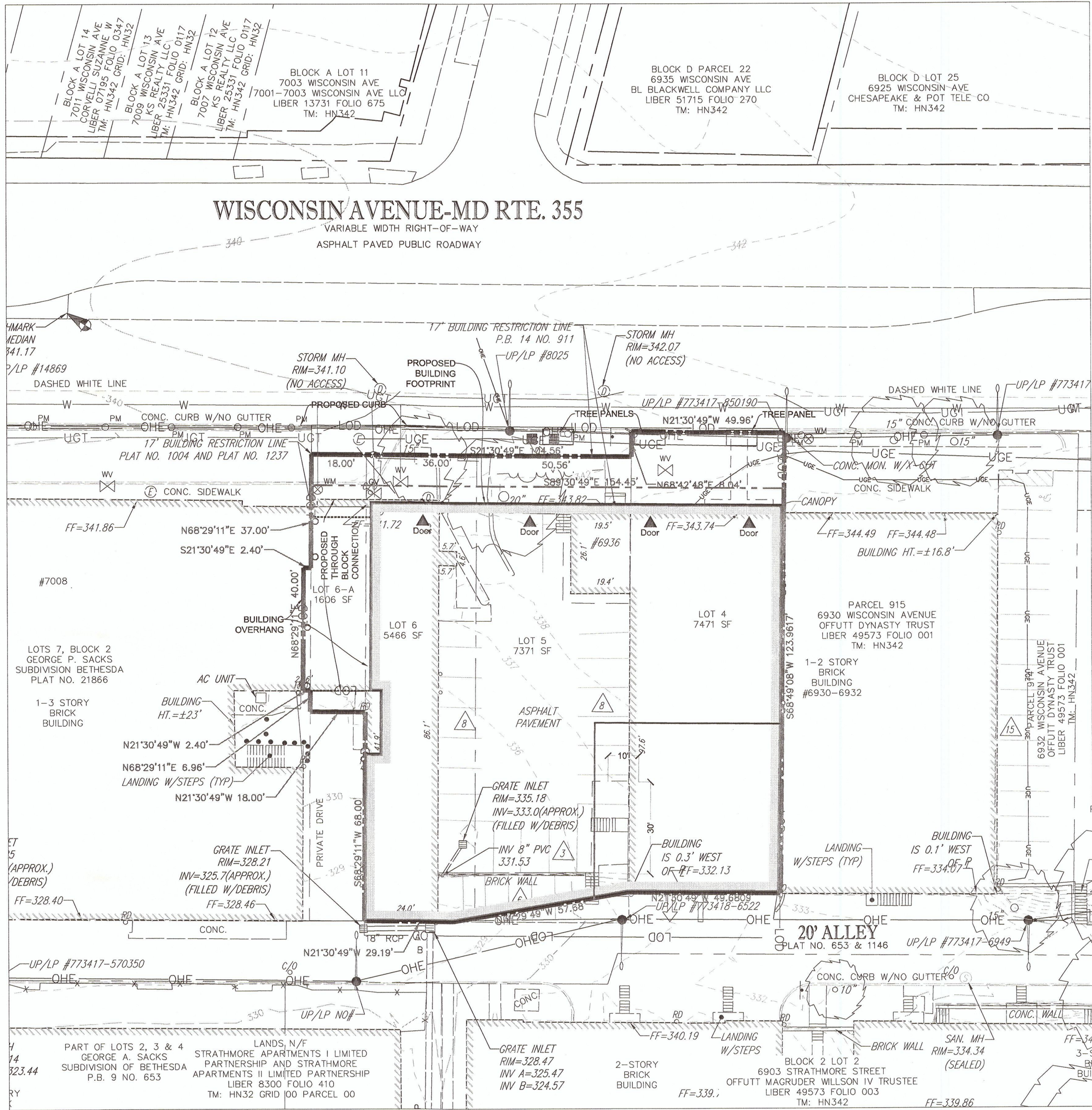
Rockville, MD 20852

Work: 240-777-3786

Fax: 240-777-3691

lisa.schwartz@montgomerycountymd.gov

www.montgomerycountymd.gov/mpdu



LEGEND

	EXISTING MAJOR CONTOURS		OH. ROOF / BUILDING OVERHANG		TELEPHONE JUNCTION BOX
	EXISTING MINOR CONTOURS		PROPERTY CORNER SYMBOL		STORM DRAIN MANHOLE
	EXISTING ADJACENT PROPERTY		GMP GAS MARKER POST		POWER POLE
	EXISTING EDGE OF PAVEMENT		COMMUNICATIONS HANDHOLE		GUY WIRE
	PROJECT BOUNDARY		WV WATER VALVE		ELECTRIC MANHOLE
	EXISTING TREE LINE		WM WATER METER		ELECTRIC TRANSFORMER
	EXISTING HEDGEROW OR NON-WOODLAND AREAS		WM WATER MANHOLE		SANITARY MANHOLE
	SOILS BOUNDARY		FIRE HYDRANT		TELEPHONE MANHOLE OR PEDESTAL
	SLOPES > 25%		GAS METER		BOLLARD
	CHAIN LINK FENCE		GAS MANHOLE		CLEANOUT
	WATER LINE (UNDERGROUND)		GAS VALVE		STORM INLET GRATE
	SANITARY SEWER LINE (UNDERGROUND)		LIGHT POLE		BRL BUILDING RESTRICTION LINE
	OVERHEAD POWER LINE		TRAFFIC SIGN		IRRIGATION CONTROL
	OVERHEAD TELEPHONE WIRES				
	STORM DRAIN LINE (UNDERGROUND)				
	EXISTING SIGNIFICANT TREE > 24\"/>				
	EXISTING TREE < 24\"/>				

SOILS TABLE

MAP UNIT	MAP UNIT NAME	ERODIBLE SOIL	HYDROLOGIC GROUP	HYDRIC (RATING)	DRAINAGE CLASS	FARMLAND
400	Urban Land	No	D	No	N/A	Not prime farmland

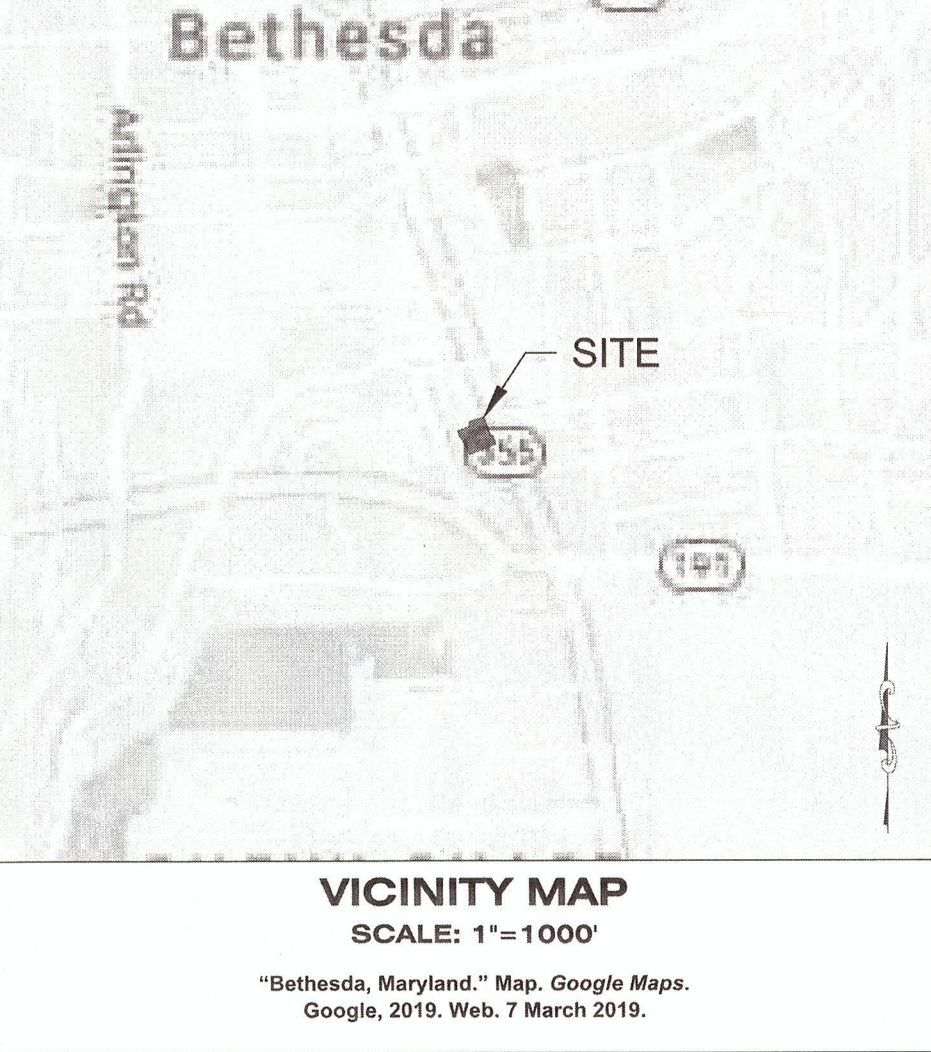
- Source: mdmerlin.net and websoilsurvey.sc.gov.usda.gov
- Soils listed in the above table are all soils not found in the erodible-soils list from M-NCPPC.

RESOURCE DATA

TRACT AREA ±0.71 AC.
EXISTING FOREST 0.00 AC.
EXISTING FORESTED STREAM BUFFER 0 AC.
EXISTING FORESTED STREAM BUFFER 0 AC.
EXISTING WETLANDS 0 AC.
EXISTING FORESTED WETLANDS 0 AC.
EXISTING 100-YEAR FLOODPLAIN 0 AC.
EXISTING 100-YEAR FORESTED FLOODPLAIN 0 AC.
AVERAGE WIDTH OF BUFFER 0 FT.
LINEAR FEET OF STREAM(S) 0 FT.

Narrative Statement:

The existing site is located to the south of the intersection of Wisconsin Avenue and Leland Street, and east of Strathmore Street, in the Wisconsin Avenue Corridor of Downtown Bethesda. The property is located in close proximity to a number of retail, residential, and employment uses. The property includes parts of several subdivision lots that are identified on record plats for the George P. Sacks subdivision, which are proposed to be consolidated into one legally recorded lot. The property is currently improved with a Mattress Firm, Orvis, and martial arts studio, as well as a surface parking lot. Vehicular access to the property is currently provided through a curb-cut on Wisconsin Avenue as well as a 20-foot public alley located to the rear of the property with connections to Woodmont Avenue and Bradley Boulevard.



GENERAL NOTES:

- PROJECT DESCRIPTION: Block 2 - Lot 6-A, Lot 6, Lot 5, & L.13199 F. 533
TAX MAP: HN342
TAX ID#: 07-00677330
WSSC GRID: 209NW04
- PROPERTY OWNER: 6950 Wisconsin Avenue LLC & 7000 Wisconsin LLC
C/O Arut Koseain, Manager
12 Leatherleaf Court
Gaithersburg, MD 20878-2672
- TOTAL AREA OF TRACT: 0.71 AC; ± 30,773 sq.ft.
- EXISTING ZONING: CR-3.0 C-3.0 R-2.75 H-90
- EXISTING CONDITIONS: Boundary information is from survey by Macris, Hendricks & Glascock, P.A. Topography is from field-run survey by Bohler Engineering, P.C. Adjacent property information from Montgomery County's GIS database.
- HORIZONTAL DATUM: Maryland State Grid System, NAD-83/91
- VERTICAL DATUM: Maryland State Grid System, NGVD29 using WSSC benchmarks.
- WATER CATEGORY: W-1
- SEWER CATEGORY: S-1
- STREAMS: No streams exist on site.
Source: www.mcatlas.org
- WATERSHED: Potomac River - Middle Potomac
Use Class: I,P
Source: www.mcatlas.org
- WETLANDS: No wetlands are located on site.
Source: Maryland Department of Natural Resources Interactive Map, mdmerlin.net
- FLOODPLAIN: There are no 100-year floodplains on this site.
Source: FEMA FIRM Map 24031C0455D effective 09/29/2006.
- SPA: This site is not within a special protection area.
Source: www.mcatlas.org
- HISTORIC RESOURCES: There are no historic resources on the property according to available information.
Source: Locational Atlas of Historic Sites in Montgomery County, Maryland
- WILDLIFE: A letter was sent to The Wildlife and Heritage Service and the response will be forwarded once it has been received.
- SLOPES: No slopes 15% or greater exist on this site.
- SOILS: See Soils Table on this page.
- METHOD TO MEASURE TREES: D-Tape
- FIELD WORK: Conducted by Meredith Byer of Dewberry Engineers Inc. on March 11, 2019.
- TREES: There is no presence of State/County Champion Trees. There are no trees 24" or greater DBH within or adjacent to the project site.

Exemption Requested:

Forest Conservation Law, section 22A-5 (s):

- an activity occurring on a tract of land less than 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet; or
- an activity occurring on a tract less than 1 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, and reforestation requirements would not exceed 10,000 square feet. Forest in any priority area on-site must be preserved;

APPLICANT / DEVELOPER

Starr Capital LLC &
Woodfield Development Company
4800 Hampden Lane, Suite 200
Bethesda, MD 20814
PH: 240.842.1388
CONTACT: Timothy S. Eden

CONTACT

MEREDITH BYER
2101 Gaither Road Suite 340
Rockville, MD 20850
PH: 301.948.8300 DIRECT: 301.337.2857
www.dewberry.com

NRI - EXISTING CONDITIONS PLAN

7000 Wisconsin Avenue
Bethesda, MD 20815
LOTS 6, 6A, 5 AND L. 13199 F. 533
MONTGOMERY COUNTY, MARYLAND
7TH ELECTION DISTRICT
LIBER 44500, FOLIO 0448
SHEET 209NW04, TAX MAP HN342

SEAL

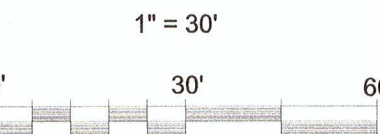
PROFESSIONAL CERTIFICATION:
I HEREBY CERTIFY THAT THESE DOCUMENTS
WERE PREPARED OR APPROVED BY ME, AND
THAT I AM A DULY LICENSED PROFESSIONAL
LANDSCAPE ARCHITECT UNDER THE LAWS OF THE
STATE OF MARYLAND.

LICENSE NO. 3108

EXPIRATION DATE: 10.03.19



SCALE



No.	DATE	BY	Description

REVISIONS

DRAWN BY	WWB
CHECKED BY	MLB
DATE	MARCH 2019

TITLE

NRI-Existing
Conditions Plan

PROJECT NO. 5011153

02-EXCOND-42019148E

SHEET NO.

1 OF 1

NOTE
FOR LOCATION OF UTILITIES CALL
8-1-1 OR 1-800-257-7777
OR LOG ON TO
www.call811.com
http://www.missutility.net
48 HOURS IN ADVANCE OF ANY WORK
IN THIS VICINITY
INFORMATION CONCERNING UNDERGROUND
UTILITIES WAS OBTAINED FROM AVAILABLE
RECORDS BUT THE CONTRACTOR MUST
DETERMINE THE EXACT LOCATION AND
ELEVATION OF THE MAINS BY DIGGING TEST PITS
BY HAND AT ALL UTILITY CROSSINGS WELL IN
ADVANCE OF THE START OF EXCAVATION.