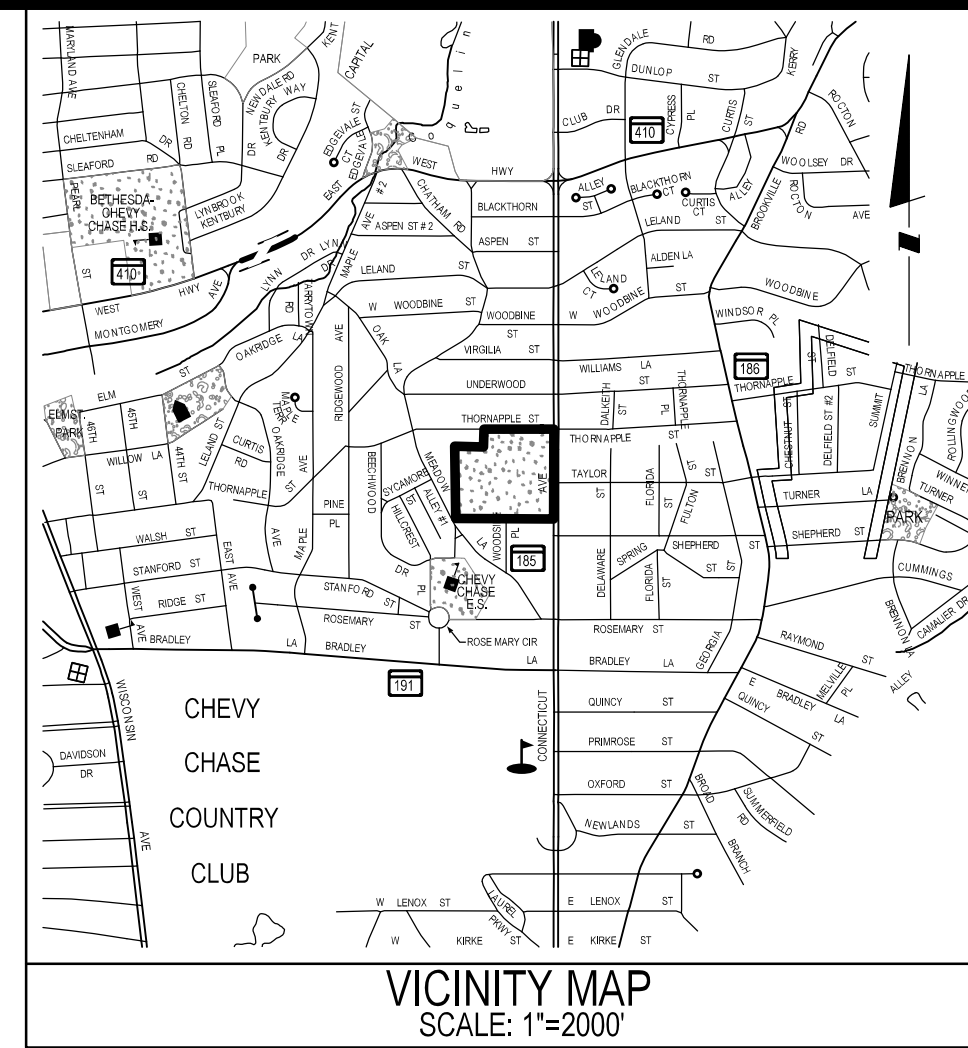


CORSO CHEVY CHASE

LOCAL MAP AMENDMENT H148

FLOATING ZONE PLAN


SOLTESZ, INC.

ROCKVILLE OFFICE
2 Research Place, Suite 100
Rockville, MD 20850
P. 301.948.2750 F. 301.948.9067
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE
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MISS UTILITY NOTE

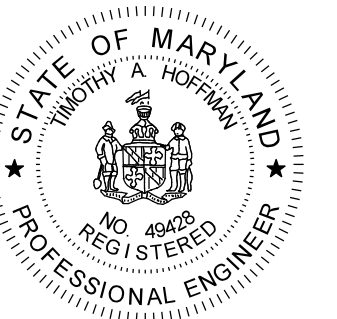
INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY USING TESTS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION, IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS. CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

Corso DC, LLC
700 K Street, NW
Washington, D.C. 20001
(202)232-3068 (T)
FAX #

PROFESSIONAL CERTIFICATION

HEREBY CERTIFY THAT THESE DOCUMENTS WERE
REPAIRED OR APPROVED BY ME, AND THAT I AM A DULY
LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS
OF THE STATE OF MARYLAND.
LICENSE NO. 49428, EXPIRATION DATE: 05-31-2024



FLOATING ZONE PLAN


LOCAL MAP AMENDMENT H-148


CORSO CHEVY CHASE

BETHESDA (7TH) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND

TAX MAP HN42, 0000	ZONING CATEGORY: CRNF-1.5, C-0.25, R-1.25, H-70
WSSC 200' SHEET	

SITE DATUM	
HORIZONTAL: <u>NAD 83/91</u>	
VERTICAL: <u>NGVD29</u>	

 <p>1" = 40'</p>	<p>DATE: 1/13/2023</p>
<p>SHEET \$1.00</p>	<p>DESIGNED: NC</p>
	<p>TECHNICIAN: NC</p>
	<p>CHECKED: KDL</p>
	<p>CAD STD.'S: V8 / NCS</p>
	<p>VERSION:</p>

PROJECT NO.	4180-01-01	
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Corso Chevy Chase (4H) Data Table

Development Standards	Permitted/Regulating/Design Ordinance Development Standards	Proposed
Per Zoning ordinance in effect October 26, 2014 Existing Zoning Proposed Zoning	R-50	CRRF-1.5, C-0.25, R-125, H-70
Development Standards Net Total Area Percent Total Area Total Tract Area % Proposed Dedication	742,830 GFA (1.29 FAR) Phase 1 Phase 2 Total GFA 884,930 GFA (0.20 FAR) 884,930 GFA (1.70 FAR)	132,900 ac. 535,457 GFA 13.20 ac. 54,880 GFA 13.64 ac. 594,217 GFA 0.96 ac. 2,688 GFA
Residential Density	Residential 742,830 GFA (1.29 FAR)	656,000 GFA 1200 Independent Living Units and Assisted Living Suites <i>classified as Dwelling Units with 30 memory care beds</i> 410,000 GFA 11,000 GFA 500 GFA (Phase 2) 700,000 GFA (1.68 FAR)
Commercial Density Total Density	884,930 GFA (0.20 FAR) 884,930 GFA (1.70 FAR)	200,000 GFA 700,000 GFA (1.68 FAR)
Total FAR	1,627,760 GFA (1.99 FAR)	700,000 GFA (1.68 FAR)
Minimum Required Dwelling Units (RFDUs):	10% of dwelling units (including Independent Living Units and Assisted Living Units classified as dwelling units) on the abutting property. MRDUs will be provided in accordance with Chapter 25A, either on-site or via an Alternative Compliance Agreement	up to 62 MRDUs
Maximum Building Height (SR 4.5.6 (Average median height))	Residential 70' 0" (stories)	77' 0" (stories) 60' (4 stories) along Commercial Avenue within 60' of the property line
Height Compatibility (SR 4.5.6.A.1 & 4.1.8)	When the subject property abuts a property line in an Agricultural, Rural Residential, Residential, Detached Residential, Transitional Single-Family or a vacant or improved lot or agricultural or residential area, any building on the subject property shall be a 40-degree angular plane projecting over the subject property, measured from a height equal to the height above a standard finish in the abutting zone of the setback line determined by Section 4.1.8.2.	Complies
Open Space (SR 4.1.8)	10% or 50,562 GFA of lot tract area	52,289 GFA (1.29 acres or 1.1%)
Urban Canyons (SR 4.5.6.A.1 & 4.1.8)	The minimum side setback is equal to 1.5 times the minimum side setback required for a detached house on the abutting property. The minimum rear setback is equal to 1.5 times the minimum rear setback required for a detached house on the abutting property. If screening walls is greater than the minimum setback under Section 4.1.8.2.6, the minimum setback equals the required screening wall.	Complies Complies
Setbacks and Placement	Front Setback (Connecticut Avenue) Side Street Setback (Thompson Street) Side Setback Rear Setback	NA 19' Min. If Provided 12' Min. If Provided 12' Min. If Provided 12' Min. If Provided
Parking Requirements (SR 4.2) to be Realized at Site Plan	500 Min. spaces above 500 GFA, 1.25 per bed, 1 per 30 U.S. per Employee and Max. 2.5 per bed, 1 per 30 U.S. per Employee 25 Spaces per 1000 U.S. 323 spaces min. 500 spaces max	478 spaces plus 42 bedroom spaces (Based on 420 independent dwelling units, 30 memory care beds, and 100 employees) 503 spaces plus 42 bedroom spaces
Electric Vehicles Phase 1 Phase 2 CarShare (Phase 1)	1% of total lot spaces 4 spaces 4 spaces 4 spaces	4 spaces 4 spaces 4 spaces
Parking Provided (SR 6.2)	Total Phase 1 Garage Phase 2 Garage Phase 1 Surface Parking	503 spaces plus 42 bedroom spaces 204 spaces plus 42 bedroom spaces 200 spaces 251 spaces 8 spaces
Bicycle Parking (SR 6.2.4.1 and SR 6.2.4.2) 120 bicycle spaces per 1000 U.S. or 1 per 10 U.S. 50% of spaces for long-term use 10% of spaces for short-term use	50 spaces 25 spaces 4 spaces	56 spaces (phase 1) 45 spaces (phase 2) 4 spaces (phase 1)
Screening Requirements (SR 6.5)	Required along southern and western property boundaries and a small portion of the northern property boundary, where signs having restricted height above	Southern Property Boundary: Complies Western and Portion of Northern Property Boundary: May need alternative compliance due to Forest Generation Elements
Landscape Screening requirements for an apartment building over 60' height or multi-use building over 60' height	First details to be determined at end of Site Plan.	

BINDING ELEMENTS:

5. Use of the property will be limited to age-restricted housing and ancillary commercial establishments. No more than 5,000 square feet of commercial use, with no single establishment larger than 2,500 square feet shall be permitted. Such commercial establishments shall be made available to the general public.
6. Vehicular access to and from Thornapple Street, Woodside Place, and Meadow Lane and the property shall be prohibited. Vehicular access shall be limited to Connecticut Avenue. The Applicant will commission a Comprehensive Vehicular Site Access Study that shall include, at a minimum, review of the existing roadway, intersection geometrics, speed limits, existing turning movement vehicular and pedestrian counts, evaluation of collision data for the most recent three-year period, forecasted future traffic volumes based upon the existing traffic counts and proposed program, and a signal warrant analysis. The Applicant will work with the State Highway Administration and the Town of Chevy Chase to determine the need for traffic-related measures along Connecticut Avenue.
7. The Applicant shall commission a Parking Demand Analysis to ensure on-site parking for all property employees and visitors, including during peak use and visitation periods is adequate.
8. The Applicant shall provide, at no cost to the Town of Chevy Chase, an enclosed and secure garage space of approximately 1,300 square feet. Five (5) additional and adjacent parking spaces shall be provided for use by Town of Chevy Chase employees. The Applicant shall provide the Town of Chevy Chase a temporary enclosed and secure garage of approximately the same size during construction.
9. The Applicant shall place areas, as more accurately depicted on the Final Forest Conservation Plan, generally along the western and northern property lines, in a Category I Conservation Easement. The Town of Chevy Chase forestor shall be included in proceedings regarding the creation and maintenance of the Category I Conservation Easement.
10. The Applicant shall construct new pathways connecting the existing sidewalk on Thornapple Street with Connecticut Avenue and connecting the property with Woodside Place. No pedestrian pathway shall directly connect between Woodside Place and Connecticut Avenue. A public walking path through the proposed Category I Conservation Easement, as applicable, generally located along the western property boundary, shall be prohibited.
11. The Applicant shall maintain minimum building setbacks as shown on the Floating Zone Plan, including a maximum building height of sixty feet (60') for a distance of eighty feet (80') from Connecticut Avenue.
12. The Applicant shall comply with all applicable stormwater management regulations. A Town of Chevy Chase-appointed engineer shall be included in the development of stormwater management plans and strategies for the property.
13. The Applicant shall locate and/or screen refuse storage and collection areas and loading and service areas so as to minimize view and noise from adjacent property boundaries.
14. The Applicant shall install planting materials that are primarily native species. The Applicant shall remove the bamboo on the south side of the property, in accordance with all applicable Town of Chevy Chase and County regulations. Sufficient planting medium depth shall be installed above garage areas to support canopy and shade trees, where applicable.
15. The Applicant shall install a non-deciduous tree screen along south property line outside of the Category I Conservation Easement. Foundation planting shall be installed where garage walls extend above grade.
16. The Applicant shall provide site lighting according to applicable County regulations and coordinated so as minimize impact to adjacent properties.
17. The Applicant, in concert with the Town of Chevy Chase, shall prepare and codify a set of construction rules and regulations aimed at minimizing, to the greatest extent practicable, the impact of construction activities on adjacent properties and Town of Chevy Chase residents. The Applicant shall maintain a system for public notification of construction activities through a regularly-updated distribution method prior to and during construction activities.
18. The Applicant shall minimize, to the greatest extent practical, the duration between any construction phases and provide reasonable interim measures, including landscaping, to ensure the attractiveness of temporary, undeveloped areas.
19. Vinyl siding and EIFS shall be prohibited on all new buildings.
20. The Applicant shall execute and record among the land records, so as to be enforceable against all successors and assigns, a Declaration of Covenants that includes the following binding elements included in the approved Local Map Amendment prior to the approval of the Certificate of Site Plan for the property.
 1. The outward-facing architectural facades along all sides of the property will be designed to read as four (4) stories plus roof, with the exception of the northwest corner of the property, which shall be designed to read as three stories on top of the garage plus roof.
 2. The Project will provide ground floor entrances along both Thornapple Street and Connecticut Avenue commensurate with individual units located along these respective facades.
 3. The Project will include a porte cochere at the site entrances featuring specialty paving, with the final design and location to be finalized at the time of Site Plan.
 4. The Project will incorporate a fountain or similar gateway feature at the main entrance along Connecticut Avenue, with the final design to be approved by the Planning Board in connection with the Site Plan approval.

Note: Phasing lines are conceptual only and subject to adjustment.

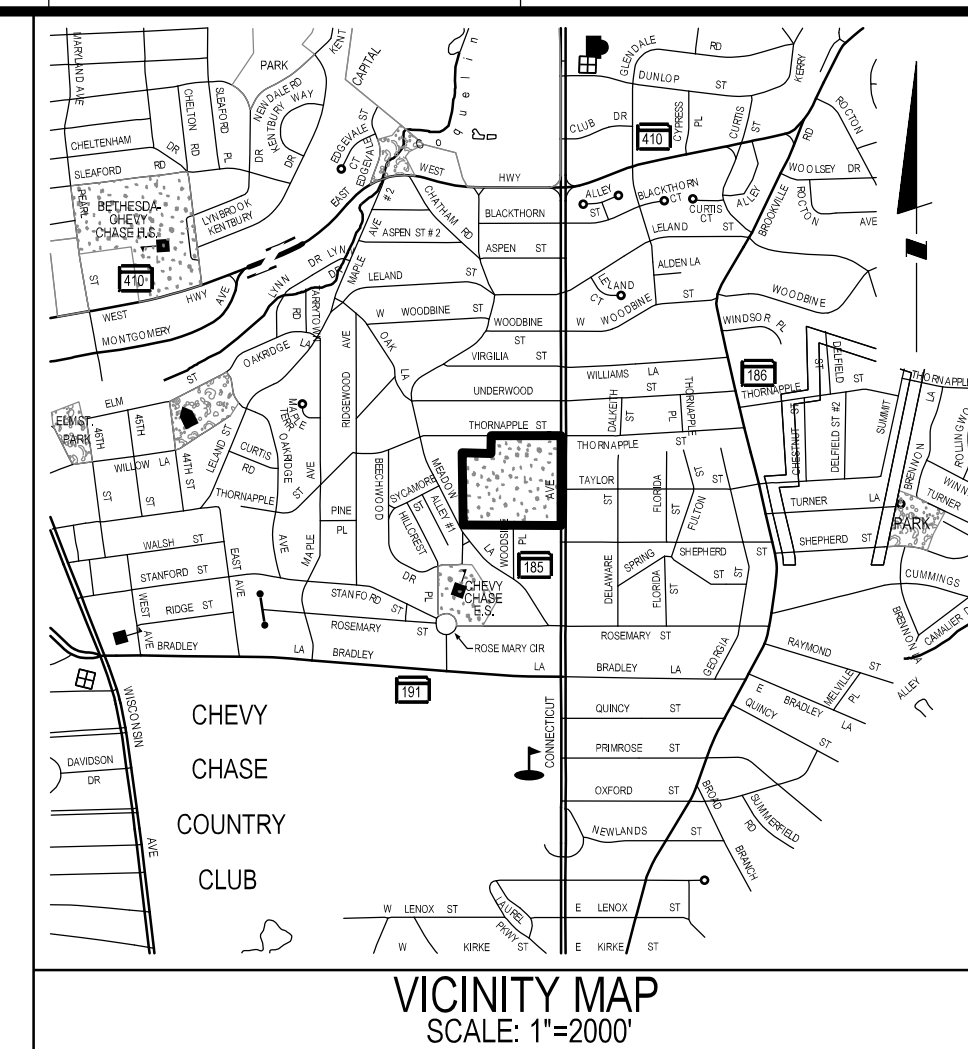
PER PLAT NUMBER 9401 NO ADDITIONAL RIGHT-OF-WAY DEDICATION IS
REQUIRED FOR CONNECTICUT AVENUE

CORSO CHEVY CHASE

PRELIMINARY FOREST CONSERVATION PLAN - H148

BETHESDA (7TH) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

PLANNING DEPARTMENT USE ONLY (E-PLANS)



SOLTESZ, INC.

ROCKVILLE OFFICE
2 Research Place, Suite 100
Rockville, MD 20850
P. 301.948.2750 F. 301.948.9067
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

GENERAL NOTES:

1. SITE AREA: 12.29 AC. NET LOT AREA
2. ZONED: CRNF-1.5, C-0.25, R-1.25, H-70
3. THIS PARCEL IS IDENTIFIED AS PARCELL (P0000) ON BLOCK 5 AND TAX ACCOUNT NUMBER 00464946.
4. THE SITE IS WITHIN THE LOWER ROCK CREEK WATERSHED. USE CLASS: I (SOURCE: MDE).
5. THERE ARE NO EXISTING STREAMS ON SITE.
6. THERE ARE NO WETLAND THAT EXIST ON SITE.
7. THERE ARE NO FLOODPLAINS SHOWN ON MNCPPC GIS FLOODPLAIN DATA OR PER FEMA MAP 2403100450.
8. THE SITE IS NOT WITHIN A SPECIAL PROTECTION AREA OR PRIMARY MANAGEMENT AREA.
9. THE SITE IS NOT WITHIN THE MD INVENTORY OF HISTORIC PROPERTIES LIST. THE SITE IS NOT A KNOWN ARCHEOLOGICAL SITE. THE STEHANO LUZUPONE HOUSE AT THE NW CORNER OF CONNECTICUT AVE AND THORNAPPLE STREET ADJACENT TO THE SITE IS A HISTORIC PROPERTY.
10. THERE ARE NO KNOWN RARE, THREATENED OR ENDANGERED SPECIES OCCURRING ON THE PROPERTY. PER LETTER FROM MD DNR DATED 4/4/2022 AND FIELD OBSERVATION CONDUCTED ON 2/10/2022.
11. THERE ARE NO STATE OR COUNTY CHAMPION TREES EXIST ON THE SITE.
12. BUILDING AND UTILITIES ARE SHOWN BUT LOCATIONS ARE NOT FINAL UNTIL SITE PLAN.
13. PROPERTY IS SUBJECT TO EXISTING CONDITIONAL USE/SPECIAL EXCEPTION CBA4217.
14. THE EXISTING FOREST CONSERVATION EXEMPTION #42001364E WAS APPROVED ON 6/20/2001 FOR A BUILDING ADDITION AND NEW PATIO NEAR THE NE PORTION OF THE SITE.
15. TREE MEASUREMENTS WERE MADE USING A STANDARD DBH TAPE MEASURE AT THE HEIGHT OF 4.5' ABOVE GROUND.
16. FIELDWORK WAS CONDUCTED ON FEBRUARY 10, 2022 BY COURTNEY GOLF AND MARIUS FLEMMER OF WETLAND STUDIES AND SOLUTIONS, INC. (WSSI).
17. ALL PROPOSED UTILITIES AND STORMWATER ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
18. FINAL LOD AND LOW WILL BE DETERMINED IN FIELD BY INSPECTOR.
19. THE APPROVED NRIFSD #42022220 HAS BEEN APPROVED ON 7/27/2022.

OWNER / DEVELOPER / APPLICANT

Corso DC, LLC
700 K Street
Suite 350
Washington, D.C. 20001
(202) 232-3068 (T)
FAX #



PRELIMINARY FOREST CONSERVATION PLAN

PRELIMINARY FOREST CONSERVATION PLAN - H148
CORSO CHEVY CHASE

BETHESDA (7TH) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND

LEGEND:

- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- LIMITS OF DISTURBANCE
- LIMITS OF WORK
- SPECIMEN TREE AND CRZ
- SIGNIFICANT TREE AND CRZ
- TREE TO BE REMOVED
- PROPOSED CONTOUR
- ROOT PRUNING
- TREE SAVE FENCE
- SOIL LINE AND LABELS
- EXISTING TREELINE
- FOREST DELINEATION LINE
- FOREST TO BE CLEARED
- EXISTING FOREST TO REMAIN*
- FOREST SAVE COUNTED AS CLEARED
- REFORESTATION AREA
- SPLIT RAIL FENCE
- INVASIVE SPECIES
- STORMWATER MANAGEMENT
- INVASIVE PLANT REMOVAL
- PROPOSED MITIGATION TREE

NOTE:

- * EXISTING FOREST TO REMAIN WILL BE PROTECTED WITHIN A CATEGORY I FOREST CONSERVATION EASEMENT

DEVELOPER'S CERTIFICATE

The Undersigned agrees to execute all the features of the Approved Final Forest Conservation Plan No. H-148 including, financial bonding, forest planning, maintenance, and all other applicable agreements.

Developer's Name: Corso DC, LLC
Printed Company Name

Contact Person or Owner: Grant Epstein
Printed Name

Address: 700 K Street, Suite 350, Washington, DC 20001

Phone and Email: (202) 232-3068

Signature:

TAX MAP

HN42, 0000

WBSG 200 SHEET

2089W04

SITE DATING

HORIZONTAL: NAD 83/91

VERTICAL: NAD 83/91

DATE: 1/13/2023

DESIGNED: NC

CHECKED: NC

CAD STATION: V8 / NCS

PROJECT NO.

4180-01-01

SCALE: 1" = 40'



February 6, 2023

Marco Fuster, Planner III
Montgomery County Planning Department
2425 Reedie Drive, Floor 13,
Wheaton, MD 20902

Re: Corso Chevy Chase
Preliminary Forest Conservation Plan – Specimen Tree Variance Request Revision

Dear Mr. Fuster,

On behalf of Corso DC, LLC (Applicant), we are requesting a variance for the critical root zone (CRZ) impact to twenty-eight (28) specimen trees 30 inches or greater in DBH, as required under Section 22A-21 of Montgomery County's Forest Conservation Law; and additionally pursuant to recent revisions to the State Forest Conservation Law enacted by State Bill 666, where it notes that the variance pertains to "trees having a diameter measured at 4.5 feet above the ground of 30 inches diameter or 75% of the diameter of the current state champion tree of that species as designated by the department".

The Applicant is proposing development and associated site improvements for a Residential Care Facility (Over 16 Persons), including Independent Living, Assisted Living and Memory Care, on the subject property located at 7100 Connecticut Ave, Chevy Chase, MD (the "Property").

I. BACKGROUND/APPLICANT'S PROPOSAL

The Property is prominently located along Connecticut Avenue, in the southwest corner of the intersection of Connecticut Avenue and Thornapple Street. The Property is currently improved with five large institutional buildings and associated parking lots, most recently used for the National 4-H Conference Center. The Property has a net lot area of approximately 12.29 acres and is currently zoned R-60. The Applicant is seeking Local Map Amendment approval to rezone the Property to the CRNF-1.5, C-0.25, R-1.25, H-70' zone.

This Applicant proposes demolishing the developed area in the central part of the Property and providing buildings for a senior living community which includes a theatre, clubhouse, and underground parking. The project provides large wooded buffers along the north, west, and south perimeters of the Property that range from 45 to 145 feet wide. The project will be constructed o two phases.

The project requires the removal of fifteen (15) specimen trees and critical root zone ("CRZ") impacts to thirteen (13) specimen trees, subject to the variance provision of the Forest Conservation Law.

II. EXPLANATION FOR NEED TO REMOVE THE TREES THAT IS IDENTIFIED IN STATE LAW FOR PROTECTION

A Natural Resource Inventory-Forest Stand Delineation NRI-FSD (#420222220) for this project was approved on 9/28/2022. The specimen trees which will be impacted by the project, subject of this variance request, are shown on the Preliminary Forest Conservation Plan submitted concurrently with this request.

The impact to these specimen trees results from the demolition of existing buildings and proposes the new building and associated site improvements. These existing trees are within the proposed limits of disturbance ("LOD") and will be removed or impacted due to conflicts with grading and demolition of existing buildings and on-site structures.

For reasons described in Section III and IV below, the Applicant respectfully requests the approval for removal of the variance trees listed, in order to utilize the required functional land area available in providing a senior living facility to serve the local and greater communities.

III. GENERAL DESCRIPTION AND JUSTIFICATION FOR TREES FOR WHICH A VARIANCE IS REQUESTED

This Forest Conservation Plan variance request is for the removal of fifteen specimen trees including eleven (11) on-site specimen trees and four (4) off-site specimen trees, and CRZ impacts to thirteen (13) specimen trees, resulting from the construction and demolition activities. The trees identified in this variance request for removal or CRZ impacts are shown on the Forest Conservation Plan. The trees to be removed are either wholly located within the LOD, or the LOD impacts to their CRZs are too large to expect tree survival.

Trees for Removal

The specimen trees proposed for removal are either directly within areas that will be graded to accommodate the development or within the LOD to provide the necessary facilities and infrastructure needed for the functionality of this development.

The trees that are subject to this variance request that are being removed due to direct impact from development, road and access alignment, and facilities includes: **Tree #54** (30" London Plane Tree) in Fair condition, **Tree #426** (30" London Plane Tree) in Fair condition, **Tree #434** (30" Ornamental Cherry) in Poor condition, **Tree #435** (31" Pin Oak) in Fair condition, **Tree #436** (32" Sycamore) in Poor condition, **Tree #437** (40" Sycamore) in Poor condition, **Tree #440** (30" Tulip Poplar) in Poor condition, and **Tree #441** (37" Southern Red Oak) in Fair condition.

The trees that are subject to this variance request that are being removed due to unavoidable and essential master plan road and utility disturbance includes: **Tree #48** (31" Red Oak), **Tree #49** (35" London Plane Tree), **Tree #50** (36" Willow Oak), **Tree #51** (35" Willow Oak), **Tree #457** (31" Tulip Poplar) in Poor condition, **Tree #462** (33" White Oak) in Fair condition, and **Tree #489** (31" Tulip Poplar) in Fair condition.

<i>Variance Tree Removal</i>										
No.	Forest	Offsite	Common Name	Scientific Name	DBH (inches)	CRZ Area	CRZ Impact	% Impacted	Condition	Remove / Save
48	No	Yes	Red Oak	<i>Quercus rubra</i>	31	6792	6792	100	Poor	Remove
49	No	Yes	London Place Tree	<i>Platanus acerifolia</i>	35	8659	8659	100	Good	Remove
50	No	Yes	Willow Oak	<i>Quercus phellos</i>	36	9156	8698	95%	Fair	Remove with intent to save
51	No	Yes	Willow Oak	<i>Quercus phellos</i>	35	8655	8222	95%	Fair	Remove with Intent to Save

54	No	No	London Plane Tree	<i>Platanus acerifolia</i>	30	6359	6359	100%	Fair	Remove
426	No	No	London Plane Tree	<i>Platanus acerifolia</i>	30	6359	5297	83%	Fair	Remove
434	No	No	Ornamental Cherry	<i>Prunus avium</i>	30	6359	6359	100%	Poor	Remove
435	No	No	Pin Oak	<i>Quercus palustris</i>	31	6789	6789	100%	Fair	Remove
436	No	No	American Sycamore	<i>Platanus occidentalis</i>	32	7235	7235	100%	Poor	Remove
437	No	No	American Sycamore	<i>Platanus occidentalis</i>	40	11304	11304	100%	Poor	Remove
440	No	No	Tulip Poplar	<i>Liriodendron tulipifera</i>	30	6359	4556	72%	Poor	Remove
441	No	No	Southern Red Oak	<i>Quercus falcata</i>	37	9672	7125	74%	Fair	Remove
457	Yes	No	Tulip Poplar	<i>Liriodendron tulipifera</i>	31	6789	2175	32%	Poor	Remove
462	Yes	No	White Oak	<i>Quercus alba</i>	33	7694	2359	100%	Fair	Remove
489	Yes	No	Tulip Poplar	<i>Liriodendron tulipifera</i>	31	6789	2289	34%	Fair	Remove
Total					492					

Critical Root Zone (CRZ) impacts

There are thirteen (13) variance trees that will be impacted by the limit of disturbance. The chart below shows the potential impacts to the Critical Root Zones of these trees, ranging from 1% to 46%. These CRZ impacts are the result of the grading and development on the Property. Tree protection measures will be adopted to protect them from being damaged during and after construction.

Variance Tree Impact										
No.	Forest	Offsite	Common Name	Scientific Name	DBH (inches)	CRZ Area	CRZ Impact	% Impacted	Condition	Remove / Save
39	X		Tulip Poplar	<i>Liriodendron tulipifera</i>	31	6793	2106	31%	Fair	Save
43	X		Tulip Poplar	<i>Liriodendron tulipifera</i>	35	8659	4015	46%	Fair	Save
443	X		Tulip Poplar	<i>Liriodendron tulipifera</i>	41	11876	3342	28%	Fair	Save
445	X		Tulip Poplar	<i>Liriodendron tulipifera</i>	34	8167	58	1%	Fair	Save
448	X		Tulip Poplar	<i>Liriodendron tulipifera</i>	35	8655	1663	19%	Good	Save
449	X		White Oak	<i>Quercus alba</i>	34	8167	185	2%	Good	Save
453	X		White Oak	<i>Quercus alba</i>	31	6789	2240	33%	Fair	Save
454	X		White Oak	<i>Quercus alba</i>	32	7235	773	11%	Poor	Save
464	X		Southern Red Oak	<i>Quercus falcata</i>	31	6789	1043	15%	Poor	Save
476	X		White Oak	<i>Quercus alba</i>	31	6789	330	5%	Poor	Save
488	X		Tulip Poplar	<i>Liriodendron tulipifera</i>	38	10202	3507	34%	Good	Save
491	X		Tulip Poplar	<i>Liriodendron tulipifera</i>	33	7694	2702	35%	Good	Save
493	X		Tulip Poplar	<i>Liriodendron tulipifera</i>	30	6361	2242	35%	Fair	Save

Mitigation

Out of the fifteen (15) trees that are being removed, four (4) of them are street trees outside of the site area. Another eight (8) are being removed on-site but outside the forest stands in order to build the development. Three (3) are being removed within the forest stand for various reasons including storm drain outfall pipe and sewer connection. Together, all fifteen (15) trees to be removed equate to a conglomerated DBH of 492 inches. This results in a mitigation requirement of 123 inches (calculated at a rate of 1" caliper replacement for every 4" DBH removed). This yields forty-one (41) trees at 3" caliper each. All of these replacement trees will be provided on-site.

IV. SATISFACTION OF THE CRITERIA LISTED IN SECTION 22A-21(b) OF THE MONTGOMERY COUNTY CODE

Section 22A-21(b) lists the application requirements for tree variance requests. The following narrative demonstrates how the requested variance is justified under these criteria. This Forest Conservation Plan variance request is for fifteen (15) on-site specimen trees being removed and thirteen (13) specimen trees being impacted, but not requiring removal.

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

The Property is a very large site that has long-since been used as an institutional use. The Property is surrounded by single-family residential homes on all four sides. The Applicant proposes to redevelop the dilapidated existing institutional use with a compatible, residential-scaled, senior housing community.

Specifically, the Town of Chevy Chase has formally identified environmental priorities for preserving existing forest and tree canopy. More specifically, preservation of the forest stand within the 81' setback from Thornapple Drive to the north, and the forest stand along the western and southern portions of the site. To ensure compatibility, and satisfy the requests of the Town of Chevy Chase, the project has been strategically designed to retain the existing tree canopy along the northern, southern and western Property Boundaries, which will continue to provide both a physical and visual buffer from the surrounding homes. The project accomplishes this by utilizing only the existing entrances off Connecticut Avenue and confining the development area to that portion of the Property previously occupied with buildings and parking.

As part of the functional needs of the senior living facility, amenity spaces are required in close proximity to all residential units, to provide easy access for the use and enjoyment of the senior residents. These spaces are provided by a series of courtyards between each wing of the building. In order to preserve the forest standard and tree canopy around the perimeter of the Property, parking for the project will be located entirely below grade. To provide for efficient circulation and access to each of the buildings, a single-slab below-grade structured parking is required. This continuous parking structure will ensure safe and efficient access to each of the eight elevator cores, which are necessary to provide essential services for the residents of the facility. As previously mentioned, the building, parking, and utilities have been oriented toward the center of the Property and along the Connecticut Avenue frontage, to preserve and respect the existing forest stands on the northern, southern and western property boundaries, and to avoid specimen trees contained therein. The tree removals and CRZ impacts proposed are necessary to accommodate the demolition of the dilapidated existing buildings and construction of the project.

Eight (8) specimen trees that are located between the existing buildings are proposed to be removed due to the configuration of the project and presence of a continuous below-grade parking structure. There are also removals and to specimen street trees along Connecticut Avenue due to a new curb and complete streets shared use path impacting much of the roots. Two of the trees with careful preservation and treatment, are proposed to be impacted but saved. The remaining three (3) tree impacts to Tree 489, Tree 462 and Tree 457 are impacted due to utility impacts related to the proposed development, necessary to convey storm drainage safely off the Property at the low point of the site.

The existing dilapidated institutional buildings on the Property that must be demolished to accommodate this more compatible, residential-style project, as well as the presence of existing forest stand and tree canopies around three sides of the Property that the Applicant seeks to preserve, are special conditions that are peculiar to this Property that would result in an unwarranted hardship to the Applicant if the request for removal for fifteen (15) specimen trees and impacts to thirteen (13) specimen trees is not granted.

Four (4) off-site specimen street trees in the right-of-way will be impacted because of a proposed shared use path and updated curb per MCDOT requirements to upgrade the sidewalk and curb along Connecticut Avenue. The curb and shared use path impact all sides of the roots. One tree is in very poor condition and another tree is directly in line with the path. The other two trees are proposed to be saved with effort to minimize impact to the root structure, if possible, but counted as removed since there is significant impact to the root structure.

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

Without the allowance of variance tree removals and CRZ impacts, redevelopment of this Property with this project would not be feasible. The Applicant would not be able achieve an economy of scale to support and sustain this desirable senior living community, including the necessary site amenities and services that are essential to this more compatible residential use. More than 90% of the proposed development is proposed on top of land already occupied by infrastructure of buildings, parking, and utilities. The 0.74 acres of forest removed is almost entirely being removed solely to support utility connections to existing utilities and infrastructure off-site and removal and replacement of existing infrastructure on-site. It would also deprive the Applicant of opportunities reasonably enjoyed by others with similarly situated properties. Any redevelopment of the Property would require similar levels of disturbance. As such, the ability to develop the Property for a use allowed in the zone would be eliminated with further encumbrances to utility connections.

Without the granting of the variance, many of the environmental benefits conferred by the proposed development would be lost. The majority of existing forest is proposed to be protected in a Category I Forest Conservation Easement and the Applicant is also proposing clean-up to remove invasive species and debris, and provide needed open space and protected forest. In addition, the Property is to be graded to provide water quality on-site and structured parking which will help slow runoff in forested areas and provide cleaner water on and off-site.

Finally, without allowance of variance tree removals and impacts to the off-site trees along Connecticut Avenue, the shared use path and new curb would not be feasible to construct.

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

The Property is located in the Lower Rock Creek Watershed. The existing site condition is mostly impervious surfaces on concrete and asphalt in the center of the Property, with forest on the northern, southern, and western perimeters of the Property. There are no streams, or associated stream valley buffers, on the Property. As such, the tree removals and CRZ impacts requested will not result in any measurable degradation in water quality. Additionally, the proposed project exceeds the forest conservation worksheet requirement by 0.37 acres by reducing the amount of forest removal on-site. The remaining forest will be placed inside of a Category I Forest Conservation Easement and remove any non-native invasive plants to provide a more natural environment.

In addition, a proposed stormwater management design will meet the latest State and local stormwater management standards, where none exists today. These standards will minimize the outfall flow and reduce the possibility of erosion. The Applicant is confident that the stormwater facilities installed in concurrence with the new development will not just protect the current water quality, but enhance it. As such, the granting of this variance will not violate State water quality standards.

The granting of this variance request will not violate State water quality standards or cause measurable degradation in State water quality standards.

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

The Applicant believes the information set forth above is adequate to justify the requested variance to remove the specimen trees on the Property. However, it is important to also emphasize the mitigation efforts that the Applicant is proposing, as follows:

- Mitigation tree plantings -- While the proposed development necessitates the impact to twenty-eight (28) specimen trees including (15) fifteen removals, it will mitigate by providing forty-one (41) proposed trees on-site.
- Exceeding the Forest Conservation Easement requirements – The Property is retaining 2.97 acres of forest on-site which is 0.37 acres above the forest retention threshold for mitigation.
- Additional plantings – The Applicant is proposing to remove the bamboo and other invasive species and debris on-site, and supplement with natural plantings and buffering trees to restore the forest area to more native and natural state.
- Reduction in grading - In order to respect the priority forest, the Applicant proposes the use of a retaining wall system, thus minimizing disturbance of specimen trees within the priority forest areas. The location of buildings was purposefully located to limit disturbance and construction impacts on the larger variance trees in good and excellent condition and trees within the priority forest areas.

Furthermore, the Applicant's request for a variance complies with the "minimum criteria" of Section 22A-21(d) for the following reasons:

1. This Applicant will receive no special privileges or benefits by the granting of the requested variance that would not be available to any other applicant. As discussed above, the removal of the trees is necessary to support a viable project and facilitate the replacement of the dilapidated institutional use with a more compatible senior living community. As also discussed above, the Variance will prevent the deprivation of rights to the Applicant that have been enjoyed by others similarly situated.
2. The variance is not based on conditions or circumstances which result from the actions by the Applicant. As discussed above, the location and configuration of the existing physical features of the Property necessitate the removal of the identified specimen trees in order to accommodate the proposed facilities.
3. The requested variance is not related in any way to a condition relating to land or building use on an adjacent, neighboring property.

Thank you for your consideration of this Tree Variance Request. We believe that the supporting information provided with this letter clearly demonstrates that the grant of the Variance pursuant to Section 22A-21(b) of the Code is appropriate. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,
SOLTESZ



Keely D. Lauretti



February 3, 2023

Marco Fuster
Montgomery County Planning Department
2425 Reddie Drive
Floor 13
Wheaton, Maryland 20902

RE: CORSO CHEVY CHASE — SIDEWALK REPLACEMENT NEAR TREES 50 & 51

Dear Mr. Fuster,

Please see the below analysis and recommendations for the preservation of two street trees at the Corso Chevy Chase project site, located at 7100 Connecticut Avenue in Chevy Chase, Montgomery County Maryland. The trees are identified as Trees 50 and 51 on the Preliminary Forest Conservation Plan.

Summary

Trees 50 and 51 are located in an ± 8 -foot-wide planting strip between Connecticut Avenue and the existing sidewalk. Both trees are willow oaks (*Quercus phellos*) in Good condition. Tree 50 is 37 inches Diameter at Breast Height (DBH) and Tree 51 is 36 inches DBH.

The rooting area available to Tree 50 is restricted to the south by a concrete driveway apron ± 16 feet from its trunk.

Both trees have buttress roots that are growing into and over the edge of the existing sidewalk, lifting the pavers — the sidewalk is not currently ADA compliant.

The existing ± 6 -foot-wide sidewalk is proposed to be demolished and replaced with an 11-foot-wide asphalt bike/pedestrian pathway. The east edge of the path is to be coincident with the edge of the existing sidewalk. The path is to expand 5 feet further west, into the turf area.

These trees are well worth preservation, though success will require careful attention to detail during the demolition and construction phases and will likely require modifications to the design. Each of these is addressed below.

Marco Fuster
 Corso Chevy Chase — Trees 50 & 51
 February 3, 2023
 WSSI #MD2083.02
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Demolition

Dangers from demolition include: root damage from demolition equipment, mechanical damage to trunk tissue, and soil compaction from equipment traffic. To minimize or eliminate these risks, the following procedures should be followed:

- All demolition within the CRZs of Trees 50 and 51 must be performed by or under the direct supervision of an ISA Certified Arborist.
- Prior to any work in this area, a meeting between the general contractor, M-NCPPC inspector, contractor's arborist, and relevant subs shall take place to review tree preservation requirements, sequencing, and any special measures required for tree preservation.
- Installation of erosion control measures shall be coordinated with the Arborist. Trenchless erosion control measures are strongly preferred, if allowed by MCDPS inspector.
- Trunks and buttress roots to be protected by trunk wrap (matting material of double-sided geocomposite, geonet core with non-woven covering, such as Tensar Roadrain RD7 or equivalent) or by trunk armoring (planking strapped around tree; trunk protected by matting or foam).
- Special Demolition procedures of existing sidewalk and curb and gutter are to be followed. Work is to be performed from existing improved surfaces, working backwards.
- Removal of concrete to be performed by hand. No disturbance of the existing base course or soil.
- Backfill of any voids shall be loosely placed topsoil. Only the amount of soil necessary to fill the void without spreading over existing adjacent grades shall be allowed.
- Curb removal work near Tree 50 shall occur from the Connecticut Ave side, carefully pulling curbing away from the planting strip.
- Debris, materials, and tools must be stored outside of CRZs.
- If necessitated by the work requirements, foot traffic and equipment may operate on the existing turf *only* on approved Root Protection Matting (RPM). Typical configuration is: 12 inches of wood chip mulch spread evenly, topped with a matting material that is double-sided geocomposite, geonet core with non-woven covering, such as Tensar Roadrain RD7 or approved equivalent. Plywood, Alturnamats (or equal), or other rigid material may be used as a working surface if desired.
- Following pavement removal, Arborist to investigate the depth, size, and location of roots within the exposed base. Any revisions to the proposed construction based on actual root locations must be coordinated with the general contractor, owner, and M-NCPPC inspector.
- Phasing should minimize the amount of time that roots are exposed. Roots exposed to the air should be temporarily covered in burlap and wet down daily.

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Design

The current design as drawn is potentially incompatible with preservation of these trees. There are a number of design options that would limit damage to the trees and allow for successful preservation. Some possibilities are presented below.

- Typical sections for asphalt trails show an additional 6-inch width to the base course projecting beyond the edge of the paving. This would need to be modified to use the existing base course, as there is no room east of the existing sidewalk to expand towards the tree.
- Because the proposed path is wider than the existing sidewalk, this will require excavating existing soil for a new base — procedures for this are described in the ‘Construction’ section below.
- In similar situations, a geogrid has been used to reduce the required depth of the base course. This must be evaluated by a structural engineer, but it may be an option to reduce the amount of excavation required.
- Consider a structural soil, such as CU Structural Soil where new base material is required. This provides a better growing condition for roots and reduces heaving of the paving surface.
- Bridging paving over roots is also an option. In this technique, the path is supported by piers (e.g., helical piles, concrete form tubes, micropiles) located strategically around large roots. Proposed pier locations must be investigated by an Arborist with airtool. If large (2 in and greater) roots are found, the pier must be relocated. Small roots may be hand pruned.
- If the proposed path is bridged, a railing may be required on the east side. Light fill may be hand placed to tie the edge of the sidewalk into existing grade on the west side. No fill material is to be placed against the tree trunk or over buttress roots.

Construction

- All construction activities within CRZs must be performed by or under the supervision of an ISA Certified Arborist.
- RPM must be used for any access or materials storage off of existing improved surfaces as described in ‘Demolition’ section.
- Trunk wrap or armoring to remain on trees throughout construction. Only remove these materials with permission from M-NCPPC inspector.
- Re-use existing base where possible. Do not disturb roots in existing base.
- Where new base is required, Arborist to excavate soil to depth using airtool. Stone to be placed around roots by hand before being compacted.

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- Replace curb and gutter in place, working from the street side. Arborist to excavate for curb forms with airtool. Roots to be pulled back with burlap and temporarily pinned in place while curb is poured/cured. Backfill behind new curb by hand. All masonry materials and washout areas must be located outside of CRZs.
- Roots less than 2 inches in diameter may be hand pruned by Arborist at Arborist's discretion. Roots encountered above 2 inches in diameter shall be reviewed by the Arborist, Contractor, and M-NCPPC inspector.

I trust that this information is sufficient for your office to render a decision regarding feasibility of preserving these two trees. Please do not hesitate to contact me if you have any questions or if you should require further information.

Sincerely,
WETLAND STUDIES AND SOLUTIONS, INC.



Cene Ketcham
Manager — Urban Forestry
ISA Certified Arborist #MA-5812A, TRAQ
Maryland Licensed Tree Expert #2475

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Barney Rush, *Mayor*
 Joel Rubin, *Vice Mayor*
 Irene Lane, *Treasurer*
 Rich Brancato, *Secretary*
 Joy White, *Community Liaison*

February 15, 2023

Robert Kronenberg
 Deputy Planning Director
 Montgomery County Planning Department
 2425 Reddie Drive, 14th Floor
 Wheaton, MD 20902

Dear Mr. Kronenberg,

Thank you for the opportunity to comment on the second resubmission of Local Map Application H-148 filed by Corso Chevy Chase on January 13, 2023. The Town has carefully reviewed this resubmission.

As you know, a key concern regarding this project has been its compatibility with the Town's built environment, and, specifically, the previously proposed disproportionate height of the Corso buildings on the perimeter of the property. In this latest submission, the developers have responded to our concerns by lowering the height of the outward-facing portions of these buildings to four stories. These changes are meaningful and adequately address our concern regarding compatibility at this rezoning stage of the entitlement processes. The developers also have responded to our request to show the appearance of the site after Phase 1 is completed but before Phase 2 is constructed.

We recognize that there are many issues of great importance to the Town that are not resolved during the LMA application process but will be determined at the subsequent Preliminary Plan of Subdivision and Site Plan reviews by the Planning Board. However, the LMA application commits Corso to specific measures that ensure Town engagement on these issues. The most important of these are:

- Storm Water Management (Binding Element #8): A Town appointed engineer will be included in the development of stormwater management plans and strategies. In the revised plans, we take note of the use of green roofs. We find these a very desirable feature, and we look forward to encouraging their implementation.
- Forest Conservation (Binding Element #5): Category I forest conservation easements will be established on the northern, southern, and western sides of the property, and the Town arborist will be included in discussions regarding the creation and maintenance of these

areas. In addition, Corso has committed in its letter to the Town, dated January 13, 2023, that it “will comply with the Town’s Urban Forest Ordinance, and seek applicable variances thereof...” The Town will seek, to the extent feasible, to preserve trees along the perimeter of the limits of disturbance and, where possible, other trees that are not within the footprints of the proposed buildings.

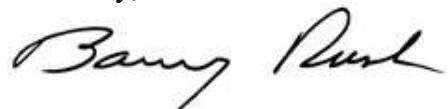
- Traffic: (Binding Element #2): Corso commits to a comprehensive vehicular site access study, which will include a forecast of future traffic volumes and a signal warrant analysis. The applicant also commits to working with the State Highway Administration and the Town to determine the need for traffic management measures along Connecticut Avenue. We will pay close attention both to the impact of the project on ancillary traffic on Town streets and to pedestrian safety.
- Parking Adequacy (Binding Element #3). Corso commits to undertaking a Parking Demand Analysis to ensure adequate onsite parking for all employees and visitors, including during times of peak use and visitation.
- Construction Management: (Binding Element #13): Corso will, in concert with the Town, prepare and codify construction regulations to minimize the impact of construction including noise disturbances on Town residents.

In addition, the Town will monitor compliance with all the other Binding Elements. We note here our interest in those concerning landscaping (Binding Elements #10, #11 and #14), and area lighting (Binding Element #12). We expect that Town officials and consultants will be included as members of the Development Review Committee, which will discuss the issues to be addressed at the Reviews and provide comments for the planning staff’s consideration and ultimate recommendation to the Planning Board. The Town also remains very interested in the final architectural designs that will be reviewed more intently at these Reviews.

Considering this second resubmission in its entirety, with both the reduction in heights of the perimeter buildings and the commitments made in the Binding Elements, the Town Council, after considering the views of residents, has decided to support the Corso LMA application.

We look forward to a productive engagement with Corso, County agencies, and the Planning Department, to satisfactorily address the issues that will be determined during the upcoming reviews.

Sincerely,



Barney Rush
Mayor



Barney Rush, *Mayor*
 Joel Rubin, *Vice Mayor*
 Irene Lane, *Treasurer*
 Rich Brancato, *Secretary*
 Joy White, *Community Liaison*

December 15, 2022

Grace Bogdan, AICP
 Planner III, Down County Planning Division
 Montgomery County Planning Department
 2425 Reddie Drive, 13th Floor
 Wheaton, MD 20902

Dear Ms. Bogdan,

Thank you for the opportunity to comment on the first resubmission of Local Map Application H-148 (the “LMA”) filed by Corso Chevy Chase (“Corso”) on December 5. We (the Town of Chevy Chase -- the “Town”) have carefully reviewed this resubmission and believe that material deficiencies still exist in the proposed plan. While we have repeatedly shared that, in concept, the Town does not oppose the proposed senior housing use, we will oppose the LMA unless our concerns are addressed.

Building Height

In response to the Town’s comments on the initial LMA submission, Corso represents that the project complies with the County’s definition of neighborhood compatibility. The developers focus on complying with the 45-degree angular plane projection standard set forth in the Montgomery County Zoning Ordinance (the “Zoning Ordinance”). We believe that the Zoning Ordinance establishes a minimum building height that is one, but not the only, finding necessary to ensure that the project is truly compatible with the surrounding community. Meeting only this standard is not sufficient considering this project, which is surrounded on three sides by a long-established single-family community, especially for a project as large and dense as the Corso project.

Our Town Code prohibits houses taller than 33 feet from predevelopment grade, measured to the peak of the roof. However, many of the Corso buildings along the perimeter of the development will be 79 feet high, measured to the peak of the roof. Further, this height is measured from the common measuring point, and there are several positions around the property where the ground level falls below the common measuring point, thereby adding to the actual building height from existing grade. As a result, the “five story” buildings proposed by Corso are at least 2.4 times as high as the surrounding homes. This is not compatible with our Town.

In our prior comments, we asked what we believed was entirely reasonable in establishing compatibility: that the height of the perimeter buildings be held to 4 floors. Even this height,

measured to the peak of the roof, is 66 feet, or exactly double what is allowed in our Town. We continue to believe that such a height is the maximum that is appropriate. The developers have not taken our views into account.

Specifically:

- We see no evidence that taller buildings are in the center of the project, as Corso has previously stated was reflected in their design and which we supported. Indeed, the resubmission continues to show that the two buildings nearest the center are only 35' and 45' feet high --offering ample room to shift density towards the middle of the project.
- In the resubmission, Corso is proposing to RAISE the height of the west wing of building C1, on the southeast corner of the development, from 4 to 5 stories. This was not mentioned in the letter sent to the Town.
- Building A1 is particularly problematic, because here the land slopes down, exposing the full height of the garage level that is below the common measuring point. For this reason, we requested that the height of this corner be held to 3 floors of living space, which would be the actual equivalent of 4 floors. Corso has ignored our request; and because the wings of this building are short, the bulk of this building, with 5 stories, will appear to be 90 feet high to residents. We continue to hold the view that the corner of this building should be 3 floors above the garage, and that the western portion of the 5-floor area of this building be reduced to 4 floors.
- No changes in height have been proposed for the two buildings on the west side of the site, nor to building A3

In sum, we want Corso to understand that the proposed building heights along the perimeter of the project are of significant concern to the Town, and we will oppose any plan that fails to respond to our concerns.

Additionally, in any future presentation of views, we ask that Corso show the cell tower antennae that will be located on the property, accurately depicting its height and mass and relationship to the single-family neighborhood.

Public Paths

In its resubmission, Corso rejects our modest request for an adjustment to the public pathways. The Town supports paths from the project to both Woodside Place and Thornapple Street. What we asked for was the elimination of the short pathway that would run directly from the southeast corner of building C1 to Connecticut Avenue. The stretch of path that runs along the east side of building C1 to the main entrance would remain in the plan. We want to facilitate connection among all Town residents, both those in single-family homes and in Corso, but we do not want to create a new public walkway that would lead directly from Connecticut Avenue to Woodside Place.

Parking

The developers represent that they do not intend to have anyone in the Corso community park on Town streets. But the response to the Town is inadequate and does not demonstrate a commitment to ensure that this problem will not occur. We need to review a careful analysis, built up of the following components: the number of employees coming daily who are expected

to drive, the number of residents who are expected to have cars, and the number of visitors expected on peak days of visitation.

Traffic

Corso has determined that the plans are not subject to a Local Area Transportation Review, because of the Wells and Associates “study” that demonstrates traffic will be reduced, compared to the time when the property was active as a 4-H conference center. This study presents a grossly inaccurate account of the traffic present when the 4-H center was active. It was never an active “hotel,” generating the hypothetical amount of traffic attributed to that use. Most of the students who attended sessions at the center were transported in buses, and the number of staff was few. We are certain that Corso will bring a substantial increase in traffic, including employees and visitors, compared to the time when the 4-H center was active. Therefore, we reject the developers’ assertion that they are exempt from the LATR, and we view the commitment for a new comprehensive traffic study, set out as a Binding Element, as a vital undertaking.

Trees and Forest Conservation Area

We understand the regrettable need to cut down the trees -- many tall and beautiful -- in the center of the site. It would not be possible to develop the land, with an underground garage, without doing so. But we are concerned with the number of canopy trees that are slated to be cut down near and just within the future boundaries of the forest conservation areas. We want to make sure that such removals are minimized. In this regard, any required tree variances being requested to allow removal of specimen trees must be evaluated in earnest based on hardship (as mandated by State and County law).

We also note that, so far, the developers have only considered the County ordinance regarding tree removal and protection. Corso must still comply with the Town’s urban forest ordinance, which protects substantially more trees than the County ordinance.

Project Phasing

We have yet to see renderings of what the site will look like upon completion of Phase 1 and before Phase 2 is built. A rendering showing Phase 1 alone, from the vantage point of the “Aerial – West” perspective in the massing attachment, would be very helpful. We need to understand how Corso intends to provide interim landscaping and screening of the area on which the Phase 2 buildings will be erected. Assurances must be provided at the time of rezoning consideration that reasonable measures will be included with the Phase 1 site plan approval that allow for the Phase 2 area be compatible with the surrounding neighborhood during the interim period between the construction of Phases 1 and 2.

Storm Water Management:

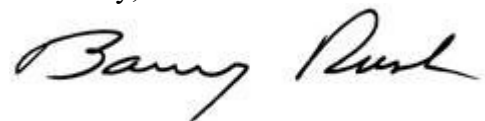
It appears in the latest drawings that all the storm water runoff will be collected and directed through a single pipe to Meadow Lane and that no stormwater will flow through a second existing pipe to Thornapple Street. While we do not have a view at this time as to whether this is an optimal dispersion of stormwater, we emphasize the importance of the Binding Element that sets out the requirement for the Town to be involved in reviewing the storm water management plans. We will be focused on determining a plan that will minimize any stress on the stormwater

pipes running under Meadow Lane and down to Zimmerman Park, where the Meadow Lane pipe joins the Coquelin Run culverts.

Conclusion

We remain supportive of a retirement community being developed within our single-family community. We believe that the changes we are requesting are reasonable and necessary for the finding of compatibility to be made. We trust that the developers will appreciate the important value of gaining support from the Town of Chevy Chase and will be responsive to our strongly held views.

Sincerely,

A handwritten signature in black ink, appearing to read "Barney Rush". The signature is fluid and cursive, with the first name "Barney" and the last name "Rush" clearly distinguishable.

Barney Rush
Mayor

cc: Robert Kronenberg, Montgomery County Planning Department
Elza Hisel-McCoy, Montgomery County Planning Department



Barney Rush, *Mayor*
 Joel Rubin, *Vice Mayor*
 Irene Lane, *Treasurer*
 Rich Brancato, *Secretary*
 Joy White, *Community Liaison*

November 10, 2022

Grace Bogdan, AICP
 Planner III, DownCounty Planning Division
 Montgomery County Planning Department
 2425 Reddie Drive, 13th Floor
 Wheaton, MD 20902

Dear Ms. Bogdan,

Thank you for the initial opportunity to comment on Local Map Amendment Application H-148 (the “LMA”) filed by Corso Chevy Chase (“Corso”), certified by the Planning Department on October 31, and accepted by the Hearing Examiner on November 3. You have asked for any initial comments to be sent to you by Thursday, November 10 to be included in the Planning Staff’s first review and comments regarding the LMA anticipated to be delivered to Corso on November 14 for Corso’s resubmission on December 5. The Town appreciates being included in this initial agency review process, and we look forward to being an active party of record throughout the entitlement process for this project, including this LMA.

We have reviewed this application and have compared Corso’s proposed binding elements with those that the Town proposed and transmitted to the Planning Department and Corso on September 22. In light of this review, we offer the following comments, which focus on the most significant matters that we have noted. We expect to provide additional comments on more detailed issues and on Corso’s first and final resubmissions, upon review of these resubmissions. It is also the Town’s intention to participate in the Planning Board’s public hearing presently scheduled for February 9, 2023 and in the Hearing Examiner’s evidentiary public hearing on March 3, 2023.

First, we are pleased that many of our recommendations have been accepted in whole or in large part by Corso. This is a testament to their taking the views of the Town seriously and engaging with us as they continue to develop their project. We also are pleased that they welcome the Town’s involvement both in the development of the forest conservation plan and the review of the stormwater management plan. Given the Town’s regulatory authority, this coordinated approach offers the benefit to both Corso and the Town of minimizing redundant processes. It should also advance our goals of minimizing the reduction of our Town’s tree canopy and providing an effective storm water management plan that addresses Town concerns.

The Town generally finds the intended senior housing use to be acceptable if it can be done in a manner that is compatible with the surrounding Town and neighborhood. In that light, despite the developers' acceptance of many of the Town's proposed binding elements, there remain elements in their application that are deficient and do not address concerns of the Town and our residents. We would appreciate having these concerns included in the Planning Staff's initial comments back to Corso.

Building Height

Our continued major concern relating to compatibility regards the heights of the proposed buildings. We had recommended a binding element limiting the height of buildings along Connecticut Avenue to 65 feet above the measuring point and to 55 feet above the measuring point for buildings around the rest of the perimeter, with a further reduction to 40 feet for the particular building planned for the northwest corner of the property, where the land slopes steeply exposing the full height of the foundation floor. These heights were proposed to ensure compatibility of this large and dense development with the surrounding single family residential neighborhood.

The developers propose to hold the height along Connecticut Avenue to 60 feet but continue to plan for 70-foot buildings around the rest of the perimeter, from the measuring point identified in the application. This translates to 5 stories generally and 6 stories, effectively, for the building on the northwest corner of the site. Meanwhile, in the Statement of Case, Land Use Report, the developers state *"The design of this Project is residential in nature and includes several buildings with heights ranging from four- to five-stories, with the taller heights oriented toward the center of the Property and lower heights adjacent to the perimeter of the site."* [emphasis added.] We are in support of this concept, as a means to adjust the density of the project; but we have not seen plans that demonstrate implementation of this concept.

This matter of height is vital to the Town of Chevy Chase, and we ask that the developers be required to adjust their plans and address the concerns of our residents through an appropriate binding element.

Other Concerns

Other matters of continued concern are set out below.

Paths:

The Town's proposed binding element states: *"Pathway access between Corso and Thornapple Street, Woodside Place and Connecticut Avenue will be provided. Pathway connecting Woodside Place to the Corso development will not connect directly to Connecticut Avenue."*

However, the proposed wording for the binding element on this point in the developers' application states: *"The Applicant shall construct new pathways connecting the existing sidewalks on Thornapple Street and Woodside Place with Connecticut Avenue."* The purpose of these paths is to permit Corso residents to gain access safely and easily to Town streets, and for Town residents to enjoy the same when they wish to visit the shops and attend events at Corso. The paths are not for the purpose of opening up more points of access to Connecticut Avenue. We therefore strongly prefer our proposed language on this point.

Parking:

The application states that 503 individual parking spaces and 42 tandem spaces will be provided. We appreciate knowing this number, but what the Town had specifically requested was to see a study that could confirm that parking would be sufficient so that no spill over parking will occur on Town streets. We continue to ask for this study. Specifically, we want to know how the developers have accounted for visitor parking on peak days, along with the need for employees and residents to park their vehicles at all times.

Stormwater Management:

The Statement of Case, Land Use Report refers to a Stormwater Strategy Plan. However, we have not found this document in the application and would like to receive a copy. We will be paying close attention to the provision of an environmental site design to the maximum extent practicable and a storm water management plan that minimizes stress on the downstream pipes.

Building Materials:

Architecture is a vital element in ensuring compatibility of this large-scale project with the Town's single-family residences. Therefore, materials that will be inherently incompatible with the rest of the Town and the neighborhood should be precluded through a binding element in the LMA. In this regard, the Town had recommended a binding element prohibiting vinyl siding and any Exterior Insulating and Finish System ("EIFS"). Corso has offered only to prohibit vinyl siding. The Town continues to believe that EIFS is incompatible with the homes in our Town and across Connecticut Avenue. Further, as EIFS is a material that has a long and well documented history of moisture problems, it is not compatible long term with the quality project that Corso intends to build.

Fencing:

The Town had proposed the following: *"Fencing plan, including location, height, materials, and fenestration, must be specified on the Certified Site Plan. Corso to maintain and/or provide fencing along the side yards of abutting residences on the south side of the property. Final fencing plan to be approved by Town and Planning staff."* The developers did not offer any binding element on this point. We understand that fencing will be discussed in detail during site plan review, but we continue to seek the commitment of the developers to maintain and/or provide fencing along abutting residences on the south side of the development. We also maintain our request for a binding element that requires Town approval of the final fencing plan.

Exterior Lighting:

We note that Corso has deleted our recommendation that the Town approve the lighting plan. We are uncomfortable with their proposed wording, that the plan accord with County regulations and be "coordinated so as to minimize impact to adjacent properties." "Minimization" could still mean too much for homes adjacent to this very large development. We want adherence to strict standards that will protect residents from exterior light pollution.

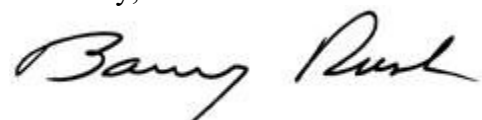
Commercial Space and Use:

We appreciate Corso's acceptance of our recommended limits on the total amount of commercial space and the size of the individual stores. We also are in support of what we have been told will be the initial uses for this space: shops for flowers, ice cream and coffee. However, we seek

controls on how this space may be used in the future and, potentially, by future owners. Rather than seeking at this time to set out defined limits for what would be appropriate, we believe more flexibility is provided by having potential future changed uses be approved by the Town Council. We therefore request that this provision be included in the binding element on this matter.

These are our initial comments. Again, the Town expects to present further comments upon review of the resubmissions of the application when we receive them. We appreciate being brought into this process by the Planning Staff from the beginning, and we look forward to working with the Staff, Corso, and others participating in the processes as the application progresses.

Sincerely,

A handwritten signature in black ink, appearing to read "Barney Rush". The signature is fluid and cursive, with the first name "Barney" and last name "Rush" clearly distinguishable.

Barney Rush
Mayor

cc: Robert Kronenberg, Montgomery County Planning Department
Elza Hisel-McCoy, Montgomery County Planning Department

SECTION 3 OF THE VILLAGE OF CHEVY CHASE

P.O. Box 15070

Chevy Chase

Maryland 20815

301/656-9117

www.chevychasesection3.org

February 9, 2023

Montgomery County Planning Board and Staff
2425 Reedie Dr.
14th floor
Wheaton, MD 20902

RE: Section 3 Comments on the Corso Chevy Chase Development Proposal

Members of the Montgomery County Planning Board and Staff:

I write to provide comments on behalf of Section 3 of Village of Chevy Chase ("Section 3") regarding the proposed Corso Chevy Chase development at 7100 Connecticut Ave. Section 3 faces the proposed Corso Chevy Chase development as it is directly across Connecticut Ave, including six homes and Chevy Chase United Methodist Church (which includes a large preschool).

Section 3 submitted comments on December 15, 2022 that focused on three core Section 3 concerns regarding the Corso Chevy Chase development: traffic; setbacks; and density. We continue to adhere to these comments and, for the Board's convenience, a copy of that letter is attached.

We write now to urge that several of the Binding Elements shown on the development's Floating Zone Plan be revised to include Section 3 as an acknowledged and indispensable participant in these elements.

A. Traffic

Draft Binding Element 3 now reads:

Vehicular access to and from Thornapple Street, Woodside Place, and Meadow Lane and the property shall be prohibited. Vehicular access shall be limited to Connecticut Avenue. The Applicant will conduct a traffic study related to the property and work with the State Highway Administration and the Town of Chevy Chase to determine the need, if any, of traffic-related measures along Connecticut Avenue.

Given that Section 3 is immediately across from the proposed development, it should be obvious that Section 3 must be included as a necessary participant in any discussions of this Binding Element. Traffic to and around Corso Chevy Chase will directly affect Section 3, not just on Connecticut Ave., but also on at least Taylor St. and Shephard St., the two closest cross streets that intersect with Connecticut Ave. at or near the proposed development.

The current intent to limit vehicular access to Connecticut Ave., and prohibit access from interior streets within the Town, runs the risk of reducing safety while also pushing traffic to Connecticut Ave. and the streets within Section 3. We have important concerns regarding safety (particularly pedestrian safety), cut-through traffic, and parking that should be addressed in a detailed traffic study before any decision about vehicular access points, signalization and crosswalks are made.

A. Massing & Setbacks

Binding Element 7 now reads:

The Applicant shall maintain minimum building setbacks as shown on the Floating Zone Plan, including a maximum building height of sixty (60') for a distance of eighty feet (80') from Connecticut Avenue.

As discussed in our previous comments, Section 3 has a strong interest in setbacks and massing. Section 3 has serious concerns that, as currently proposed, at least one building along Connecticut Ave. would rise 53' (4 stories plus roof) only 18' from the sidewalk—which is far higher than the homes in the area, and far closer to the public right of way than is otherwise permitted (much less the 80' setback of the National 4-H Center). A much greater setback is required to be compatible with the neighborhood – it is incompatible with the neighborhood to have a high-rise so close to the street.

B. Construction

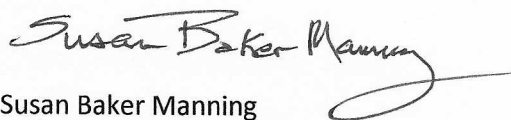
Binding Element 12 now reads:

The Applicant, in concert with the Town of Chevy Chase, shall prepare and codify a set of construction rules and regulations aimed at minimizing, to the greatest extent practicable, the impact of construction activities on adjacent properties and Town of Chevy Chase residents[.]

Construction at the Corso Chevy Chase site will have a major impact on all neighboring areas, including Section 3 no less than the Town of Chevy Chase. The disruption, traffic, and noise will be significant. This Binding Element should address the potential impact of construction on Section 3 residents as well as residents of the Town.

Thank you in advance for your consideration of these views.

Sincerely,



Susan Baker Manning
Chair, Village Council

Cc: Council members, Section 3 of the Village of Chevy Chase
Andy Leon Harney, Section 3 Village Manager
Grant Epstein, Community Three
Barney Rush, Mayor, Town of Chevy Chase
Greg Chernack, Chair, Town Council, Village of Chevy Chase Section 5

Encl.: Section 3 Planning Board Submission dated Dec. 15, 2022

SECTION 3 OF THE VILLAGE OF CHEVY CHASE

P.O. Box 15070

Chevy Chase

Maryland 20815

301/656-9117

www.chevychasesection3.org

December 15, 2022

Montgomery County Planning Board & Staff
 2425 Reedie Dr. 14th floor
 Wheaton, MD 20902

Re: Section 3 Comments on the Corso Chevy Chase Development Proposal

Members of the Montgomery County Planning Board and Staff:

These comments are submitted on behalf of the Village of Chevy Chase, Section 3 ("Section 3"), an incorporated municipality in Montgomery County, MD. Section 3 directly faces the proposed new development Corso Chevy Chase. There are six single family homes and the Chevy Chase United Methodist Church opposite the site.

While Connecticut Avenue is technically a state highway, in our neighborhood it is lined by single family homes. Section 3 has three major areas of concern regarding the proposed Corso Chevy Chase development, all of which have a direct impact on our community:

1. Traffic safety;
2. Setbacks and building heights; and
3. Density.

In our letter of August 29, 2022 to the Corso Chevy Chase developers (attached as Exhibit 1), we outlined these concerns. We have also reiterated our concerns to the developers at a Section 3 Council meeting on November 9, 2022. Unfortunately, the developers' LMA does not address these previously voiced concerns.

Traffic

The current Corso proposal is for a single entry on the west side of Connecticut Ave. just south of Taylor St. and a separate exit approximately 30 feet to the south. A pedestrian cross walk would be located between the entrance and the exit. Despite the planned vehicular traffic and

pedestrian walkway, neither the entrance nor the exit would have the benefit of a traffic control signal. This is not workable.

At a time when the county and the planning board are busy finding ways to promote Vision Zero and pedestrian safety, the Corso plan shows an unsignalized entry and exit with a crosswalk sandwiched in between. The plan, as proposed, forces those entering the facility from the south to block the far left, northbound lane of Connecticut Ave., even during peak hours until they have clearance of the three southbound lanes of Connecticut. Those leaving the site to go north must cross three southbound lanes, often hugely congested, and enter the northbound fast lane, in order to go north towards the Beltway. Respectfully, this makes no sense.

A safer solution is to normalize the intersection at the Corso development and have a single entry/exit at Taylor St., where a light could be installed and a proper crosswalk could be placed. If there is need for a second entry point to the Corso development for fire trucks, other emergency vehicles, and suppliers, a service road could be placed farther south on Connecticut Ave. and perhaps adjacent to the pedestrian pathways until it veers off to the perimeter roadway and the loading points delineated in the recent submission. Alternatively, a second emergency entrance could be placed on a side street.

A traffic signal would enable safer transit on Connecticut Ave. for all concerned. It would avoid the inevitable U-turns that would be made by those who exit to the south but really want to go north. Finally, it would enable pedestrians from the facility and from Sections 3 and 5 to safely cross Connecticut Ave. at Taylor St. Otherwise, the nearest safe crosswalk with a light is a long block away from Corso Chevy Chase at the intersection of Raymond St. and Rosemary St. This area has already been the site of a pedestrian fatality.

Several recent pedestrian fatalities on state highways in our area have been attributed to a lack of safe signalized crosswalks. Representatives of the State Highway Administration endorse this position as to the alignment of a single entry/exit at Taylor St. being a safer option. SHA traffic engineer, Kwesi Woodroffe, Regional Engineer, District 3 Access Management, MDOT State Highway Administration has stated, **“The main concern is the separated access points which creates a somewhat offset intersection with Taylor St. We feel it would be beneficial for both motorist and pedestrian safety and mobility to have one standard access point opposite Taylor St. which would create a typical 4-way intersection. Because of the number of lanes a driver would need to cross to make a left into, or out of the site, the intersection may need to be signalized.”** (See full email attached as Exhibit 2) (emphasis added).

The forgoing comments are relevant to the development once constructed. But the construction is now predicted to take up to 4 years. Both construction trucks plying Connecticut Ave. for approximately four years, and then the residents of Corso Chevy Chase and their neighbors will need a simple, clear single entry and exit tied to a normalized intersection for the sake of both motorists and pedestrians. We would like that single entry exit point to be a required element for the safety of the larger community.

Setbacks and Heights

In their land use report, the developers make a point of saying that they have designed the facility to be compatible with and complementary to the surrounding residential neighborhoods. This is not accurate. The setbacks are not compatible with the neighborhood. The developers' plan protects residents of the Town of Chevy Chase by placing a significant distance between the planned facility and single-family homes. The undeveloped setbacks on the north, west and south sides of the property are 81 feet on Thornapple St. and 145 feet at the back, and even more on the back southwest part of the property because of the forest conservation easement and an unbuildable ravine. However, the planned buildings facing Connecticut Ave. do not respect the local setbacks of 25 feet within the Town of Chevy Chase or 30 feet in Section 3. As currently planned, the southernmost building of the Corso development is a mere 18 feet from the property line, which is less than the setback required for even a residence in the R60 zone in which they propose to build, much less for the very large building proposed. The close proximity of a four story, 60' tall building along Connecticut Ave., with regular bump-outs close to the sidewalk, makes those structures loom ominously over the street and facing residential structures that are only 30-35' feet high in Section 3. Were the buildings set back much further, the extreme height would not be so dramatic. The assisted living high-rise Five Star Premier Residences at 8100 Connecticut Ave. is set back considerably more as is the condominium opposite at 8101 Connecticut Ave. There is no reason that the overall setback from Connecticut Ave. could not be much greater than now envisioned. With a single entry and exit, the buildings could be set back farther and closer to the entry/exit point or could expand into the broad side setbacks. Were the density lower, the need for such large buildings would be diminished as well. If the developers really are committed to a plan compatible with the existing community, they should significantly pull back the buildings from the Connecticut Ave.

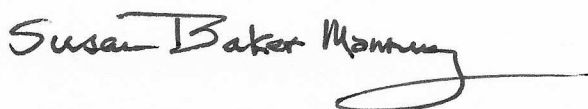
We would ask at a minimum that both buildings fronting Connecticut Ave. be at least 50 feet from the property line. The 60-foot height proposed, even with the pitched roof, is not compatible with the surrounding residential properties. Were the height lower, it would be more compatible with the surrounding neighborhood.

Density

Re-arrangement of the building setbacks on Connecticut Ave. and their height along with a better placement of those two front buildings around a single entry/exit would allow for a service roadway. But to make that re-arrangement easier, it may be that the developers need to reconsider the densities proposed. We cannot recommend the appropriate number of units and we realize that economics come into play here, but many of the objections raised by the Town, the County's planners, and Section 3 could in part be ameliorated by a reduction in the number of units proposed.

We ask that you consider these issues in depth as they affect not just the Town of Chevy Chase but every resident in Section 3 and the neighboring jurisdictions.

Sincerely,

A handwritten signature in black ink that reads "Susan Baker Manning". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Susan Baker Manning, Chair

Section 3 of the Village of Chevy Chase

Cc: Council Members, Section 3 of the Village of Chevy Chase

Andy Leon Harney, Village Manager

Grant Epstein, Community Three

Subject: RE: LMA H-148 for review

From: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>

Date: 12/1/2022, 1:52 PM

To: "Bogdan, Grace" <grace.bogdan@montgomeryplanning.org>, "Torma, Rebecca"

<Rebecca.Torma-Kim@montgomerycountymd.gov>, "LaBaw, Marie"

<Marie.LaBaw@montgomerycountymd.gov>, "Cross, Somer"

<Somer.Cross@montgomerycountymd.gov>, "Kohler, Andrew"

<Andrew.Kohler@montgomerycountymd.gov>, "Farhadi, Sam"

<Sam.Farhadi@montgomerycountymd.gov>

CC: "Dickel, Stephanie" <Stephanie.Dickel@montgomeryplanning.org>, "Gatling, Tsaiquan"

<tsaiquan.gatling@montgomeryplanning.org>, Joseph Moges <JMoges@mdot.maryland.gov>, Andy

Leon Harney <villagemanager@chevyCHASEsection3.org>, Larry Lanpher

<lawrence.lanpher@klgates.com>

Good afternoon Grace,

This slipped by me, but I wanted to provide some preliminary concerns/ feedback.

The main concern is the separated access points which creates a somewhat offset intersection with Taylor St. We feel it would be beneficial for both motorist and pedestrian safety and mobility to have one standard access point opposite Taylor St which would create a typical 4-way intersection. Because of the number of lanes a driver would need to cross to make a left into, or out of the site, the intersection may need to be signalized. This concept would perhaps allow for a separate access point for loading/deliveries. If not, we would simply recommend a right-in/ right-out access point.

Again, my apologies for getting this feedback to you so late.

Thanks, Kwesi

Kwesi Woodroffe

Regional Engineer

District 3 Access Management

MDOT State Highway Administration

KWoodroffe@mdot.maryland.gov

301-513-7347 (Direct)

1-888-228-5003 – toll free

Office Hours

M-Thurs.: 6:30a-3:30p

Fr: 6:30a-10:30a

9300 Kenilworth Avenue,

Greenbelt, MD 20770

<http://www.roads.maryland.gov>



SECTION 3 OF THE VILLAGE OF CHEVY CHASE

P.O. Box 15070

Chevy Chase

Maryland

20815

301.656.9117

www.chevychase3.org

29 August 2022

Grant Epstein
 President
 Community Three Development
 700 K St. NW, Suite 350
 Washington, DC 20001

Re: Corso Chevy Chase

Dear Grant,

Thank you for your willingness to talk with Section 3 residents about the planned Corso Chevy Chase development, and hope to have an opportunity for you to do so in September. In the interim, however, and prior to your application to the County Planning Board for a Local Map Amendment, I wanted to take this opportunity to share some of the feedback we've received from our residents. Based on outreach to Section 3 residents, a survey, and input at council meetings, there are several areas of concern—including traffic, parking, massing, setbacks, and density—that we hope you will address.

Traffic. Section 3 residents have raised questions and concerns about Corso Chevy Chase's effect on local traffic, including (1) increased traffic on the already-congested Connecticut Ave., and (2) the high probability of cut-through traffic in our community, particularly on Taylor St.

We are also concerned that the existing entry and exit that you propose to maintain is not workable. While the existing configuration may have been serviceable for the low numbers of vehicles entering and leaving the 4-H Center, the situation will be quite different with the levels of traffic Corso Chevy Chase will undoubtedly draw. The current configuration forces all those exiting the site to go south on Connecticut Ave. even if their destination is to the north. The only legal way for a southbound car on Connecticut Ave. to turn the other direction is to go around Chevy Chase Circle, a distance of roughly one mile, or do a roundabout cut through in one of the communities along Connecticut Ave. Realistically, drivers are likely to make an unauthorized U-turn at Rosemary St. or one of the several other streets between the site and Chevy Chase Circle. And during the two years of construction, large numbers of construction vehicles going south on Connecticut Ave. until Chevy Chase Circle or, worse, trying to make a U-turn at one of the cross streets is not a viable solution.

We are also concerned about pedestrian access to the facility. In the absence of a signal, and with the nearest signalized crosswalk approximately .3 miles to the south, there is a high risk that pedestrians will attempt to cut cross all six lanes of Connecticut Ave. traffic at or near Taylor St.

We think a signalization study is vitally important, and should be completed early in the process so that any appropriate modifications of the plans can be made in order to maximize safety. Is such a study going to be done and, if so, what are the criteria to be used?

Parking: Since the bulk of the parking in the proposed plan is underground, there is concern among our residents that spillover parking will occur on Section 3 streets, particularly Taylor St. which is also threatened by potential cut-through traffic. The three commercial businesses that you propose plus the

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theater will all be open to the public. However, there doesn't seem to be sufficient above grade parking for those facilities. If they are to be viable, these businesses will have to draw on the larger community, not all of whom will be pedestrians or take advantage of (limited) public transportation. It's also possible that employees might choose to park on nearby streets. It is important that the plans incorporate sufficient on-site parking for residents, employees, and visitors of all kinds.

Massing & Setbacks: Section 3 requires front setbacks of 30' and the Town of Chevy Chase generally requires a 25' front setback. Under County regulations, the maximum height of a home is between 30' and 35' tall depending on specific roof configuration. As you know, the 4-H Center is set back significantly from Connecticut Avenue, with large greenspaces and recreation areas near the street. However, the draft plans for Corso Chevy Chase place several five story buildings at about 18' from the front setback much closer to the sidewalk and street than homes in the area. If implemented, this would not be compatible with the neighborhood and would create a looming and unwelcome presence for Section 3 residents across the street. While we understand that the Town of Chevy Chase has urged the developers to maintain greenspace as, in effect, a three-sided buffer zone between the Corso Chevy Chase buildings and Town residents. This is appropriate, but should not come at the cost of eliminating green space on the fourth side facing Connecticut Ave. and Section 3.

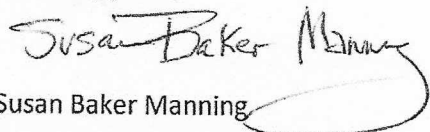
Five stories is not residential height and we would prefer the setback to be in keeping with the overriding pattern in the neighborhood. We feel strongly that buildings close to Connecticut Avenue should be more in keeping with the pattern of setbacks well established in the community. And we note that the senior living facility at 8100 Connecticut Ave., which is located next to the Columbia Country Club golf course and in a less residential environment, is set back significantly from front property line.

Density. As we understand it, the total number of planned units is currently 507, up from the 400-450 originally envisioned. This level of density only underscores our concerns regarding traffic, and lessen the pressure toward large buildings closer to the road. We urge you to consider lowering the number of units to put less stress on the site and on the surrounding communities.

Before the local map amendment application is submitted, we urge you to re-examine the access and circulation plans, the setbacks, heights near Connecticut Ave. and the densities now under consideration.

We look forward to your comments response to the issues noted above, and hope that we can work together to find viable solutions to these challenges.

Sincerely yours,



Susan Baker Manning

From: [Carolyn Wilson](#)
To: [Bogdan, Grace](#)
Cc: [Councilmember Andrew Friedson](#); [Town Office](#)
Subject: Connecticut Ave Corso development
Date: Friday, January 20, 2023 1:25:39 PM

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

Dear Ms. Bogdan

I have lived on the 2nd block of Taylor St. since 1994. The former 4-H center was a wonderful neighbor. We could hear the kids playing volleyball and singing. But for the most part there were very few people there.

I am stunned by the scope and size of the purposed Corso project and how it fits in the neighborhood and the zoning. Since the early 1900's there has never been buildings of this size between Chevy Chase circle and East West highway. There has never been commercial zoning between the Circle and East West Highway. Nor should there be. This is a residential neighborhood. I am willing to bet the county would not allow this to be built on Montgomery Ave in the historic district of Rockville. When Chestnut Lodge closed homes were built on the property.

No where in the Montgomery County master plan do I see a demand for million dollar senior housing. As a senior I know there is an abundance of expensive senior living available throughout the county

I am writing to voice my concerns with this project moving forward as designed and to voice my opposition to the project. It will forever change the use and the atmosphere of Conn. Ave between the circle and East West Highway.

Sincerely,
Carolyn Wilson
3704 Taylor St
Chevy Chase, Md

From: [Gatling, Tsaiquan](#)
To: [Bogdan, Grace](#)
Subject: FW: Corso Chevy Chase Development Concerns
Date: Friday, February 24, 2023 4:04:30 PM

Tsaiquan Gatling

Planner III, DownCounty Planning

Montgomery County Planning Department

2425 Reddie Drive, Wheaton, MD 20902

Tsaiquan.Gatling@montgomeryplanning.org

p: 301.495.2116

From: Kathleen Bren <kbrenmd@gmail.com>
Sent: Wednesday, February 8, 2023 8:01 PM
To: Gatling, Tsaiquan <tsaiquan.gatling@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>
Cc: Ben Bruno <benbruno2@gmail.com>; Andy Leon Harney <villagemanager@chevychase3.org>
Subject: Corso Chevy Chase Development Concerns

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

Dear Tsaiquan, Elza, and Stephanie,

We understand that this group is responsible for reviewing the proposed Corso development in Chevy Chase, Maryland. As a family whose home is located on Connecticut Avenue directly across from the proposed development, we have significant concerns that we would like to bring to the attention of this group.

The building requirements in Section Three of Chevy Chase, where we reside, state that structures must be 30 feet away from property lines, and the Town of Chevy Chase, where the Corso development would reside, has a requirement of 25 feet. We find it unacceptable that Corso does not have to adhere to this requirement, with their proposal to build 18 feet from Connecticut Avenue, for several reasons. This vehemently goes against their stated desire to “fit in with the existing style of the neighborhood,” as no nearby homes or structures are built so close to Connecticut Avenue.

Further, due to the sheer size of the Corso development, a building this large would be even more obtrusive so close to Connecticut Avenue. It is unacceptable that they would be exempt from the same rules the surrounding community members have to follow. We feel strongly that they must abide by the same requirements.

We’ve heard that the Corso developers have made concessions for the bordering neighbors on the

north, south, and west sides of the development. In order to make these concessions without losing housing capacity, they've done so at the great expense of those of us on the east border by building so close to Connecticut Ave. With the sole entrance/exit on Connecticut Avenue, we will be subjected to 100% of construction vehicle disturbances, 100% of a permanent increase in traffic, and now their proposal puts their buildings significantly closer to us than any other structure in the neighborhood. We demand at least the same consideration as the neighbors on the North/South/and West borders of the development. Without doing so, Corso again goes against their self-stated desire to "fit in with the existing style of the neighborhood" and ignores the desires of some of its closest homes.

Looking at similar retirement communities along Connecticut Avenue, these are all set back substantially from the road and respectfully blend in with the community. Corso's desire to use more land than the existing Chevy Chase homeowners are allowed to by getting as close as possible to the property line along Connecticut Avenue feels nothing more than a money grab. It is a slap in the face to the community members who will have to live with the consequences long after the developers are gone.

We are gravely concerned with potential structural damage to our home because of the construction. The reverberations could shift and damage our home's foundation, and at a minimum, we request the standard practice of placing sensors outside our home to monitor for vibrations large enough to cause damage. Should damage be found, Corso will be expected to handle the cost of repairs.

Lastly, as we start to understand the sheer magnitude of this development we understand construction noise and trucks will be constant for years. We've heard that there may be some discussion of trying to add a stoplight at the intersection of Connecticut ave and Taylor. As the neighbors on this corner we'd like to express our **very strong objection** to this idea. As roads we travel every day, the traffic on Connecticut Ave at the other large intersections (Bradley, East-West Hwy) causes massive backups during rush hour. We'd like Corso to keep the current traffic pattern with a separate entrance and exit, both on the southbound side of Connecticut Ave. Again, they have made a concession with all the other neighbors to not put access points on the other surrounding roads. In this same vein, no additional entrance/exit points should be placed on our side.

We've heard first-hand from neighbors in the Town of Chevy Chase that the Corso developers have had personal conversations with concerned neighbors, yet we have not once been approached by the developers, despite our home facing the proposed development. We'd like to mention our desire for the same respect and for our opinions to be considered.

Thank you for your time in reading our concerns and we hope that they are strongly considered. If you have any questions about what we've outlined, we are happy to discuss things further.

- Kate Bren (202-460-1003) and Ben Bruno (202-997-1932)
3811 Taylor Street, Chevy Chase, MD 20815

--

Kathleen E. Bren MD, FACOG
Foxhall OB/Gyn Associates
5215 Loughboro Rd NW, Suite 500
Washington DC, 20016
(202) 243-3500

From: [Dickel, Stephanie](#)
To: [Bogdan, Grace](#)
Subject: FW: Corso Chevy Chase Proposed Construction
Date: Wednesday, February 8, 2023 10:25:46 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

FYI



Stephanie Marsnick Dickel

Regulatory Supervisor, DownCounty Planning Division

Montgomery County Planning Department
 2425 Reedie Drive, Wheaton, MD 20902
stephanie.dickel@montgomeryplanning.org
 o: 301 495 4527



WE'VE MOVED!

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

From: Eric Howell <eric.a.howell@verizon.net>
Sent: Wednesday, February 8, 2023 10:22 AM
To: Gatling, Tsaiquan <tsaiquan.gatling@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>
Cc: Andy Leon Harney <villagemanager@chevychase3.org>; Michelle Howell <mshowell1@verizon.net>
Subject: Corso Chevy Chase Proposed Construction

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

Hello Tsaiquan and members of the planning commission -

I am reaching out to you on behalf of my family and myself, who are residents of Chevy Chase Section 3, located at 7103 Connecticut Avenue. We have lived here for 24 years and are lifelong residents of Montgomery County.

Specifically, we would like to express our concerns regarding the Corso Chevy Chase Senior Living Complex construction that is being proposed to replace the existing facility formerly used as the 4H National Youth Conference Center. There have been a range of sessions and meetings with the

developer and our Village Manager, Andy Leon-Harney has kept us in the loop on many of the specifics of the proposed site. At this time we have significant concerns about plans that are currently proposed, including:

1. The developer has proposed a setback for buildings along Connecticut Avenue of 18 feet. This is far less than any current structures anywhere along Connecticut Avenue, from Chevy Chase Circle, to Kensington, including the existing senior living facilities on Connecticut Avenue north of East West Highway, which are set well back from the road. It is our understanding that the proposed 18 feet is significantly less than is permitted for any construction at this time in this area and will dramatically impact the appearance, fit and living conditions for us and our neighbors. While some accommodation has been made to the original proposed 5 story height of the structures, placing the remaining structures within a car's length of the road would in no way "fit" with the current neighborhood appearance or feel.
2. We have concerns about the proposed unit density for residents and employees. We have had difficulty getting precise numbers from the Developer but it would appear that somewhere in the neighborhood of 430+ residential units are proposed. Again, this is a significant change in human density placed in the middle of moderately spaced single family homes. It is almost 4 times the density even before considering the hundreds of staff that will be required to ingress and egress on a daily basis. We are very concerned about the significant increase in traffic coming and going, daily deliveries, emergency vehicle visits, waste management vehicle visits, visitors to the facility etc. Currently the only ways of entry and exit from the site are from the southbound lanes of Connecticut Avenue. We know from past experience as residents, that vehicles needing to travel north to the Beltway, which every single vehicle involved in construction and support will need to do, will face a difficult, noisy and accident prone challenge in leaving the proposed facility. Post construction, based on unit density and typical staffing this would introduce well over 1000 people into a comparatively small space, dramatically changing the nature of our neighborhood.
3. We have serious concerns about the noise, vibration, congestion, traffic flow problems and construction debris issues that will certainly result from a demolition and construction project of this magnitude. The proposed construction would apparently be done in two phases over what looks to be 3-5 years! That is a very, very long time to live directly across the street from a major construction site. Again, having seen what's been taking place for the development around Chevy Chase Lake, and in the Bethesda area, we can expect regular if not permanent lane closures, thousands of heavy truck trips, crane assembly and operation, very early morning noise 6+ days a week, year round, construction debris and litter on the roadway and adjoining sidewalks and medians, blockages of pedestrian traffic etc., construction worker loitering, litter and neighborhood parking issues. We already experience and have to manage, at our expense, structural damage to our physical home, and other challenges resulting from current bus and truck traffic on Connecticut Avenue. These issues will only increase given the volume activity that will result from the project. The proposed construction plan and scope would make living in our home, extremely challenging and untenable to say the least.

These three items are our most significant concerns, but we do have others. Additional concerns such as de-forestation of the current property, pedestrian traffic, issues around crosswalks, traffic lights and ingress and egress from our home, Increased foot and vehicle traffic from non-residents, and more are also concerns for us, but the first 3 items described, top our list.

I hope you and the planning board will consider our communication, and our concerns for the impact to our quality of life the currently proposed project represents, for our family and our home. I am more than happy to discuss in detail further if any clarification if needed. My email address is Eric.a.howell@verizon.net and my cell phone number is 301-412-8876.

Thank you for your time and consideration,

Eric Howell
Michelle Howell
Samantha Howell
Stephanie Howell

From: [Gatling, Tsaiquan](#)
To: [Bogdan, Grace](#)
Subject: FW: CORSO Development on Connecticut Avenue
Date: Friday, February 24, 2023 4:02:32 PM

Tsaiquan Gatling

Planner III, DownCounty Planning

Montgomery County Planning Department

2425 Reddie Drive, Wheaton, MD 20902

Tsaiquan.Gatling@montgomeryplanning.org

p: 301.495.2116

From: Angela Noguera <rctqueen@aol.com>
Sent: Wednesday, February 8, 2023 11:05 PM
To: Gatling, Tsaiquan <tsaiquan.gatling@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>
Cc: villagemanager@chevychase3.org
Subject: CORSO Development on Connecticut Avenue

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Dear members of the planning Board,

As residents of Chevy Chase section 3, we thank you for allowing us the opportunity to express our opinion regarding the CORSO Chevy Chase planning directly across the street from our residence. To be exact, we live across the street from the north building which holds the National 4H cafeteria.

We have been at this address for the last 37 years and have greatly enjoyed the greenery in front. This brings us to the first issue we are very concerned with, which is the setback. All the single family homes in the area have a set back much larger than the negligible 18 feet Corso is proposing. The current building setback proposal fails to comply with the current local setback of 25 feet required in the Town of Chevy Chase and the 30 feet required for Chevy Chase section three. The proposed 18 feet is unacceptable, as it will destroy the look and homogeneity of all the properties in the neighborhood. In addition, the proposed height of 4 stories plus a roof with a setback of 18 feet, will inevitably cast a sunset shadow across Connecticut Avenue. Sixty

feet tall buildings will not blend with the homes around the neighborhood, which are about 30-35 feet tall. Therefore, it is imperative that they are setback no less than 50 feet which will minimize the dramatic appearance of the large buildings.

We like the current proposed north entry and south exit as long as they remain in the same location as what we have had for the last many years. Given the presently increased traffic on Connecticut Avenue and considering the large number of units CORSO is proposing, pedestrian and automobile traffic will surely increase. The only thing that would help this is a properly marked crosswalk north of Taylor street with a hawk traffic signal to make it easier and safe for the residents on both sides to cross the highway. Alternatively, another exit on a side street would be greatly beneficial during an emergency or for limited use during rush hours. The current proposal allows for someone to exit south and if they need to go north, they will have to make a U turn on Connecticut Avenue. This will be impossible after 3 PM due to the rush hour traffic going north.

We hope you will take our comments seriously, as all we want is for the new development to be more compatible with the neighborhood. It is what makes Chevy Chase special.

Sincerely,

Angela P Noguera, DDS
Ali R Fassihi, DDS

Angela P. Noguera, DDS, MS

Board Certified Endodontist



DC Endodontic Center

2021 K Street NW Suite 305

Washington, DC 20006

www.dcendocenter.com

Phone: (202) 835-3636 Fax: (202) 628-8530

From: [Gatling, Tsaiquan](#)
To: [Bogdan, Grace](#)
Subject: FW: Neighbor Comments to the Corso Chevy Chase Development
Date: Friday, February 24, 2023 4:02:41 PM

Tsaiquan Gatling

Planner III, DownCounty Planning
 Montgomery County Planning Department
 2425 Reddie Drive, Wheaton, MD 20902
Tsaiquan.Gatling@montgomeryplanning.org
 p: 301.495.2116

From: Alex Stahl <stahl.alexm@gmail.com>
Sent: Friday, February 10, 2023 12:11 PM
To: Gatling, Tsaiquan <tsaiquan.gatling@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>
Cc: Sara Davis <saradavis418@gmail.com>; Andy Leon Harney <villagemanager@chevychase3.org>
Subject: Neighbor Comments to the Corso Chevy Chase Development

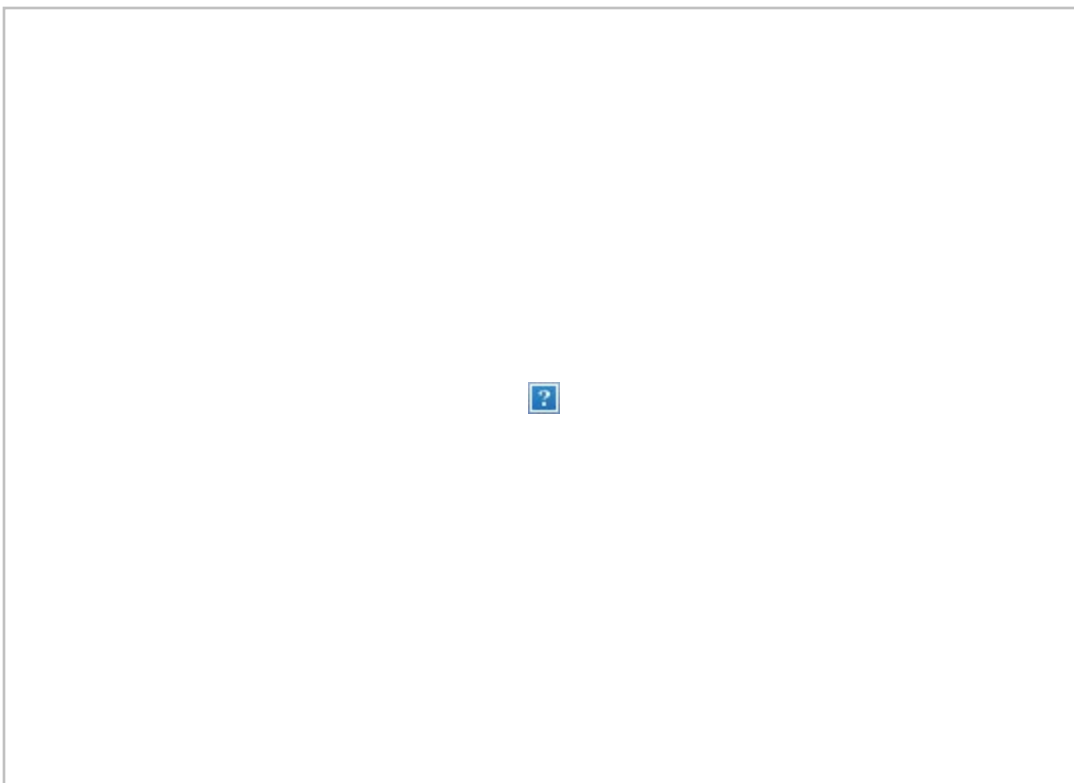
[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

We are writing to you today to voice our concerns with the new large development, Corso Chevy Chase, proposed directly across the street from our house at 7011 Connecticut Avenue, Chevy Chase, MD 20815.

To let you know a little about us, we are new members of the community and just bought our house this winter to both start our family and to hopefully be our "forever home." While we are always looking forward to ways to make the Chevy Chase community a better place to live, and are open to new exciting developments that fit into the community, the Corso Chevy Chase development appears to be listening and working with all members of the community in the Town of Chevy Chase to its West, North and South, **but completely ignoring and disregarding the concerns of the six houses and the United Methodist Church in Section 3, directly to the East, which one could argue are the MOST affected by the Corso development.**

Our house is located at the red dot below, **approximately 70 feet from the start of the new development.** You can probably understand why we are extremely concerned with the latest plans and lack of care from the developer towards Section 3's concerns.



As Planning Board Members, we deeply value your impact and willingness to hear our concerns and hope you can see what we are asking for are things that **have significant impacts on our homes, families and our community.**

Below are detailed concerns:

Set Backs

As you can imagine our biggest concern is the setbacks for the development. We are honestly confused and dumbfounded why it seems the developer is putting an exorbitant amount of buffers on all other sides of the development (81 feet on the North side and 145 feet on the back side), and have pushed the setback directly across the street from us to **18 FEET**. The local setbacks in the Town of Chevy Chase are a minimum of 25 Feet and that is for single family homes. A building of this size/height you would think should, at the very minimum, comply with the setbacks of the Town, but even more so, given its height, apply additional setbacks to try and more fit in with the neighborhood and not be an overbearing eyesore for homes that have to directly look at it everyday. **We strongly plead that if you listen to any part of this letter, to please listen to this part and have the developer put additional setbacks on the Southeastern portion of the site. An eighteen (18) foot setback just does not reasonably make sense and will most certainly result in an eyesore for the forgotten Section 3. We ask that the developer stick to their promise to be "compatible with and complementary to the surrounding residential neighborhoods," a direct quote from the developer.**

Construction

Understanding this is going to be a 3+ year construction process, and our house, as noted above, being as close as it is to the site, we want to make sure the proper screening and time restrictions for construction are put into place. When you are putting guidelines in for the developer, please think about our location and how close our house will be to the site - there are going to be hundreds of loud, large trucks entering in and out of the development every morning. **Please for a minute put yourselves in our shoes and think what you would want as a neighbor to this development without any tree or wall protection between the site and our house - please consider putting proper construction screening and time restrictions in place so our livelihoods and families are not significant negatively impacted by the commotion, noise, and views that the construction will bring.**

Taylor Street

We believe the entrances and exits for the property are fine as-is and should not be altered to make a single entranceway that lines up with Taylor Road. Access to and from the new development should be primarily from Connecticut Avenue. Making a single entranceway into the property, that is contiguous with Taylor Street, would create an overflow of traffic on Taylor Street, both during construction and while operational, of cars and even worse construction vehicles. We should not be encouraging traffic to cut through the neighborhood where children and families walk and play. **We strongly believe the current entry and exits for the community should be kept AS-IS, and traffic should be kept on Connecticut Avenue.**

We once again want to THANK YOU for reading our letter - these upcoming decisions will have significant impacts on our family and communities lives, and we thank you for taking our concerns seriously.

If you have any questions or would like to chat directly with us about any of the above, please email us at stahl.alexm@gmail.com or call us at 240-994-8598. We look forward to the Planning Board meeting in a few weeks.

All the best,

Alex Stahl and Sara Davis
7011 Connecticut Avenue
Chevy Chase, MD 20815
240-994-8598

ReplyForward

From: [Bogdan, Grace](#)
To: [Andy Leon Harney](#)
Cc: [Hisel-McCoy, Elza](#); [Dickel, Stephanie](#); [Gatling, Tsaiquan](#); [Larry Lanpher](#)
Subject: RE: Corso Chevy Chase Questiond
Date: Thursday, January 19, 2023 3:37:00 PM

Hi Ms. Harney-

As you have noted we are a bit busy right now, but I apologize just the same for my delayed response. Thank you for compiling both sets of questions in the combined email, I've replied to your questions below in **green bold italics**.

As for the schedule, with the delayed submission, we have asked the Applicant to request an extension with the Hearing Examiner (OZAH). Once that hearing date is confirmed, we can adjust our schedule and Planning Board hearing as appropriate. I will update you when that happens.

Thanks,

Grace

From: Andy Leon Harney <villagemanager@chevychasection3.org>
Sent: Tuesday, January 17, 2023 2:40 PM
To: Bogdan, Grace <grace.bogdan@montgomeryplanning.org>
Cc: Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Larry Lanpher <lawrence.lanpher@klgates.com>
Subject: Corso Chevy Chase Questiond

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I realize you are probably swamped but in the mix of all my questions, a few of them were not answered in my Jan 6 and 9 emails. I am copying Elza just because these questions may be in his wheelhouse. Specifically:

Can we request that some of the items we want be made binding elements?

Yes, any member of the public, including an adjacent community/jurisdiction may request a binding element to be added. We recommend these requests be in writing, and you can send the requests to us and we can forward to the Applicant, or you can reach out directly to the Applicant. The Board will decide if they want to accept the request and include in their recommendation to the Hearing Examiner. In its turn, the Hearing Examiner can decide if they want to recommend it to the Council, who has the final call.

Is it a matter of Section 3 and the Town and the developer all agreeing? Or is this something that the Planning Board weighs in on? What is the process for binding elements? For example, if we wanted to change a binding element wording or change or introduce a new

binding element, to whom do we address that request...to the developer (now perhaps?), to the Planning Board...what is the timing, who is the 'decider' and when should all this take place?

Similar to requesting a new binding element, requesting a modification to a currently proposed binding element should also be in writing. Otherwise the process is the same.

With regard to hearings:

1. How long does a representative of a local government have to speak?
2. Can we also have a consultants address certain issues and if so, how much time would they be allowed?
3. Does the Commission allow representatives from other agencies to speak at these hearings?

The Planning Board website (<https://montgomeryplanningboard.org/meetings/signup-to-testify/>) addresses these questions:

Community members can sign up to testify on public hearing or other appropriate matters by 12 noon on the day before the Planning Board meeting. It is at the discretion of the Planning Board Chair to determine the amount of time each speaker has for testimony. The Chair may set time limits for oral testimony at public hearings on regulatory items. Group representatives are typically allotted eight minutes, and individuals testifying on their own behalf are typically allotted three minutes; however, the Chair has the discretion to set longer or shorter time limits. The Chair may require individuals with similar or related positions to divide available time and avoid duplicative testimony. Individuals are ordinarily not allowed to yield their allotted time to another person offering testimony. If an attorney or other representative is speaking on your behalf at the hearing, you should avoid repeating the points they have made or will be making.

Time allotted to speakers on non-regulatory items is also at the Chair's discretion. Public testimony is typically not permitted on reconsideration requests (as opposed to a public hearings to reconsider an item), contract awards, work sessions, briefings, and roundtable discussions.

Yes, other agencies may testify as well. I think we would need to know which agency in question as it affects how they sign up to testify. ie, if it is a County or State agency like SHA, Staff would list them as a meeting attendee and would not be limited to public comment.

4. What is the difference in content, import, impact between the earlier hearing and the OZAH hearing? Are there different rules?

I am not as familiar with the OZAH hearing process, as I previously suggested, please reach out to Sarah Behanna (Sara.Behanna@montgomerycountymd.gov) for specifics. OZAH does their own analysis, holds their own hearing, writes their own report and publishes their own opinion.

And:

New Question: It appears that all the emphasis in the LMA has been on agreement between the Town of Chevy Chase and the developer. We face this development, it impacts our larger community as well. What is the Planning Board's pre-disposition on the matter of a proposed development being located in one community yet having significant impact on the community it faces?

The Zoning Ordinance has specific findings that must be made to recommend approval of a Local Map Amendment, I've linked that Section below for your convenience. Specifically, it requires compatibility with existing and proposed adjacent development (with no specificity to jurisdictional boundaries), and conformance with applicable Master Plans.

Zoning Ordinance Section 59.7.2.1 Local Map Amendments:

https://codelibrary.amlegal.com/codes/montgomerycounty/latest/montgomeryco_md_zone2014/0-0-0-5207

Looking forward to your responses to the older questions, the new questions and to a new schedule for hearings. Thanking you in advance for your help in understanding this process.

--

Andy Leon Harney Village Manager (301)656-9117

From: [Bogdan, Grace](#)
To: [Andy Leon Harney](#)
Cc: [Gatling, Tsaiquan](#); [Hisel-McCoy, Elza](#); [Dickel, Stephanie](#); [Mencarini, Katherine](#); [susan manning](#); [Larry Lanpher](#); [carolyn greis](#)
Subject: RE: Questions regarding Corso Setbacks
Date: Thursday, February 23, 2023 11:44:00 AM
Attachments: [Connecticut Ave Section REV2.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Ms. Harney-

As requested, the Applicant pulled together the attached section which demonstrates the existing condition on the east side of Connecticut Avenue (Section 3) and the proposed setback on the west side. There are two sections provided showing the different conditions on the northern and southern portions of Connecticut Avenue. Hopefully this clarifies the conversation we were having last week regarding the difference between the distance from curb and front setback on both sides of the street, and where the property lines are located in relation to the sidewalks.

If you have any questions please feel free to reach out to Tsaiquan or I.

Grace



Grace Bogdan, AICP (she/her/hers)
Planner III, DownCounty Planning Division

Montgomery County Planning Department
 2425 Reedy Drive, 13th Floor, Wheaton, MD 20902
grace.bogdan@montgomeryplanning.org
 o: 301.495.4533



I will be out of the office beginning late February for an extended leave. For assistance during this time, please contact Stephanie Dickel, stephanie.dickel@montgomeryplanning.org.

From: Andy Leon Harney <villagemanager@chevyCHASEsection3.org>
Sent: Wednesday, February 15, 2023 2:04 PM
To: Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; Gatling, Tsaiquan <tsaiquan.gatling@montgomeryplanning.org>
Cc: susan manning <susan.manning@chevyCHASEsection3.org>; Larry Lanpher

<lawrence.lanpher@klgates.com>; carolyn greis <carolyn.greis@chevyCHASEsection3.org>

Subject: Questions regarding Corso Setbacks

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

Thank you for answering some of my questions today. I have been consulting with a Council member on this matter. Grant's email poses a number of questions regarding our objection to the proposed setbacks on Connecticut Ave. As I said in our conversation, Grant seems to be comparing apples and oranges when he addresses the setback issue.

In his email, he indicates that the closest main building façade along Connecticut is approximately 50' from the curb: the sum of the proposed 18' setback, the 7' mystery space—not sure what that is, the 11' sidewalk, and the 8' tree panel which equals only 44'.

The building heights drawing in the L.M.A. (attached) references “no setbacks required on Connecticut Ave”, then says “property line” and then the drawing references “setback line” not sure what's what. The two properties facing Connecticut Ave also appear to be significantly different in terms of setbacks as we understand the meaning of the term.

Setbacks are measured from property lines, NOT from the Right of Way. The road sections you are asking him for should address all the measurements on both sides of the street for both buildings facing Connecticut Ave so we can have a fuller appreciation of how close these buildings are to what we understand as the minimum setback required in Montgomery County. If 11' sidewalks are being installed, does that mean that the property line is directly behind that size sidewalk? It's not at all clear. I think asking for road sections that address both Connecticut facing buildings and the entire span from Corso through to Section 3 properties would be most helpful to us both. Thanking you in advance for your input on this. Can't wait to see the explanation.

--

Andy Leon Harney Village Manager (301)656-9117