



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

MCPB No. 19-108  
Sketch Plan No. 320190100  
8015 Old Georgetown Rd  
Date of Hearing: September 5, 2019

SEP 16 2019

**RESOLUTION**

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on May 23, 2019, JLB Realty, LLC ("Applicant") filed an application for approval of a sketch plan for construction of up to 320,000 square feet of multi-family residential development on 2.5 acres of CR 2.5 C 0.75 R 1.75 H-120 zoned-land, located on the north quadrant of the intersection of Old Georgetown Road and Glenbrook Road in Downtown Bethesda ("Subject Property") in the Bethesda CBD Policy Area and 2017 *Bethesda Downtown Sector Plan* ("Sector Plan") area; and

WHEREAS, Applicant's sketch plan application was designated Sketch Plan No. 320190100, 8015 Old Georgetown Road ("Sketch Plan" or "Application"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and other governmental agencies, Staff issued a memorandum to the Planning Board, dated August 23, 2019, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions ("Staff Report"); and

WHEREAS, on September 5, 2019, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320190100, 8015 Old Georgetown Road, for construction of up to

Approved as to  
Legal Sufficiency:

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

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320,000 square feet of multi-family residential development on the Subject Property, subject to the following binding elements and conditions:<sup>1</sup>

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

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

All other elements are illustrative.

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

1. Density

The Sketch Plan is limited to a maximum of 320,000 total square feet of residential development. The maximum number of dwelling units and use mix will be determined at Preliminary Plan. The maximum density includes an allocation of up to 128,036 square feet of density from the Bethesda Overlay Zone (BOZ) density. The final square footage and BOZ allocation will be determined at Site Plan.

2. Height

The development is limited to a maximum height of 90 feet, as measured from the building height measuring point illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. and this Sketch Plan is amended. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance and BOZ overlay, and a through block connection;
- b. Diversity of uses and activities, achieved by providing enhanced accessibility for the disabled;

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

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- c. Quality of Building and Site Design, achieved through architectural elevations, exceptional design, and structured parking; and
- d. Protection and Enhancement of the Natural Environment, achieved through building lot terminations and a cool roof design.

4. Building & Site Design

Prior to the submittal of the Site Plan, the Applicant must:

- a. Demonstrate the proposed building has addressed comments from the Design Advisory Panel as specified in their May 22, 2019, meeting minutes;
- b. Address blank wall conditions along the Old Georgetown Road and Glenbrook Road frontages to provide appropriate visual interest;
- c. Provide further definition of the building's base, middle, and top along both Old Georgetown Road and Glenbrook Road as recommended in the *Bethesda Downtown Plan Design Guidelines*;
- d. Submit design alternatives for the building's southeast corner that extends the corner façade towards the property line to create a stronger presence and relation to the office building across from Glenbrook Road;
- e. Provide design alternatives for the rear of the building to improve compatibility with the adjacent residential neighborhood. Design alternatives must include a townhouse style base or other architectural methods that reduce the perceived height and bulk of the building.

5. Park Impact Payment (PIP)

The Park Impact Payment (PIP) must be paid to the M-NCPPC prior to the release of the first above-grade building permit. The final amount will be determined at Site Plan.

6. Streetscape

The Applicant must install the Bethesda Streetscape Standard along the Site Frontage, including the undergrounding of utilities.

7. Building Lot Terminations (BLTs)

Prior to release of any building permit, the Applicant must provide proof of purchase and/or payment for the required BLTs.

8. Moderately Priced Dwelling Units (MPDUs)

The Applicant must provide a minimum of 15% of the total units as Moderately Priced Dwelling Units. The development must provide MPDUs in accordance with Chapter 25A.

9. MCDOT letter

The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated July 25, 2019, and

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hereby incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Sketch Plan approval.

10. Future Coordination for Preliminary and Site Plan

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan, as appropriate:

- a. Fire and Rescue access and facility details;
- b. Streetscape details;
- c. Necessary public right-of-way dedication;
- d. Prior to certification of an amended Preliminary Plan, submit a letter of withdrawal for Development Plan G-864;
- e. Demonstrate how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
- f. Demonstrate the proposed through-block connection will maintain a minimum width of fifteen feet and be designed to meet the following performance standards:
  1. Allow for successful mature tree canopy and anticipated tree mitigation plantings with preference given to locations at grade rather than on structure; and
  2. Maintain a clear path of travel as recommended within the Bethesda Downtown Sector Plan; and
  3. Designed to meet Crime Prevention Through Environmental Design (CPTED) standards with specific consideration given to providing entrances to the site for activation and chamfering the corners of the structure to eliminate 90-degree bends and improve sight distance;
- g. Prepare a draft Traffic Mitigation Agreement to participate in the Bethesda Transportation Demand Management District;
- h. Address the SITES & LEED recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
- i. SWM concept approval which also addresses the *Bethesda Downtown Sector Plan* recommendations regarding SWM;
- j. At the time of Site Plan, the Applicant must show a minimum of 35% of site area comprised of intensive green roof, onsite canopy plantings, and onsite energy generation components, with preference to maximize green cover to meet the intent of the Sector Plan and the associated Bethesda Design Guidelines;
- k. Address Bird-Safe Design per the *Bethesda Downtown Sector Plan Design Guidelines*;
- l. Provide a noise analysis at time of Preliminary Plan, or a waiver per Section 2.2.2 of the 1983 Noise Guidelines.

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

1. *The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.*

a. Development Standards

The Subject Property includes approximately 2.5 acres zoned CR 2.5 C 0.75 R 1.75 H-120. The data table below demonstrates the Application's conformance to the applicable development standards of the zone.

*Table 1: Sketch Plan Data Table*

Sketch Plan Data Table			
Section 59.4	Development Standard	Permitted/ Required	Proposed
	<b>Tract Area per Zone</b>		
	CR 2.5 C-0.75 R-1.75 H-120	n/a	109,694 sf (2.52 ac)
	Prior Dedication	n/a	22,562 sf (0.52 ac)
	Proposed Dedication	n/a	7,330 sf (0.17 ac)
	<b>Site Area sf (acres)</b>	n/a	<b>79,802 sf (1.83 ac)</b>
	Residential Density sf (FAR)	191,964 sf (1.75)	191,964 sf (1.75) <sup>1</sup>
	Commercial Density sf (FAR)	82,270 sf (0.75)	0 sf
	Bethesda Overlay Zone Density	n/a	128,036 sf (1.17)
	<b>Total sf (FAR)</b>		<b>320,000 sf (2.92)</b>
	<b>Building Height</b>		
	CR 2.5 C-0.75 R-1.75 H-120	110 feet	90 feet
	<b>Public Open Space (min)</b>	10%	10% (sf)
	<b>Minimum Setbacks</b>	0	0
	<b>Green Cover</b>	35%	35% <sup>2</sup>

<sup>1</sup> 191,964 sf of mapped density with the remaining density to be purchased from the BOZ.

<sup>2</sup> The *Bethesda Downtown Sector Plan* allows developments that provide renewable energy infrastructure to provide less than 35% green cover. The Applicant is proposing to provide 21% of green cover through green roof, canopy cover, and the remaining 14% through solar panel installation.

The Application will provide the minimum required number of bicycle parking spaces within the building, which will be determined at the time of Site Plan. The

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final number of vehicular parking spaces will be determined at Site Plan based on the residential units and retail square footage.

The Sketch Plan conforms to the intent of the CR zone as described below:

a) *Implement the recommendations of applicable master plans.*

The Project substantially conforms to the recommendations for the Property included in the 2017 *Bethesda Downtown Sector Plan*. Specifically, this Sector Plan builds on the past successes of Downtown Bethesda to create a truly sustainable downtown by focusing on components that will bolster the elements most in need of enhancement. The recommendations increase:

1. **Parks and open spaces**, including new civic greens at Veteran's Park, Bethesda Farm Women's Cooperative Market, Capital Crescent Trail and new urban parks, pathways and gateways.
2. **Affordable housing**, including the preservation of existing market-rate affordable housing, providing a mix of housing options and the provision of Moderately Priced Dwelling Units in exchange for development incentives.
3. **Environmental innovation**, including more energy-efficient buildings, better stormwater management, improved sidewalks and bicycle routes, and other measures to enhance community health and quality of life.
4. **Economic competitiveness**, based on new development, public amenities and proximity to public transit to attract businesses and visitors from throughout the region, and foster entrepreneurship and innovation.

The Property is located in the Battery Lane District, designated as site 17 on page 130 of the Sector Plan, which recommends rezoning to the CR zone to promote infill redevelopment with high density residential. This District consists of a range of housing types including garden style apartments along Battery Lane as well as single unit homes and low- to high-rise buildings. Battery Lane Park and the North Bethesda Trail are located in the center of the District and are heavily utilized, however wider buffered sidewalks and connections through long blocks are needed to make this neighborhood a truly walkable area. Specifically, the Project addresses the following applicable goals as outlined in the Sector Plan:

- *Promote enhanced redevelopment opportunities to foster a quality mix of housing options.*

The Project proposes to replace a church and three single-family dwellings with a multi-family residential building which will increase housing options and density as envisioned in the Sector Plan.

- *Improve pedestrian and bike connectivity through the district and along the park.*

The Project will provide a through block connection through the rear of the site as recommended in the Sector Plan. This connection will allow a linkage from Glenbrook Road to Rugby Ave and the Bethesda Chevy Chase Rescue Squad, which will further connect to Battery Lane when that site redevelops in the future.

- *On private property, provide a minimum of 35 percent green cover, which may include singularly or a combination of intensive green roof and tree canopy.*

The green cover exhibit submitted by the Applicant shows a net lot area of 79,802 sf and a resulting green coverage requirement of at least 27,901 square feet (35% of site area). The Applicant proposes only approximately 16,931 sf be achieved through intensive green roof and bioretention planting. Given the bearing limitations of the wood construction system proposed by the Applicant, they are requesting to provide the remaining 11,000 sf of Green Cover by rooftop solar panels.

Section 2.4.1 (B) of the *Bethesda Downtown Sector Plan* recommends the following regarding urban green cover:

On private property, provide a minimum of 35 percent green cover, which may include singularly or a combination of the following: intensive green roof (6 inches or deeper) on 35 percent of rooftop, tree canopy on 35 percent of landscape, [or] a combination of tree canopy and intensive green roof for a total green cover of 35 percent or greater\*.

*\*If onsite energy generation requires the use of either the roof or open space, accommodations for these features may alter the 35 percent minimum green cover requirement.*

The Sector Plan's Urban Ecosystem goals are intended to support biodiversity and local wildlife while providing improved air quality and carbon sequestration. While the use of solar panels supports the Sector Plan's Renewable Energy generation goals, solar panels do not serve as

a direct replacement of green cover in achieving all the Urban Green Goals outlined.

Neighboring jurisdictions, such as the District of Columbia, acknowledge the limited green benefits of solar panels in their Green Cover/Green Area requirements. This precedent calculation, which is inspired by similar programs in cities such as Berlin, Germany; Malmö, Sweden; and Seattle, Washington, also weighs the contribution of landscape elements toward providing benefits such as climate adaptation, air quality improvement, stormwater mitigation, and habitat creation. When placed on this scale, landscape elements such as intensive green roof and landscape areas with deep soil profiles are given highest priority with multipliers of 0.8 and 0.6, respectively; energy generation (calculated in area) is weighed with a multiplier of 0.5. The Green Area Ratio is described as a zoning regulation that promotes “greater livability, ecological function, green space accessibility and climate adaptation in the urban environment.” This mirrors the Urban Green initiatives that are intended to “significantly improve human health and biological diversity; provide food and shelter for wildlife species; increase ecological resilience; reduce water and energy demand; provide greater carbon sequestration capacity.”

Thus, while Staff appreciates the practical limitations of the Applicant’s chosen construction type, Staff encourages the Applicant to continue to explore further maximization of all possible intensive green roof planting, canopy coverage, and solar installation in order for the proposed development to contribute towards Downtown Bethesda’s Urban Green Goals.

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

The Project will redevelop the existing lots containing a church, three single family dwellings and a surface parking lot into a multi-family residential building with underground parking. While the existing use is not commercial, there are two commercial buildings adjacent to the Property and the multi-family development will increase the density of housing near existing employment and transit areas.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*



The Project encourages such development by proposing market-rate residential units in a variety of unit types as well as 15% MPDUs, offering housing opportunities for a range of incomes proximate to the numerous transit options of Downtown Bethesda. The Project will accommodate all modes of transit – pedestrian, bicycle, and vehicular – as it will provide the Bethesda streetscape improvements, is within ½ mile of the Metro and an existing bus stop is located directly in front of the proposed building service and will provide a through block connection. The Project does not propose any parking between the building and the street frontages.

- d) Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Project will provide high density residential near existing single family detached neighborhoods to increase the mix of housing type while proposing a height and massing that is compatible with the desired character of infill development within the Battery Lane District. Given that the location of the Property abuts a residential detached neighborhood in the rear, the Project is required to conform with the residential compatibility standards in Section 4.8.1.A of the Zoning Ordinance. The Proposal demonstrates conformance with these standards through a large building setback (approximately 34-60 feet deep), where the through block connection will be located, as well as upper story setbacks. Due to the topography of the site, the underground parking structure will partially extend into the building setback and the Applicant proposes the roof of the garage to be utilized as a private courtyard with green roof. While the Sketch Plan shows the minimum standards being met, the Design Advisory Panel has suggested additional setbacks at the rear to further break down the massing. This could be achieved by providing a townhouse style base or other design alternatives that reduce perceived height and mass of the building. As conditioned, the Applicant must provide design alternatives at the time of Site Plan that consider these alternative measures.

- e) Integrate an appropriate balance of employment and housing opportunities.*

The Project will increase housing opportunity by providing high density residential in proximity to existing commercial and employment areas.

- f) Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method

limit. Final determination of public benefit points will be determined at the time of Site Plan.

The Bethesda Overlay Zone (BOZ) was adopted July 18, 2017, specifically to implement the recommendations of the *Bethesda Downtown Sector Plan* as it relates to density, building heights, affordable housing, parks, and design. The BOZ set a cap of overall development (32.4 million square feet) whereby the zoning approved for most properties retains the base density but increases the heights on respective sites. An Applicant can request an allocation of density over the base density to build to the maximum height permitted by the Zone, as needed. An allocation of density from the BOZ requires a park impact payment of \$11.08/square foot based upon the density requested and facilitates acquisition of parkland in the downtown Bethesda area. This Application is requesting an allocation of 128,036 square feet from the BOZ initiating a Park Impact Payment (amount to be determined during Site Plan review) to be paid at the time of building permit. The amount of BOZ density will be deducted from the 32.4 million cap.

2. *The Sketch Plan substantially conforms to the recommendations of the Sector Plan.*

As discussed in Finding 1.a above, the Project, as conditioned, substantially conforms to the recommendation of the 2017 *Bethesda Downtown Sector Plan*. The Project will provide a high density multi-family residential building within the Battery Lane District, increase the supply of housing to serve a variety of income levels, and provide a through block connection as well as streetscape improvements that improve the safety, connectivity, and character of the Battery Lane District.

3. *The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of any development plan or schematic development plan in effect on October 29, 2014.*

Development Plan G-864 was previously approved for this site; however, the Property is no longer subject to this development plan pursuant to Section 59.7.7.1.B.5.a.i of the Zoning Ordinance as a Sectional Map Amendment was approved after October 30, 2014 implementing the 2017 *Bethesda Downtown Sector Plan*. The Project has been conditioned to submit a letter of withdrawal for the Development Plan prior to submittal of a Preliminary Plan application.

4. *The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

The massing of the Proposal has been broken down with the inclusion of three elevated courtyards, one visible from Old Georgetown Road and two at the rear of the site facing the residential homes along Glenbrook Road and Rugby Avenue. The rear of the building features stepbacks to further respond to the residential dwellings along Rugby Avenue. The Applicant proposes the construction of a through block connection at the rear of the site providing a linkage from Glenbrook Road to Rugby Avenue and the side property line of the Bethesda Chevy Chase Rescue Squad. The connection is proposed to be fifteen feet in width and would be adjacent to the proposed courtyards and the residential neighborhood. The shape of the lot in the rear, where the connection is proposed, results in the pathway containing multiple 90 degree turns. While Staff supports the through block connection in concept, as it is a Sector Plan recommendation, the design poses several concerns regarding width, lack of activation, and circulation and further refinement will be necessary at the time of Site Plan. As conditioned, the Project will be required to demonstrate the proposed through-block connection will maintain a minimum width of fifteen feet and be designed to meet the following performance standards:

- Allow for successful mature tree canopy and anticipated tree mitigation plantings with preference given to locations at grade rather than on structure; and
  - Maintain a clear path of travel as recommended within the *Bethesda Downtown Sector Plan*; and
  - Designed to meet Crime Prevention Through Environmental Design (CPTED) standards with specific consideration given to providing entrances to the site for activation and chamfering the corners of the structure to eliminate 90-degree bends and improve sight distance. CPTED standards promote an inviting and defensible space within which users can see and be seen to ensure a safe pedestrian and bicycle friendly environment.
5. *The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.*

The Project provides satisfactory vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Access to the Project will be provided from Old Georgetown Road (MD 187) and Glenbrook Road. No vehicular access will be permitted from Rugby Avenue except for emergency vehicles. Pedestrian and bicycle access to the Property will be maintained along the Property's frontage sidewalks and adjacent public roadways. Additional pedestrian access will be provided through the Site from Rugby Avenue to Glenbrook Road, via a new public through-block connection, as recommended in the Sector Plan. Parking will be contained within a new structured garage internal to the proposed building.

Pedestrian access to the site will be from the established sidewalk network and will be enhanced by streetscape improvements along each of the Site frontages, consistent with the Bethesda Streetscape Standards. Old Georgetown Road is designated as a neighborhood connector street in the *Bethesda Downtown Plan Design Guidelines*, which requires a minimum planting/buffer area of 6-8 feet, pedestrian zone of 6-10 feet, and a frontage zone of 5-8 feet. Glenbrook Road is designated a neighborhood residential street with a minimum planting/buffer area of 6-8 feet, pedestrian zone of 6-10 feet, and frontage zone of 5-8 feet. The Sketch Plan proposes dedication along both frontages and approximate build-to-lines that will satisfy the minimum requirements specified in the Design Guidelines. Further detail will be provided at the time of Site Plan. The proposed through-block connection will also improve pedestrian and bicycle access through the rear of the Site to Rugby Avenue and Battery Lane (through the Bethesda Chevy-Chase Rescue Squad parking lot).

Vehicular access to the proposed parking garage is directly off of Old Georgetown Road via a new private driveway adjacent to the Bethesda Rescue Squad Driveway, and a new driveway on Glenbrook Road.

6. *The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.*

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the Planning Board finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site. Final determination of public benefit point values will be determined at Site Plan(s).

For the proposed development, the Zoning Ordinance requires 100 points in four categories. Although at the time of Sketch Plan review only the categories need be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

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*Table 2: Proposed Public Benefits*

Public Benefits Calculations		
Public Benefit	Incentive Density Points	
	Max Allowed	Requested
<b>59.4.7.3C: Connectivity and Mobility</b>		
Minimum Parking <sup>1</sup>	20	7.78
Through Block Connection	30	20
<b>59.4.7.3D: Diversity of Uses and Activities</b>		
Enhanced Accessibility for the Disabled	20	4.84
<b>59.4.7.3E: Quality of Building and Site Design</b>		
Architectural Elevations	30	30
Exceptional Design <sup>1</sup>	30	20
Structured Parking	20	20
<b>59.4.7.3F: Protection and Enhancement of the Natural Environment</b>		
Building Lot Termination (BLT)	25	5.06
Cool Roof	15	5
<b>TOTAL</b>	<b>100 (min)</b>	<b>110.55</b>

<sup>1</sup>Denotes Sector Plan priority

#### Connectivity and Mobility

*Minimum Parking:* The Applicant requests 7.78 points for providing fewer than the maximum allowed number of parking spaces. Points for this incentive are granted on a sliding scale from no points for providing maximum allowable number of on-site spaces to 20 points for providing no more than the minimum numbers of spaces on-site. Final determination will be made at Site Plan. Staff supports the category at this time.

*Through Block Connection:* The Applicant requests 20 points for providing a through block connection at the rear of the site. Points for this incentive are granted based on basic criteria listed in the zoning ordinance and additional points may be granted if additional criteria are met. The conceptual proposal shows the basic criteria (minimum 15 feet in width, with open air and open during the day) however more information will need to be provided during Site Plan review to determine if the through block connection will meet additional criteria. Staff supports the category at this time.

#### Diversity of Uses and Activities

*Enhanced Accessibility for the Disabled:* The Applicant requests 4.84 points for constructing dwelling units with interiors that satisfy the American National Standards Institute (ANSI). Points for this incentive are granted on a sliding scale calculated on the percentage of complying units. Final determination of complying units will be made at Site Plan. Staff supports the category at this time.

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#### Quality of Building and Site Design

*Architectural Elevations:* The Applicant requests 30 points for providing architectural elevations as part of the Certified Site Plan showing particular elements of the design such as minimum amounts of transparency, maximum separation between doors, and other design priorities of the applicable Sector Plan and implementing design guidelines. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights. Staff supports the category at this time with further details and refinement to be provided at the time of Site Plan.

*Exceptional Design:* The Applicant requests 20 points for building and/or site design that enhances the character of a setting. As a site receiving an allocation of Bethesda Overlay Zone density, the Project is subject to the Design Advisory Panel review, which will award points based on the quality of the design. The Applicant asserts that the Project fulfills many recommendations of the *Bethesda Downtown Sector Plan* and Design Guidelines. Staff supports the category at this time and the Design Advisory Panel will review the Project again at the time of Site Plan.

The Design Advisory Panel voted that the project is on track to achieve a minimum of 10 Exceptional Design points during their May 22, 2019 meeting with the following recommendations:

- Ensure that the through-block connection is an inviting space for the public to use and does not feel like the back of a building with a single narrow width. Increase the width of the pathway in certain areas so that there is a contrast between narrow spaces and wider spaces that possibly promotes excitement and flow and consider providing active entrances to the building along the path.
  - Reconfigure the southeast corner of the building through strategies such as an inverted corner, stronger corner extending to property line (with dedication flexibility).
  - Address the transition to single-unit residential along Glenbrook Road. Consider stepping back the upper floors from the street and driveway to allow more light and air.
  - Provide shadow studies at site plan.
  - Consider reducing the height of the two northern wings facing single family homes on either side of the back courtyard and then adding a floor along the western edge of the site to reduce mass at the smaller scale homes and
7. *The Sketch Plan establishes a feasible and appropriate phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

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The Project will be built in one phase.

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Sector Plan, or other requirements; and

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

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of 320190100, 8015 Old Georgetown Road, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is SEP 16 2019 (which is the date that this Resolution is mailed to all parties of record); and

\* \* \* \* \*

**CERTIFICATION**

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Vice Chair Fani-González, seconded by Commissioner Cichy, with Chair Anderson, Vice Chair Fani-González, and Commissioners Cichy, Patterson, and Verma voting in favor at its regular meeting held on Thursday, September 5, 2019, in Silver Spring, Maryland.

  
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Casey Anderson, Chair  
Montgomery County Planning Board

# Bethesda Downtown Design Advisory Panel

## Meeting Minutes

**PROJECT:** 8015 Old Georgetown Road  
Site Plan No. 820200130

**DATE:** January 22, 2020

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*The 8015 Old Georgetown Road project was reviewed by the Bethesda Downtown Design Advisory Panel on January 22, 2020. The following meeting notes summarize the Panel's discussion, and recommendations regarding design excellence and the exceptional design public benefits points. The Applicant must revise the design consistent with the comments, for review at Site Plan by Paul Mortensen, Senior Urban Designer. 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.*

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### **Attendance:**

#### Panel

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

#### Staff

Robert Kronenberg, Deputy Director  
Elza Hisel-McCoy, Area 1 Division Chief  
Stephanie Dickel, Area 1 Regulatory Supervisor  
Grace Bogdan, Lead Reviewer  
Matt Folden, Transportation Planner

#### Applicant Team

Erin Girard, Attorney  
Dennis Connors, SKI Architects  
John Graham

#### Members of the Public

Dedun Ingram





Alexandra Kosmides

## Discussion Points:

### General Comments

- Do like the Old Georgetown Road frontage, articulation has come a long way, and improvements on the back for stepping down, but the corner at Old Georgetown Road and Glenbrook is peculiar; understand the need for a chamfer but the vertical treatment may work better behind the glass.
- Appreciate the floor plan identifying the MPDUs, and distribution of units.
- The improvement along the back (stepbacks) will improve the relationship with the neighborhood.
- Can you discuss the ground floor entrances with the change in grade?
  - *Applicant Response: Main entrance at corner of Old Georgetown Road and Glenbrook, additional entrance on Old Georgetown Road mid-block. Entrances off Glenbrook, but no entrances from courtyard area. Ground floor parking garage and bike storage bury into first floor at access road.*
- So to get to the lobby from the through block connection at the NW you'd have to go to the corner? It seems like a labyrinth for residents, why not have two entrances?
  - *Applicant Response: That's right, unless you entered through the parking garage. We intended to centralize amenity space to encourage a sense of community.*
- What is the height and material of the retaining wall?
  - *Applicant Response: About 4.5 feet.*
- What is the dark brown material? No stucco?
  - *Applicant Response: Combination of metals, no stucco. There will be a bit of articulation along Old Georgetown Road frontage.*

### Corner Treatment

- The white material does not seem to center so it frames one side and the other is off. Not quite there yet, the blade walls help break down the verticality, but the corner treatment is not there yet functionally and aesthetically.
- Ground floor unit shares the corner at Old Georgetown Road, which is odd. It should all be amenity or all unit, seems odd to celebrate an entrance as shared unit ground floor living. The scale seems off.
- Perhaps there needs to be some relationship between façade around the corner to acknowledge the setback.
- Perhaps the way of solving this is grounding the white as you did on Glenbrook
  - *Applicant Response: That relationship was to connect with the neighborhood, may not achieve the same look on Old Georgetown Road.*



## Design Guidelines Street Design

- How does this relate to the street type and setbacks? There does seem to be a deep shadow along the street? The paneling of the balconies make it seem like the entire first floor is setback rather than equal or stepping out, its recessed.
  - *Applicant Response: Old Georgetown Road is neighborhood connector, base height 3-5 and stepback of 15-20, neighborhood local 2-4 base height and stepback of 15-20 feet. Rather than stepping back, it projects.*
- How far are you setback from curb?
  - *Applicant Response: 25 feet from curb to base, projections for balconies are 5 feet.*
- So it appears the whole elevation is projecting. It becomes very apparent with the base diagrams that the whole first floor is in shadow, which may be an issue with the Planning Board and it should be addressed why you are doing that or why it is not meeting the Design Guidelines. If it was just balconies it is one thing, but the panels create overhangs which the Planning Board has made clear they will not support. As shown now is problematic.
  - *Applicant Response: The scale of this building is smaller, at 85 feet, the balconies with panels layer the façade and diminish the mass. The reading of base, middle, top is there while not traditional, its distinguished. Exposed balconies along Old Georgetown Road are not going to be aesthetically pleasing.*
- Agree with the layers helping diminish, however the base being recessed is still a problem What is the base height?
  - *Applicant Response: The shadow may be off, 20 feet tall base height.*
- Why 20 feet on the base?
  - *Applicant Response: Since the project is on the fringe, the building will have more of a hospitality feel, so the entrance will be more of an experience rather than just an entrance.*
- Given Applicant's explanation, what they are proposing on Old Georgetown Road is the right design, the two-story amenity space and connections are the right scale, it is highly articulated and meets the alternative materials criteria in the Design Guidelines.
- Articulation in two-dimension drawing is very nice, base and top, the middle creates a strong horizontal, but this base setback needs to be addressed in the Project's Statement of Justification and why it works for this project.
  - *Applicant Response: Understood*
- The range in setback allowed by the DG would mean that it conforms, the elements you are using with the plane changes are very helpful.



### Glenbrook frontage

- The setback in the guidelines would result in a 15-20 foot after the base.
  - *Applicant Response: We focused the design on the additional setback from the residential rather than fronting Glenbrook as the opposite side of the street is commercial.*
- So the thickness of the panel and materials would allow the visual change? What is the thickness?
  - *Applicant Response: 4 inches, the angle of the street makes it look like more*
- Need to focus the SOJ explicitly address why that decision was made there
  - *Applicant Response: Understood.*

### Public Comment

Alexandra Komisades, City Commons of Bethesda resident

- Generally in support of project but disappointed in the design as it reads more of a suburban office design rather than a residential building, were hoping for more texture particularly along Glenbrook. The bright white masonry should be toned down and the aging of the color may not be nice. Concerned about the through block connection being accessible and want to be sure the gate through to the fire site will be accessible.
  - *Applicant Response: There is currently a gate, so we refer to that area as the gate, but it is always open.*

### Panel Recommendations:

The following recommendation should be incorporated into the Staff Report.

1. Public Benefit Points: The Applicant is requesting 20, the Panel supports a maximum of 15 (based on staff's review of improvements) Exceptional Design points, the Panel votes 5 in support, with the following conditions.
  - a. Corner treatment recommendations to be reviewed by Staff, which may determine whether it needs to return to the DAP
  - b. Direction on corner treatment:
    - Seems to be ambivalence between building entrance and the unit location on the ground floor which is a real problem. Should communicate more as domestic rather than office.
    - Is there an opportunity to inset or project one to emphasize entrance? The blade wall isn't enough and the blade wall on the right side reads very different than the left, but the solid plane glass could be manipulated. Perhaps more detail, with window character?





## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

May 12, 2020

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

RE: Preliminary Plan No. 12016022A  
8015 Old Georgetown Road

Dear Ms. Bogdan:

This letter replaces MCDOT's Preliminary Plan Letter dated May 8, 2020.

We have completed our review of the preliminary plan amendment uploaded to eplans on April 19, 2020. A previous plan was reviewed by the Development Review Committee at its March 17, 2020 meeting. We recommend approval of the plan subject to the following comments:

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

**Significant Plan Review Comments**

1. A list of design exceptions were approved in MCDOT's Preliminary Plan Letter dated July 29, 2016. The following design exceptions from the previously approved list would be applicable for the current amendment:

**Office of the Director**

---

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

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Ms. Grace Bogdan  
Preliminary Plan No. 12016022A  
May 12, 2020  
Page 2

- a. The vehicular access point along Glenbrook Road to be less than 100 feet. The 100-ft tangent cannot be met due to the short distance between Old Georgetown Road (MD 187) and the property line.
  - b. The 25-ft radii at the end of Rugby Avenue. The applicant has demonstrated that an SU-30 truck can turn around.
2. Glenbrook Road is classified as Business District Roadway with a proposed 80-ft right-of-way (ROW). Necessary dedication for future widening of Glenbrook Road in accordance with the master plan.
3. Old Georgetown Road (MD-187) is classified as a Major Highway (M-4) with a proposed 100-ft right-of-way. Necessary dedication for future widening of Old Georgetown Road (MD-187) in accordance with the master plan. We defer to Maryland State Highway MDSHA for any improvements along Old Georgetown Road (MD-187).
4. Rugby Avenue is classified as a Business District Roadway with a 50-ft right-of-way. Proposed dedication at terminus of cul-de-sac is satisfactory.
  - a. Sidewalks on private property located outside the ROW around Rugby Avenue to be contained within a Public Improvement Easement (PIE).
  - b. The Declaration of PIE document is to be recorded in the Land Records of Montgomery County. The deed reference is to be provided on the record plat.
5. We strongly recommend restricting left turns onto and out of the proposed driveway on Old Georgetown Road (MD-187) except for fire and rescue vehicles and defer to MDSHA for final decision.
6. **Sight Distance:** A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
  - a. Glenbrook Road: **Accepted.** Old Georgetown Road signalized intersection is 160-ft right of driveway #1 (noted).
  - b. Old Georgetown Rd (MD-187): We defer to MDSHA for sight distance evaluation along Old Georgetown Road (MD-187).
7. **Storm Drain Study:** The county-maintained storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan. We defer to MDSHA for storm drain study along Old Georgetown Road (MD-187).

8. Prior to certified preliminary plan the stormwater management in the right-of-way must be approved by DPS.
9. Garage 36, which is located two blocks from the project, may be impacted since the proposal calls for 226 parking spaces in a 300-unit apartment building (0.75 parking ratio). Currently Garage 36 could absorb any spillover effects during the peak and off-peak hours. However, the applicant should be aware by approximately Q3 2022 the public will no longer have access to Garage 11 during weekday business hours. This change in operations will cause ripple effects throughout Woodmont Triangle. Thus, it's unknown if Garage 36 would be able to adequately handle spillover impacts during the peak hours but does project to have available capacity during off-peak hours.

#### **Standard Comments**

1. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
2. A ten (10) foot wide Public Utility Easement (PUE) is not required along the street frontage of this property, at this time.
3. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
4. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
5. Construct Bethesda streetscaping along the Rugby Avenue and Glenbrook Road site frontages.
6. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
7. Ensure adequate corner truncation noting master planned protected intersections.
8. No steps, stoops or retaining walls for the development are allowed in County right-of-way. No door swings into county ROW.
9. All access points to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway.

Ms. Grace Bogdan  
Preliminary Plan No. 12016022A  
May 12, 2020  
Page 4

10. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
11. Applicant should be mindful that the Bethesda UMP is currently in development & is anticipated to go into effect in early 2020. This project may potentially be subject to UMP Fees depending on where it is in the development process upon the UMP's Council Approval.
12. Adjacent bus stop on Old Georgetown Rd (MD-187) is serviced by public transit services with an existing bench. Site should be improved with a shelter if multifamily units are proposed. Otherwise accommodations should be made for the bench to be replaced on an ADA compliant pad. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate bus improvements. Mr. Miller may be contacted at 240 777-5836 or at [Wayne.Miller2@montgomerycountymd.gov](mailto:Wayne.Miller2@montgomerycountymd.gov).
13. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
14. A Traffic Mitigation Agreement (TMAg) was required under previously approved Preliminary Plan # 120160220. The draft TMAg must be updated, finalized, and executed prior to issuance of any building permits.
15. Posting of the right-of-way permit bond is a prerequisite to DPS for approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
  - a. Street grading, paving, curbs and gutters, and handicap ramps, storm drainage and appurtenances, and street trees along Rugby Road cul-de-sac.
  - b. Curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Glenbrook Road.
  - c. Bethesda streetscaping along Rugby Avenue and Glenbrook Road site frontages.
  - d. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
  - e. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion

Ms. Grace Bogdan  
 Preliminary Plan No. 12016022A  
 May 12, 2020  
 Page 5

and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.

- f. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact myself for this project at [brenda.pardo@montgomerycountymd.gov](mailto:brenda.pardo@montgomerycountymd.gov) or at (240) 777-7170.

Sincerely,

*Brenda M. Pardo*

Brenda M. Pardo, Engineer III  
 Development Review Team  
 Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development\\_Review\Brenda\Preliminary\\_Plan\PP12016022A\\_8015\\_Old\\_Georgetown\\_Rd\Letters\12016022A-8015 Old Georgetown RD-DOT Preliminary Plan Letter & Sight\\_5.12.20](#)

Attachments: Approved Sight Distance Study

Preliminary Plan 120160220 MCDOT Letter

cc: Correspondence folder FY 2020

cc-e: Michael Goodman                      Vika Maryland, LLC  
 Kamal Hamud                                MCDOT DTEO  
 Mark Terry                                    MCDOT DTEO  
 Dan Sanayi                                    MCDOT DTEO  
 Wayne Miller                                 MCDOT DTS  
 Atiq Panjshiri                                MCDPS RWPR  
 Sam Farhadi                                  MCDPS RWPR  
 Rebecca Torma                               MCDOT OTP  
 Sandre Brecher                               MCDOT OTP  
 Beth Dennard                                 MCDOT OTP





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

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: 8015 Old Georgetown Road Preliminary Plan Number: 1- 2016022A

Street Name: Glenbrook Road Master Plan Road Classification: Business

Posted Speed Limit: 25 mph

Street/Driveway #1 ( Entrance 'B' ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>225</u>	<u>Yes</u>	Right _____	_____
Left <u>225</u>	<u>Yes</u>	Left _____	_____

Comments: \_\_\_\_\_  
Old Georgetown Road signalized  
intersection is 160' right of driveway #1  
 \_\_\_\_\_  
 \_\_\_\_\_

**GUIDELINES**

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

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

\*Source: AASHTO

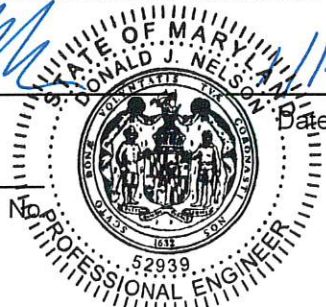
**ENGINEER/ SURVEYOR CERTIFICATE**

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

[Signature]  
 Signature \_\_\_\_\_ Date 5/14/2020

52939

PLS/P.E. MD Reg. No.



<b>Montgomery County Review:</b>	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By: <u>Brenda M. Pardo</u>	
Date: <u>5/5/2020</u>	

**From:** [Kwesi Woodroffe](#)  
**To:** [Bogdan, Grace](#)  
**Cc:** [Mencarini, Katherine](#)  
**Subject:** RE: 8015 Old Georgetown Preliminary Plan 12016022A  
**Date:** Thursday, May 7, 2020 9:26:04 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)

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Good morning Grace,

I have reviewed the Preliminary Plan application for the subject project and the project is conditionally approved with the following requirements:-

- An Access Permit will be required for all the work in the State right of way;
- Detailed engineering plans and supporting documents will need to be submitted for a comprehensive review;
- Once all review comments on the detailed plans have been adequately addressed, an Access Permit can be issued.

If there are any questions, please don't hesitate to contact me.

Thanks, Kwesi

**Kwesi Woodroffe**  
**Regional Engineer**  
**District 3 Access Management**  
**MDOT State Highway Administration**  
[KWoodroffe@mdot.maryland.gov](mailto:KWoodroffe@mdot.maryland.gov)  
**301-513-7347 (Direct)**  
**1-888-228-5003 – toll free**  
**9300 Kenilworth Avenue,**  
**Greenbelt, MD 20770**  
<http://www.roads.maryland.gov>





DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Mitra Pedoeem  
Director

May 28, 2020

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

Re: **COMBINED STORMWATER MANAGEMENT  
CONCEPT/SITE DEVELOPMENT  
STORMWATER MANAGEMENT PLAN** for  
8015 Old Georgetown Road  
Preliminary Plan #: 12016022A  
Site Plan #: 820200013  
SM File #: 285692  
Tract Size/Zone: 2.00 Ac. / CR  
Total Concept Area: 2.24 Ac.  
Lots/Block: 9/C, P1, 4 & 11/B  
Parcel(s): P816, P859, P860, P869  
Watershed: Lower Rock Creek

Dear Mr. Nelson:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP with the use of nine micro-bioretenention planter boxes. Due to site constraints and existing shallow storm drain, additional ESD and structural stormwater practices can not be provided, so the request for a partial waiver of stormwater management treatment is hereby granted.

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

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Use MCDPS latest design standards at time of plan submittal.
5. All underground parking is to drain to WSSC. Submit a copy of the garage drains profile showing that they drain to WSSC.
6. Provide a copy of the roof drain schematics showing that the roof drains to each micro-bioretenention practice.



255 Rockville Pike, 2<sup>nd</sup> Floor, Rockville, Maryland 20850 | 240-777-0311  
[www.montgomerycountymd.gov/permittingervices](http://www.montgomerycountymd.gov/permittingervices)

*Mr. Don Nelson  
May 28, 2020  
Page 2 of 2*

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

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

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

Sincerely,



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

MCE: CN285692 8015 Old Georgetown Road.DWK

cc: N. Braunstein  
SM File # 285692

ESD: Required/Provided 13,605 cf / 8,877 cf  
PE: Target/Achieved: 2.2"/1.4"  
STRUCTURAL: 0.0 cf  
WAIVED: 0.81 ac.



---

---

**Department of Permitting Services  
Fire Department Access and Water Supply Comments**

---

---

**DATE:** 13-May-20  
**TO:** Michael Goodman  
VIKA, Inc  
**FROM:** Marie LaBaw  
**RE:** 8015 Old Georgetown Road (see 9/8/2016 preliminary plan approval)  
820200130

---

**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **13-May-20**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

**\*\*\* Subgrade for all fire department vehicular access surfaces including the proposed stamped concrete shall meet minimum load bearing capacity for Montgomery County tertiary road \*\*\***

**\*\*\* Any substitute method of access control such as bollard replacement shall be reviewed and approved by the DPS Fire Department Vehicular Access and Water Supply Section prior to implementation \*\*\***



VIKA MARYLAND, LLC  
20251 Century Blvd., Suite 400  
Germantown, MD 20874  
301.916.4100 | vika.com

Our Site Set on the Future.

PREPARED FOR:

JLB REALTY LLC  
8120 WOODMONT AVENUE,  
SUITE 960  
BETHESDA, MD, 20814  
240.223.5350  
CONTACT: J. GRAHAM BROCK

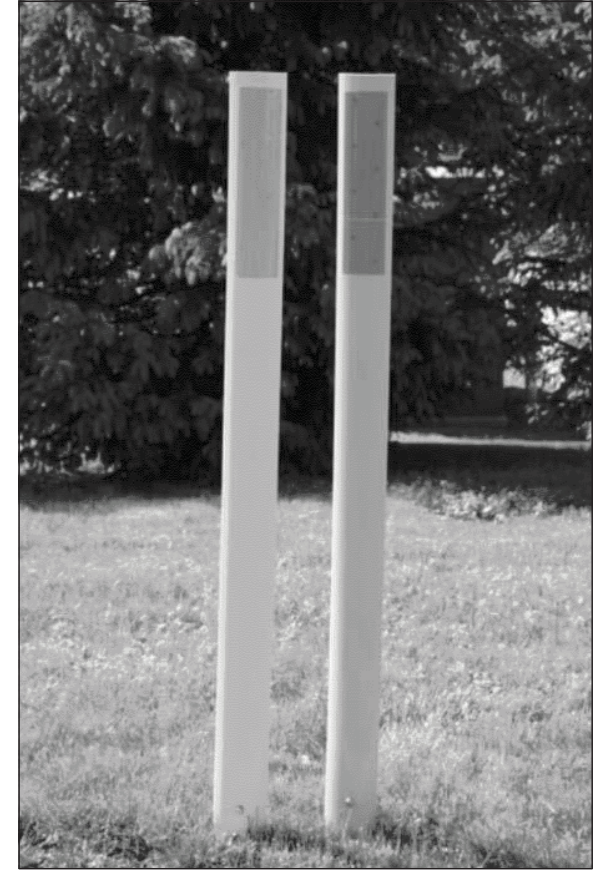
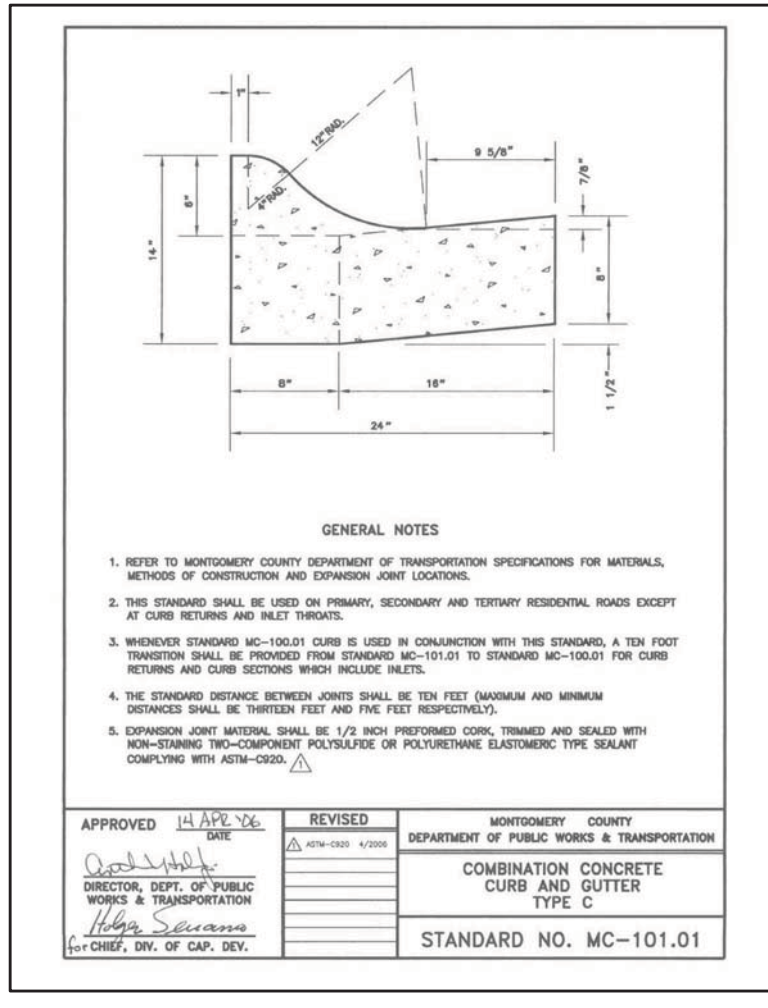
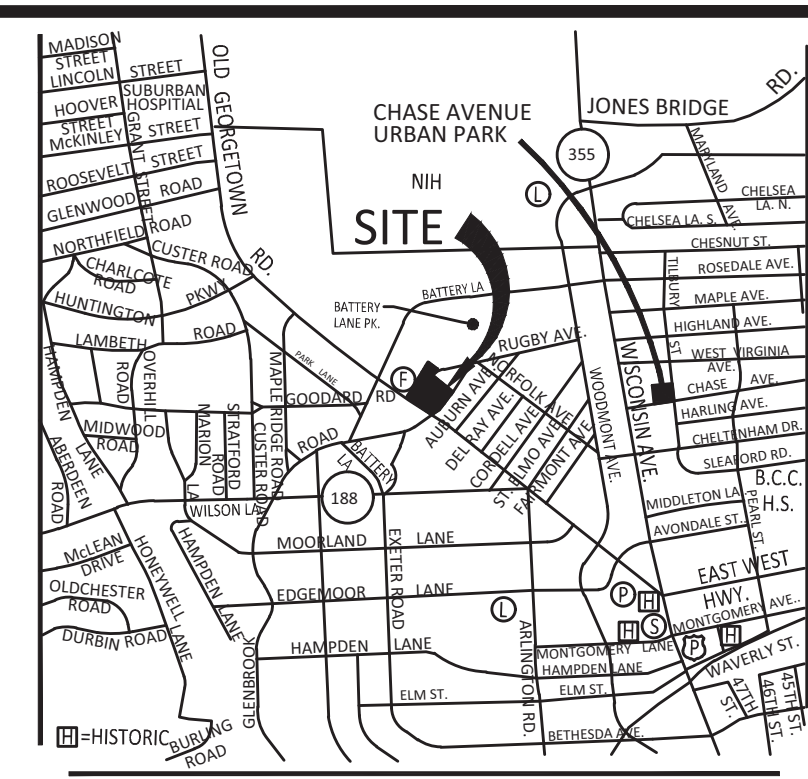
DESIGN CONSULTANTS  
ARCHITECT  
SK41 ARCHITECTURE  
4600 EAST WEST HIGHWAY,  
SUITE 700  
BETHESDA, MD 20814  
301.654.9300  
CONTACT: DENNIS CONNORS

LANDSCAPE ARCHITECT  
OCULUS  
1611 CONNECTICUT AVENUE, NW  
3RD FLOOR  
WASHINGTON, DC 20009  
202.588.5454  
CONTACT: LAUREN BRANDES

ATTORNEY  
MILES & STOCKBRIDGE  
11 N. WASHINGTON STREET  
SUITE 700  
ROCKVILLE, MD 20850  
301.517.4804  
CONTACT: ERIN E. GRARD

TRAFFIC ENGINEER  
LENHART TRAFFIC  
CONSULTING, INC  
645 BALTIMORE ANNAPOLIS BLVD.,  
SUITE 214  
SEVERNA PARK, MD 21146  
410.216.3333  
CONTACT: MICHAEL LENHART

PLANNER, CIVIL ENGINEER  
VIKA MARYLAND, LLC  
20251 CENTURY BOULEVARD  
SUITE 400  
GERMANTOWN, MD, 20874  
301.916.4100  
CONTACT DONALD J. NELSON



FLEXIBLE BOLLARD AT FIRE ACCESS LANE

PRODUCT: 56" tall x 4" wide, 48" above grade installed; 12" tall x 3" wide with one 3-M high-intensity reflective panel; includes a 12" galvanized U-channel mounting stake.  
COLOR: White  
ITEM #: DP56Y12-REF as provided by Traffic Safety Store <https://www.trafficsafetystore.com/road-markers/flexible-delineatorDP56Y12-REF>  
NOTE: Or Approved Equal

Table with columns for REVISIONS and DATE, containing a list of project changes.

8015 OLD GEORGETOWN ROAD  
7TH ELECTION DISTRICT  
MONTGOMERY COUNTY, MARYLAND  
WSSC GRID: 210NW05  
TAX MAP: HN23  
SITE PLAN #820200130

FIRE ACCESS PLAN

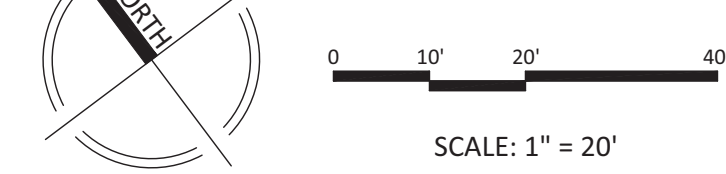


Michael B Goodman  
Digitally signed by Michael B Goodman  
DN: cn=Michael B Goodman, o=Professional Engineer, ou=Professional Engineer, email=mgoodman@vika.com, c=US

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.  
NAME: MICHAEL B. GOODMAN  
LICENSE NO.: 2776  
EXPIRATION DATE: JULY 18, 2020

- NOTE: 1. THERE ARE NO ROAD IMPROVEMENTS TO OLD GEORGETOWN OR GLENBROOK ROAD PROPOSED WITH PRELIMINARY PLAN 12016022A.  
2. FIRE CONTROL ROOM LOCATION SHALL BE FINALIZED BY DPS COMMERCIAL BUILDING PERMIT REVIEW.

FIRE CODE ENFORCEMENT  
Fire Department Access Review  
Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.  
BY: SML\* PM: 43 DATE: 5/13/2020



DEVELOPER'S CERTIFICATE  
The undersigned agrees to execute all the features of the Site Plan Approval No. #820200130, including Approval Conditions, Development Program, and Certified Site Plan.  
Developer's Name: JLB REALTY LLC  
Contact Person: J. GRAHAM BROCK  
Address: 8120 WOODMONT AVENUE, SUITE 960, BETHESDA MD, 20814  
Phone: 240.223.5350  
Signature: \_\_\_\_\_ Date: \_\_\_\_\_

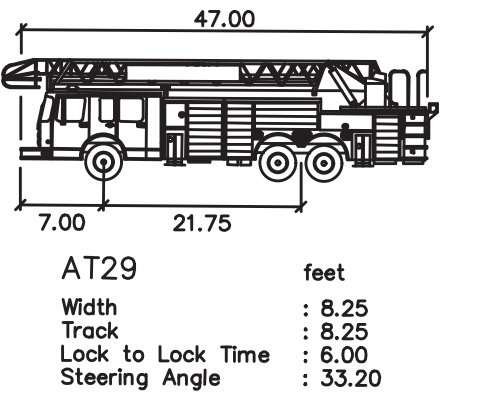
DRAWN BY: CC/PJS  
DESIGNED BY: MBG/JDB  
DATE ISSUED: 01/14/2020  
VIKA PROJECT VM1968G  
DRAWING NO.  
SHEET NO. FDA-1

E-FILE STAMP

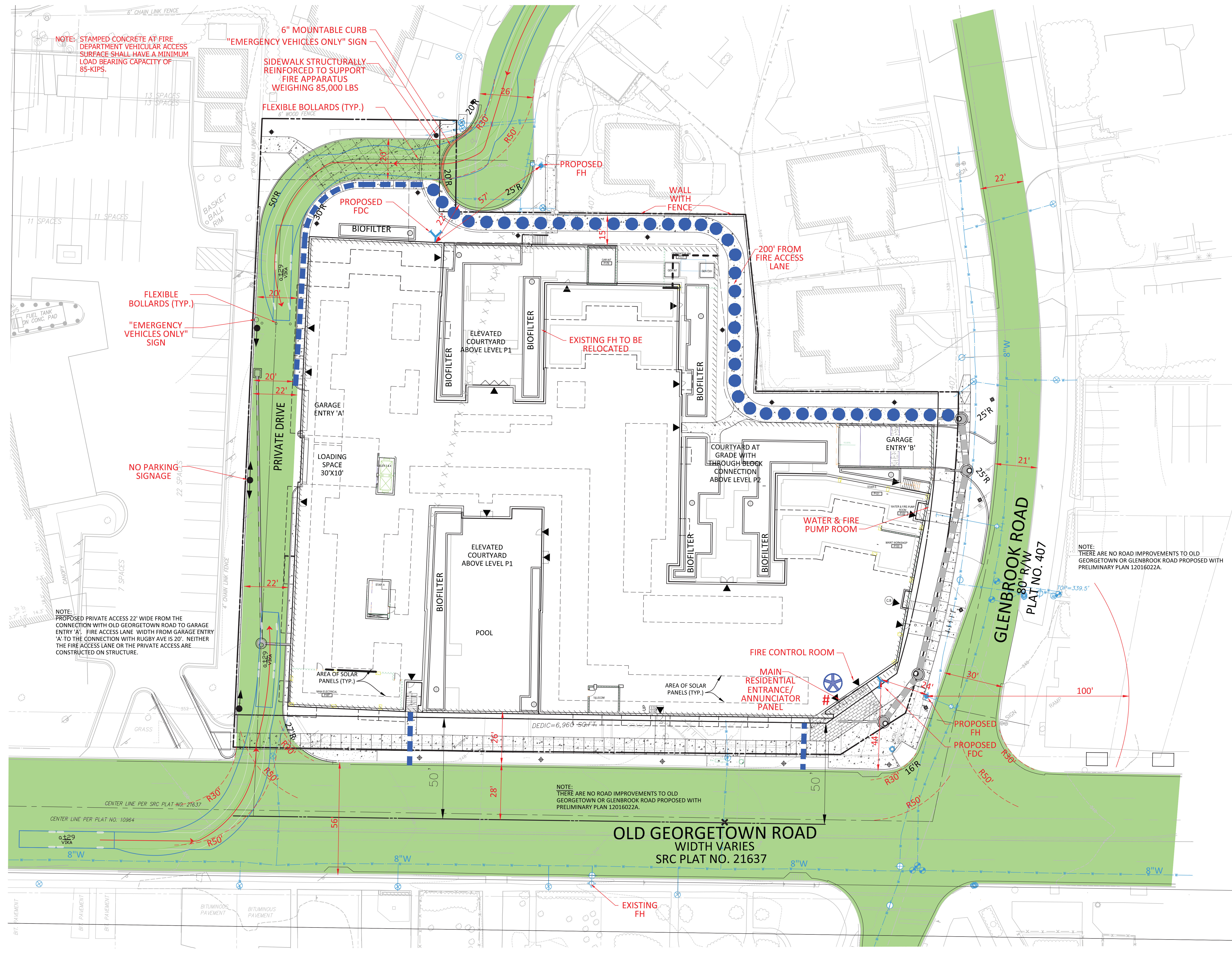
LEGEND

- MAIN ENTRANCE (Symbol)
- WATER LINE AND FITTING (Symbol)
- FIRE DEPARTMENT CONNECTION (Symbol)
- FIRE HYDRANT (Symbol)
- BUILDING ENTRY (Symbol)
- FIRE ACCESS PATH (Symbol)
- WALKABLE PATH (Symbol)
- WALKABLE PATH LESS THAN 15' WIDTH OR GREATER THAN 15' FROM FACE OF BLDG. (Symbol)
- LIMITS OF MOUNTABLE CURB (Symbol)
- TYPICAL FIRE LANE SIGNAGE (Symbol)
- FIRE CONTROL ROOM/ANNUNCIATOR PANEL (Symbol)

FIRE APPARATUS



NOTE: THERE ARE NO ROAD IMPROVEMENTS TO OLD GEORGETOWN OR GLENBROOK ROAD PROPOSED WITH PRELIMINARY PLAN 12016022A.



NOTE: STAMPED CONCRETE AT FIRE DEPARTMENT VEHICULAR ACCESS SURFACE SHALL HAVE A MINIMUM LOAD BEARING CAPACITY OF 85-KIPS.

"EMERGENCY VEHICLES ONLY" SIGN

6" MOUNTABLE CURB

SIDEWALK STRUCTURALLY REINFORCED TO SUPPORT FIRE APPARATUS WEIGHING 85,000 LBS

FLEXIBLE BOLLARDS (TYP.)

FLEXIBLE BOLLARDS (TYP.)

"EMERGENCY VEHICLES ONLY" SIGN

NO PARKING SIGNAGE

NOTE: PROPOSED PRIVATE ACCESS 22' WIDE FROM THE CONNECTION WITH OLD GEORGETOWN ROAD TO GARAGE ENTRY 'A'. FIRE ACCESS LANE WIDTH FROM GARAGE ENTRY 'A' TO THE CONNECTION WITH RUGBY AVE IS 20'. NEITHER THE FIRE ACCESS LANE OR THE PRIVATE ACCESS ARE CONSTRUCTED ON STRUCTURE.

NOTE: THERE ARE NO ROAD IMPROVEMENTS TO OLD GEORGETOWN OR GLENBROOK ROAD PROPOSED WITH PRELIMINARY PLAN 12016022A.

NOTE: THERE ARE NO ROAD IMPROVEMENTS TO OLD GEORGETOWN OR GLENBROOK ROAD PROPOSED WITH PRELIMINARY PLAN 12016022A.

OLD GEORGETOWN ROAD  
WIDTH VARIES  
SRC PLAT NO. 21637

## DPS-ROW CONDITIONS OF APPROVAL

### 820200130 8015 Old Georgetown Road

Contact: Sam Farhadi at 240 777-6333

We have reviewed site and landscape plans files:

“07-SITE-82020013-003.pdf V2” uploaded on/ dated “4/24/2020”,  
“08-LL-820200130-L53.pdf V3” uploaded on/ dated “4/24/2020”,  
“08-LL-820200130-L62.pdf ” uploaded on/ dated “4/24/2020” and

The followings need to be addressed prior to the certification of site plan:

1. Provide all access management signs for Glenbrook Road driveway including “No truck Entry” and movement restriction outside the ROW.
2. Provide public sidewalk to ADA standards (minimum five feet wide) along Rugby Ave as well and revise the note 6 accordingly.
3. On landscaping plan:
  - a. Shift the street trees north where green panel is wider.
  - b. Ensure major species street trees maintain minimum 45’ spacing.



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich  
*County Executive*

Aseem K. Nigam  
*Director*

May 12, 2020

Ms. Grace Bogdan  
Area 2 Division  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: 8015 Old Georgetown Road  
Site Plan No. 820200130

Dear Ms. Bogdan:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval. The final MPDU locations, layouts and bedroom mix will need to be approved by DHCA at the MPDU Agreement to Build stage.

Sincerely,

*Lisa Schwartz*

Lisa Schwartz, Manager  
Affordable Housing Programs Section

cc: Jonathan Bondi, VIKA Maryland, LLC

[https://mcgov.sharepoint.com/teams/DHCA/Housing/Affordable/Shared Documents/MPDU/Developments/8015 Old Georgetown/8015 Old Georgetown DHCA Letter\\_5-12-2020.docx](https://mcgov.sharepoint.com/teams/DHCA/Housing/Affordable/Shared Documents/MPDU/Developments/8015 Old Georgetown/8015 Old Georgetown DHCA Letter_5-12-2020.docx)

**Division of Housing**

Affordable Housing    Common Ownership Communities    Landlord-Tenant Affairs    Multifamily Housing

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • [www.montgomerycountymd.gov/dhca](http://www.montgomerycountymd.gov/dhca)







January 22, 2020

Tsaiquan Gatling  
 Planner Coordinator  
 Montgomery County Planning Department  
 8787 Georgia Avenue  
 Silver Spring, Maryland 20910

Re:     8015 Old Georgetown Road  
        Variance Request for Specimen Tree Removal/Impact

Dear Mr. Gatling:

On behalf of our client, JLB Realty, LLC (the “Applicant”), and pursuant to Section 22A-21 of the Montgomery County Code (the “Code”), as well as Sections 5-1607 and 5-1611 of the Natural Resources Article of the Maryland Code, we respectfully request a variance to allow impacts to or removal of five (5) specimen trees, as well as one (1) specimen tree that has already been removed, all as identified below. These trees are also shown on approved Natural Resources Inventory/Forest Stand Delineation 420200100, as well as the proposed Amended Preliminary Forest Conservation Plan for the above-referenced project. As noted in greater detail below, it is appropriate to grant a variance in this matter because strict enforcement would result in unnecessary hardship and practical difficulty to the Applicant.

### Introduction

The project associated with this variance request is Applicant’s redevelopment of 8011 and 8015 Old Georgetown Road in Bethesda, Maryland (the “Property”). The Applicant is the contract purchaser and developer for the Property. The Property is comprised of a total of approximately 2.51 acres of gross tract area with previous road dedications resulting in a net tract area of 2.00 acres, and is generally located in the northwest quadrant of the intersection of Glenbrook Road and Old Georgetown Road in Bethesda. The Property is zoned CR-2.5, C-0.75, R-1.75, H-120, lies within the Bethesda Overlay Zone, and is subject to the recently adopted Bethesda Downtown Sector Plan (“Sector Plan”). The Property is currently improved with the Christ Evangelical Lutheran Church of Bethesda-Chevy Chase, consisting of a church building and adjoining three-story community building, four single-family, detached houses used for a child daycare and other community purposes, and surface parking areas.

On September 16, 2019, the Planning Board approved Sketch Plan No. 320190100 for the Property allowing for a maximum of 320,000 square feet of residential development, consisting of approximately 310 units. The Applicant is now submitting this Site Plan Application (the “Application”) for redevelopment of the Property with multi-family residential uses, consisting of up to 300 multi-family dwelling units, including 15% Moderately Priced Dwelling Units, structured parking (approximately 226 spaces), public and private open space and amenities (including a public through-block connection) and streetscape improvements, consistent with the Sketch Plan approval (the “Project”).

### VIKA Maryland, LLC

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

[www.vika.com](http://www.vika.com)

As part of the proposed Project, Applicant seeks a variance for the removal of six (6) specimen trees on and immediately adjacent to the Property<sup>1</sup>. This variance request complies with M-NCPPC and Maryland state law, which require Applicant to file for a variance from these laws to remove or impact any specimen tree (tree 30" or greater in Diameter at Breast Height [DBH] or tree with a DBH equal to or greater than 75% of the current State Champion of its species as designated by MDNR); trees that are part of an historic site or associated with an historic structure; any tree designated by the State or County as a national, State, or County champion tree; or any tree, shrub or plant identified on the Rare, Threatened, or Endangered (RTE) species list provided by the U.S. Fish and Wildlife Service or the Maryland Department of Natural Resources.

The following table lists the seven (7) specimen trees for which Applicant seeks a variance to remove or impact the CRZ:

TREE NO.	BOTANICAL NAME	COMMON NAME	D.B.H. (in.)	CONDITION	CRZ IMPACT %	DISPOSITION/ RECOMMENDATION
70	<i>Juglans nigra</i>	Black Walnut	30	Fair to Good	100	REMOVE: Tree is located within the LOD.
71	<i>Juglans nigra</i>	Black Walnut	34	Removed	100	REMOVED: This tree was within the LOD but was previously removed by owner due to hazard.
72	<i>Acer negundo</i>	Boxelder	46	Very Poor	100	REMOVE: Tree is located within the LOD.
74	<i>Fraxinus americana</i>	White Ash	44.5	Fair	100	REMOVE: Tree is located within the LOD.
75	<i>Catalpa speciosa</i>	Catalpa	30.4	Fair	100	REMOVE: Offsite tree is located within the LOD
76	<i>Acer saccharum</i>	Sugar Maple	32.5	Fair-Poor	100	REMOVE: Tree is located within the LOD.

Trees 72 and 74 were previously approved for removal as part of a local map amendment application concerning the Property (Development Plan No. G-864). Variances allowing for removal of Trees 70, 71 and 76, and impacts to Tree 78, were also approved as part of Forest Conservation Plan 120160220/ 820160090 associated with the 2016 Site and Preliminary Plan approvals for the Property. Therefore, only the variance request concerning Tree 75 has not previously been approved by the Planning Board. As part of the Application, Planning Staff has required that an Amended Preliminary Forest Conservation Plan be prepared and submitted. Associated with that plan, and for purposes of clarity, all previous and current variance requests have been consolidated into the instant request.

The below summaries provide further information regarding the trees specified for removal or impacts. Assessments were performed by VIKA Maryland, LLC at the time of the field work for the NRI as a visual, and at-grade-level inspection with no invasive, below grade, or aerial inspections performed at the time. Decay or weakness may be hidden out of sight for large trees.

<sup>1</sup> This variance request includes Tree #71, previously removed from the Property due to its hazard condition.

- **Tree # 70**  
**30" Black Walnut (*Juglans nigra*):** Tree 70 is a lawn tree adjacent to a driveway in the side yard of an existing single-family home. This tree is directly against the side of the garage.  
**Field Condition:** Fair to Good  
**Proposed CRZ Impact:** Severe at 100%, as the tree lies entirely within the project limits of disturbance for the underground parking garage. This tree cannot be saved because it is against the side of the existing residence's garage that will be demolished. This tree was previously approved for removal by the Planning Board.
- **Tree # 71**  
**34" Black Walnut (*Juglans nigra*):** Tree 71 was a lawn tree in the northeast corner of the same yard as Tree 70, and was previously removed by the owner because it was posing a hazard to adjacent structures.
- **Tree # 72**  
**46" Boxelder (*Acer negundo*):** Tree 72 is a nearly dead multi-trunk tree at the edge of the same yard as trees #70 and #71. \_\_\_\_\_  
**Field Condition:** Very Poor  
**Proposed CRZ Impact:** Severe at 100%, as the tree lies entirely within the project limits of disturbance for grading. This tree was previously approved for removal by the Planning Board.
- **Tree # 74**  
**44.5" White Ash (*Fraxinus americana*):** Tree 74 is located at the southwestern property boundary in a narrow vegetated strip between an existing onsite driveway and the parking lot in the for the adjacent property.  
**Field Condition:** Fair  
**Proposed CRZ Impact:** Severe at 100%, as the tree lies entirely within the project limits of disturbance for significant grading. This tree was previously approved for removal by the Planning Board.
- **Tree # 75**  
**30.4" Catalpa (*Catalpa speciosa*):** Tree 75 is located adjacent to the Property and within the limits of disturbance, proximate to the proposed parking structure entrance and vehicular access road.  
**Field Condition:** Fair  
**Proposed CRZ Impact:** Severe at 100%, as the tree lies entirely within the project limits of disturbance for grading and construction relating to construction of the vehicular entrance to the Project, which cannot be reasonably shifted due to proximity to nearby intersections and building design.
- **Tree # 76**  
**32.5" Sugar Maple (*Acer saccharum*):** Tree 76 is a lawn tree currently located in front of a residential building.  
**Field Condition:** Fair-Poor  
**Proposed CRZ Impact:** Severe at 100%, as the tree lies entirely within the proposed vehicular access road. This tree was previously approved for removal by the Planning Board.



### Justification of Variance

Section 22A-21 of the Code authorizes the County to approve variances to the Forest Conservation Law allowing disturbances to certain trees, including specimen trees. An applicant seeking a variance must present a request in writing and the applicable approving authority must make certain findings and descriptions prior to approval. Applicant's variance request satisfies the required findings as follows:

- (1) *Describe the special conditions peculiar to the property which would cause the unwarranted hardship;*

**Denial of the variance approval would cause an unwarranted hardship by effectively prohibiting the Applicant from constructing a project that is not only in line with the recommendations of the Sector Plan and in conformance with the current CR zoning, but also is designed so as to be compatible with the adjoining residential neighborhood. The proposed building is situated to place the bulk of the massing towards Old Georgetown Road, with step-downs along the eastern façade to the adjacent residential neighborhood. The Project also incorporates the through-block connection along the eastern portion of the site identified as an important element for the area in the Sector Plan. The Project places all parking associated with the Project below-grade, in compliance with the recommendations of both the Sector Plan and the CR zone. The conditions related to this request are therefore the unavoidable consequences of redevelopment in accordance with the goals and objectives of the recent Sector Plan.**

**Additionally, any demolition of the existing improvements on the site would result in significant impacts to the identified trees due to their location and the extent of their critical root zones. Refusal to allow such impacts would therefore effectively preclude reuse of the Property.**

**The existing conditions, the location of the existing trees on the Property and adjacent areas, and the Sector Plan recommendations for the Property therefore all represent conditions peculiar to the Property. Denial of the requested variance would restrict Applicant's ability to implement the development and improvements envisioned by the Sector Plan, causing unwarranted hardship.**

- (2) *Describe how enforcement of this Chapter will deprive the landowner of rights commonly enjoyed by others in similar areas;*

**Strict enforcement of the Code would unfairly prevent the redevelopment of the Property to the same extent as similarly situated properties subject to the recommendations of the recent Sector Plan. Approval of the variance will allow Applicant to provide high-density residential development, including 15% MPDUs, close to transit, employment, dining and entertainment, all in conformance with the vision of the Sector Plan. Strict protection of all the variance trees would deprive the Applicant of the ability to make any significant changes to the site due to the locations of the trees and their critical root zones, and deprive the Applicant of the redevelopment opportunities enjoyed by similar property owners that do not have protected trees located in areas slated for improvement in the Sector Plan.**



- (3) *Verify that State water quality standards will not be violated and that a measurable degradation in water quality will not occur as a result of the granting of the variance;*

**The impacted specimen trees are not in a stream valley buffer, wetland, or Special Protection Area. The Property is located in a dense urban area that was developed before modern stormwater management regulations were enacted and no stormwater management is currently provided on the site. The concept stormwater management plan associated with the Project incorporates environmental site design (ESD) to the maximum extent practicable (MEP) and utilizes microbio-retention planters and permeable pavers to improve stormwater controls on the Property. The granting of Applicant's variance request will therefore not result in a violation of State water quality standards, nor a measurable degradation in water quality. On the contrary, the Project will implement measures to improve water quality on and around the Property.**

- (4) *Provide any other information appropriate to support the request.*

**The Project proposes a landscape plan that includes onsite mitigation for the specimen trees proposed for removal, as well as for landscape credit for the forest conservation planting requirement. The replacement trees are proposed to be planted along common areas and walkways and will provide aesthetic benefits to the community as well as ecological benefits. The landscape plan provides additional significant plantings throughout the property, including additional shade trees, ornamental trees, and planting beds, all of which will serve to improve ecological quality.**

Thank you for your consideration of Applicant's tree variance request. The supporting information provided in this letter establishes that denial of the variance would result in unnecessary hardship and practical difficulty, as well as demonstrates Applicant's efforts to minimize impacts. Please contact me with any questions, or if you require additional information.

Sincerely,





Marion E. Bundens  
Maryland DNR Qualified Professional  
Senior Environmental Planner  
VIKA Maryland, LLC


## Email

# Montgomery County Plan...

## Email

**From**  mike wong

**To**  <MCP-Chair MCP-Chair>;  MCP-Chair #;  MCP-Chair@mncppc-mc.org

**Cc**  [mikekwong2004@yahoo.com](mailto:mikekwong2004@yahoo.com)

**Subject** Montgomery County Planning Board Hearing Notice, 8015 Old Georgetown Road

**Date Sent** **Date Received** 6/18/2020 1:51 PM

Casey Anderson at [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)  
 Montgomery County Planning Board Chair  
 8787 Georgia Avenue  
 Silver Spring, MD 20910  
 Fax 301-495-1320

Reference: Hearing Notice, 8015 Old Georgetown Road. June 25, 2020

Dear Chairman Anderson:

I am writing to request a "Right Turn Only" and a "Stop" traffic signs be erected at the exit entrance FROM THE BUILDING PARKING GARAGE IN THE BASEMENT onto Glenbrook Road. This will be a risky intersection that potentially causes accidents especially during rush hour. It is to remind the drivers it is unlawful to make a left turn onto Glenbrook Road or dash out without stopping. It is also for the safety of the pedestrians going up to Old Georgetown Road. There are always traffic violators, but these traffic signs will make them think twice to obey the law and it is a safety issue.

I am also requesting to install some kind of screen to block the on-going head lights shining directly to the opposite residential houses across the street when they get out of the building in the evenings and at nights. When glaring lights distract, bother, or keep us from enjoy our own space, will that headlights be considered trespassing?

I hope you would make these requests a priority. My house is right across your exit entrance and would be happy to provide additional information to you or your staff.

Thank you so much for your time and attention to these matters. Please confirm your receipt of this email.

Sincerely,  
 Michael Wong