





## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
County Executive

Christopher R. Conklin  
Director

May 3, 2021

Ms. Grace Bodgan, Planner Coordinator  
Midcounty Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Amended Preliminary Plan  
No. 1200020020E  
Chevy Chase Lake Block B

Dear Ms. Bodgan:

We have completed our review of the administrative plan dated October 10, 2018. A previous plan was reviewed by the Development Review Committee at its meeting on April 13, 2021. Based on our review, we do not have any comments.

Thank you for the opportunity to review this amended preliminary plan. If you have any questions or comments regarding this letter, please contact myself at (240) 777-2118 or at [rebecca.torma@montgomerycountymd.gov](mailto:rebecca.torma@montgomerycountymd.gov).

Sincerely,

*Rebecca Torma*

Rebecca Torma, Manager  
Development Review Team  
Office of Transportation Policy

Sharepoint/transportation/director's office/development review/Rebecca/developments/120020020E cc lake.docx

Cc: Sharepoint correspondence folder FY-2021

Office of the Director

101 Monroe Street, 10<sup>th</sup> Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax  
[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

 [montgomerycountymd.gov/311](http://montgomerycountymd.gov/311) 301-251-4850 TTY

Marc Elrich  
*County Executive*

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*Director*



DEPARTMENT OF TRANSPORTATION

Office of the Director

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

[montgomerycountymd.gov/311](http://montgomerycountymd.gov/311)  301-251-4850 TTY

April 16, 2021

Mr. Don Nelson  
Vika Maryland, LLC  
20251 Century Boulevard, Suite 400  
Germantown, Maryland 20874

Dear Mr. Nelson,

Thank you for the opportunity to review the Post Issuance submittal for the proposed (**Chevy Chase Lake – 14APMO01518**) located on MD 185 (mile point: 1.8) in Montgomery County. The State Highway Administration (SHA) has reviewed the plans and is pleased to respond.

Based on the information provided, please address the following comments in a point-by-point response:

**District 3 Traffic Comments (Provided by Mr. Alvin Powell):**

We note that the developer proposes to change the approved driveway and a previously approved fire access into two one-way couplets which will operate as a right-in/right-out or one-way in/one-way out access. We have no objections to the proposed changes.

**District 3 Hydraulic Comments (Provided by Mr. Nimish Desai):**

Regarding the proposed conversion of the previously approved Fire Access Lane driveway apron to a new one-way out driveway connection, and the conversion of the Chaplin Place driveway connection to a one-way in:

1. Please explain the location of D-107 and ensure the manhole frame and cover will reside entirely on the concrete sidewalk and not intrude on the curb.

*RECOMMENDATIONS*

Please address the above comments and make a formal submission with a response letter. On future submittals, please include an electronic copy of all the hydraulic reports, plans, and computations in PDF format. For clarifications of any of the hydraulic comments, please contact Consultant Hydraulic Reviewer, Mr. Nimish Desai at 443-794-9149 or [ndesai@dewberry.com](mailto:ndesai@dewberry.com).

Mr. Don Nelson  
SHA Tracking No: 14APMO01518  
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April 16, 2021

**Design Technical Services Division (DTSD) Comments (Provided by Mr. John Vranish):**

The plans reviewed for the subject project are compliant with the *MDOT SHA Accessibility Policy and Guidelines for Pedestrian Facilities along State Highways*. The plans reviewed for the subject project are compliant with the *MDOT SHA Bicycle Policy and Design Guidelines*.

**Office of Materials Technology (OMT) Comments:**

**Pavement and Geotechnical Division (PAGD) Comments (Provided by Mr. Salar Zabih):**

1. Please replace “Mill” with “Fine Mill” everywhere in the plan sheets.
2. In Sheet SHA-IMP-IMP 3, it has been referred to Standard No. MD 630.01 for driveway entrance (which is correct). This standard uses Rigid pavement section. However, driveway entrance is shown using Bike Lane Legend. Please clarify what pavement section is going to be used for the driveway entrance. Bike lane Asphalt section is not strong enough to be used as commercial driveway. If you are planning to use flexible pavement, I recommend providing a new pavement section or using the existing pavement section proposed for MD 185.
3. Please use appropriate legend item to show this area to prevent confusion.

Further plan submittals should reflect the above comments. Please submit electronically (via our online system <https://mdotsha.force.com/accesspermit>) the plans and all supporting documentation in PDF format, including a point-by-point response to reflect the comments noted above directly to the Access Management Division. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via the SHA Access Management web page at

<https://www.roads.maryland.gov/mdotsha/pages/amd.aspx>. If you have any questions or require additional information please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at [kwoodroffe@mdot.maryland.gov](mailto:kwoodroffe@mdot.maryland.gov) or [shaamdpermits@mdot.maryland.gov](mailto:shaamdpermits@mdot.maryland.gov).

Sincerely,



for Erica Rigby  
District Engineer

ER/jwm

Mr. Don Nelson  
SHA Tracking No: 14APMO01518  
Page 3 of 3  
April 16, 2021

cc:

Ms. Natasha Aidoo (SHA District 3 Traffic)  
Mr. Roberto Barcena (SHA – OMT)  
Ms. Grace Bogdan (Montgomery Planning)  
Mr. Marvin Coble (SHA – OMT)  
Mr. Nimish Desai (SHA District 3 Hydraulic Reviewer)  
Mr. Mark Etheridge (Montgomery County Department of Permitting Services)  
Ms. Katherine Mencarini (Montgomery Planning)  
Mr. Jared Paper-Evers (SHA – DTSD)  
Mr. Alvin Powell (SHA District 3 Traffic)  
Mr. John Vranish (SHA – DTSD)  
Mr. Kwesi Woodroffe (SHA District 3 Regional Engineer)  
Mr. Salar Zabihi (SHA – OMT)



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

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**DATE:** 27-Feb-17  
**TO:** Logan Alomar  
VIKA, Inc  
**FROM:** Marie LaBaw  
**RE:** Chevy Chase Lake Block B  
12002020B 820160190

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**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **27-Feb-17** .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 Statement of Performance Based Design \*\*\***

**\*\*\* 5/29/2018 Sheeting & Shoring interim access plan approval for B3 \*\*\***

**\*\*\* 12/3/2019 Interim access plan approval for B1 \*\*\***

**\*\*\* 5/21/2021 Amendment: modifying vehicular & pedestrian access to buildings B1 & B2 \*\*\***

**Chevy Chase Hills Civic Association**

April 9, 2021

Intake and Regulatory Coordination Division (IRC)  
M-NCPPC  
2425 Reddie Drive  
Wheaton, MD 20902

**Re:** Preliminary Plan Amendment 12002020E and Proposed Site Plan Amendment 82016019D

To Whom It May Concern:

I am writing on behalf of the Chevy Chase Hills (“CC Hills”) Civic Association to object to Preliminary Plan Amendment 12002020E and Proposed Amendment 82016019D (“the Proposal”). The Proposal will marginalize and isolate the Town Square feature of Block B of the Chevy Chase Lake development, one of the major public amenities that was promised during the planning stages of the Chevy Chase Lake Sector Plan and that will provide immeasurable value to the residents and patrons of the development and the neighboring communities. For these reasons, we oppose the Proposal.

The CC Hills neighborhood, which is directly adjacent to the Chevy Chase Lake development on the west side of Connecticut Avenue, is a cluster of approximately 50 homes in an idyllic setting situated between Howard Hughes Medical Institute to the north, and the Columbia Country Club to the west and south. The neighborhood is completely contained by these landmarks, with the only ingress and egress to and from the neighborhood on either Manor Road or Laird Place, which both feed directly onto Connecticut Avenue. As a result of this unique setting, the CC Hills neighborhood is certainly one of the most impacted by the development of Chevy Chase Lake.

Currently, the Sector Plan calls for a hardscaped plaza on the north side of the planned “Town Square.” This area, in the current version of the Plan, is set to be a paved pedestrian promenade that runs the southern length of Building B2 and separates that building from the Town Square. As it has been since 2016, this promenade was intended, on the one hand, to allow access to fire and emergency vehicles to the building, but, on the other hand, to provide a soft, aesthetically pleasing transition from the sidewalks of the local businesses to the enjoyable features of the Town Square, such as the lawn and tree-lined plaza.

The Proposal seeks to convert this element of the planned design to an active one-way street, connecting what is planned to be a new street named Chevy Chase Lake Terrace to Connecticut Avenue for the stated purpose of providing a pick-up and drop-off area for residents, or as the Proposal states, to “accommodate vehicular drop-off for the B2 building.” In effect, the road would primarily be used for purposes that are undesirable to the patrons of the development, such as an idling location for visiting vehicles and as a spot for residents to pick up their Uber or Lyft, or as a thoroughfare for cars trying to gain quick access to Connecticut Avenue.



The Proposal seeks to make a handful of other related and equally undesirable changes to the Town Square feature. The Preliminary and Site Plan Amendments propose, but do not define, the following additional changes:

- Slight reconfiguration and redesign of Town Square to accommodate road modifications;
- Adjustment to public open space; and
- Associated modifications to hardscape, landscaping and lighting design.

The Proposal should not be approved because the negative impact on the utility of the Town Square greatly outweighs any purported benefit of the conversion to a one-way street. The Proposal would result in the Town Square being surrounded on all sides by vehicle traffic on active streets. The desired experience of utilizing open space to relax and enjoy time outside in green space with friends and family will be greatly diminished as a result. In effect, with cars traveling in every direction, the Town Square will be marginalized into nothing more than a glorified traffic median. In addition, it is important that families and other pedestrians be able to safely and seamlessly move between the residences, local businesses and the Town Square. The conversion from promenade to one-way street increases safety risks considerably.

The Proposal's purported benefits can be achieved with other, less-intrusive solutions. The current Chevy Chase Lake Sector Plan provides that residents, visitors or patrons of Building B2 can walk to the east end of the building, or across the plaza to planned Chaplin Street. Chevy Chase Lake Terrace will run the entire eastern length of Building B2 and can be designed in such a way that provides ample space for delivery trucks, visitors and ride hailing services, without imposing on one of the main focal points and main public amenities of the entire development.

Public open space within the Chevy Chase Lake development has been one of the stated features from the early stages of development – in fact, it was part of the plan since the beginning, promised to the community by the Planning Board and expressly included in the plan as currently written. In particular, page 52 of the Chevy Chase Lake Sector Plan states:

The public space on the Chevy Chase Lake East Shopping Centers **is one of the major public amenities in the Sector Plan** and it is possible that the Planning Board will find that the optimum public open space to serve the needs of existing and future residents will be larger than the required CRT Zone.

Contrary to the words **and** the spirit of the Sector Plan, the Proposal seeks to scale back this major public amenity by tarnishing the aesthetic value and limiting the utility of the area. While we are not asking to make this area larger, like the drafters of the Plan allowed for, we are at least seeking to preserve the existing plan.

A few years ago, when the Purple Line construction began, we lost the cherished and highly-used Capital Crescent Trail. Now that this trail has been taken away, there is little shared public green space in the area. An attractive, usable Town Square will be an amenity that will make the Chevy Chase Lake development a desirable destination. In addition, we believe it will add to the economic success of the businesses that open in the Chevy Chase Lake development, attracting families and other patrons seeking to utilize and spend time in an attractive, usable, safe common area while patronizing the adjacent businesses. Certainly, the residents of CC Hills will be more likely to frequent the shops and restaurants in Chevy Chase Lake if this crucial aspect of the plan is retained.

We would be honored to speak with you about this topic and answer any additional questions you may have.

Sincerely,

*Webster Beary* 

Webster Beary & Charles Hawkins

Co-Presidents, Chevy Chase Hills Civic Association

**From:** [joseph kenary](#)  
**To:** [Bogdan, Grace](#)  
**Subject:** Chevy Chase Lake Plan  
**Date:** Saturday, April 10, 2021 10:49:54 PM

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

My wife and I have resided directly across Connecticut Avenue and up the hill from the subject planned roadway. We object to its construction. It violates the letter and spirit of the Plan.

Joseph and Mary Lou Kenary  
8511 Longfellow Place  
Chevy Chase, MD 20815

Sent from my iPad

April 10, 2021

Intake and Regulatory Coordination Division (IRC),  
M-NCPPC  
2425 Reddie Drive  
Wheaton, MD 20902

**Re:** Preliminary Plan Amendment 12002020E and Proposed Site Plan Amendment  
82016019D

To Whom It May Concern:

I am a resident of Chevy Chase Hills, and immediate past president of its civic association (2013-2021). I am in full agreement with the points raised by my successors, Mr. Hawkins and Mr. Beary, in their letter to you.

I would like to note that what is being sought via this eleventh hour proposed amendment, i.e., a road to run directly in front of Building B2, was previously sought years ago by the developers of Chevy Chase Lake, *and that proposal was formally rejected by the Planning Board in 2016 when the current plan was approved.*

Such a road will save the residents of Building B2 a few steps when being picked up or dropped off. But that was just as true in 2016 as it is now. Nothing new is offered in the current proposed amendment for why the Planning Board's earlier decision should be changed. The Planning Board having already decided this matter and with no new evidence offered, purely as a procedural matter the proposal should be denied.

What the Planning Board saw in 2016 seems very obvious: that such a road will significantly detract from the quality of the park space that is intended to be the central focus of the Chevy Chase Lake project. Insofar as this project, for better or worse the park space is what the eye first sees. As proposed in this amendment, it will be incrementally more dangerous because it will be surrounded on all our sides by road and traffic. It will be less appealing as a place to go to and linger for it will not be organically connected to anything. It will be an island. As proposed it will not enhance, indeed likely detract from, the value of many retail businesses for which an attractive, safe, easily accessible open space would be a strong asset.

The proposal should not be approved.

Sincerely,



David T. Read  
8509 Lynwood Place  
Chevy Chase, Maryland 20815

**From:** [Tim Pryor](#)  
**To:** [Bogdan, Grace](#)  
**Subject:** Preliminary Plan Amendment 12002020E and Proposed Site Plan Amendment 82016019D  
**Date:** Saturday, April 10, 2021 7:18:07 PM

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

Dear Planning staff and board:

We believe plans to reduce the public space at Chevy Chase Lake by turning a pedestrian promenade into a road open to vehicular traffic is bad for the community and violates the spirit of the Chevy Chase Lake Sector Plan. We urge you to reject the preliminary plan amendment and proposed site amendment associated with this change.

As residents of Chevy Chase Hills, we had hoped to see more public space at Chevy Chase Lake. The proposed green space at the development is already small. The pedestrian promenade proposed to border it to the north will at least make it feel bigger than it is, and create a transition for visitors and residents who seek to enjoy the property's retail and community amenities.

Replacing the pedestrian walkway with a road open to vehicular traffic would make the green space less likely to be used. Cars passing by on all sides would make the space more dangerous, and would decrease the space's already limited recreational opportunity.

The Chevy Chase Lake Sector Plan encouraged the development to make the space bigger than proposed, not smaller.

We encourage you to reject this proposal and send a message that the property's owners should not waste your, or the community's, time in the future with similar efforts. We lead busy lives, and don't appreciate having to rally to oppose this issue when it so clearly violates the spirit of the Sector Plan.

Sincerely,

Tim and Sylvia Pryor  
8415 Lynwood Place  
Chevy Chase, MD 20815

Sunday, April 11, 2021

Intake and Regulatory Coordination Division (IRC),  
M-NCPPC  
2425 Reddie Drive  
Wheaton, MD 20902

Dear Planning Board and Staff:

As long-time residents (since 1987) of Chevy Chase Hills, we are writing to express our strenuous objection to the Preliminary Plan Amendment 1200202E and Proposed Amendment 82016019D (“the Proposal”). The Proposal reflects a plan to significantly reduce the public space promised by developers in the original Chevy Chase Lake Sector Plan by converting a paved pedestrian promenade on the north side of the “Town Square” green space into a one-way street for cars trying to gain quick access onto Connecticut Avenue.

This Proposal would be yet another obstacle introduced to eliminate effective open space for the residents of this area, and potential customers for the businesses that are anticipated to be part of the new Chevy Chase Lakes Sector Plan. By turning the hardscape plaza, originally intended to be part of the Town Square only available to fire and emergency vehicles, into a one-way street, this proposed set of amendments to the Sector Plan would greatly diminish the possibility of an aesthetically-pleasing transition green space between buildings and the exit to the Connecticut Avenue sidewalk. In effect, this change would set up a scenario where the Town Square is reduced and surrounded on all sides by vehicular traffic moving onto active streets.

Right now, Connecticut Avenue experiences bumper-to-bumper, in-bound rush hour traffic for four hours each morning, and another five hours outbound in the evening. This proposed change would have cars turning on to an already heavily congested Connecticut Avenue with the corner probably only three or four car lengths before the Manor Road - Connecticut Avenue intersection. That seems like really bad idea from a traffic engineering standpoint and a recipe for traffic accidents in the future.

In addition, the site plan Amendments appear to permit slight reconfiguration and redesign of the Town Square to accommodate the proposed one-way road’s traffic, an adjustment to available public open space, and associated modifications to hardscape landscaping and lighting design. This is completely contrary to a stated feature promised in the original development document - (see page 52 of the Chevy Chase Lakes Sector Plan), that noted “...the public space on the Chevy Chase Law. East Shopping Centers is **one of the major public amenities in the Sector Plan** and it is possible that the Planning Board will find that the optimum public open space to serve the needs of existing and future residents will be larger than the required CRT Zone.” The Preliminary Plan Amendments noted above would appear to be going exactly in the opposite and wrong direction. The Plan should be making this space larger, not smaller.

As long-time residents, we have seen steady urbanizing encroachments disrupting our neighborhood which is on the west side of Connecticut Avenue and surrounded by the Columbia Country Club to the west and south and by the Howard Hughes Medical Center to the north. While these properties have contributed to the previously tranquil nature of our neighborhood - something immensely valued by us and our neighbors - the harsh reality is that we are being immensely impacted by this development coming as it is on the heels of losing the highly cherished and utilized Capital Crescent Trail, soon to be

replaced by the Purple Line. The net effect of these two projects has been a loss of valued green space as well as cherished neighborhood grocery store and pharmacy that served our community as focal points for community interaction. Those losses have had adverse impacts on our neighborhood and that is why the preservation of the "Town Square" in the Chevy Chase Lakes East project is so important as a mitigation. An attractive, usable Town Square green space would enhance the Chevy Chase Lakes development as a potential destination. Its existence would make it more likely that families and other customers, including those from our neighborhood, would spend time there and patronize the adjacent businesses, much like that pedestrian areas now coming off Bethesda Avenue in downtown Bethesda.

We cannot accept the changes articulated in these amendments as they would mean promises made, but not kept, by the developers, and they would impose further unwelcome diminutions to the quality of life that attracted us to come here in 1987. Further, given the likelihood that these amendments would likely increase traffic safety issues for the area, we think it incredibly unwise for these amendments to be permitted.

We urge you to reject them as violations of the spirit and actuality of the original plan, and thereby help preserve what little open green space might continue to exist in that part of our neighborhood. We are happy to speak with you about our opposition and answer any additional questions our letter might generate for you.

Sincerely,

Thomas and Barbara Kennedy  
4002 Laird Place  
Chevy Chase, MD 20815

**From:** [Pat Leibowitz](#)  
**To:** [Bogdan, Grace](#)  
**Subject:** Note from Pat and Lewis Leibowitz  
**Date:** Wednesday, April 14, 2021 11:29:39 AM

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

We are opposed to the plans to reduce public space in the new Ritz Carlton development. There is hardly enough green space as it is and the community needs this as they visit the shops and other spaces there. A road will be dangerous to those using these spaces and it will cut down on an already too small green area. Thank you. Pat and Lewis Leibowitz





**Steven A. Robins**  
301-657-0747  
sarobins@lerchearly.com

**Elizabeth Rogers**  
301-841-3845  
ecrogers@lerchearly.com

April 29, 2021

**BY ELECTRONIC DELIVERY**

Mr. Casey Anderson, Chair

And Members of the Montgomery County Planning Board  
Maryland National Capital Park and Planning Commission  
2425 Reedie Drive, 14<sup>th</sup> Floor  
Wheaton, MD 20902

Re: Response to Expressed Community Concerns  
Chevy Chase Lake Block B  
Preliminary Plan Amendment No. 12002020E &  
Site Plan Amendment No. 82016019D

Dear Chairman Anderson and Members of the Planning Board:

The purpose of this letter is to respond to certain letters of objection from various community members, including a letter by Chevy Chase Hills Civic Association on April 9, 2021; an email from Tim and Sylvia Pryor submitted on April 10, 2021; a letter from David T. Read on April 10, 2021; an email from Joseph Kenary on April 10, 2021; and a letter from Thomas and Barbara Kennedy submitted on April 11, 2021 (collectively, the "Community Correspondence"), all submitted in connection with the above-referenced Preliminary and Site Plan Consent Agenda Amendments (the "Amendments"). For the reasons outlined below, we do not believe that these objections are warranted.

The Applicant in this matter, Bozzuto Development Company, has worked closely with Staff on the Amendments which we believe will significantly strengthen and improve this important project, located at the heart of Chevy Chase Lake. The Amendments primarily seek to reintroduce a private road in front of the B2 Building, which was included in the Sketch Plan No. 320160030 that was approved by the Planning Board. As a result, the proposed Amendments are specifically in conformance with the approved Sketch Plan.

Mr. Casey Anderson  
and Members of the Montgomery County Planning Board

April 29, 2021

Importantly, the private road has been designed as a Woonerf<sup>1</sup>/shared street that clearly favors the pedestrian and will continue to function as an extension of the Town Square, much like the currently approved fire access lane. No changes are proposed to the overall amount of public use space on-site. As such, the proposed and previously approved private road will not adversely impact the design, use or functionality of the central Town Square.

### **I. Expressed Objections**

The community raises objections to the Amendments, in large part based on the perceived, adverse impacts it will have on the design and usability of the Town Square. As discussed below, we wholeheartedly disagree with these claims. The comments are summarized, and in turn responded to, below:

#### **A. Isolation and Marginalization of Town Square**

The point is raised that the reintroduction of the private road on the north side of the Town Square, where the fire access lane currently exists, will “marginalize and isolate the Town Square” “into nothing more than a glorified traffic median.” (Chevy Chase Hills Civic Association). They argue that the private road will turn the Town Square into “an island” that “will be less appealing as a place to go to and linger for it will not be organically connected to anything.” (David T. Read). We strongly disagree with this characterization of the proposed, private road.

Today, the Project provides an approximately 17,000 square foot Town Square located in the approximate center of the Property. These Amendments propose to increase the size of the Town Square by approximately 2,500 square feet, resulting in an overall area of 19,500 square feet. A 20 foot-wide fire access lane abuts the Town Square directly to the north. It is true that the fire access lane has been designed to provide an extension of the Town Square and opportunities for pedestrian circulation when not in use by emergency vehicles. However, that functionality and design will not change with the proposed Amendments. The Applicant is proposing to convert the 20-foot fire access lane into a 12-foot, one-way “Woonerf” or shared street that will provide for vehicular access but at a pace that clearly favors the pedestrian (the remaining eight feet will continue to function as a fire access lane, as it does under the current approvals). The shared street has been designed with specialty pavers, to signal to vehicles that they are entering a pedestrian

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<sup>1</sup> A Woonerf is a “living street” or “complete street” that generally favors the pedestrian and is designed with special features to reduce vehicular traffic speeds.

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realm<sup>2</sup>. The shared street will have consistent paving material to read as one unified space, but will employ different paving textures and/or patterns to distinguish the pedestrian realm. A notable, successful use of a Woonerf, is at the Wharf development in Washington, DC, which is often touted for its successful placemaking and lively public spaces. Similarly, here, the Woonerf will continue to function as an extension of the Town Square. The outdoor café seating on the north side of Street C will help to activate and visually tie together both sides of the shared street as one cohesive space.

### **B. Sector Plan Conformance**

Some of the correspondence argues that the “the Sector Plan calls for a hardscaped plaza on the north side of the planned ‘Town Square.’” (Chevy Chase Hills Civic Association). There is no reference given to a specific page number for this assertion and we are not aware of any such recommendation in the Sector Plan. The Sector Plan “recommends a public open space of approximately ½-acre” on the Property but specifically allows the Planning Board to “determine its exact size, location and design through the development process.” (Sector Plan, Page 26). As mentioned, the approved Sketch Plan, which was found to be in substantial conformance with the Sector Plan, included the proposed one-way street – we do not recall any objections to the street expressed at that time. It was entirely the Applicant’s decision to replace the one-way street with a fire access lane in connection with the subsequent Preliminary and Site Plan applications. David T. Read’s contention that the private street, at this location, was “formally rejected by the Planning Board” is completely false.

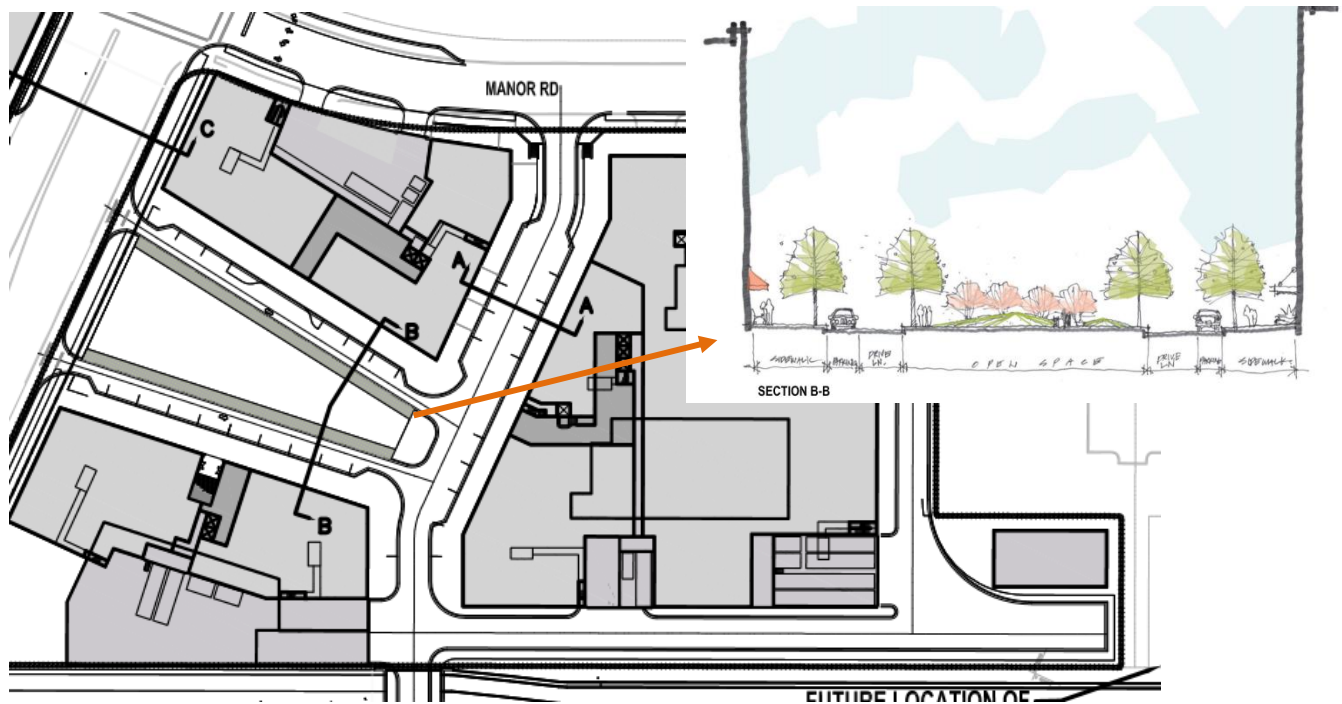
The proposed Amendments continue to be in substantial conformance with the Sector Plan. The overall design and function of the Town Square will remain largely unchanged. Notably, as mentioned above, the overall size of the Town Square will be increased by approximately 2,500 square feet, resulting in an overall area of 19,500 square feet (as compared to 17,000 square feet previously approved). This additional area largely results from the conversion of Chaplin Place (to the south of the Town Square) into a one-way street (as opposed to two-way), which has allowed the Town Square to expand further to the south. As previously mentioned, this one-way vehicular circulation pattern around the Town Square is fully consistent with the circulation originally proposed by the Sketch Plan (*See* below for an excerpt from Sheet No. SK-9 of the Approved Sketch Plan).

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<sup>2</sup> In this respect, New Street C will be distinguished from Chevy Chase Lake Terrace (and surrounding streets like Manor Road and Connecticut Avenue), which will be paved with asphalt and serve as the main vehicular thoroughfares.

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### C. Amount of Public Open Space and usability of this space

The contention that the Amendments result in a significant reduction of public open space is unfounded. As mentioned above, the Amendments actually proposed to increase the size of the Town Square. Furthermore, no change is proposed to the total amount of approved, on-site public open space (*i.e.* 27,000 square feet).

The Community also asserts that the proposal will limit the utility of the area, greatly diminish the experience, and make the Town Square a much less appealing place to be. We disagree. The overall design and function of the Town Square will remain largely unchanged. In fact, the Amendments propose additional outdoor dining/seating opportunities with additional tree coverage along the southern portion of the Town Square, adjacent to Chaplin Place, to further enliven and activate this space. This café seating has been strategically located surrounding the proposed water feature, to better integrate the water fountain into the Town Square and provide additional opportunities for social gathering and relaxation (previously the water feature served more as a barrier between Chaplin Place and the Town Square). This café seating also complements the café seating on the north side of the shared street (previously approved) and in effect bookends this significant public amenity. This, in combination with the other public amenities previously proposed, including a water fountain, flexible lawn, and moveable

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furniture for various seating opportunities, will create a vibrant community gathering area that will function as the heart and center of the Chevy Chase Lake development and greater community.

#### **D. Pedestrian and Vehicular Activity**

The Community argues that the Applicant is taking away a predominately pedestrian pathway (also approved for fire access) and turning into an “active street.” The correspondence asserts that by taking away the pedestrian promenade, the Town Square will feel smaller. As mentioned above, the shared street has been designed to allow for vehicular activity but at a pace that favors the pedestrian. The shared street will be constructed of specialty pavers that have been designed to blend harmoniously with the Town Square, while also clearly demarcating the pedestrian and vehicular zones. As such, the proposed shared street will have a very similar visual effect as the previously approved fire access lane – the shared street will continue to be an extension of the Town Square. There will also be a 5’ pedestrian pathway on the north side of Street C that will provide additional opportunities for pedestrian circulation outside of the Woonerf. Furthermore, the Town Square has been physically expanded to the south, resulting in a net increase in the overall size. The proposed Amendments will eliminate the two-way private street that presently is part of the plan and replace it with a one way loop.

Lastly, although the community argues this will be an “active street,” the shared street is not anticipated to carry significant amounts of traffic. The other internal, private streets within Block B are the primary vehicular routes, as identified by their traditional asphalt paving and design. The proposed shared street is primarily intended to provide opportunities for drop-off for the B-2 residents.

#### **E. Safety**

The community also expressed concern that the proposed shared street will “be incrementally more dangerous” and “increase safety risks.” (Letter from David Read and Chevy Chase Hills Civic Association). We again wholeheartedly disagree. What we do agree with is that “it is important that families and other pedestrians be able to safely and seamlessly move between the residences, local businesses and the Town Square.” (Chevy Chase Hills Civic Association). That is exactly what the proposed Amendments do. The shared street has been designed to favor the pedestrian and encourage pedestrian activity. As demonstrated on the Site Plan, there will be adequate signage to inform vehicles of the on-site circulation patterns and that they are entering a shared space. Furthermore, the speed limit will be lower than Chevy Chase Lake Terrace to further promote pedestrian

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safety. Shared streets create safe, pedestrian friendly, active urban environments – the Wharf is a prime example of this in the region, although woonerfs have been successfully used around the world for quite some time.

Furthermore, by converting Chaplin Place to a one-way street, the Amendment also promotes pedestrian connectivity and safety on the south side of the Town Square (by both limiting the roadway width and number of lanes that pedestrians have to cross).

#### **F. Traffic Impacts**

The Letter from Thomas and Barbara Kennedy raises concerns with the location of the proposed egress from Street C onto Connecticut Avenue. This concern is not supported by the analysis prepared by the Applicant’s transportation consultant. Furthermore, the Applicant met with the State Highway Administration before filing the Amendments – SHA has confirmed that the proposed access point is acceptable and meets SHA standards.

Furthermore, the proposed Amendments will not have significant traffic impacts on the roadway network. Chevy Chase Lake Terrace will remain unchanged and will continue to serve as the main vehicular passageway, connecting to Manor Road and ultimately, beyond the site, to Chevy Chase Lake Drive. As mentioned above, because Chaplin Place is proposed to be converted into a one-way private street, there will continue to be only one point of ingress and one point of egress on Connecticut Avenue.

#### **G. Suggested Alternative Designs are not Feasible**

In their correspondence, the community suggests several alternative solutions to achieve the desired drop-off for B2 residents. The community suggests that the pick-up and drop-off for B2 residents can either be along Chevy Chase Lake Terrace (at the east side of the building) or on the opposite side of the Town Square, along Chaplin Place. Neither of these options provide for convenient, sheltered pick-up and drop-off for the proposed Ritz Carlton Residences. There is no covered path of travel from Chaplin Place to the B2 Building entrance – during inclement weather, the residents would have to traverse the Town Square in an exposed condition to access their “front door.” Additionally, there are several challenges with locating the drop-off on Chevy Chase Lake Terrace, given that this is the Project’s main vehicular thoroughfare and the potential for vehicle queuing back onto Manor Road. Not to mention, it does not provide the same convenience, given that the building entrance lobby cannot be accessed from this façade. The B2 Building is nearing completion of construction and as such, no interior changes can be made at this late stage. A proper drop-off for this condominium

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building is essential to its success. The reintroduction of this private street achieves this objective.

### H. Clarifications

Lastly, although not particularly a substantive concern, the Civic Association letter argues that the Amendments do not define the following modifications:

- Slight reconfiguration and redesign of Town Square to accommodate road modifications;
- Adjustment to public open space; and
- Associated modifications to hardscape, landscaping and lighting design.

This text comes from the amendment summary, included in the notice materials. The notice materials direct interested parties to where they can get more information on the applications. The application materials filed with Park and Planning, including the black and white/redline plans and letter of explanation, provide detail on all changes proposed by these Amendments.

### II. Conclusion

For all the reasons outlined above, we do not believe these objections are warranted. The proposed Amendments, particularly the reintroduction of the previously approved private street and one way loop, will not significantly alter the Town Square, which will continue to provide a significant public amenity for the community. Importantly, the Amendments will greatly improve the experience of future residents of the B2 Building, and therefore contribute to the long-term success of the Project. Accordingly, we respectfully request approval of these Amendments.

Sincerely,



Steven A. Robins



Elizabeth C. Rogers

cc: Ms. Gwen Wright  
Mr. Paul Mortensen  
Mr. Robert Kronenberg  
Mr. Elza Hisel-McCoy

Ms. Stephanie Dickel  
Ms. Grace Bogdan  
Mr. Justin Kennell