



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

January 10, 2024

Mr. Tsaiquan Gatling, Planner III
Downcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reedie Drive,
Wheaton, MD 20902

RE: Preliminary Plan Letter
Preliminary Plan No. 120240020
Corso Chevy Chase

Dear Mr. Gatling:

We have completed our review of the revised Preliminary Plan uploaded to eplans on December 1, 2023. A previous Preliminary Plan was reviewed by the Development Review Committee at its October 24, 2023, meeting.

The subject property is fronting the public streets maintained by Maryland State Highway Administration (MDSHA) and the Town of Chevy Chase. Therefore, MCDOT does not have any jurisdiction other than the maintenance and operation of the storm drain, traffic signal, sidewalk, bus stop, bus shelter, or shared use path. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide the following recommendations about the subject property per the review of the preliminary plan for the attention of the concerned agencies.

Significant Preliminary Pan Comments

1. Connecticut Avenue (MD-185): Per Master Plan of Highways and Transitways, it is classified as a Boulevard with 6-planned travel lanes and a proposed right-of-way of 120-ft. We defer to MDSHA for any improvements.
2. Thornapple Street:
 - a. The roadway is classified as Neighborhood Streets per Complete Streets Design Guidelines. Therefore, we recommend that the applicant dedicate right-of-way to meet an ultimate 60-ft right-of-way.
 - b. These roadways are maintained by The Town of Chevy Chase and therefore defer to them for any improvements.
3. There is an existing bus stop location along the site frontage which should be shown on the Preliminary Plan. Any relocation/impacts/improvements to the existing bus stops to incorporate the frontage improvements should be coordinated with Mr. Wayne Miller of our Division of Transit

Office of the Director

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

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Mr. Tsaiquan Gatling
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Services to coordinate improvements mentioned above to the RideOn bus facilities in the vicinity of this project. Mr. Miller may be contacted at Wayne.Miller2@montgomerycountymd.gov or at 240-777-5836.

4. **Sight Distance:** We defer to MDSHA for the sight distance at the proposed site entrance as the public right-of-way is maintained by MDSHA.
5. **Storm Drain Analysis:** MCDOT maintains the storm drain system. The revised storm drain analysis was reviewed and is acceptable. The applicant is responsible for installing a 10-yr storm water detention facility to retain the increase in the post development 10-year runoff on-site which was approved by Montgomery County DPS Water Resources Section. No improvements are needed to the existing downstream public storm drain system for this plan.

Standard Plan Review Comments

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Montgomery County Department of Permitting Services (MCDPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway. Driveway aprons should be provided for all alleys.
3. Permanent structures such as steps, stoops, walls etc. are not allowed in the public right-of-way (ROW).
4. We recommend a 10-Public Utility Easement (PUE) along all street frontages.
5. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-2194.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review Team
Office to Transportation Policy

December 7, 2023

Tsaiquan Gatling
Planner III
Montgomery County Planning Department
2425 Reedie Drive, Wheaton, MD 20902

Dear Mr. Gatling:

Thank you for the opportunity to review the **Conceptual Drawings and Preliminary (120240020)** and **Site Plans (820240030)** for the **Corso Chevy Chase** development (**SHA Tracking no. 23APMO022XX**) on Connecticut Ave (MD 185), which include access and signal improvements. The State Highway Administration (SHA) has reviewed the drawings and is pleased to share our feedback.

Based on preliminary review of the drawings, we would like to mention that the proposed signal should be justified and supported by the data provided via the requested analysis. No commitments to the signal can be made or implied until the need has been demonstrated and validated through those studies. If a signal is warranted with conceptual crossings approved, then the SHA is in support of the improvements in the State's right of way but reserves the right to comprehensively review and provide comments on the detailed engineering plans once they become available.

An Access Permit will be required for the proposed improvements in the State's right of way. Final approval of the improvements will be subject to review/ approval of the access and signal plans as part of the Access Permit process, which includes review/ approval a Design Request (DR), and subsequently, the signal plans, by Office of Traffic and Safety (OOTS).

If you have any questions or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at kwoodroffe@mdot.maryland.gov.

Sincerely,



Derek Gunn, P.E.
District Engineer, District 3, MDOT SHA

DG/kw



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Rabbiah Sabbakhan
Director

January 4, 2024

Mr. Timothy Hoffman, PE
Soltész, Inc
2 Research Place, Suite 100
Rockville, MD 20850

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
Corso Chevy Chase
Preliminary Plan #: 120240020
Site Plan #: 820240030
SM File #: 289888
Tract Size: 12.29 Ac./535,421 sq.ft.
Zone: CRNF-1.5,C-025,R-1.25,H-70
Total Concept Area: 8.98 Ac./391,177 sq.ft.
Parcel(s): Parcel 1, Chevy Chase, Section 4
Watershed/Class: Lower Rock Creek/I
Redevelopment (Yes/No): Yes

Dear Mr. Hoffman:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via the use of micro-bioretenion planter boxes and green roof, with the remaining ESD treatment provided in a Storm Filter. Underground detention is being provided to reduce the 10-year peak flow to the pre-project condition.

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

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this project.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. SWM required by SHA for proposed impervious area within their ROW is reviewed and approved by SHA but must be included in the final sediment control design plans once approved by SHA. Note that the at the conclusion of construction the sediment control permit will remain open until we receive confirmation from SHA that they have the stormwater management as-built information that they require



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www.montgomerycountymd.gov/permittingervices

Mr. Timothy Hoffman, PE
January 4, 2024
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5. At the final design stage, DEP Asset #12026 must be shown on the plan and its removal must be detailed on the plans. The existing stormwater management easement and covenant must be terminated and extinguished when the new easements are recorded.
6. If this project is to be developed in phases, each phase must meet the full stormwater management requirement independently from any future phase.

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

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

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

If you have any questions regarding these actions, please feel free to contact Sherry Mitchell, PE at 240-777-5206 or sherryl.mitchell@montgomerycountymd.gov.

Sincerely,

Mark Etheridge

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

cc: Neil Braunstein
SM File # 289888

ESD: Required/Provided 49,953 cf / 36,536 cf
PE: Target/Achieved: 2.0"/1.46"
STRUCTURAL: 10,454 cf
WAIVED: N/A cf.
Q10 ATTENUATION PROVIDED



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Scott Bruton
Director

January 8, 2024

Mr. Tsaiquan Gatling
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Corso at Chevy Chase
Site Plan # 820240030

Dear Mr. Gatling:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval. The development will include up to 287 independent living units that are required to provide Moderately Priced Dwelling Units (MPDUs) according to Chapter 25A.

The above plan must provide at least 15% MPDUs based on the final number of qualifying units. The applicant requires an Agreement to Build or an alternative agreement that otherwise allows the units to maintain affordability for MPDU participants to be submitted to DHCA before building permits are obtained from the Department of Permitting Services (DPS).

The final locations, layouts and bedroom mix will need to be approved by DHCA at the MPDU Agreement to Build or alternative agreement stage.

Sincerely,

A handwritten signature in blue ink that reads "Maggie Gallagher".

Maggie Gallagher, Program Manager I
Affordable Housing Programs Section

Affordable Housing

Division of Housing
Landlord Tenant Affairs

Multifamily Housing

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • www.montgomerycountymd.gov/dhca

DPS-ROW CONDITIONS OF APPROVAL

October 16, 2023

820240030 Corso Chevy Chase

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

“07-SITE-820240030-003.pdf V2” uploaded on/ dated **“9/18/2023”**.

As there seems to be minimal impact to the County ROW, we do not have any comment at this point.



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

DATE: 08-Jan-24
TO: Keely Laretti
Soltész, Inc
FROM: Marie LaBaw
RE: Corso Chevy Chase
820240030 120240020

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **08-Jan-24** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

***** See statement of performance based design *****

***** Applicant shall resubmit fire lane order for processing and execution after addresses are officially signed and prior to first occupancy *****

December 19, 2023

S. Marie LaBaw, PhD, PE
Fire Department Access and Water Supply
Department of Permitting Services
255 Rockville Pike, 2nd Floor
Rockville, MD 20850

Re: Corso Chevy Chase Performance Based Design Review
Preliminary Plan #120240020 and Site Plan #820240030

Dear Marie,

On behalf of our client, Corso DC, LLC, we are requesting the review and approval of a performance-based design in conjunction with a proposed assisted living development on the property located at 7100 Connecticut Avenue. The following are identified as performance based design review items for review and approval.

Access onto and exiting site:

Fire access is located within a main internal drive with two entrances off Connecticut Avenue. Two points of access are provided for the more than 100 dwelling units. The dwelling units are all located in a single building over a structured garage with sections of the above ground building areas labeled on the plan separately each separated by an on-site grid of vehicular and pedestrian access spaces. The two points of access will be at the location of the two existing driveways off of Connecticut Avenue because no other access points are available due to conservation easements along Thornapple Street and Woodside Place as well as a significant grade difference Woodside Place and the proposed development. The two existing driveways from Connecticut Avenue will have both ingress and egress available to emergency vehicles.

One entrance passes under the building. The Fire Access Lane will pass beneath occupiable space at the volume labeled "BLDG G" (also called "Gatehouse"). The minimum vertical clearance of 13.5 ft will be provided for the full width of the Fire Access Lane which narrows to 15' at the gatehouse and expands out on either side to 20' or wider. The ceiling above this passage and the walls on either side will provide a 3HR fire separation.

The second entrance to the site is a one-way exit that will be constructed to allow two-way access for fire trucks at 20 feet or wider the entire length. One lane is accessible to all vehicles. The second fire accessible lane is achieved with mountable curb and pavers and subgrade to meet 85,000 lbs or tertiary road standards. There is a warning strip abutting this lane and a crosswalk in the lane to alert walkers that emergency vehicles may use this space.

Turn-around at loading dock:

The internal fire access drive is primarily on grade with a turnaround located at the loading dock. It passes under an overhead walkway and above the elevated deck of the underground garage. The Fire Access Lane will pass beneath an overhead walkway which will span between the volumes labeled "BLDG D" and "BLDG F". The minimum vertical clearance of 13.5 ft will be provided for the full 20 ft width of the Fire Access Lane. The ceiling above this passage will provide a 3HR fire separation. The Fire Access Lane will include a turnaround that overlaps with the loading dock west of the volume labeled "BLDG C". The minimum vertical clearance of 13.5 ft will be provided for the full 20 ft width of the Fire Access Lane. The ceiling above the



loading dock and the walls on either side will provide a 3HR fire separation. Signs will denote that vehicles must not be left unattended.

Fire Access on structured plaza deck:

There is also a fire access path on a portion of the pedestrian plaza up to the proposed theater primarily above the underground garage. Access will be across a depressed curb. The fire access path including the subgrade, elevated deck, and hardscape pavers will meet the loading requirements of Admin interpretation 09-01 to support aerial operations for punching shear loads. They will also meet loading requirements to be no less than 85,000 lbs. at grade. Bollards and signage will mark the end of the fire access path and planters and tree grates will mark the sides of the path.

Breezeway Corridors:

Connecting the building volumes labeled “BLDG A” with “BLDG B” and “BLDG B” with “BLDG C”, there will be ground-floor “breezeway” corridors connecting the exterior to enclosed courtyards. No occupied space will be located above these corridors. Fire department access to the courtyards will be through these corridors, for which a 3 HR fire separation will be provided. The entry doors will allow Fire Department passage; a Knox Box will be provided. A diagram describing the operation of this corridor is provided on sheet 1 of the Fire Department Access Plan.

We believe that the performance-based design in this case will provide adequate access for fire apparatus throughout the site.

Please contact us with questions or if you need additional information.

Sincerely,

Timothy Hoffman
Soltesz, Inc.

PROFESSIONAL CERTIFICATION

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

LICENSE NO. 49428, EXPIRATION DATE: 05-31-2024



FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation

BY: SAC FM: 43 DATE: 1/8/2024



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Isiah Leggett
County Executive

Richard R. Bowers
Fire Chief

OFFICE OF THE FIRE MARSHAL

ADMINISTRATIVE INTERPRETATION 09-01

CODE REFERENCE: NFPA 1 (2006) *Uniform Fire Code* Chapter 18 Section 18.2.3.4.2

BACKGROUND: Per NFPA 1 (2006) Section 18.2.3.4.2, fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus.

INTERPRETATION: Designated fire department vehicular access can include elevated decks and other surfaces that must be designed to bear apparatus loading. Per NFPA 1901 (2003) *Automotive Fire Apparatus* Section 20.21.4.2, aerial apparatus outriggers are designed to exert no more than 75psi during aerial operations. Design outrigger pad dimensions are 2'-2" by 2'-6" long. Design loading should place the four outriggers 10'-0" apart along the length of the vehicle and 16'-0" apart in the transverse direction. Depending upon the position of the ladder any pair of two front, side or rear outriggers apply a force of 123,552 lbs (61,776lbs/outrigger) to the structure and the remaining two apply a force of 0 (zero) lbs.

JUSTIFICATION: If elevated decks and roadways designated as access are not designed to support design apparatus loads, they may fail during operations, possibly resulting in civilian and firefighter injuries and significant damage to structures, roadway surfaces, and apparatus. Fire department vehicular access must be constructed such that it can support apparatus while it operates in whatever capacity necessary to preserve life and property.

PREPARED BY: S Marie LaBaw, PhD, PE

DATE 18 May 2009

FIRE MARSHAL A/C Richard A. Small
Deputy Fire Marshal

Office of the Fire Marshal

101 Monroe Street, 12th Floor, Rockville, Maryland, 20850-2589 240/777-2486, FAX 240/777-2443

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