



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Bethesda Downtown Design Advisory Panel

Meeting Minutes

PROJECT: 4702 Chevy Chase Drive

DATE: September 24, 2020

*The **4702 Chevy Chase Drive** project was reviewed by the Bethesda Downtown Design Advisory Panel on July 22 and September 24, 2020. The following meeting notes summarize the Panel's discussion, recommendations regarding design excellence, and the exceptional design public benefits points. The project is in the Sketch Plan stage and will need to return to the Design Advisory Panel at the time of Site Plan to review comments provided and determine final vote for design excellence. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.*

Attendance:

Panel

George Dove

Rod Henderer

Damon Orobona

Qiaojue Yu

Paul Mortensen, ex officio member, Senior Urban Designer in the Director's Office

Staff

Robert Kronenberg, Deputy Director of Planning

Elza Hisel-McCoy, DownCounty Division Chief

Stephanie Dickel, DownCounty Regulatory Supervisor

Grace Bogdan, Planner Coordinator

Matt Folden, Planner Coordinator

Hyojung Garland, Park Planning Supervisor

Rachel Newhouse, Parks Planner

Dominic Quattrocchi, Parks Planner

Emily Balmer, DownCounty Administrative Assistant III



Applicant Team

Pat Harris, Attorney
 Luz Del Mar Rosado, Lessard Design
 Jon Fitch, Landscape Architect, Landscape Architecture Bureau (LAB)
 Hans Schmit, Winthrop Management
 Ulises Montees De Oca, Lessard Design
 Lyn Wenzel, Landscape Architecture Bureau, LLC
 Tim Longfellow, GLWPA
 Ricardo Tovar, Lessard Design
 Max Gross, Winthrop Management

Members of the Public

Michael Zajac
 Naomi Spinrad
 Daniel Ben-Zadok
 Jacob Isserman
 Janice Soreth
 Jorge Mariscal

Discussion Points:

Staff: The project is at Sketch Plan and the review is focused on massing, urban design with respect to design quality and conformance with Design Guidelines. This is the second time this project has been before the Board and the Applicant was requested to return with focus on the following: explore options for massing along Chevy Chase Drive that better conform to the Design Guidelines; explore options for loading and configuration along Nottingham and Chevy Chase Drive; explore façade improvements on Nottingham Drive; and develop a park connection from Chevy Chase Drive.

Panel:

- You should be commended for modifying the project based on previous comments made, particularly along Nottingham Drive and removal of the trash.

Chevy Chase Drive frontage

- The drawings show the curb being moved back on Chevy Chase Drive, is that not true? We received one comment from the Chevy Chase West association, can you explain the parking along Chevy Chase Drive being eliminated, is that true?
 - *Applicant Response: You are correct the curb is shown being moved, but based on the DRC comments, the curb will not move. The parking along Chevy Chase Drive will eliminate one or two spaces, but with other changes being made, other spaces may be created. So the on street parking will be shifted but not entirely be removed, but this is based on DRC comments and that's an ongoing process.*

- I really appreciate the connection from Chevy Chase Drive, but I am also interested in how this façade will be developed to provide for a great pedestrian experience, with attention to landscaping. I also appreciate the façade changes along Chevy Chase Drive and the removal of the column at the entry, and removal of trash from Nottingham Drive.

Loading

- The loading dock is only 30' deep, where will they park a 55' truck?
 - *Applicant Response: What we've found with these urban projects is that the smaller trucks are more often utilized and so we did not provide for a 55' truck.*
- I appreciate the loading being integrated into the building and façade, that is a great improvement.
- I still have some concern how the loading will work off Nottingham Drive given the small street, similar to the neighborhood concern, we asked for you to explore the loading off Chevy Chase Drive and we haven't seen that.
- I do believe moving the loading to Chevy Chase Drive would negatively affect that frontage, but I do think it should be further explored.
 - *Applicant Response: Thanks for your comments. We have researched similar condominium buildings in downtown Bethesda and based on that data we anticipate low turnover, further reducing loading impacts.*

Nottingham Drive frontage

- Neighborhood concern on lighting on Nottingham. Not sure what the right approach is. Proper shielding is probably better than motion-activated lighting.
- I see you have the building stepping down to patio area along Nottingham. You could have maximized space with retaining wall, just a thought for Site Plan review.
- I think Nottingham Drive is a residential street and great to walk on, so I think that adding the appropriate details to the pedestrian environment at the time of Site Plan will be very important.

Connection to Norwood Park

- The pedestrian connection from Chevy Chase Drive, you are showing trees on the fire station site, have they agreed to these offsite trees?
 - *Applicant Response: Yes we've been coordinating with the fire station site.*
- The connection from Chevy Chase Drive to Nottingham Drive is great but I do hope that a balanced relationship can be achieved that doesn't make the patio too private.
- Park comment: We appreciate the connection to the Park along the Property but we will continue to pursue the completion of the sidewalk connection on the north side of Nottingham Drive to Norwood Park.
 - *Applicant Response: Residents further west along Nottingham, currently there is a significant landscape buffer and to extend the sidewalk would eliminate that landscaping.*

Public Comments

- The setback from Nottingham Drive, I understand there is a 20' guideline, but Nottingham Drive is Chevy Chase West and most of us have a 25-30' setback and haven't seen that in any way. If the loading here is the best approach then can we come up with a loading management plan to ensure only 30' trucks are used?
- Thank you for making many of the changes previously requested. In terms of the loading dock, we do have concerns of precedents it may set for future development. The loss of parking spaces here may result in more spaces to be removed, these spaces are used for guests of the building and visitors to the park, so the on-street parking is limited. Concern of sidewalk width in conformance with the Bethesda Design Guidelines, looks undersized. The sidewalk connector from Chevy Chase Drive to Nottingham Drive should be 8-12'.

Applicant Response: In terms of the Nottingham Drive sidewalk, yes we will increase the sidewalk to 6' unless there can be relaxation of the County standard to allow for more landscaping. In terms of 8-12 feet for the connector, that is for public through block connection points which we are not requesting, so we believe the 5' connector as proposed is appropriate.

- I appreciate all the work the architects have done on this proposal. I agree with many of the concerns regarding parking, loading, and setbacks. I would like to not see any parking spaces lost and overflow parking for Norwood Park on our street is constant. I don't understand how the Bethesda Plan can dictate changes outside the Plan Boundary (south side of Nottingham). The setback on Nottingham Drive should be increased to allow for proper loading. I love the connection and I love the units fronting Nottingham Drive.
- We would appreciate the sidewalk completion on the north side of Nottingham Drive. Is there now enough room for the trucks to go inside the loading dock?

Applicant Response: The whole intent is that the loading will be fully enclosed in the building.

- How do we get a loading management agreement enforced for when 30'+ trucks inevitably conduct lengthy moves while sitting on Nottingham? These are "when" questions not "if" given management companies lack of attention to detail and oversight of moving companies. How do we get truck turning analysis to ensure trucks can properly turn in?

Applicant Response: My experience has been that Bethesda projects commonly have loading management plans. We can certainly identify basic parameters of the loading management plan at Preliminary or Site Plan. The truck turning analysis is part of the development review process during preliminary plan.

Panel Recommendations:

The Panel voted (4-0) in support that the Project is on track to receive the minimum 10 points for Design Excellence with the following to be addressed at the time of Site Plan:

- a. Address loading access design and operation to relocated or limit potential loss of parking on Nottingham Drive;
- b. Explore further enhancement of the pedestrian environment on Nottingham Drive including completion of the sidewalk to Norwood Park on the north side of Nottingham Drive.

4702 CHEVY CHASE DRIVE

SKETCH PLAN No. 320210010

SITE DATA

Existing Gross Tract Area: 20,125 SF 0.48 Ac.
 Previous R/W Dedication Area: 2,455 SF 0.06 Ac.
 Proposed R/W Dedication Area: 1,000 SF 0.02 Ac.
 Proposed Net Site Area: 17,270 SF 0.40 Ac.

Legal Description: Part of Lots 3 & 4, Bradley Hills, Section 1
 Tax ID: 07-00442836

Existing Zoning: CR-1.5, C-0.25, R-1.5 & H-70
 CR (Commercial Residential) 0.42 Ac

Existing Use: Office
 Proposed Use: Residential-Condominium
 Proposed Development Type: Optional Method

Development Program
 Existing Office: 3,536 SF
 Proposed Condominium Complex: 85,000 GSF (1 Stories)

DEVELOPMENT STANDARDS - CR ZONE

FAR (Floor Area Ratio)	Allowed/Required	Proposed
Commercial:	0.25 FAR (5,181 SF)	0 FAR (0 SF)
		Ex. Office 3,536 SF
		Office Removed 3,536 SF
		Proposed Condos 85,000 SF
		Total 85,000 SF
Residential:	1.5 FAR (3,108 SF)	4.10 FAR (85,000 SF)*
TOTAL FAR:	1.5 FAR (3,108 SF)	4.10 FAR (85,000 SF)*
B.O.Z. Density Requested:	53.913 SF	53.913 SF
*NOTE: Additional Density from Bethesda Overlay Zone to be obtained at the time of Site Plan.		
Building Height:	70' max.	70' max.
Open Space:	0% min.	0%
Lot Coverage:	N/A	N/A
Green Cover:	35% (6,044 SF)	35% (6,048 SF)
Residential		
Right-of-Way (Chevy Chase Drive, Nottingham Drive):	0' min.	0' min.
Side :	0' min.	0' min.

PARKING ANALYSIS

Vehicular Parking (Residential):

	Min/Max. Rate	No. of Units	Min. Req'd**	Max. Req'd
Studios Residential Units:	1.0/1.0	25	20 Sp.	25 Sp.
1 BR Residential Units:	1.0/1.25	25	20 Sp.	32 Sp.
2 BR Residential Units:	1.0/1.50	16	13 Sp.	24 Sp.
3 BRs (PH) Residential Units:	1.0/2.00	4	4 Sp.	8 Sp.
Subtotal - All Residential Units:		70	56 Sp.**	84 Sp.

Total Parking Required: 56 Sp. min. - 84 Sp. max.
 Total Parking Provided: 63 Sp.

**Note: Per the BOZ, the minimum parking requirement is 80% of the otherwise required minimum.

Bicycle Parking:

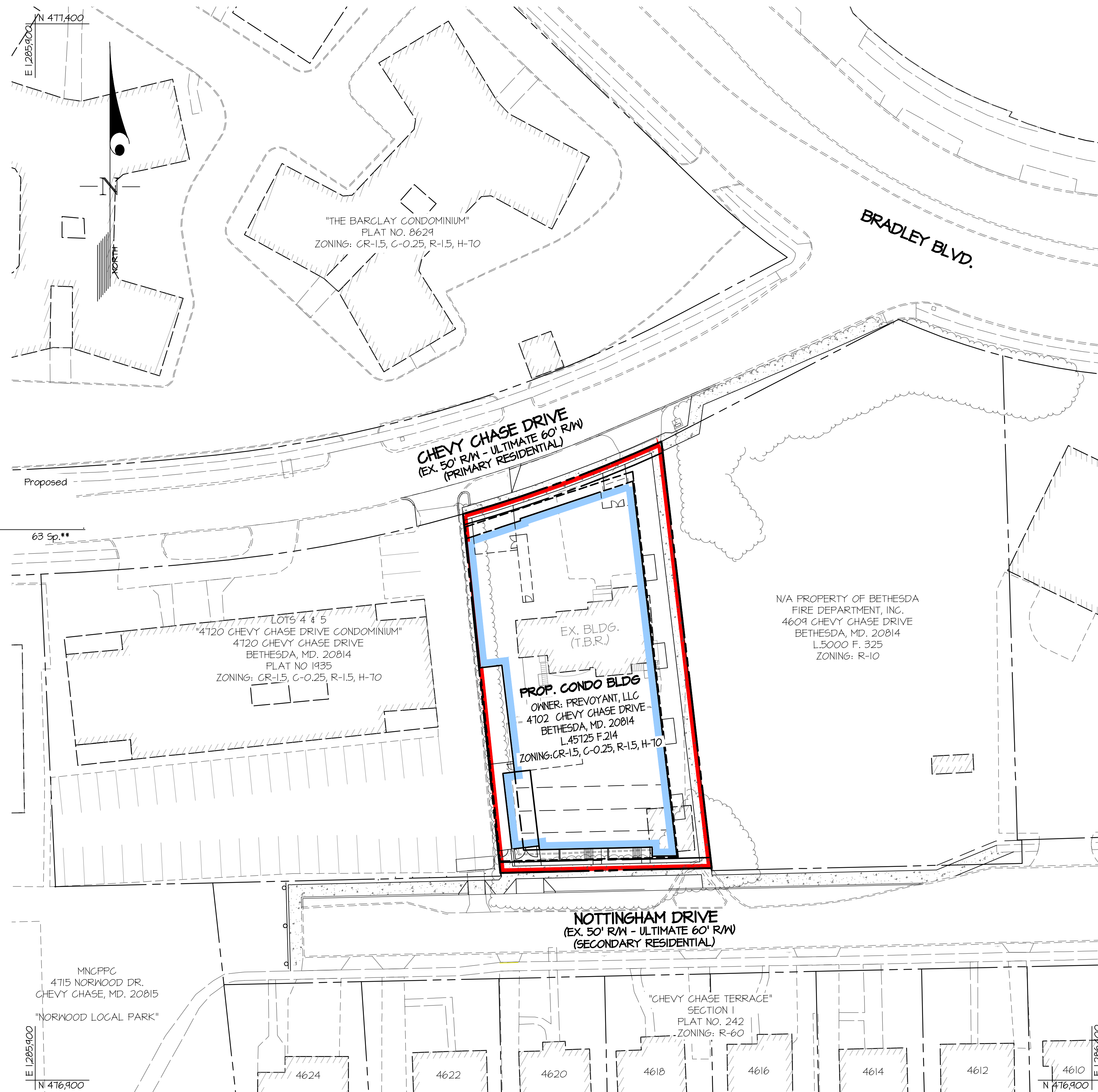
Area:	Requirements:	Req. Minimum: (Maximum):	Total Provided:	% Long Term Required:	% Long Term Provided:
Residential: (20+ dwelling units)	0.50 min. (100 max.)	35 (100 max.)	35	95%	34

Loading Space Requirements:

Required (30+ dwelling units & above): 1 Sp.
 Provided: 1 Sp.

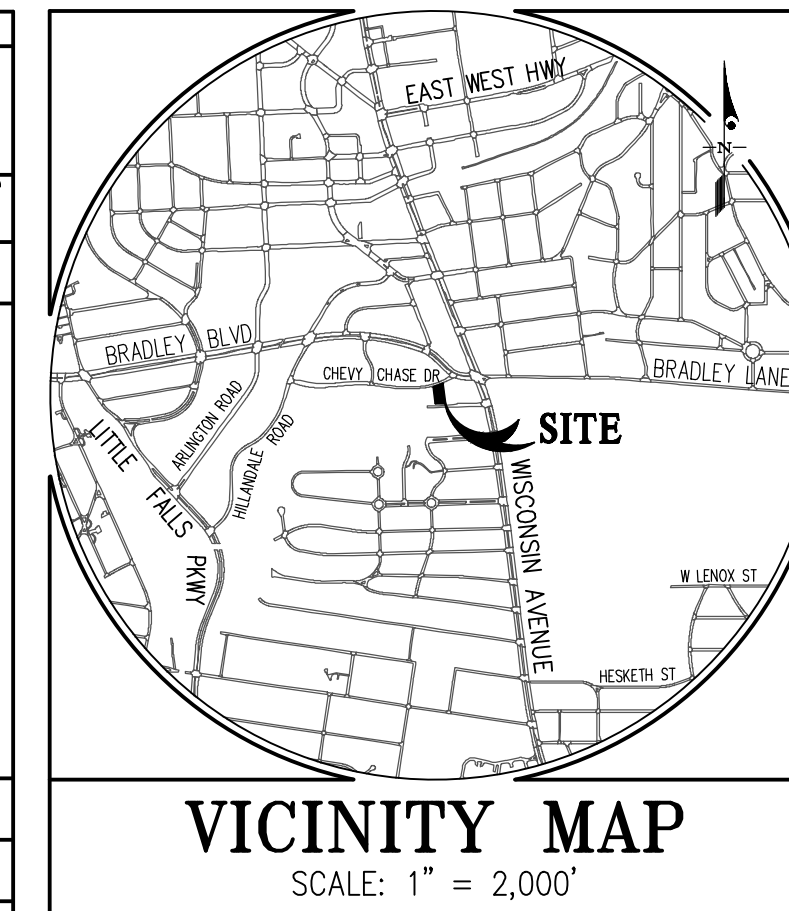
PUBLIC BENEFIT TABLE

Public Benefit	Total Points Possible	Total Points Achieved
Connectivity and Mobility:		
Minimum Parking [(A-P)/(A-R)]*10	20	1.87
Streetscape [(B4-63)/(B4-56)]*10	20	13.20
Streetscape [(B/N)*100]		
[(2,280)/(1,210)]*100		
Diversity of Uses and Activities:		
Enhanced Accessibility for the Disabled [(A/T)*300]	20	8.57
[(2/70)]*300		
Quality Building and Site Design:		
Architectural Elevations	30	30
Exceptional Design	30	30
Structured Parking [(A/T)*10]+[(B/T)*20]	20	20
[(0/63)*10]+[(63/63)*20]		
Protection and Enhancement of the Natural Environment:		
BLTs	30	1.54
Recycling Facility Plan	10	10
Vegetated Wall	10	1.5
TOTAL POINTS		128.73
TOTAL NUMBER OF CATEGORIES		4



AREA MAP
 SCALE: 1" = 30'

48 Hours
 Before You Dig
 Call
"MISS UTILITY"
 Service Protection Center
 MEMBER
 800 CALL SYSTEMS INTERNATIONAL
 CALL TOLL FREE
 1-800-257-7777



WSSC GRID: 208NW04
 TAX MAP GRID: HN-341

EXISTING UTILITY NOTES

- FOR MARKING LOCATIONS OF EXISTING UTILITIES, NOTIFY "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION.
- INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATIONS AND ELEVATIONS OF THE UTILITIES BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF TRENCHING. IF CLEARANCES ARE LESS THAN SPECIFIED ON THIS PLAN OR LESS THAN 12 INCHES WHEN NOT SPECIFIED, CONTACT THE ENGINEER AND THE OWNER OF THE OTHER INVOLVED UTILITY BEFORE PROCEEDING WITH CONSTRUCTION.
- FOR FIELD LOCATION OF GAS LINE SERVICES, NOTIFY WASHINGTON GAS LIGHT CO., 703-750-1000, 48 HOURS PRIOR TO THE START OF ANY EXCAVATION OR CONSTRUCTION.
- OMISSIONS AND/OR ADDITIONS OF UTILITIES FOUND DURING CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF ANY CONTRACTOR ENGAGED IN EXCAVATION AT THIS SITE. GUTSCHICK, LITTLE & WEBER, P.A., SHALL BE NOTIFIED IMMEDIATELY OF ANY AND ALL UTILITY INFORMATION, OMISSIONS AND ADDITIONS FOUND BY ANY CONTRACTOR.
- DUE TO THE PROXIMITY OF LIVE UNDERGROUND AND OVERHEAD UTILITIES, WE ARE NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY SUSTAINED DURING CONSTRUCTION BY ANY PERSONS, TRUCKS, TRAILERS, OR EQUIPMENT USED ON OR ADJACENT TO THE SITE.

LEGEND

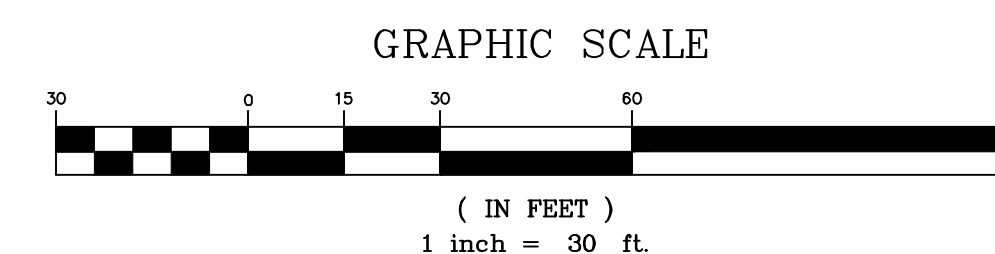
[Symbol]	EX. BUILDING
[Symbol]	PROP. BUILDING
[Symbol]	EX. STREAM
[Symbol]	EX. CURB
[Symbol]	PROP. CURB
[Symbol]	EX. SIDEWALK
[Symbol]	PROP. SIDEWALK
[Symbol]	PROP. LOD
[Symbol]	EX. OVER HEAD WIRE
[Symbol]	SITE PROPERTY LINE BOUNDARY

SHEET INDEX

SHEET No.	TITLE
SK1	COVER SHEET
SK2	EXISTING SITE CONDITIONS MAP
SK3	LOCAL AREA MAP
SK4	SKETCH PLAN
SK5	GREEN COVER PLAN
SK6	PEDESTRIAN/BIKE/VEHICLE CIRCULATION
A.OI-A.O3	ARCHITECTURE PLANS
L.OI-L.O3	LANDSCAPE PLANS

GENERAL NOTES

- RIGHT OF WAY DEDICATION FOR AN ADDITIONAL 5 FEET PROVIDED ALONG CHEVY CHASE DRIVE AND NOTTINGHAM DRIVE.
- CHEVY CHASE DRIVE AND NOTTINGHAM DRIVE WILL BE IMPROVED ACCORDING TO BETHESDA DOWNTOWN PLAN AND STREETScape STANDARDS EXCEPT AS NOTED IN ITEM #3.
- EXISTING AERIAL UTILITIES ALONG CHEVY CHASE DRIVE WILL BE RELOCATED UNDERGROUND DURING CONSTRUCTION.



MNCPPC SKETCH PLAN No. 320210010



DESIGNED BY:	WDN			
DRAWN BY:	WDN			
CHECKED BY:	TML	10/8/2020	ADDRESSED DRG COMMENTS	WDN TML
DATE			REVISION	BY APPR.

PROFESSIONAL CERTIFICATION
 I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DAILY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 21914, EXPIRATION DATE: JANUARY 20, 2022.



PREPARED FOR:
 WINTHROP INVESTMENT GROUP
 PO BOX 1134
 MCLEAN, VA. 22101
 ATTN: HANS SCHMIDT
 TEL: (703) 356-7975

SCALE	ZONING
1" = 30'	CR-1.5, C-0.25, R-1.5, H-70
DATE	TAX MAP - GRID
OCT., 2020	HN-341

COVER SHEET

4702 CHEVY CHASE DRIVE

PART OF LOTS 3 & 4, "BRADLEY HILLS"

L. 45795 F. 214

G. L. W. FILE No.	19123
SHEET	SK1

BETHESDA ELECTION DISTRICT No. 07

MONTGOMERY COUNTY, MARYLAND



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

November 13, 2020

Mr. Matthew Folden, Planner Coordinator
DownCounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Drive
Wheaton, MD 20902

RE: Preliminary Plan No. 120210010
Sketch Plan No. 320210010
4702 Chevy Chase Drive

Dear Mr. Folden:

We have completed our review of the preliminary and sketch plans uploaded to eplans on October 12, 2020. A previous version of the plans were reviewed by the Development Review Committee at its September 15, 2020 meeting. We recommend approval of the plans 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. Chevy Chase Drive is classified as a Primary Residential Street. Per the Bethesda Downtown Sector Plan the minimum required right-of-way (ROW) is 60-foot. The existing right-of-way on Chevy Chase Drive per plat #3450 is 50-foot. Thus, additional dedication is required along the frontage of the property in accordance with the master 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

Mr. Matthew Folden
 Preliminary Plan No. 120200010
 November 13, 2020
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Improvements to the frontage from the face of existing curve to the subject property line must follow Bethesda streetscaping standards with the additional 5-foot dedication behind the curb. The certified preliminary plan shall reflect the following:

- Proposed ±11-foot tree panel in the ROW.
- Proposed 6-foot sidewalk in the ROW extending east towards Bradley Boulevard, tying in at the existing ramp.
- Proposed 2-foot maintenance strip located in the row.

2. Nottingham Drive is classified as a Secondary Residential Street. The minimum ROW per Montgomery County Standard NO. MC-2002.01 for secondary streets is 60-feet. The existing right-of-way on Nottingham Drive per plat #22604 is 50-feet. Thus, additional dedication is required along the frontage to conform with Montgomery County Standards.

Improvements to the frontage from the centerline of the roadway to the subject property line must conform to Bethesda streetscaping standards. The certified preliminary plan shall reflect the following proposed frontage:

- Proposed 15-foot paving in the ROW, achieved by a 9-foot proposed widening.
- Proposed 7-foot tree panel in the ROW.
- Proposed 6-foot sidewalk in the ROW extending east towards Wisconsin Avenue, tying to existing sidewalk, and west towards street terminus.
- Proposed 2-foot maintenance strip located in the row.

3. **Sight Distance:** A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
 - a. Chevy Chase Drive: Accepted.
 - b. Nottingham Drive: Accepted. The terminus of Nottingham Drive is 111-ft right of the drive.
4. **Storm Drain Study:** The storm drain analysis was reviewed by MCDOT. Due to an increase in runoff from the proposed site, the applicant has analyzed the capacity of the existing downstream public storm drain system from the proposed connection point to a point where three (3) consecutive storm drain pipe runs can convey the proposed peak design discharge without surcharging the system. In doing this analysis, the applicant has identified an existing 18" RCP pipe connecting Ex. I-105 to Ex. M-104 that has a maximum capacity of 16.1 cfs with an existing flow of 32.3 cfs, thus failing under existing conditions. Since the existing storm drain system is inadequate from Ex. I-105 to Ex. M-104. The applicant will have to:

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- a. Rebuild the stretch of pipe from Ex. I-105 to Ex. M-104. Replacement would be conditioned on coordination with the site (4700 Bradley Blvd) in which this run of pipe runs through.

OR

- b. Provide on-site stormwater management quantity controls to match existing storm drain flow conditions.

OR

- c. A payment can be made to MCDOT based upon an approved cost estimate covering the cost of the full replacement of the pipe from structure I-105 to M-104 including replacement of structures 105 and 104 and associated work including curb and pavement removal, excavation, storm drain pipe and structure removal, sidewalk and pavement removal and then the addition of each of those items to improve the area in question. These additions include the new pipe and storm drain structures along with associated replacement of curb, sidewalk, pavement, landscaping and striping as appropriate. The cost estimate is to be approved by MCDPS Right of Way section during the time of their technical permit review.

Prior to certified preliminary plan the applicant shall have storm drain approved by MCDOT.

- 5. Relocated Storm Drain easement seems to be within property owned by the Bethesda Fire Department (4609 Chevy Chase Dr). The applicant has provided written approval from the adjoining property owners for proposed storm drain easement. Final storm drain easement(s) must be approved by DPS prior to record plat

Standard Comments

- 1. Construct Bethesda streetscaping standards along Chevy Chase Drive and Nottingham Drive.
- 2. Applicant should be mindful that the Bethesda UMP is currently in development and is anticipated to go into effect in late 2020/early 2021. This project may potentially be subject to UMP Fees depending on where it is in the development process upon the UMP's Council Approval.
- 3. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
- 4. Provide a minimum 6 ft continuous clear pathway (no grates) along all public streets.

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5. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
6. Prior to certified preliminary plan the stormwater management in the right-of-way must be approved by DPS.
7. 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.
8. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - a. Sidewalk, handicap ramps, storm drainage and appurtenances, and street trees along Chevy Chase Drive.
 - b. On Nottingham Drive, widen the existing pavement by 9-foot and construct curbs, gutters, sidewalks, and storm drainage and appurtenances.
 - c. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - 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 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.

Mr. Matthew Folden
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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 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\PP120200010 4702 Chevy Chase Dr\Letters\1201200010-4702 Chevy Chase Dr-DOT Preliminary Plan Letter_11.13.20](#)

Attachments: Approved Sight Distance Study

cc: Letters notebook

cc-e: Tim Longfellow	GLW
Patricia A. Harris	Lerch, Early & Brewer, Chtd.
Mark Terry	MCDOT DTEO
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Rebecca Torma	MCDOT OTP



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

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: 4702 CHEVY CHASE DRIVE Preliminary Plan Number: 1-20210010

Street Name: CHEVY CHASE DRIVE Master Plan Road Classification: PRIMARY RESIDENTIAL

Posted Speed Limit: 25 mph

Street/Driveway #1 (MAIN ENTRANCE) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>295</u>	<u>YES</u>	Right _____	_____
Left <u>280</u>	<u>YES</u>	Left _____	_____

Comments: _____

Comments: _____

GUIDELINES

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

*Source: AASHTO

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)

ENGINEER/SURVEYOR CERTIFICATE

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

Signature: [Signature] Date: 11-08-2020

29914 JAN 20, 2022

PLS PE MD Reg. No. _____ Expiration Date _____

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.

Montgomery County Review:

☒ Approved

☐ Disapproved:

By: Brenda M. Pardo

Date: 11/2/20

Form Reformatted:
March, 2000

SIGHT DISTANCE EVALUATION



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

October 28, 2020

Mr. Mark Johnston, P.E.
Gutschick, Little & Weber, P.A.
3909 National Drive, Suite 250
Burtonsville, MD 20866

Re: Stormwater Management **CONCEPT** Request
for 4702 Chevy Chase Drive
Preliminary Plan #: 120210010
SM File #: 286260
Tract Size/Zone: 0.42 Ac. / CR
Total Concept Area: 0.6 Ac.
Lots/Block: 3 & 4
Watershed: Little Falls Branch

Dear Mr. Johnston:

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 green roof. Due to site constraints a request for treatment of the remaining volume will be granted.

The following **items** will need to be addressed **prior to** Planning Board approval of the Site Plan:

1. **Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.**
2. Use MCDPS latest design criteria at the time of revision. Try to provide additional green roof area.
3. Provide an easement or letter that provides permission to do work on the adjacent lot.
4. The request for a partial waiver of QI and Qn will be reevaluated at Site Development Plan stage.

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

This 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.



2425 Reedy Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

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

Sincerely,

Mark Etheridge

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

MCE: CN286260 4702 Chevy Chase Drive.DWK

cc: N. Braunstein
SM File # 286260

ESD: Required/Provided 3,269 cf / 966 cf
PE: Target/Achieved: 1.8"/0.7"
STRUCTURAL: 0.0 cf
WAIVED: 0.77 ac.



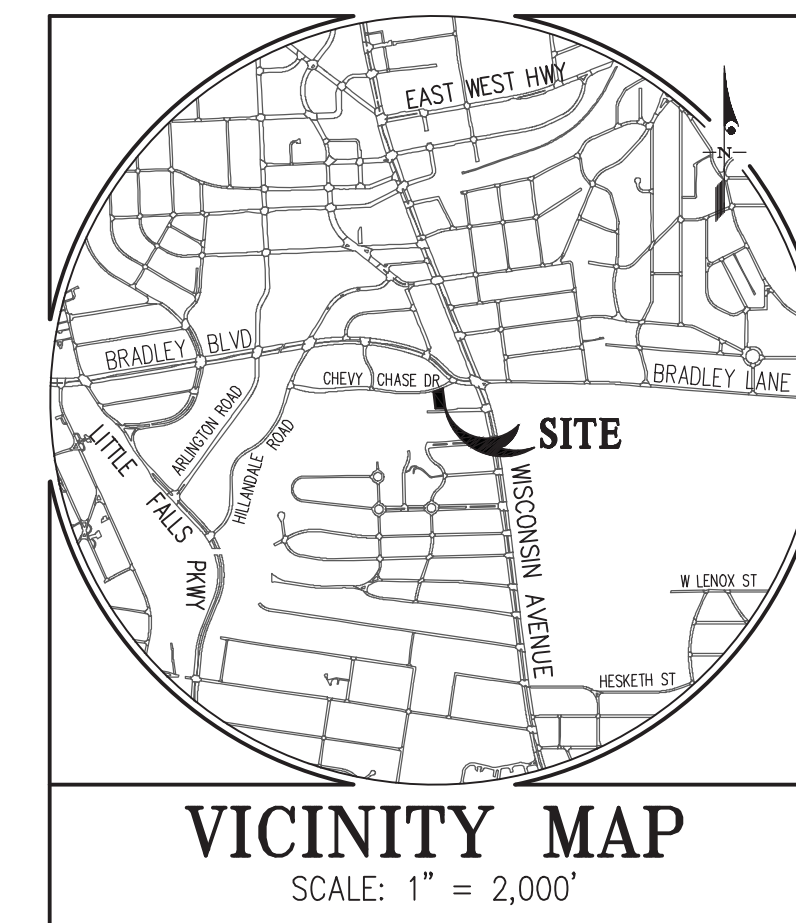
Department of Permitting Services
Fire Department Access and Water Supply Comments

DATE: 12-Oct-20
TO: Tim Longfellow
Gutschick Little & Weber, PA
FROM: Marie LaBaw
RE: 4702 Chevy Chase Drive
120210010

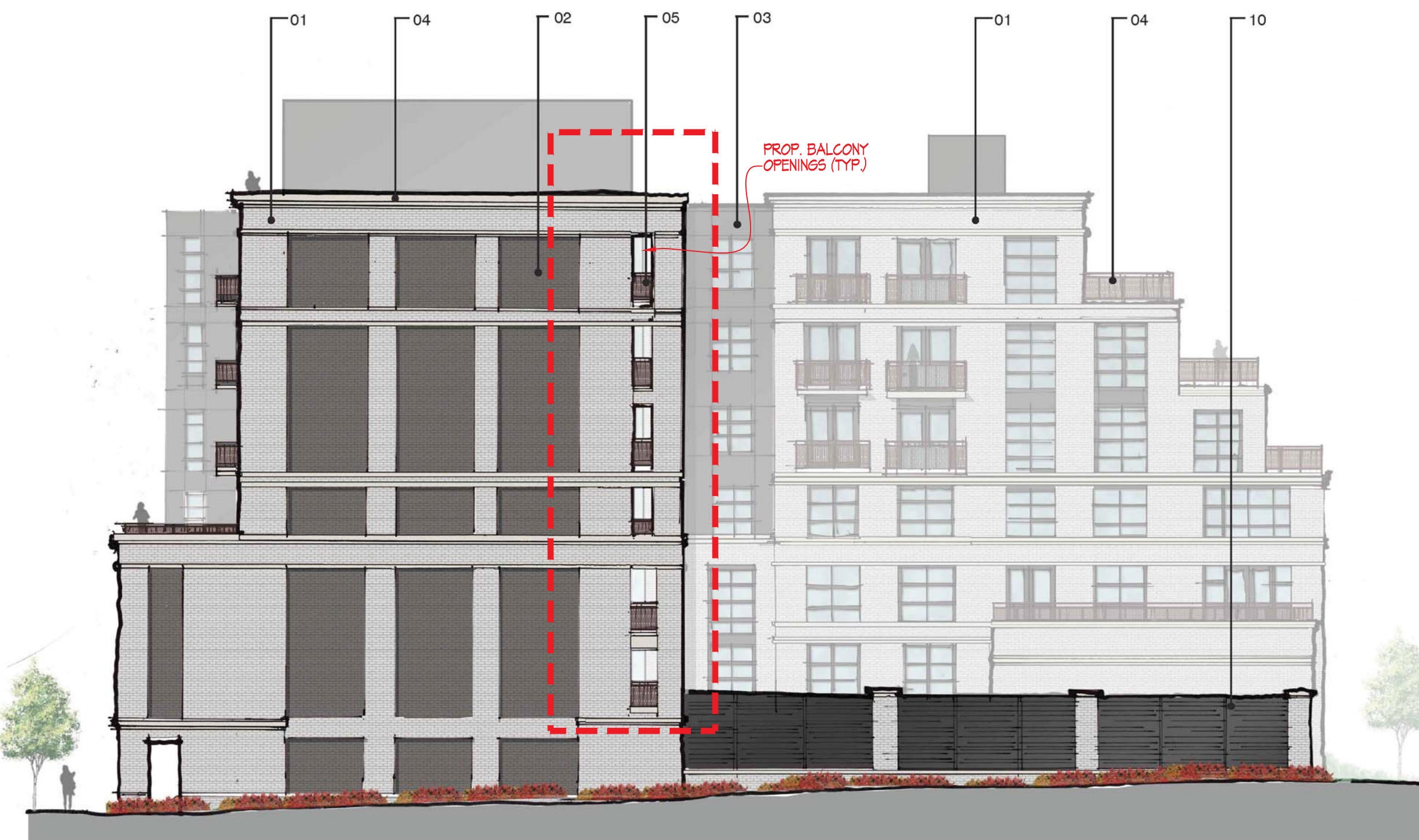
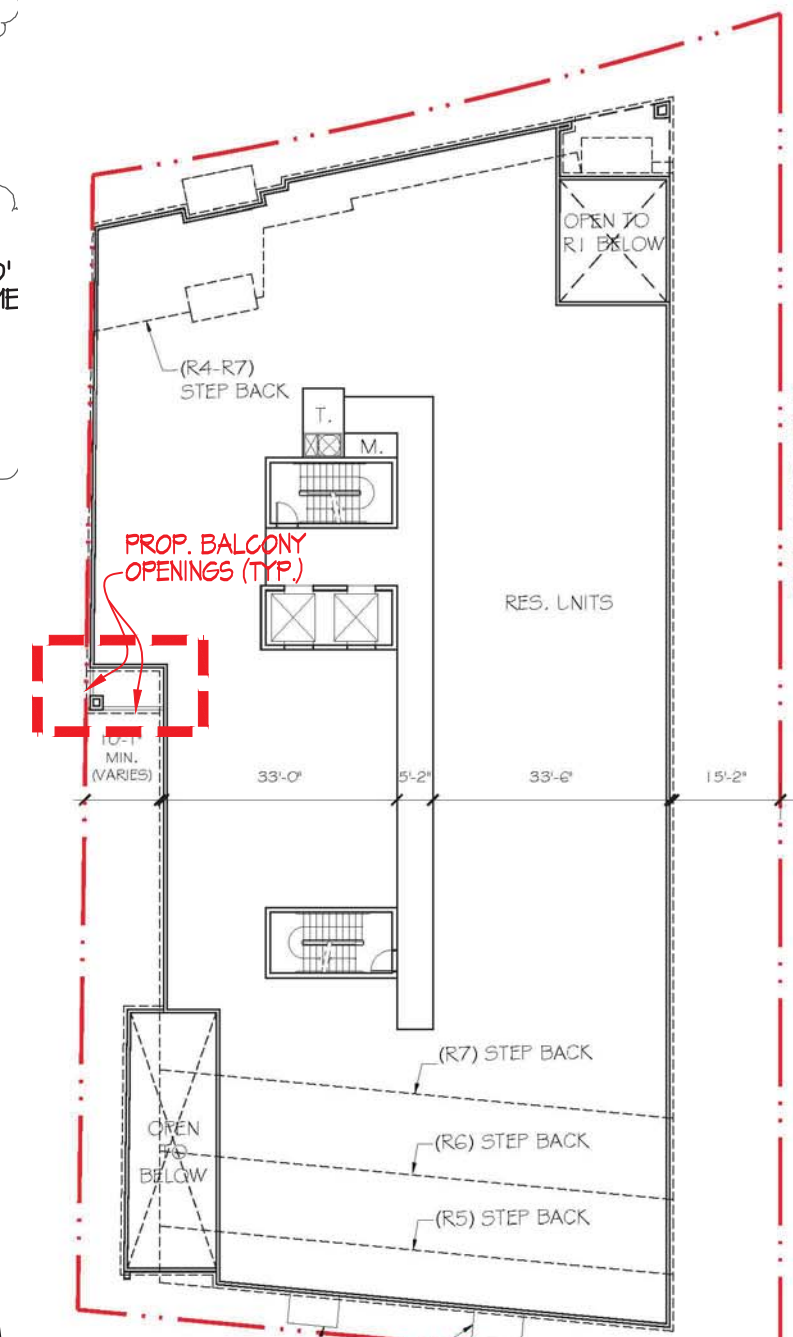
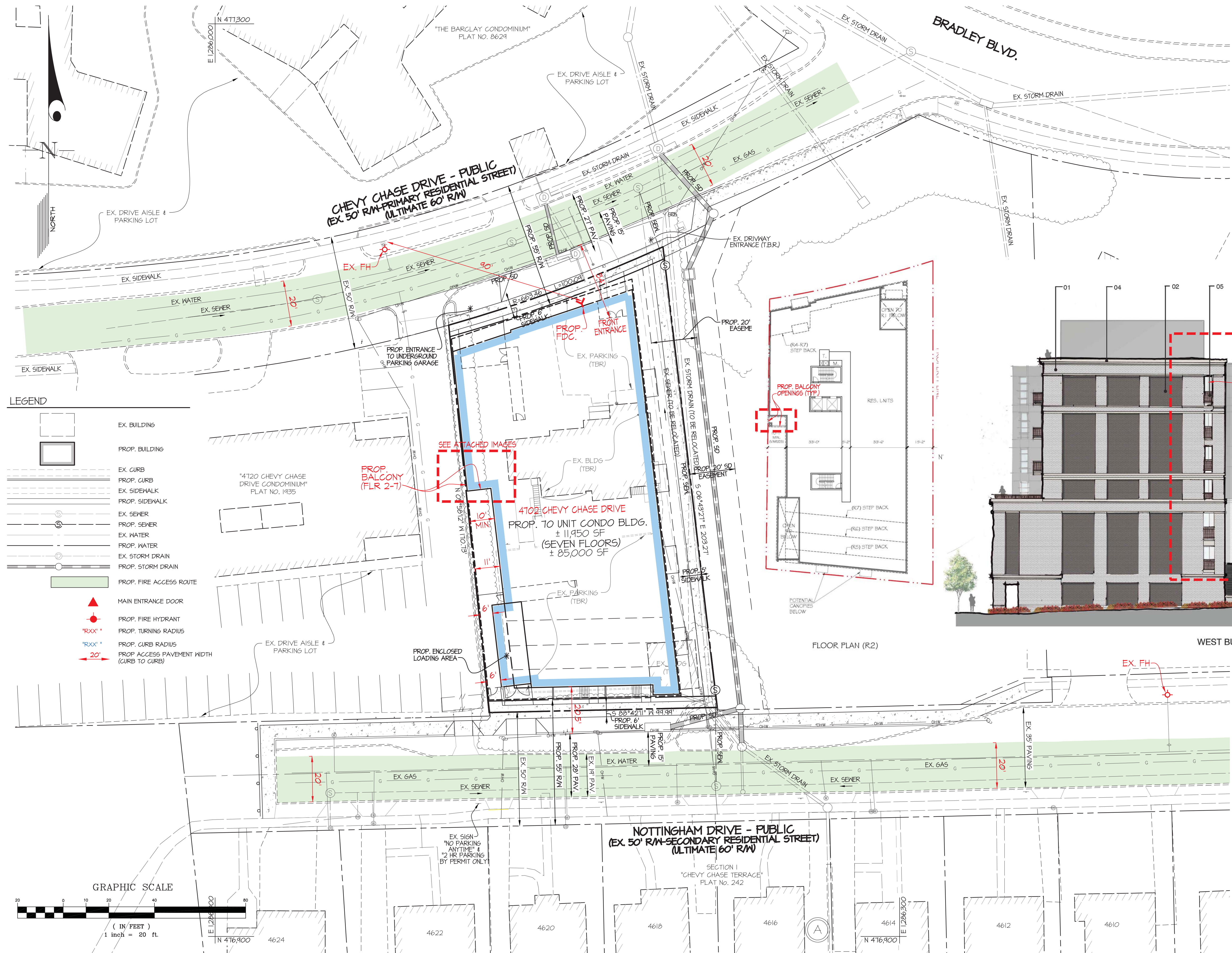
PLAN APPROVED

1. Review based only upon information contained on the plan submitted **12-Oct-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.

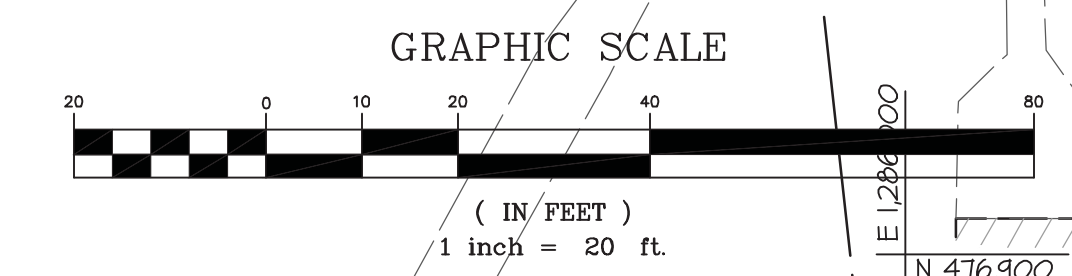
***** See plan for west elevation details *****



WSSC GRID: 208NW04
TAX MAP GRID: HN-341



- LEGEND**
- EX. BUILDING
 - PROP. BUILDING
 - EX. CURB
 - PROP. CURB
 - EX. SIDEWALK
 - PROP. SIDEWALK
 - EX. SEWER
 - PROP. SEWER
 - EX. WATER
 - PROP. WATER
 - EX. STORM DRAIN
 - PROP. STORM DRAIN
 - PROP. FIRE ACCESS ROUTE
 - MAIN ENTRANCE DOOR
 - PROP. FIRE HYDRANT
 - PROP. TURNING RADIUS
 - PROP. CURB RADIUS
 - PROP. ACCESS PAVEMENT WIDTH (CURB TO CURB)



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 access will be required if found upon inspection after installation.

BY: SML* FM: 43 DATE: 10/12/2020

PROFESSIONAL CERTIFICATION

I hereby certify that to the best of my knowledge, information and the belief that the plan shown hereon is true and correct; has been prepared in accordance with the Subdivision Regulations of Montgomery County, Maryland; and the boundary has been field surveyed. I hereby certify that these plans were prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland.

License No.: 29914
Expiration Date: January 20, 2022

10/8/2020
Date

Tim Longfellow
Professional Engineer
Gutschick, Little & Weber, P.A.

GLW
PLANNING | ENGINEERING | SURVEYING

3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20886 | GLWPA.COM
PHONE: 301-421-4024 | BAL: 410-880-1820 | DC&VA: 301-959-2524 | FAX: 301-421-4186

DESIGNED BY:	WDN				
DRAWN BY:	WDN				
CHECKED BY:	TML	10/11/2020	ADDRESSED DRG COMMENTS	WDN	TML
DATE			REVISION	BY	APPR.

PREPARED FOR:	SCALE	ZONING
WINTHROP INVESTMENT GROUP PO BOX 1134 MCLEAN, VA. 22101	1" = 20'	CR-1.5, C-0.25, R-1.5, H-70
ATTN: HANS SCHMIDT TEL: (703) 356-7975	DATE	TAX MAP - GRID
	OCT., 2020	HN-341

FIRE ACCESS PLAN	G. L. W. FILE NO.
4702 CHEVY CHASE DRIVE PART OF LOTS 3 & 4, "BRADLEY HILLS" L. 45795 F. 214	19123
BETHESDA ELECTION DISTRICT No. 07	SHEET
MONTGOMERY COUNTY, MARYLAND	1 OF 1



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

June 24, 2020

Winthrop Investment Group
c/o Hans Schmidt
1320 Old Chain Bridge Road
McLean, VA 22101

Re: Forest Conservation Exemption Request, Existing Conditions Plan and
Tree Save Plan No. 42020147E
Property Name: 4702 Chevy Chase Drive
Action Taken: Exemption Confirmed, Existing Conditions and Tree Save Plan Approved

Dear Hans Schmidt:

On June 23, 2020, Montgomery County Planning Department Staff received a revised Existing Conditions Plan and Tree Save Plan for 4702 Chevy Chase Drive. The Existing Conditions and Tree Save Plans are part of a Chapter 22A-5(s)(2) Exemption Request for an activity on a small property. A Sketch Plan, Preliminary Plan and Site Plan are being submitted in conjunction with this Forest Conservation Exemption Request.

A Chapter 22A-5(s)(2) Exemption Request is for an activity on a tract of land of less than 1 acre that will not result in the clearing or more than a total of 20,000 square feet of existing forest, or any existing specimen or champion tree, and not result in reforestation requirements more than 10,000 square feet.

The project's tract area is approximately 0.72 acres. The proposed construction limits of disturbance area is less than 1 acre. No forest or champion trees will be cleared during the project. This activity does not trigger forest planting requirements. Specimen trees are proposed to be removed and as a result a Tree Save Plan must be approved with the Forest Conservation Exemption Request. The submitted Tree Save Plan proposes mitigation tree planting which may be amended as part of a future Site Plan.

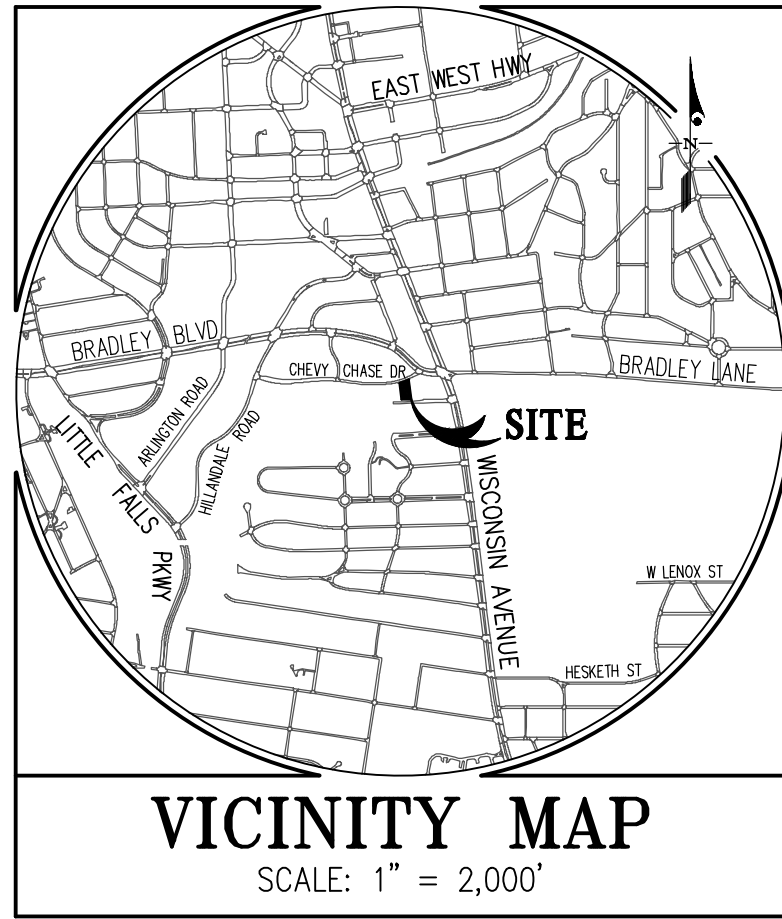
Forest Conservation Exemption Request No. 42020147E for 4702 Chevy Chase Drive is confirmed. The Existing Conditions Plan and Tree Save Plan submitted for the project are approved.

Any changes from the approved Existing Conditions Plan and Tree Save Plan may constitute grounds to rescind or amend any approval actions taken.

Sincerely,

Stephen Peck
Senior Planner and Inspector
Development Applications and Regulatory Coordination
M-NCPPC - Montgomery County Planning Department

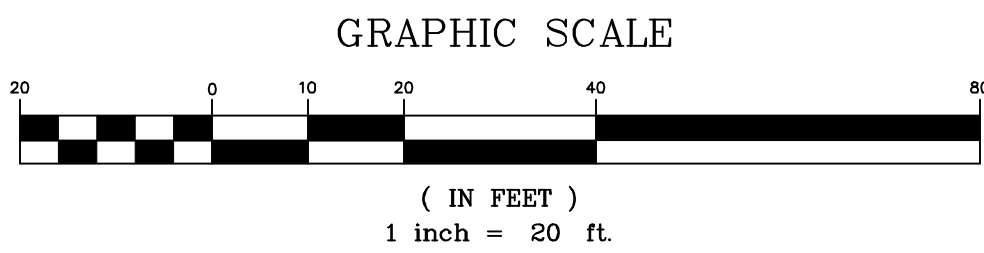
CC: Keith Bennett, GLW



LEGEND

- GREEN ROOF AREA
- GREEN COVER AREA (TREE CANOPY)
- VEGETATED WALL

GREEN COVER REQUIRED: NET SITE AREA x 35%
(17,270 S.F. x 35% = 6,044 S.F.)
GREEN COVER PROVIDED: GREEN ROOF & TREE CANOPY
(4,220 S.F. + 1,878 S.F. = 6,098 S.F.)



3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20886 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-889-2524 | FAX: 301-421-4186

DESIGNED BY:					
DRAWN BY:	WDN				
CHECKED BY:	TML	10/8/2020	ADDRESSED DRG COMMENTS	WDN	TML
DATE			REVISION	BY	APP'R

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 23114, EXPIRATION DATE: JANUARY 20, 2022.



PREPARED FOR:
WINTHROP INVESTMENT GROUP
PO BOX 1134
MCLEAN, VA. 22101
ATTN: HANS SCHMIDT
TEL: (703) 356-7975

SCALE	ZONING
1" = 20'	CR-1.5, C-0.25, R-1.5, H-70
DATE	TAX MAP - GRID
OCT., 2020	HN-341

MNCPPC SKETCH PLAN No. 320210010

GREEN COVER EXHIBIT
4702 CHEVY CHASE DRIVE
PART OF LOTS 3 & 4, "BRADLEY HILLS"
L. 45795 F. 214

G. L. W. FILE No.

19123

SHEET

SK5

BETHESDA ELECTION DISTRICT No. 07

MONTGOMERY COUNTY, MARYLAND

200-B MONROE STREET, ROCKVILLE, MARYLAND 20850 P: 301.762.5212 F: 301.762.6044 WWW.MILLERMILLERCANBY.COM

All attorneys admitted in Maryland and where indicated.

JAMES L. THOMPSON
LEWIS R. SCHUMANN
JODY S. KLINE
JOSEPH P. SUNTUM
ROBERT E. GOUGH

DONNA E. MCBRIDE (DC)
SEAN P. HUGHES (DC)
CATHY G. BORTEN (DC, VA)
MICHAEL G. CAMPBELL (DC, VA)

SOO LEE-CHO (CA)
DAVID A. LUCAS (DC)
DIANE E. FEUERHERD
CHRISTOPHER L. YOUNG (VA)
JAMES T. ROTH (DC)

JSKLINE@MMCANBY.COM

MEMORANDUM

**TO: GRACE BOGDEN
MATT FOLDEN
STEPHANIE DICKEL**

CC: SHERRY GLAZER

**FROM: JODY S. KLINE
SEAN P. HUGHES**

DATE: 7 OCTOBER 2020

**RE: SKETCH PLAN APPLICATION NO. 320210010; COMMENTS BY
BOARD OF 4720 CHEVY CHASE DRIVE CONDOMINIUM ON
PROPOSAL FOR 4702 CHEVY CHASE DRIVE**

Dear Grace, Matt and Stephanie,

Thank you for agreeing to meet with representatives of the Council of Unit Owners of the 4720 Chevy Chase Drive Condominium on Friday, October 9, 2020 virtually at 10:00AM.

As promised, attached are two memos expressing the comments and concerns of the 4720 Board. These are the subjects that the Board representatives would like to discuss with you on Friday along with others that come to mind since our client met with representatives of the developer of 4702 Chevy Chase Drive.

Our client looks forward to the upcoming meeting in order to discuss these subjects in detail.

PROPOSED DEVELOPMENT AT 4702 CHEVY CHASE DRIVE
COMMENTS AND CONCERNS OF 4720 CHEVY CHASE DRIVE

The proposed project at 4702 Chevy Chase Drive (the project) is a 70-feet high 70 unit condominium building with two levels of underground parking. However, the project as currently designed, is not appropriate at this site for the following reasons:

1. The public Infrastructure is inadequate to support the project

The project may be consistent with applicable zoning regulations and with the objective stated in the Bethesda Downtown Plan to increase residential density. However, the particular site where it is proposed is located on a portion of Chevy Chase Drive that is substandard and cannot possibly accommodate vehicles resulting from a building of this density.

Chevy Chase Drive is classified as a "primary residential street", as it connects Bradley Boulevard, a "major highway" and Hillandale Road, a "minor arterial road". (These classifications are noted in the Bethesda Downtown Plan, p.38, Figure 2.08). However, the western portion of Chevy Chase Drive from Hillandale Road to Offutt Lane is significantly wider than the eastern portion from Offutt Lane to Bradley Boulevard, where the project is proposed. According to measurements from Google Maps, the eastern portion of Chevy Chase Drive between Offutt Lane and Bradley Boulevard is approximately 20 feet wide, curb to curb. Not only does this very narrow portion of Chevy Chase Drive accommodate two lanes of two-way traffic, parking is allowed on the northern side of the street. Generally, a two-lane two-way "primary residential street" without *any* off-street parking has a required minimum width of 26 feet, curb to curb. Moreover, a two-lane two way "primary residential street" *with* parking on one side has a required minimum width of 28.5 feet, curb to curb. (See, Montgomery County Department of Transportation, Executive Regulations). Thus, while Chevy Chase Drive is classified as a "primary residential road" due to its connectivity, its function is more akin to a secondary or tertiary road.

This narrow portion of Chevy Chase Drive cannot safely accommodate the vehicular access to and from the underground garage at the proposed project. The proposed building has only one access point; and that access point is planned to be immediately adjacent to the existing driveway serving 4720 Chevy Chase Drive. The 4720 property (also a condominium building) has 35 units and the proposed 4702 building will have up to 70 units. Therefore, the project would result in adjacent driveways serving vehicles for over 100 units. Vehicles from the two buildings would be maneuvering onto or from a substandard road with two lanes of two-way traffic and parking.

The eastern portion of Chevy Chase Drive is also the gateway to one of the busiest intersections in the County: Bradley Boulevard and Wisconsin Avenue. Each of these roads is classified as a "major highway" under the Bethesda Downtown Plan. The proposed 4702 building will be located on Chevy Chase Drive only 100 feet from where the street intersects with Bradley

Boulevard, a distance that traffic planners consider within the “functional control” of the Bradley/Wisconsin intersection. (Traffic planners would likely view Chevy Chase Drive as within the functional control of the Bradley/Wisconsin intersection because traffic backed up at the intersection would also back onto Chevy Chase Drive.) As one approaches Bradley Boulevard from Chevy Chase Drive, only a stop sign regulates the required merger from Chevy Chase Drive onto three lanes of traffic. The three lanes of traffic are controlled by three different traffic signals: (1) the traffic light controlling an almost immediate right turn onto Wisconsin Avenue heading south, (2) the traffic light controlling the middle lane crossing Wisconsin Avenue, onto Bradley Boulevard (there Bradley Lane), and (3) a quickly timed left turn arrow controlling left turns onto Wisconsin Avenue heading north.

Given the proposed building’s location on a substandard street and its proximity to a major County intersection, the 4720 residents have significant safety concerns.

2. The massing of the proposed 4702 Building will have a negative visual impact on 4720 residents and diminish their light and air

The Developer proposes to build to the lot line on its western property line. Doing so will eliminate the existing buffer consisting of a combination of mature trees and lush planting along most of the western border. The separation between the two buildings will be no more than 22 feet, an area comprised primarily of the 4720 driveway. The only setback occurs only after the first 60 feet (from front to back) of the 4702 building, where the building would no longer be even with the 4720 building.

Similarly, the step back proposed from the front of the building at the upper floors is minimal and may be less than the step back recommended in the Bethesda Downtown Plan Urban Design Guidelines.

Because the new building would be at its full 70-foot height where it is even with the 4720 building – 20 feet taller than the 4720 building – there will be little if any light or air available to the residents at 4720.

It is apparent that the developer is taking great pains to provide lush vegetation and greenery to the west and south of the proposed building. It is also providing generous step backs at its southern border along with a series of attractive landscaped terraces. In contrast, it has not offered its western neighbors any measure to soften the visual impact of a 70 foot wall. When asked even about the possibility of a vegetative wall, the response was negative due to a lack of space. When asked about moving the building to the east, where it would border on an institutional use (the firehouse) instead of a residential property, the developer claimed it was constrained by a sewer easement. The 4720 owners have requested to see a copy of the survey, but have yet to see it. We also request to see a copy of the sewer easement to review the scope and terms of the easement. Of prime importance also is details regarding the breakdown and number of different units proposed and, more importantly, the number of parking spaces proposed, and whether any consideration has been given to reducing and/or limiting the

number of available parking spaces. If a condominium regime is proposed, will the parking spaces be part of the condominium's governing documents.

3. It is not clear that any public benefits or amenities will be provided by the project

The property is part of the Bethesda Overlay zone, which generally provides density in exchange for public open space or amenities. While a property of this size (less than 20,000 sf in area) is not required to provide onsite public open space, the developer is not offering any other amenities. No MPDUs (rental or sale) are proposed; and the proposed roof deck is not for the benefit of the public.

4. Construction Management Issues

The developer states that construction is a long way off, as the approval process is lengthy. However, if this project is approved, the 4720 owners request more than an assurance that their property will not be negatively affected or even used during construction. While staging might take place to the east of the project, it is difficult to imagine a face on wall being built on the west without impacting the 4720 property. Other issues would also need to be sorted out such as hours of construction, potential snow load analysis, indemnification for damages, etc.

**PROPOSED DEVELOPMENT AT 4702 CHEVY CHASE DRIVE
FURTHER COMMENTS AND CONCERNS**

1. Notwithstanding the fact that the sketch plan complies with all Zoning Ordinance standards, the proposal maximizes every single development standards in a manner to achieve the greatest amount of gross square footage of building area. The cumulative effect of such an aggressive building proposal results in a structure that is out of scale and mass with surrounding existing structures or what might be achieved on redevelopment of surrounding properties.

2. Use of the Bethesda Overlay Zone techniques allows the applicant to increase building size from 31,087 SF to 85,000 SF (a 273% increase in SF) resulting in an effective FAR of 4.65 – substantially greater than the base CR 1.5 permitted by the property's zoning. Based on normal planning principles, is the tripling of effective FAR over recommended density a good precedent to establish?

3. From the research conducted by the Condominium Board's attorneys, the discussions during the development of the Bethesda Downtown Plan, about what

could be achieved through the tools of the Bethesda Overlay Zone focused more on redevelopment in the Core and in the more urbanized areas of the CBD. The aggressive proposal for 4702 Chevy Chase Drive is on the perimeter of the CBD and is inappropriate for such dramatic use of the Overlay Zone provisions when the proposal confronts single family detached residences.

4. Design treatments have been employed, and concessions have been made by the applicant on all sides of the proposed building (north, east, south) except on the side of the proposed building adjacent to the 4720 Chevy Chase Drive Condominium which is the closest and most impacted surrounding residential community. The applicant has not proposed adequate measures to further separate the existing 4720 Chevy Chase Drive from the new building and has proposed inadequate measures to mitigate the damaging effects of a 70 foot high black wall facing 4720 Chevy Chase Drive.

a. A review of the minutes of the July 22 and September 23 meetings of the Bethesda Downtown Design Advisory Panel indicate that design features discussions have focused exclusively on the Chevy Chase Drive side, the Nottingham Drive side and even the east side adjacent to vacant land and no

attention has been given to the west side of the building where the most impact on existing development occurs.

From: [Bogdan, Grace](#)
To: [Daniel Ben-Zadok](#)
Cc: [Mencarini, Katherine](#); [Dickel, Stephanie](#); [Aldrich, Stephen](#); [Folden, Matthew](#); [Pardo, Brenda M.](#); [Torma, Rebecca](#); [Naomi Spinrad](#); [michaeldzajac@gmail.com](#); [Jacob Isserman](#); [johmariscal@yahoo.com](#)
Subject: RE: DRAFT: RE: Nottingham Street Designation
Date: Tuesday, September 29, 2020 11:23:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Hi Daniel-

Thanks for your comments. At this point, the DAP has voted in support of the Project at Sketch Plan, finding that the concept generally conforms to the Design Guidelines. While we appreciate your feedback on the building placement, the DAP seemed pleased with the additional setback along Chevy Chase Drive as a result of the curb not moving. The Applicant will be resubmitting soon and so there will be another round of comments by agencies. There are a lot of factors that go into determining location of on-street parking, such as fire access, sight lines, and MCDOT design standards. Any on street parking shown on the plans at this point is illustrative and will be determined by DOT at the time of ROW permit.

The Project will also go back to the DAP at the time of Site Plan for more detailed analysis of the building design.

Thanks,

Grace

From: Daniel Ben-Zadok <benzadok@gmail.com>
Sent: Thursday, September 24, 2020 12:05 PM
To: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>
Cc: Aldrich, Stephen <stephen.aldrich@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; Folden, Matthew <matthew.folden@montgomeryplanning.org>; Pardo, Brenda M. <Brenda.Pardo@montgomerycountymd.gov>; Torma, Rebecca <Rebecca.Torma-Kim@montgomerycountymd.gov>; Naomi Spinrad <msspin@hotmail.com>; Michael Zajac <michaeldzajac@gmail.com>; Jacob Isserman <jssermanj@gmail.com>; Jorge Mariscal <johmariscal@yahoo.com>
Subject: Re: Nottingham Street Designation

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Katie,

You have been very helpful so far so we thought we would follow up on another question on behalf of the neighborhood when you get a chance. As you know, the development plans moved forward yesterday but with some recommendations around further studying the reduction of southside parking, truck turns later on

at the appropriate time, and beginning to understand what a loading management agreement will look like to address the numerous safety concerns and risks around the planned increased of large truck traffic on Nottingham. We have been very appreciative of the DAP listening to the public's concerns thus far.

However, we actually have a different question on behalf of the neighborhood about setbacks, which I provided below and have copied the relevant neighbors here.

During the 9/23/2020 DAP meeting, several comments were voiced with respect to setback distance of the 4702 development from both Nottingham Drive and Chevy Chase Drive, as well as concern that the anticipated reverse maneuvers of trucks backing into the loading dock could potentially trigger the elimination of several parking spaces along Nottingham Drive. The scheme presented during the 9/23 meeting showed the southern curb of CCD moving 5' to the south, however, one DAP representative commented that the CCD curb does not need to move 5' to the south. As we digested the implications of this, we thought this would be a great opportunity to move the southern elevation 5 additional feet to the north, which could create a 25' setback at the south and hopefully result in no lost parking spaces along Nottingham Drive, as well as provide a setback that is more sympathetic to the setbacks already established by the single family dwellings present along the southern perimeter of Nottingham Drive.

Thanks,
Daniel

On Fri, Sep 11, 2020 at 1:40 PM Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org> wrote:

Daniel.

I'm glad to hear the previous response was helpful. I'm hopeful for a repeat performance with this one.

1. Staff defers to MCDOT staff, but our understanding is based on the date of the plat that first recorded the street (Plat 242, 1922), the functional classification of Nottingham Drive is a secondary residential street. I've copied MCDOT staff to this email to keep them in the loop.
2. Truck turning templates are required as part of the Preliminary Plan review. Loading is based on the number of units proposed, and one loading space for an SU-30 truck is required based on the proposal. The Applicant provided these details which can be found [here](#). Staff is reviewing the submittal and will provide comments to the Applicant to address safety and circulation of the proposed delivery vehicle. MCDOT will be evaluating the sight line for both frontages.

Typically, traffic generation is reviewed conceptually at Sketch and studied at Preliminary Plan, however per the 2016-2020 Subdivision Staging Policy, the estimated net new peak hour trips for the proposed use is fewer than 50 person trips and therefore is exempt from a transportation impact study.

You are welcome and encouraged to bring up concerns to the Design Advisory Panel, although it's my understanding that the purpose of the panel is provide advice and recommendations to improve the quality of architecture, urban design, and landscape architecture for projects in Bethesda. The technical review for safe circulation is conducted by planning, MCDOT, and MCDPS staff. With that in mind, please continue to share your observations, concerns, and recommendations with staff. I have circulated our

correspondence thus far with the lead reviewers and other transportation technical staff working on this project.

Thanks again for your time and please let me know if you have further questions.

Sincerely,
Katie



Katherine (Katie) Mencarini

Planner Coordinator

Montgomery County Planning Department
2425 Reedie Drive, Wheaton, MD 20902

Katherine.mencarini@montgomeryplanning.org

p: 301.495.4549



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

From: Daniel Ben-Zadok <benzadok@gmail.com>

Sent: Thursday, September 10, 2020 9:11 AM

To: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>

Cc: Aldrich, Stephen <stephen.aldrich@montgomeryplanning.org>; Dickel, Stephanie
<Stephanie.Dickel@montgomeryplanning.org>

Subject: Re: Nottingham Street Designation

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Katie,

Thank you for your email this is very helpful. I have a couple more questions for you below:

1) I want to confirm that Nottingham's street designation is based on the age of the street and that the access to the 75 versus 200 dwelling units is irrelevant here?

2) Do you have any information on what the applicant has done to study traffic on Nottingham Drive and specifically the allowable turning radius for the proposed loading access and what size trucks will be able to enter? I don't see much information about this in their design plans.

I am asking these questions because there is a second DAP hearing coming up for the applicant and I am wondering if I should perhaps raise these issues more publicly in order to make sure safety considerations are addressed given Nottingham Drive serves as a public entrance to Norwood Park.

Thank you,
Daniel

On Tue, Sep 8, 2020 at 2:24 PM Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org> wrote:

Daniel,

Thank you for your question regarding Nottingham Drive and its master-planned functional classification. Based on the age of the street (1922 per [Plat 242](#)) and its abutting uses, the street is considered a secondary residential street and therefore the applicant will be required to dedicate an additional 5ft from the centerline of the roadway to conform with the standard width of a secondary residential roadway which is 60', per Chapter 49 of the County Code. Please be advised that the tertiary functional classification wasn't introduced into Montgomery County's Department of Transportation (MCDOT) street hierarchy until the 1970's.

Planning and MCDOT staff have worked with the Applicant to determine the minimum right-of-way required for both streets that front the site and have determined that the Applicant proposes dedication that is acceptable. Staff continues to work internally and with the Applicant to design an acceptable street section that will demonstrate conformance with the 2017 Bethesda Downtown Sector Plan, the 2017 Bethesda Downtown Plan Design Guidelines, and Montgomery County DOT's Design Standards.

Please let me know if you have further questions on this matter.

Sincerely,
Katie



Katherine (Katie) Mencarini

Planner Coordinator

Montgomery County Planning Department
2425 Reddie Drive, Wheaton, MD 20902

katherine.mencarini@montgomeryplanning.org

p: 301.495.4549



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

From: Aldrich, Stephen <stephen.aldrich@montgomeryplanning.org>

Sent: Tuesday, September 8, 2020 12:08 PM

To: Daniel Ben-Zadok <benzadok@gmail.com>

Cc: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>

Subject: RE: Nottingham Street Designation

Hi Daniel

I manage the Master Plan of Highways and Transitways, which is a master plan governing primary streets only. I am looping in Katie Mencarini from Downcounty Planning – Transportation who might be able to answer your question. I can tell you that historically Montgomery County DOT managed the secondary/tertiary classifications, but they seem to stop classifying them in the early 90s. Typically, post WWII, a 50' wide ROW would be a tertiary, and 60' ROW would be a secondary, but for older neighborhoods in the County, I do not know how this has been handled, because the ROW design needs changed after WWII, and so in some sections of the county, a 50' ROW might be considered a secondary

street. Tertiary streets. Based on the definitions in the Road Code, it certainly seems as if Nottingham Drive should be a tertiary street, but Katie can check our records and confirm this for you.

Thanks Katie!

Regards,

Stephen E. Aldrich, PE

Master Planner – Transportation
Montgomery Planning Department
Countywide Planning and Policy Division
2445 Reddie Drive, Wheaton, MD 20902
(301) 495-4528
Stephen.Aldrich@MontgomeryPlanning.org



WE'RE MOVING!
THE NEW PARK AND PLANNING HEADQUARTERS WILL BE LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902 IN AUGUST 2020.

Here is an excerpt from the Montgomery County Road Code (chapter 49)

SECONDARY RESIDENTIAL STREET

A road meant nearly exclusively for access to abutting properties in residential zones. A road meant to provide access between a residential development with fewer than 200 dwelling units and one or more higher classification roads.

TERTIARY RESIDENTIAL STREET

A road meant (exclusively for access to abutting property in residential zones) to provide direct access to a residential development with 75 or fewer dwelling units. A Tertiary Residential Street must not be built unless the Planning Board allows its use when the Board approves a preliminary subdivision plan or site plan.

From: Daniel Ben-Zadok <benzadok@gmail.com>
Sent: Tuesday, September 8, 2020 10:29 AM
To: Aldrich, Stephen <stephen.aldrich@montgomeryplanning.org>
Subject: Re: Nottingham Street Designation

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Mr. Aldrich,

I am just following up on my question below. The DAP will review the application later this month so it would help me to understand if the developer has the correct street designation.

Thanks,
Daniel

On Thu, Aug 20, 2020 at 11:37 AM Daniel Ben-Zadok <benzadok@gmail.com> wrote:

Hi Mr. Aldrich,

I live on Nottingham Drive where there is a proposed condo development. The developer has submitted an application to the Planning Board citing Nottingham as a secondary street (pasted below) but we believe it is tertiary. I called DOT and they said it is tertiary but that the Planning Department makes these decisions. Is it possible to identify this designation? In addition, what are the implications for new development (if any) based on these designations?

Please let me know if you prefer I call you. My number is (954) 304-6487.

Thanks,
Daniel

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: 4702 CHEVY CHASE DRIVE Preliminary Plan Number: 1-2020010

Street Name: NOTTINGHAM DRIVE Master Plan Road Classification: SECONDARY RESIDENTIAL

Posted Speed Limit: NOT POSTED mph

Street/Driveway #3 (LOADING ENTRANCE) Street/Driveway # ()

Sight Distance (feet)		OK?	Sight Distance (feet)		OK?
Right	1111	YES	Right		
Left	452	YES	Left		

Comments: "LOADING ENTRANCE DISTANCE RIGHT IS AT END OF NOTTINGHAM DRIVE."

Comments:

From: [Folden, Matthew](#)
To: [Bogdan, Grace](#)
Cc: [Mencarini, Katherine](#)
Subject: FW: Comment to DAP re 4702 Chevy Chase Drive from Chevy Chase West Neighborhood Assn
Date: Monday, September 21, 2020 9:25:35 AM

FYI

Matt

Matthew Folden, AICP | Planner Coordinator
 DownCounty Planning Division
 301.495.4539 | matthew.folden@montgomeryplanning.org



From: Naomi Spinrad <nspinrad@gmail.com>
Sent: Monday, September 21, 2020 8:23 AM
To: Balmer, Emily <emily.balmer@montgomeryplanning.org>
Cc: Wright, Gwen <gwen.wright@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Howerton, Leslye <leslye.howerton@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Folden, Matthew <matthew.folden@montgomeryplanning.org>; Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>; Joan Barron <jmbarron479@gmail.com>; shelley (WSC) <vsyeutter@verizon.net>
Subject: Comment to DAP re 4702 Chevy Chase Drive from Chevy Chase West Neighborhood Assn

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Emily, please forward this email to the members of the Design Advisory Panel for their consideration regarding 4702 Chevy Chase Drive, which they'll be addressing Wednesday. Many thanks, Naomi

Dear Mr. Dove, Mr. Henderer, Mr. Mortensen, Mr. Orbona, and Ms. Yu:

I'm writing on behalf of the Chevy Chase West Neighborhood Association in regard to the application for 4702 Chevy Chase Drive (4702 CCD). Nottingham Drive is the northern boundary of the Chevy Chase West community of nearly 500 homes.

The revised plan for 4701 CCD represents in many respects a significant improvement over the version submitted to the DAP several months ago, particularly as it incorporated suggestions

from you and the community regarding the Nottingham Drive frontage. However, the proposed circulation for Nottingham Drive is extremely problematic, and several other issues also deserve your attention.

Although the applicant alluded during the pre-submittal meeting to potential parking issues along Nottingham Drive, the extent to which the placement of the loading dock there will disrupt the street was not fully addressed until the circulation drawing was submitted last month. That drawing notes that in order for trucks to use the loading dock on Nottingham, parking on the south side of the street will have to be eliminated.

Despite the statements from the applicant that the loading dock will be used only for moves in and out, and that because this is a condominium building moves will be infrequent, the facts are that condos can be rented out and that large deliveries, like furniture and appliances, will be made via the loading dock. Nor does it address the possibility that contractors - plumbers, electricians, carpenters, and others - may be told to use the loading dock, as there is no parking accommodation for them elsewhere - particularly if parking on Nottingham is diminished or eliminated.

Eliminating parking on the south side of Nottingham should not be allowed because

- this change extends beyond the Bethesda Downtown boundary, which is the curb on the north side of Nottingham, to service the building, effectively urbanizing a designated residential street;
- it eliminates parking for visitors to the park, as well as for guests of residents of both the neighbors on the south side of Nottingham and those in 4702 Chevy Chase Drive;
- it sets an undesirable precedent for further redevelopment on the north side of Nottingham ultimately eliminating 19 spaces available to the public; and
- it treats Nottingham as an alley, not as a residential street, and undercuts the neighborhood-enhancing aspects of front stoops and sidewalk.

Under these circumstances, the Chevy Chase West Neighborhood Association and Nottingham residents believe that the loading dock requires further changes.

Some suggestions:

- Move the loading dock to Chevy Chase Drive, providing a loading area within the garage space. Several garage spaces could be repurposed as a loading area.
- Designate an area on Chevy Chase Drive as a loading area.
- Set the building back at least 10' more from Nottingham Drive and redesign the driveway so trucks can make the turn without the need to eliminate any parking on the south side of Nottingham.

We would welcome hearing and commenting on other ideas for the loading area that respect the residential nature of Nottingham Drive.

The other issues involve walkways. There is a discrepancy within the documents regarding the width of the sidewalk on Nottingham. The narrative describes it as 48 inches wide while the drawings show 5 feet. I believe the Americans with Disabilities Act requires 5 feet to allow two wheelchairs to pass each other, or if the sidewalk is narrower it must have pull-off passing areas. The Design Guidelines for a Neighborhood Residential Street (Table 2.07) call for a pedestrian through zone of 6-10 feet, as well as a planting/furnishing zone of 6-8 feet. As noted earlier, this is the initial redevelopment on the north side of Nottingham (which is within the Bethesda Plan area), and therefore precedent setting.

The connector between Chevy Chase Drive and Nottingham is described as being 5' wide. Figure 2.06 of the Design Guidelines, "Guidelines for Public Through-Block Connections shared by Pedestrians and Cyclists Only," states, "B. Provide a clear pathway of at least 8-12 feet with adequate lighting for pedestrians and cyclists." This application does not conform to the design guidelines. As a significant stairless means of access to Norwood Park, a 12' width is preferable, to allow ample room for cyclists, pedestrians, and those with disabilities coming from downtown Bethesda. It's also important to note that this entry to the park can be used to access the Little Falls Trail, the Capital Crescent Trail, and the Bethesda pool.

There may well be other design issues in this application. They should be addressed in a way that enhances the existing neighborhood on Nottingham Drive, the accessibility of the park to all potential visitors including those in cars, and the active role of the street and sidewalks as a path for pedestrians, cyclists, and those with disabilities.

On behalf of the Chevy Chase West Neighborhood association and our residents on Nottingham, I appreciate your thoughtfulness and consideration as you weigh this application.

Sincerely,

Naomi Spinrad

Former Vice President/Land Use, Chevy Chase West Neighborhood Association

cc: Gwen Wright

Elza Hisel-McCoy

Leslye Howerton

Stephanie Dickel

Katie Mencarini

Matthew Folden

Joan Barron and Shelley Yeutter, co-presidents, Chevy Chase West Neighborhood Association

July 19, 2020

Dear Members of the Design Advisory Panel:

We are residents of Nottingham Drive writing to share our concerns in reference to the planned development of 4702 Chevy Chase Drive.

Nottingham Drive is a one block, dead-end, residential street servicing 13 homes in West Chevy Chase. As such, the addition of a 70-unit condo building in the downtown Bethesda development zone has been reviewed with great interest.

It is clear that our street is not being treated as a 2nd frontage, but rather the alley for garbage, deliveries, and ventilation exhaust.

Our street is already inconvenienced daily by the garbage pickup from 4720 Chevy Chase Drive—who back down the street and idle in the middle of the street because it is too narrow for such heavy vehicles.

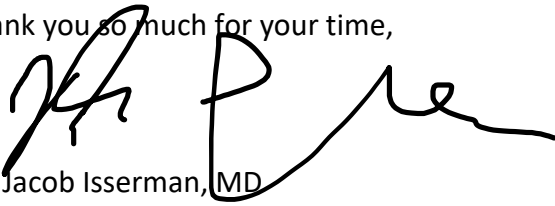
This precedent makes it clear that additional garbage, moving, and delivery vehicles on our street will cause significant road closures and fire hazards as they park in the middle of Nottingham Drive.

We ask that the Panel recommend that all vehicular traffic be moved to the larger, throughway of Chevy Chase Drive. Perhaps 4720 and the newly planned 4702 Chevy Chase Drive could create a shared driveway to serve all of their garbage and delivery needs?

As a 2nd frontage for the 4702 development we ask that the Panel consider a sideway along the north side of Nottingham Drive and the east side of the proposed development to allow easy access from downtown Bethesda into Norwood Park—currently pedestrians walk across the field adjacent by the fire station and are met with an overgrowth of weeds and a rusted guardrail. I'm sure we could make this entrance to Norwood much more open and welcoming.

|

Thank you so much for your time,



Dr. Jacob Isserman, MD
Dr. Emily Aron, MD

From: [Jacob Isserman](#)
To: [Folden, Matthew](#)
Cc: [Bogdan, Grace](#); [Mencarini, Katherine](#); [Dickel, Stephanie](#)
Subject: Re: Letter to be shared with the DAP for the 9/23 meeting re: 4702 Chevy Chase Dr
Date: Wednesday, September 9, 2020 1:10:07 PM
Attachments: [image002.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Thanks, Matt! Hello all!

As I shared with Matt, the entrance to Norwood Park at the dead end of Nottingham Drive has A LOT of untapped potential. As far as I know, there is currently no obvious route into Norwood from downtown Bethesda other than the CC trail and up Little Fall--which adds quite a distance.

Currently the entrance to Norwood from Nottingham has a narrow paved path, a rusted highway guardrail, a few haphazardly planted trees, and no signage to indicate that it is a MoCo green space.

The development at 4702 Chevy Chase Drive is a great opportunity to make this a true gateway for pedestrians and cyclists (myself included) into the park, Little Falls Trail, and beyond!

I'd love to see a broad interblock connector along the east side of 4702 Chevy Chase Drive, then a broad sidewalk that continues along the south side of the development (possibly asking them to set back further from the curb) , continuing sidewalk past 4720 Chevy Chase Drive (currently only a literal trash dump--which might have to move?) , and into a widened and welcoming path (with a nice sign) into the park.

These changes would greatly increase foot and cycle traffic utilization into the park from downtown, greatly improve the experience of the many people who already use this route, and
be an overall win for the community!

Thanks for listening to my vision, let me know what I can do to help make it a reality.

Thanks! Jake

On Tue, Sep 8, 2020 at 2:32 PM Folden, Matthew
<matthew.folden@montgomeryplanning.org> wrote:

Mr. Isserman,

Thank you for contacting me to discuss the 4702 Chevy Chase Drive project. By copy of this email, I have also brought Grace Bogdan, lead reviewer of the Sketch Plan application, and Katie Mencarini, transportation planner, into the conversation.

We concur that the site's relationship with Norwood Park is very important and will be asking the Applicant to evaluate the opportunities for connections to the Park as part of our review.

Please contact me if you would like to discuss the project further at this time.

Respectfully,

Matt

Matthew Folden, AICP | Planner Coordinator

DownCounty Planning Division

301.495.4539 | matthew.folden@montgomeryplanning.org



WE'RE MOVING!

THE NEW PARK AND PLANNING HEADQUARTERS WILL BE LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902 IN AUGUST 2020.

From: Jacob Isserman <issermanj@gmail.com>

Sent: Tuesday, September 8, 2020 12:18 PM

To: Folden, Matthew <matthew.folden@montgomeryplanning.org>

Subject: Fwd: Letter to be shared with the DAP for the 9/23 meeting re: 4702 Chevy Chase Dr

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Matthew,

I'm a resident of Nottingham Drive and am invested in seeing the development at 4702

Chevy Chase Dr proceed in the most neighborly, inclusive way possible.

I understand that you're the Planning Board staffer reviewing this project, welcome!

I attended the DAP meeting in July and am pleased that the new plans reflect treating Nottingham Drive more like a community that the development will be joining rather than an alley for their garbage and utilities.

I'm also pleased that a proposed interblock connector will allow pedestrians and cyclists a clear path into Norwood Park and beyond. I think it would be a great next step if the connector could be widened and a sidewalk completed all the way into Norwood Park. Then the entrance to the park could then be spruced up in a way that would allow foot/bike traffic to happily flow into the park from the North and East.

I've attached my letter to the DAP regarding all of this.

I look forward to working with you!

Thanks much! Jake

Daniel Ben-Zadok and Shelley Rosenberg
 4620 Nottingham Dr.
 Chevy Chase, MD 20815

September 18, 2020

Design Advisory Panel, Bethesda Downtown Plan
 Via Emily Balmer, Planning Department

Dear Mr. Dove, Mr. Du Puy, Mr. Henderer, Mr. Mortensen, Mr. Orbona, and Ms. Yu:

My wife and I are Chevy Chase residents writing about the proposed development at 4702 Chevy Chase Drive. We thank the Design Advisory Panel (DAP) for their review of the prospective development and are excited about the investment being made. In addition, we would like to commend the DAP in its comments last meeting around the proposed loading access and dock off Nottingham Drive (Nottingham) and the risks it poses to the residents and surrounding community given its proximity to Norwood Park (Norwood).

We appreciate that the developer has recently moved the garbage dumpster to Chevy Chase Drive in its proposed design and is committed to what we understand will be an enclosed 30' loading area within the building. However, we still have a number of questions and concerns about the risks and practicality of the developer's proposal and continuous interest in the "alleyization" of Nottingham, a residential street. Please find them below:

- 1) What options has the developer proposed to investigate loading access on Chevy Chase Drive? I have not seen a single drawing and have only heard vague verbal discussion about the lot being small and misshapen.
- 2) Has the developer analyzed the turning radius on Nottingham given the street's narrowness? What confidence does the developer have that 30' trucks can turn without a problem and without "off-roading?"
- 3) How many uses per year does the developer estimate for loading access and what analysis has been done? In previous meetings, the developer severely underestimated because they held a rose-colored view that there would be limited condo turnover even though the condo owners will be allowed to lease to tenants and would also use the loading access for furniture and appliance deliveries. I estimate the loading dock would be used a few times per week so this is actually high usage not low usage as the developer has misrepresented numerous times in public meetings.
- 4) Is it correct that only 30' trucks will be allowed to enter loading dock? I don't think this covers all moving and delivery trucks so what would be the process and our recourse to ensure larger trucks don't "accidentally park" on or "stick out" on Nottingham because they "didn't realize" there would be a 30' limit?

- 5) Will the loading dock be fully enclosed within the building or merely screened? What are the plans to ensure the trucks will be able to fully fit into and park in the loading dock? As discussed, last DAP meeting, it is very risky to have trucks parking on Nottingham for lengthy move-ins and move-outs and pinning residents into their houses and driveways during emergencies as well as reducing Norwood access.
- 6) The proposed drawing shows several southside parking spots will be eliminated to allow turning radius for trucks on to Nottingham. The drawing aims to add around three parking spots to the northside but does not fully cover the reduced parking. This is happening to make way for a 70 unit building that already will lack sufficient parking for its residents. Nottingham is meant for everyone and is not even part of the Bethesda Plan or any CR zone. The parking on Nottingham allows the public to use Norwood, which lacks parking. Just this week, people were parking on the grass and in unofficial spots to use Norwood. Therefore, why does the developer prioritize large truck turns over public parking for its own proposed building and for Norwood users?
- 7) How will 30' trucks that miss the turn to the loading access turn around at the end of Nottingham? I presume the intent is not for all trucks to use residents' driveways to turn around, which is currently the way other cars that miss their turns or are mistakenly on Nottingham turn around. Please note this question is a "when" not an "if." It is inevitable that trucks will miss their turn and happens all the time.
- 8) If the current plan is approved, will there be a loading management agreement and how will the developer ensure effectiveness and compliance?

I commend the developer's inclusion of pedestrian/bike access through its property and on the northside of Nottingham. These are the ideas for sustainability and building community that the developer should focus on instead of seeking unsafe, poorly planned ways for large trucks to enter Nottingham. I do question whether the proposed sidewalks are wide enough and compliant with code. If I am correct in the developer's lack of compliance, it makes me further worried about what other oversights related to transportation and code are in the current plans. This is all the more reason for more options to be presented and analyzed.

Finally, I bemoan the loss of trees and vegetation on the current site and continue to question why the developer must "cut it all down" rather than develop around it. At the 9/15/20 DRC meeting, there was concern about how extending the sidewalk would affect the landscaping on 4720 Chevy Chase Drive's southside. It is unclear to me why that landscaping is a higher priority than 4702's adjacent vegetation.

Thank you for your time and consideration in allowing us to give comments on the proposed development.

Thank you,
Daniel Ben-Zadok and Shelley Rosenberg

From: [Folden, Matthew](#)
To: [Stuart Simon](#)
Cc: [Bogdan, Grace](#); [Mencarini, Katherine](#); [Dickel, Stephanie](#); [Quattrocchi, Dominic](#)
Subject: RE: Pending approval of 4702 Chevy Chase Drive
Date: Thursday, September 10, 2020 6:58:13 AM
Attachments: [image002.png](#)

Mr. Simon,

Thank you for contacting me to discuss the 4702 Chevy Chase Drive project. By copy of this email, I have also brought Grace Bogdan, lead reviewer of the Sketch Plan application, and Katie Mencarini, transportation planner, and Dominic Quattrocchi, Park Planner, into the conversation.

We concur that the site's relationship with Norwood Park is very important and will be asking the Applicant to evaluate the opportunities for connections to the Park as part of our review. For your reference, we have also heard from others in your neighborhood, who have made the same request.

Please contact me if you would like to discuss the project further at this time.

Respectfully,

Matt

Matthew Folden, AICP | Planner Coordinator
 DownCounty Planning Division
 301.495.4539 | matthew.folden@montgomeryplanning.org



WE'RE MOVING!

THE NEW PARK AND PLANNING HEADQUARTERS WILL BE LOCATED AT
 2425 REEDIE DRIVE, WHEATON, MD 20902 IN AUGUST 2020.

From: Stuart Simon <stucpic@gmail.com>
Sent: Wednesday, September 9, 2020 1:18 PM
To: Folden, Matthew <matthew.folden@montgomeryplanning.org>
Subject: Pending approval of 4702 Chevy Chase Drive

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Folden,

I understand that you are the coordinator for the planning board's review of the proposal to tear down the large house at 4702 Chevy Chase Drive and replace it with a multi story building. I'm writing to express my fervent wish that the Planning Board not miss this opportunity to improve social equity in the county.

Chevy Chase Drive is a long street with probably a thousand middle and lower income residents of all ages living in apartment buildings and townhouses. Despite the large population, there is not a single public playground on the block. However, right behind the buildings on the southside of Chevy Chase Drive is Norwood Park. This county park has large playing fields, a large children's playground and tennis courts. But, even though the park is only 50 yards behind Chevy Chase Drive there is not a single public access pathway to the park, no less one accessible by wheel chair.

The Planning Board can change this gross inequity by mandating that the developers of 4702 Chevy Chase Drive provide a public access path from Chevy Chase Drive to Norwood Park.

During the past year the county has spent thousands of dollars and labor hours building and paving paths to Norwood Park to make it even more accessible to people living in the single family homes on the south side of the park. It's way past time for the Planning Board to implement policies that ensure that all residents of Montgomery County, regardless of their income or political connections, have equal access to Montgomery County's beautiful parks.

Thank you for your hard work through the Covid crisis,

Sincerely,

--

Stu Simon

4833 Chevy Chase Drive,
Chevy Chase Drive, Chevy Chase
20815

The CO2 level in the atmosphere the year I was born was 312.4 parts per million (ppm). Today, the CO2 level is at 415.6 ppm, 103 ppm higher. The safe level of CO2 is 350 ppm. **Data source:** co2levels.org/