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**Statement of Justification
The Collection
Limited Site Plan Amendment
Site Plan Nos. 82001021E and 82001013C
(Revised)**

I. Introduction

On behalf of the Chevy Chase Land Company (the "Applicant"), the owner of properties located in the northeast quadrant of the intersection of Wisconsin Avenue and Wisconsin Circle in Friendship Heights, Maryland (collectively, the "Property"), we are submitting this application for a Limited Amendment to the previously approved Site Plans (Nos. 82001021D and 82001013B) (collectively, the "Amendment") for consideration by the Montgomery County Planning Board (the "Planning Board"). Through this Amendment, the Applicant proposes various modifications to the public use space, building architecture and on-site circulation, in an effort to rebrand the Property and create a more vibrant experience for all of its users. The Applicant also seeks to amend the parking requirements for the Property, in a manner that satisfies the standards of the 2014 Zoning Ordinance (collectively, the "Project"). Currently, the Property comprises two distinct developments known as the Collection and Chevy Chase Center. As part of the rebranding efforts, to unify the Property under a common name, the Property and two Site Plans will be collectively referred to hereinafter as "The Collection Chevy Chase."¹

II. Background

A. Site Location, Characteristics and Existing Conditions

The Property is prominently located along Wisconsin Avenue and is adjacent to the Friendship Heights Metro station. The Property is bounded by Montgomery Street to the north, the R-60 Zoned residential community of Chevy Chase Village and the un-built road rights-of-way of Belmont Avenue and Grove Street to the east, Western Avenue and Wisconsin Circle to the south, and Wisconsin Avenue to the west. The Property has a site (net lot) area of 8.22 acres (or 358,202 square feet), a tract (gross tract) area of 10.35 acres (or 451,166 square feet), and is more particularly known as Parcel C in the "Chevy

¹ For regulatory purposes of identifying the plans, the Site Plan for the Chevy Chase Center/Collection (No. 82001021D) will be referred to as the "Collection I" and the Chevy Chase Center Site Plan (No. 82001013B) will be referred to as the "Collection II."

Chase Section 1-A" Subdivision as recorded in the Land Records of Montgomery County, Plat number 22714.

The Property currently is improved with 412,000 square feet of retail, restaurant, and office uses and associated structured and surface parking. The Collection provides a variety of retail uses at this prominent and convenient location. The Property has been serving the needs of the surrounding communities for over 60 years.

The Property is subject to the 1998 Approved and Adopted Friendship Heights Sector Plan (the "Sector Plan").

B. Zoning and Permitted Uses

The Property previously was zoned CBD-1 ("Central Business District, 1.0") and TS-M ("Transit Station, Mixed"), but was recently rezoned CR-0.75, C-0.75, R-0.25, H-55T and CR-2.0, C-2.0, R-1.5, H-90T in connection with District Map Amendment G-956 (adopted July 15, 2014 and effective October 30, 2014). The CR-2.0, C-2.0, R-1.5, H-90T portion of the Property also is located within the Chevy Chase Neighborhood Retail Overlay Zone. Pursuant to Section 7.7.1.B.3 of the current Zoning Ordinance, the Applicant is submitting this Amendment for review under the standards and procedures of the Montgomery County Zoning Ordinance in effect on October 29, 2014 (the "Zoning Ordinance") (*i.e.* under the standards of the previous CBD-1 and TS-M Zones), with the exception of parking as will be discussed in Section V below.

Pursuant to Sections 59-C-6.22 and 59-C-8.3 of the Zoning Ordinance, various commercial uses including retail sales and service uses, office and eating and drinking establishments are permitted in the CBD-1 and TS-M Zones.

C. Surrounding Zoning and Land Uses

The Property is surrounded by various CR and R-60 zoned properties. The surrounding zoning and land uses are as follows:

North: Immediately north of the Property, across Montgomery Street, is a three-story retail building (currently operated by Saks Fifth Avenue) and expansive surface parking, split-zoned CR-3.0, C-2.0, R-2.75, H-90T and R-60.

East: The un-built road rights-of-way of Belmont Avenue and Grove Street are located immediately to the east of the Property and have been improved with paths and landscaping. Beyond the road rights-of-way, are single-family residential homes located in the Chevy Chase Village, zoned R-60.

South: To the south of the Property, on the opposite side of Wisconsin Circle, the Chevy Chase Metro Building – a 143' foot tall high-rise office building – is located above the Friendship Heights Metro Station and WMATA bus facility.

Across Western Avenue, within the District of Columbia, is an eight-story residential condominium and elderly housing complex.

West: To the west of the Property, across Wisconsin Avenue, are various retail, residential and office uses zoned CR-3.0, C-2.0, R-2.75, H-90T, including a 14-story office building and the Highland House Apartments, a 15-story multi-family residential building, with ground floor retail below.

III. Prior Approvals

The Property was originally developed in 1952. On May 31, 2001, the Planning Board approved Preliminary Plan 11999083 and Site Plans 820010210 and 820010130 for the redevelopment of the Property (with the exception of the approximately 8,992 square foot Clyde's restaurant) for up to 232,628 gross square feet of office development, 153,380 gross square feet of retail, and 25,992 gross square feet of restaurant space. Various subsequent amendments to the Site Plans were approved in 2005, 2010, and 2013. Most recently, Site Plan Amendment No. 82001021D was approved for the conversion of approximately 223 square feet of private dining area into public use space and the addition of a 110 square foot vestibule (collectively the "Prior Approvals").

IV. Proposed Modifications

The Applicant is proposing several modifications to the building architecture, public use space and on-site circulation in an effort to rebrand the Property. The Amendment will allow the Applicant to create a vibrant retail environment, which is unified under a common brand and visually connected and accessible to the surrounding community, known as "The Collection Chevy Chase." As described in detail in this Statement, the proposed modifications are intended to attract and maintain a desirable mix of tenants, improve internal site circulation, and activate the pedestrian environment.

A. Outdoor Restaurant Seating

As part of its rebranding efforts, the Applicant is seeking to attract additional restaurant tenants to the Collection. However, vibrant and dynamic sidewalk and street activity is essential to attract and retain quality restaurant tenants. Outdoor seating is necessary for restaurants and also is recognized to be an effective way to activate the street. As such, the Applicant requests the ability to convert a portion of the existing public use space and previous vehicular and parking area into private outdoor seating for particular restaurant users, if and when a restaurant occupies the adjacent ground floor space. Importantly, because the other site modifications (discussed below) will create additional public use space, the proposed Amendment will result in a net increase in the public use space on-site, as detailed in the Project Data Table.

B. Modifications to the Building Architecture

In an effort to diversify the tenant mix, the Applicant is proposing to re-demise the existing retail/restaurant spaces along Wisconsin Avenue to allow for some smaller spaces that appeal to a broader retail/restaurant market. The retail/restaurant spaces will be designed to have frontage along both Wisconsin Avenue and the internal private drive to further activate the total pedestrian environment. No additional floor area is proposed by this modification.

Additionally, to activate the buildings' frontages and attract desirable retail/restaurant tenants, the Applicant proposes architectural modifications to the storefronts along Wisconsin Avenue, Wisconsin Circle, and the internal private drive. Diverse storefronts and retail expressions are essential to improving and updating the architectural character of the site and creating a more vibrant retail environment. As such, the Applicant is requesting the ability to modify the existing storefronts to express the individual brand identity of existing and future tenants. The Applicant will create Design Guidelines that are intended to establish a set of parameters for quality design and materials for all retail tenants, while still providing sufficient flexibility to promote individual tenant identity. The façade changes will include the introduction of warmer and textured materials at the base of building columns, between and around retail storefronts, to create a more human-scale design. The existing steel and glass awnings will be removed and may be replaced if future tenants so choose; livelier awnings that incorporate a mix of colors, materials, and styles will be encouraged. The introduction of retail and restaurant fronts will be encouraged along Farr Park to encourage outdoor dining in those areas and add to the overall vibrancy of the Collection. Importantly, this Amendment permits individual tenants to establish unique storefronts without the need for additional Site Plan approvals/modifications. This would be noted on the Certified Site Plan.

The proposed façade modifications will provide a contemporary presence along this major thoroughfare and avoid a monotonous expression. These architectural modifications will enhance the buildings' presence along all street frontages and will help attract and retain quality retail/restaurant tenants.

C. Creation of Tiered Plaza

As previously mentioned, one of the main goals of this Amendment is to create a vibrant retail environment. To accomplish this, in addition to expanded outdoor restaurant seating, the Applicant is proposing to create a new tiered lawn and plazas behind the Collection. The tiered lawn and plazas will include two curved outdoor steps bookended by flexible multi-use structures (these open-air, unconditioned kiosks are intended to house temporary uses including, but not limited to: sheltered seating areas,

pop-up retail/food, farmer's market stalls, craft stalls, seasonal activities, and special event programming), an upper and lower plaza, decorative paving and ornamental landscaping. This space will draw patrons into the site and provide community gathering space that can serve as a platform for programmed events. Vehicular access to the internal drive aisle, which is located adjacent to the proposed plaza along the rear of the Collection, will be controlled to allow the street to be closed to traffic for special events like concerts, markets, festivals, and performances. The area also will be designed with a flexible core that when programmed, will overlap with the lower plaza, internal drive aisle, and entrance drive. The flexible core will provide additional space necessary to accommodate larger events and activities on-site. The plaza and flexible core will have year-round event programming associated with it, which may include festivals, tastings, farmers markets, performances, exhibitions, and movie nights. These strategic programmed events will add to the appeal of the Collection as a unique destination in Montgomery County and, more importantly, a neighborhood gem for the surrounding community.

D. Modifications to Improve On-Site Circulation

The Project will capitalize on its prominent location and Metro proximity by creating a walkable and pedestrian friendly experience. To accomplish this, the Amendment proposes several modifications that are intended to improve the pedestrian environment, as well as modifications to the vehicular access and design.

To create a vibrant and active retail experience, the Amendment proposes to transform the internal private drive aisle, located along the rear of the Collection, into a retail promenade that blends vehicular, bicycle, and pedestrian circulation. Specifically, the existing drive aisle and perpendicular parking spaces will be reconfigured into a two-way travel lane with parallel parking and wider sidewalks. Special paving treatments will be used to signal drivers that they have entered a pedestrian realm. The retail promenade will promote retail exposure and activity, but at a pace that is calmed by street trees and on-street parking to ensure pedestrian safety. Improved signage also will be introduced to enhance wayfinding and branding and improve pedestrian and vehicular circulation. As mentioned above, vehicular access to the internal drive aisle will be controlled to allow the street to be closed for special events. During these special events, vehicular circulation will continue to be accommodated on-site. Vehicular access to on-site parking at the upper level will continue to be accommodated from both Montgomery Street and Western Avenue when the private drive aisle is closed to vehicular traffic. Additionally, Wisconsin Circle will remain open to vehicular circulation at all times and will provide access to the structured parking garage.

For the convenience of retail patrons and restaurant users, valet parking may be provided along the internal private drive aisle. Valet parking will be a shared amenity for all retail tenants at the Collection, with a valet stand located on the internal retail street

near Farr Park. The valet stand will consist of a small, moveable kiosk located on the retail promenade and a drop-off area located within the parallel parking spaces. Additionally, the Applicant is proposing to construct a lay-by along the internal private drive, directly in front of the Clyde's restaurant space to accommodate drop-off parking that will provide a space where vehicles can drop-off patrons who need special assistance accessing the site, without impeding on-site circulation.

The Amendment also proposes improvements along the perimeter and internal streetscapes in order to create inviting pedestrian streets. The streetscapes will feature new landscaping and inviting site furniture to provide additional seating opportunities for patrons. Parallel parking spaces will be provided along Wisconsin Circle and are currently provided along Wisconsin Avenue as a buffer and traffic-calming mechanism, with a new midblock crosswalk (on Wisconsin Circle) connecting the Chevy Chase Metro Building (located above the Metro Station and WMATA bus facility) to the Collection (described in more detail below). Additionally, the existing vehicular access point along Wisconsin Avenue will be narrowed to improve pedestrian access and safety, and to accommodate additional outdoor public/private seating opportunities on the north side of the street. These streetscape and pedestrian improvements are intended to create a cohesive, inviting, pedestrian friendly retail environment.

Currently, visitors arriving to the Property by vehicle are confronted with ticket dispensers and barrier arm gates before they can enter the site. In order to provide a more welcoming feel and improve the center's presence along the street, the Applicant proposes to relocate these parking ticket dispensers and barrier gates to the parking garage entrances, deeper within the site. This modification will promote more efficient (and less confusing) circulation pattern, decreasing the potential for vehicular queuing onto the adjacent rights-of-way, and eliminating barriers in highly visible locations.

Another design feature intended to promote a more pedestrian-friendly and welcoming retail environment is the conversion of Montgomery Street into a more significant boulevard with a traffic circle at its terminus. To create a more inviting pedestrian entrance to the Property, the proposed design of Montgomery Street will incorporate additional landscaping and decorative hardscaping. The proposed traffic circle is intended to improve vehicular turning movements at the end of Montgomery Street and provide more efficient internal circulation.² As a traffic calming mechanism, the traffic circle will incorporate raised crosswalks and special paving. Speed humps also will be provided along the upper surface parking area to discourage cut-through traffic from Western Avenue. Additionally, to ensure pedestrian safety, the Applicant will incorporate raised crosswalks, special paving treatments and additional signage in the area immediately surrounding the pedestrian crossing which connects the pedestrian path

² The Applicant recognizes that as a condition of approval, the Special Exception for the adjacent Saks parking parcel (Case No. S-161) will likely need to be modified to accommodate the proposed traffic circle.

along the eastern boundary of the Property from the Chevy Chase Village to the Collection, in an effort to alert vehicles to pedestrian activity. Additional directional signage along Montgomery Street is proposed to improve pedestrian and vehicular wayfinding.

To facilitate the proposed changes to Montgomery Street, the Applicant is working with the Chevy Chase Village. In the event the proposed modifications are not approved by the Chevy Chase Village, the Applicant has prepared an alternative design that incorporates streetscape improvements intended to achieve the look and feel of a boulevard entrance, but which does not include the traffic circle. This Amendment is seeking approval of both design options.

E. Wisconsin Circle

The Applicant is proposing improvements to the pedestrian and vehicular circulation along Wisconsin Circle. Specifically, this Amendment seeks approval of two alternative design solutions for Wisconsin Circle. In both scenarios, a new midblock crosswalk will be provided to connect the Chevy Chase Metro Building (located above the Metro Station and WMATA bus facility) to the Collection. Additionally, under both options, the existing taxi stand, located along Wisconsin Circle near the intersection with Western Avenue, will remain in essentially its present location and two painted parallel parking spaces will be provided in front of the retail to the west of the taxi stand. Option #2 also proposes to provide four additional parallel parking spaces between Western Avenue and the proposed crosswalk. These spaces will be accommodated outside of the existing drive-aisle and will require relocation of the curb and narrowing of the sidewalk. The parallel parking spaces along Wisconsin Circle will serve as a buffer for pedestrians and traffic-calming mechanism. Under either scenario, Wisconsin Circle will continue to provide the necessary lane widths to accommodate fire and rescue. Again, the Applicant is seeking approval of both scenarios as part of this Amendment.

F. Modifications to Farr Park and Johnston Park Plaza

Both Johnston Park Plaza and Farr Park will be redesigned to provide more vibrant and inviting outdoor amenity areas.

i. Johnston Park Plaza

Johnston Park Plaza (the "Plaza"), at the corner of Wisconsin Avenue and Wisconsin Circle, serves as a gateway entrance to the Collection and is the first impression of many visitors. Accordingly, the Amendment seeks to redesign Johnston Park Plaza to create a more inviting public space that serves as both a gateway entrance and an icon for the Collection. To accomplish this, the existing sculptures and fountain will be removed to allow for more public and private outdoor seating and dining areas.

Moveable seating will be added to encourage visitors to interact within the Plaza, creating a more flexible and dynamic space.

Currently, a low wall separates the upper Plaza and streetscape. While this separation is needed because of the grade change between the Plaza and the sidewalk, the Applicant is proposing to replace the existing wall with a water wall and tiered landscaping in order to open up views to and from the Plaza. The water wall also will serve as an icon for the Collection, as it will become the backdrop for illuminated lettering announcing "The Collection." The water wall will transition into tiered seating walls with lawn panels between each tier, providing visitors with various seating options and serving to break up the expansive paving along the Plaza edge. Trees and shade structures also will be incorporated into the Plaza to provide comfortable seating areas during all seasons.

The adjoining paseo, adjacent to Clyde's restaurant, continues the design of Johnston Park Plaza, providing an important connection between Wisconsin Avenue and the new tiered lawn and plazas, and retail promenade. The paseo will include outdoor seating areas, lighting and new landscaping. The various design elements proposed in both the Plaza and paseo will create a dynamic experience that draws visitors into the site and encourages patrons to either sit and relax or shop and dine.

ii. Farr Park

Farr Park (the "Park") is an underutilized space. The existing sculptures, water fountain, and screen wall are situated in a manner that impedes fluid and comfortable pedestrian movement. The programming, colors, materials, and lack of landscaping make the Park cold, stark, and somewhat uninviting. To revitalize the Park's potential, the Application proposes a significant redesign of the space into a series of outdoor rooms, which will include seasonal landscaping, decorative hardscaping, water features, lighting and site furniture to create a more inviting outdoor experience. This redesign also will include eliminating the rear screen wall in an effort to extend the views beyond the Park to create a sense of openness and will provide more direct access to a flexible multi-use structure abutting the garage beyond (this open-air, unconditioned kiosk is intended to house temporary uses including, but not limited to: sheltered seating areas, pop-up retail/food, farmer's market stalls, craft stalls, seasonal activities, and special event programming). Water features will be located at either end of the Park to tie the space together and help diffuse the noise of Wisconsin Avenue. Outdoor restaurant seating is proposed along the sides of the linear Park to help activate the public space. Communal seating will be used to reinforce the edges and separate the public spaces from the private dining areas. Lighting also will be integrated in the Park through over-head fixtures and lighting incorporated into the landscaping and hardscape to draw visitors through the space, create ambiance, and provide a ceiling to the outdoor rooms. This Application does not propose any changes to the size of Farr Park – Farr Park will

continue to provide 9,000 square feet of public use space, which includes 875 square feet of previously approved outdoor private dining area.

iii. Artwork

As part of the effort to rebrand and refresh the site, the Applicant is proposing project elements that qualify as art. The existing on-site artwork, including the sculptured stones within Johnston Park Plaza and Farr Park, will most likely be decommissioned, but may be resituated. Discussions with the artist are ongoing and additional opportunities are being explored as the detailed design progresses. As plans come together during the review process, the Applicant will delineate their approach and present their plans to Staff. The Applicant is proposing that the final treatment of the art component will be addressed as part of the Certified Site Plan.

The enhanced Farr Park and Johnston Park Plaza will include water features and an updated design that will incorporate more usable public space and outdoor seating. The new tiered lawn and plazas will not only increase the public amenities area but incorporate playful sculptural features. As part of the Prior Approvals, it was the art located in Johnston Park that was incorporated into the approval for the CBD portion of the site. As part of this Amendment, the Applicant is proposing additional public amenities and public use space that more than compensate for the removal of the art work in Johnston Park. For example, the inclusion of the tiered lawn and plazas is a substantial public amenity (located within the CBD portion of the site) that will serve the public well. It also is likely to include design elements that should fulfill any requirements for public art. And, the monetary cost of the enhanced public use space far exceeds the value of the existing on-site artwork. Thus, the Applicant believes that the replacement of the art in Johnston and Farr Parks is more than offset by the inclusion of a new, exciting on-site public use and amenity site – the tiered lawn and plaza. As previously mentioned, the Applicant is amenable to working with Staff to consider donating the existing on-site artwork should an entity willing to receive it be identified (like Montgomery County Parks or in the central Roundabout located within Montgomery Street). The Applicant will present their strategy to the Art Review Panel.

G. Summary of Changes

The notable revisions and modifications proposed by this Amendment include:

- Conversion of public use space and previous vehicular and parking area into private outdoor restaurant seating;
- Modification of building architecture and storefront façades along Wisconsin Avenue, Wisconsin Circle and the internal private drive;
- Creation of a tiered lawn and plazas and flexible core for programmed events behind the Collection;
- Transformation of the internal private drive aisle, located along the rear of the Collection, into a retail promenade that can be closed to accommodate special events;
- Establishment of valet parking along the internal private drive aisle;

- Addition of a lay-by along the internal private drive, directly in front of Clyde's restaurant, to accommodate vehicular drop-off of patrons;
- Creation of a more pedestrian friendly retail environment through various streetscape improvements;
- Narrowing of the existing vehicular access point along Wisconsin Avenue to improve pedestrian access and accommodate additional outdoor public/private seating;
- Relocate parking ticket dispensers and barrier arm gates to the parking garage entrances, deeper within the site;
- Potential redesign of Montgomery Street;
- Redesign of Johnston Park Plaza including: removing existing sculptures and fountain; replace existing wall with a water wall and tiered landscaping; and introduction of moveable seating, trees and shade;
- Redesign of Farr Park into a series of outdoor rooms, which will include seasonal landscaping, decorative hardscaping, water features, lighting and site furniture; and
- Revisions to on-site art.

The Applicant had originally requested, as part of this Application, that Condition #3 of Site Plan No. Site Plan No. 820010130 be eliminated. However, after meeting with the Village of Friendship Heights and Chevy Chase Village, the Applicant has decided to forego this modification as part of this approval.

V. Parking

The Project accommodates parking through an on-site parking garage and surface parking. Pursuant to Section 7.7.1.B.3.b of the Zoning Ordinance that went into effect on October 30, 2014 (the "New Zoning Ordinance") the Applicant proposes to provide a sufficient number of on-site parking spaces, in accordance with applicable requirements for Commercial/Residential properties in a Reduced Parking Area.³ Section 6.2.3.B of the New Zoning Ordinance requires a minimum of 839 parking spaces and a maximum of 1829 parking spaces for the overall development. In total, after completion of the Project, the Property will provide a total of 1,291 parking spaces on-site, which exceeds minimum parking requirements but remains within the maximum amount permitted. The parking is more than sufficient to accommodate the existing and proposed users of the site, given then Property's close proximity to transit. The Application also includes the thirty short term parking spaces for Metro users.

Additionally, to accommodate non-automobile users of the site (*i.e.* employees and visitors), both short term and long term bicycle spaces will be provided. In accordance with Section 6.2.4.C of the Zoning Ordinance, a total of 74 bicycle parking

³ Section 7.7.1.B.3.b provides an opportunity to amend the parking requirements of a previously approved application in accordance with the parking requirements of Sections 6.2.3 and 6.2.4 of the New Zoning Ordinance.

spaces will be provided on the Property, of which 50 will be available for long term use in a secured area with a controlled point of access.

VI. Zoning Ordinance Conformance

A. Amendments to Applications Approved Before October 30, 2014

Pursuant to Section 7.7.1.B.3 of the New Zoning Ordinance, the Applicant is seeking to amend the previously approved Site Plans under the development standards and procedures of the Property's zoning on October 29, 2014. The Amendment does not (1) increase the approved density or building height and (2) will retain at least the approved setback from the adjacent single-family homes in the R-60 Zone. After completion of the proposed Amendment, the Project will continue to comply with the allowed/required height, density, and development standards of the CBD-1 and TS-M zones. Accordingly, this Amendment is being submitted under the standards and procedures of the Property's zoning in effect on October 29, 2014, with the exception of parking.

VII. Findings Required for Site Plan Approval

Section 59-D-3.4 establishes the findings required for approval of a site plan application. As set forth below, the Amendment satisfies each of these requirements:

- 1. The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan.*

The proposed Amendment conforms to all non-illustrative binding elements that were approved as part of Local Map Amendment No. G-775 for the TS-M portion of the Property. Additionally, the proposed Amendment conforms to the Project Plan, originally approved by the Planning Board on July 29, 1999 and subsequently amended on May 13, 2010 (Project Plan No. 91999002A). The Amendment seeks approval of modifications intended to rebrand and revitalize the retail environment – something that will benefit the entire area as a whole. The proposed Amendment will not increase the square footage or building height on site and will result in a net increase in public use space. Additionally, the existing uses on-site will remain unchanged.

2. *The site plan meets all of the requirements of the zone in which it is located, and where applicable conforms to an urban renewal plan approved under Chapter 56.*

As illustrated on the Site Plan submitted with this Amendment, the proposed Project continues to satisfy all of the requirements of the CBD-1 and TS-M Zones and the Chevy Chase Neighborhood Retail Overlay Zone that were previously approved. Pursuant to Section 7.7.1.B.3.b of the New Zoning Ordinance, a sufficient number of on-site parking will be provided in accordance with applicable requirements for Commercial/Residential zoned properties in a Reduced Parking Area (*i.e.* Sections 6.2.3 and 6.2.4). This Property is not located within an urban renewal area.

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

The Amendment is designed to improve and ensure the adequacy, safety, and efficiency of the overall development. As thoroughly discussed above, the Amendment will result in significant improvements to the pedestrian environment and vehicular circulation. The redesign and reconfiguration of Johnston Park Plaza and Farr Park are intended to eliminate existing barriers and create more open and inviting public spaces.

4. *Each structure and use is compatible with other uses and other site plans, and with existing and proposed adjacent development.*

The Project is physically compatible with, and not detrimental to, existing and future development surrounding the Property. The proposed Amendment will enhance the Collection's presence along this major thoroughfare and create a more vibrant shopping center that is reflective of the Property's location within close proximity to Metro. Because there are no changes in use, the proposed Amendment remains compatible with the uses surrounding the Property.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

The Project is subject to the Forest Conservation Ordinance and required Forest Conservation Plan. An amended Forest Conservation Plan will be submitted in connection with this Amendment.

The Project will comply with the requirements of Chapter 19 of the Montgomery County Code. Applicable requirements under Chapter 19 are addressed in the amended Stormwater Management Concept Plan, submitted to the Montgomery County Department of Permitting Services ("DPS") for review on March 15, 2016. In connection with the Project, the Applicant will utilize environmental site design (ESD) to the

maximum extent practicable toward meeting the required water quality treatment and water quantity control needs for the redeveloped improvements. These facilities will be designed per the 2009 MDE SWM Design Manual, Chapter 5. The Property is not in a Special Protection Area, so no separate water quality monitoring plan is required. A Sediment and Erosion Control Plan will be submitted to DPS for its approval prior to commencement of construction.

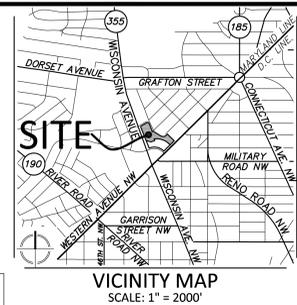
VIII. Conclusion

The Project will result in the creation of a vibrant experience for all users of the site. The Amendment will strengthen the pedestrian environment, improve vehicular circulation, create more inviting public spaces, improve the buildings' presence on the street, and introduce more uses and programmed activities that are intended to appeal to the surrounding community. As such, the Project will make a significant contribution to the overall vibrancy and continued success of Friendship Heights. Additionally, this Amendment will promote the creation of a unified brand identity for the Property. As demonstrated by this Statement, the Amendment complies with all applicable requirements of the Zoning Ordinance that govern development under the CBD-1 and TS-M Zones. For all of the reasons discussed above, the Applicant respectfully requests approval of this Amendment to the various Site Plans.

E-FILE STAMP

PLAN LEGEND

CTV	PROPERTY LINES	PROPOSED WATER LINE	EXISTING GUY POLE	EXISTING BOLLARD	BUILDING HEIGHT MEASURING POINT	ADDITIONAL PORTION OF SITE NOT COVERED UNDER THIS PLAN AMENDMENT
---	EXISTING CABLE TELEVISION CONDUIT	PROPOSED SANITARY SEWER WITH STRUCTURE	EXISTING GAS VALVE	EXISTING SIGN POST	PROPOSED BIKE RACKS	
---	EXISTING ELECTRICAL CONDUIT	PROPOSED STORM DRAIN	EXISTING LIGHT POLE	EXISTING WOOD POST	PROPOSED LIGHTS	
---	EXISTING EDGE OF PAVEMENT	PROPOSED LIMITS OF DISTURBANCE	EXISTING PHONE PEDESTAL	EXISTING INLETS	PEDESTRIAN LIGHTS	
---	EXISTING FENCE LINE	PROPOSED STORM WATER EASEMENT	EXISTING PHONE MANHOLE	EXISTING CURB INLET	PROPOSED PARKING LABELS	
---	EXISTING NATURAL GAS CONDUIT	EXISTING PARKING LABEL	EXISTING UTILITY POLE	EXISTING CONCRETE	PROPOSED HARDSCAPE	
---	EXISTING OVERHEAD WIRES	EXISTING SANITARY CLEANOUT	EXISTING SANITARY MANHOLE	EXISTING CURB AND GUTTER	PROPOSED FIRE HYDRANT	
---	EXISTING TELEPHONE CONDUIT	EXISTING STORM DRAIN MANHOLE	EXISTING TRAFFIC CONTROL BOX	EXISTING BUILDING	DOOR LOCATION	
---	EXISTING FENCE LINE	EXISTING ELECTRICAL JUNCTION BOX	EXISTING TRAFFIC SIGNAL POLE	EXISTING STORY	PROPOSED SWM FACILITY	
---	EXISTING SANITARY SEWER CONDUIT	EXISTING ELECTRICAL MANHOLE	EXISTING TREE	EXISTING ELECTRICAL TRANSFORMER	PROPOSED SWM FACILITY WITH CHEEK WALL AND CURB CUT	
---	EXISTING STORM DRAIN CONDUIT	EXISTING FIRE DEPARTMENT CONNECTION	EXISTING CABLE TELEVISION PEDESTAL	EXISTING ASPHALT		
---	EXISTING ZONE LIMITS	EXISTING FIRE HYDRANT	EXISTING UNKNOWN UTILITY MANHOLE	EXISTING EASEMENT		
---	PROPOSED 10' CONTOUR	EXISTING GAS MANHOLE	EXISTING WATER METER	EXISTING REINFORCED CONCRETE PIPE		
---	PROPOSED 2' CONTOUR		EXISTING WATER MANHOLE	EXISTING CORRUGATED METAL PIPE		
---			EXISTING WATER VALVE	EXISTING BUILDING RESTRICTION LINE		
---				EXISTING RIGHT-OF-WAY		



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301.652.9020
JOHN HUNTINGER

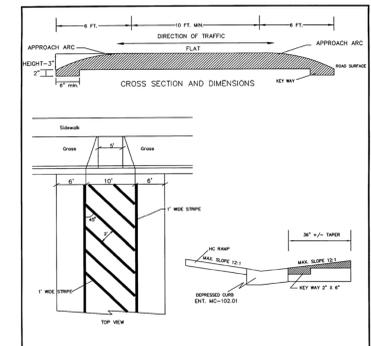
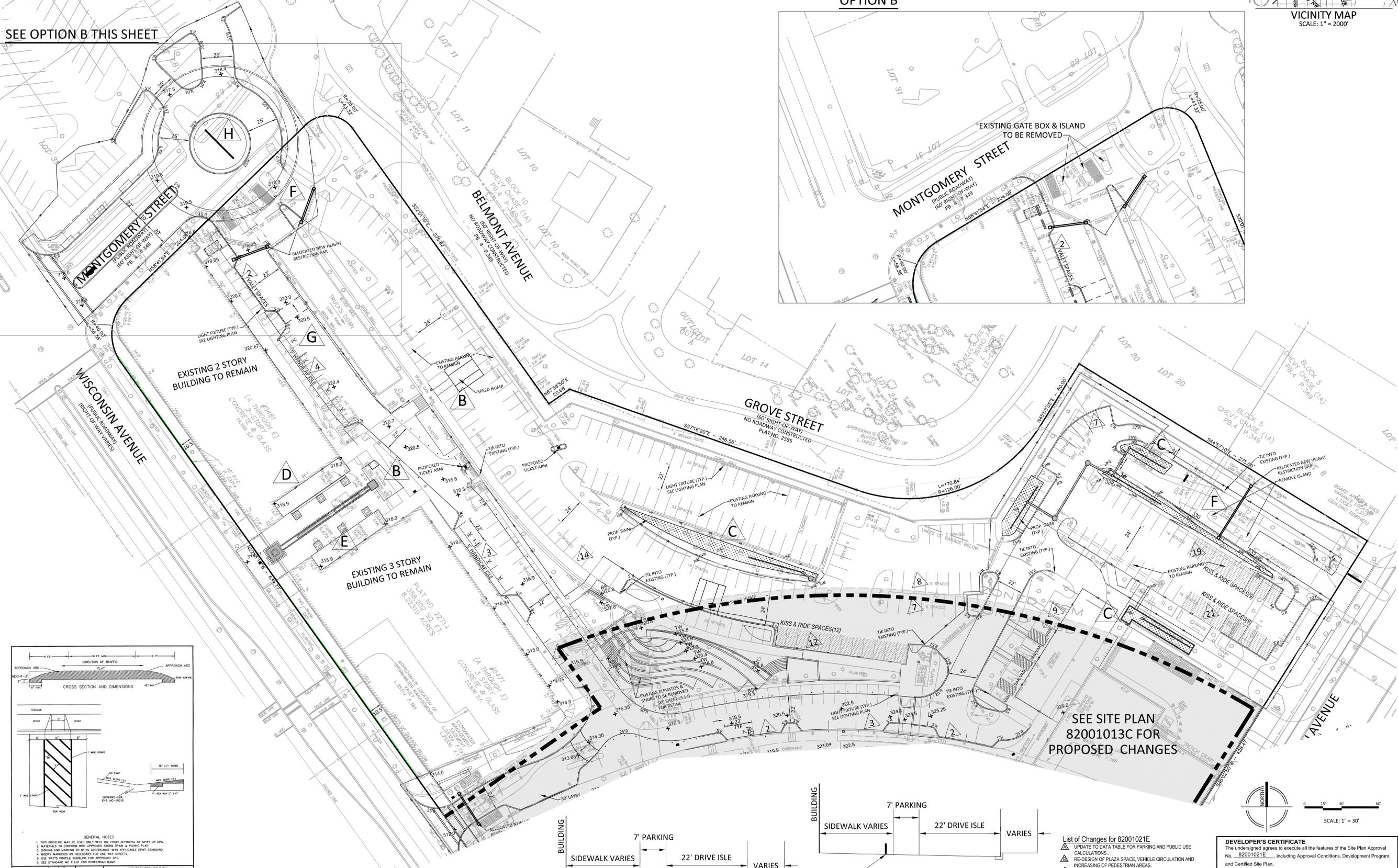
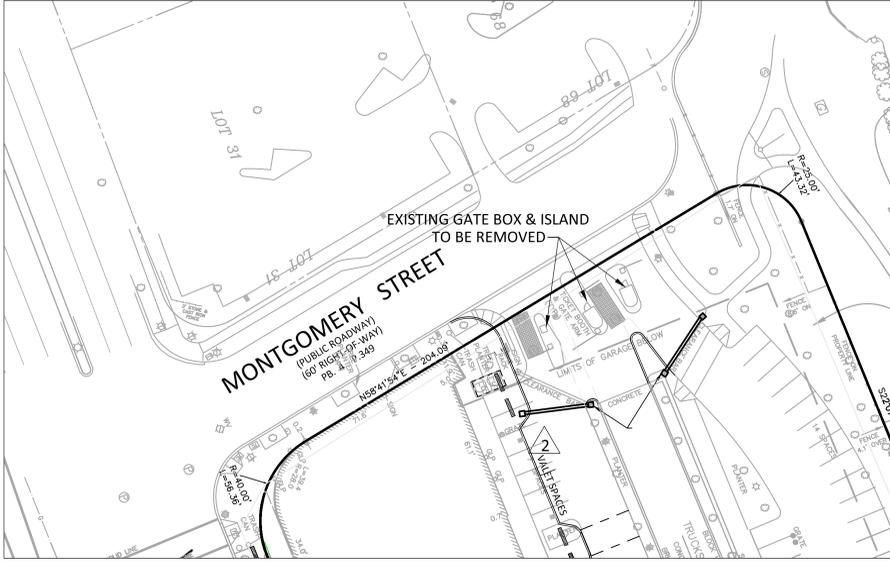
LIGHTING CONSULTANT
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2121 WISCONSIN AVENUE, NW
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WASHINGTON, DC 20007
1-202-337-1903
OWEN BRADY

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LAWRENCE TORRES
SHARON ETENADI

CIVIL ENGINEER
VKA MARYLAND, LLC
20251 CENTURY BOULEVARD
SUITE 400
GERMANTOWN, MD, 20874
301.916.4100
PHIL HUGHES

SEE OPTION B THIS SHEET

OPTION B



GENERAL NOTES

- THIS CROSSING MAY BE USED ONLY WITH THE PRIOR APPROVAL OF CDOT OR DPSS.
- MATERIALS TO CONFORM WITH APPROVED STORM DRAIN & PAVING PLAN.
- SIGNING AND MARKING TO BE IN ACCORDANCE WITH APPLICABLE STATE STANDARDS.
- WOODY MARKINGS AS NECESSARY FOR ONE WAY STREETS.
- USE MDT'S PROPOSED GUIDELINE FOR APPROACH ARC.
- SEE STANDARD MC 112.01 FOR PEDESTRIAN RAMP.

APPROVED: 3/11/13	REVISION:	MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES
MANAGER: RIGHT-OF-WAY PERMITTING AND PLAN REVIEW SECTION		RAISED CROSSWALK GUIDELINE

SPEED HUMP
N.T.S.

CURB STREET CONDITION
N.T.S.

FLUSH STREET CONDITION
N.T.S.

- List of Changes for 82001021E**
- UPDATE TO DATA TABLE FOR PARKING AND PUBLIC USE CALCULATIONS.
 - RE-DESIGN OF PLAZA SPACE, VEHICLE CIRCULATION AND INCREASING OF PEDESTRIAN AREAS.
 - PROPOSED SWM FACILITIES TO MEET CURRENT CODES.
 - UPDATE TO BUILDING FACADES.
 - ADDITIONAL OUTDOOR DINING AREAS.
 - REMOVAL OF PARKING TICKET ARM METERS.
 - RECONFIGURED DRIVEWAYS & PARKING TO ALLOW FOR MORE PEDESTRIAN AREA.
 - PROPOSED ROUNDABOUT IN MONTGOMERY STREET.

DEVELOPER'S CERTIFICATE
The undersigned agrees to execute all the features of the Site Plan Approval No. 82001021E, including Approval Conditions, Development Program, and Certified Site Plan.

Developer's Name: Chevy Chase Land Company
Contact Person: Mti Figueroa
Address: 8401 Connecticut Avenue, Penthouse, Chevy Chase MD 20815
Phone: 301-654-2690

Signature: _____

REVISIONS	DATE
INITIAL SUB.	5/17/16
2ND SUB.	6/9/16

PROFESSIONAL SEAL

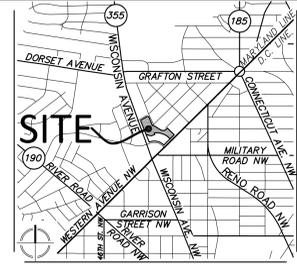
COLLECTION I
(FORMERLY KNOWN AS CHEVY CHASE CENTER/ THE COLLECTION)

7TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 207HW04
TAX MAP: HM343

SITE PLAN

DRAWN BY: SDG
DESIGNED BY: LWA
DATE ISSUED: 3/21/16
DRAWING NO: 82001021E
SHEET NO. C-4

E-FILE STAMP



VKA
 ENGINEERS PLANNERS
 LANDSCAPE ARCHITECTS SURVEYORS
 VIKI MARYLAND, LLC
 20251 CENTURY BOULEVARD SUITE #400
 GERMANTOWN, MARYLAND 20874
 PHONE: (301) 916-4100
 FAX: (301) 916-2262
 GERMANTOWN, MD. VICLEAN, VA.
 PREPARED FOR:
CHEVY CHASE LAND COMPANY
 8401 CONNECTICUT AVENUE
 PENTHOUSE SUITE
 CHEVY CHASE, MD, 20815
 301.654.2690
 MITI FIGUEROA
 mtf@cclandco.com

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CHTD.
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 301.916.4100
 PHIL HUGHES

REVISIONS	DATE
INITIAL SUB.	5/17/16
2ND SUB.	6/9/16

PROFESSIONAL SEAL

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED AND APPROVED BY ME, AND THAT I AM A QUALY CERTIFIED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. PHILIP R. HUGHES, LICENSE NO. 32313 EXPIRATION DATE: SEPTEMBER 05, 2027

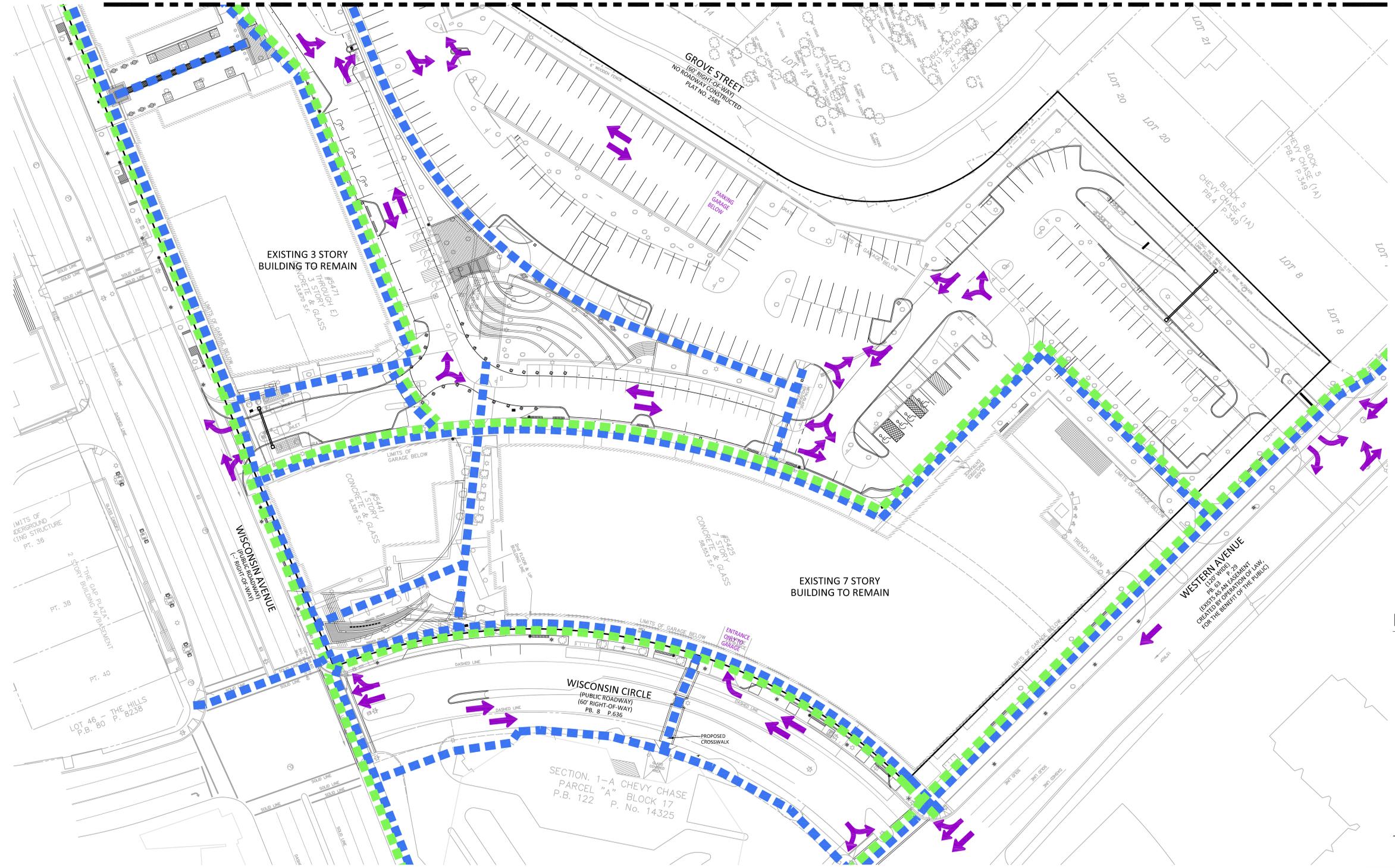
COLLECTION I
 (FORMERLY KNOWN AS
 CHEVY CHASE CENTER/
 THE COLLECTION)
 7TH ELECTION DISTRICT
 MONTGOMERY COUNTY,
 MARYLAND
 WSSC GRID: 207NW04
 TAX MAP: HM343

CIRCULATION PLAN

DRAWN BY: SDG
 DESIGNED BY: LWA
 DATE ISSUED: 3/21/16
 DRAWING NO: 82001021E
 SHEET NO: C-7

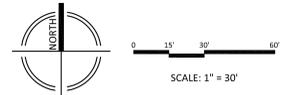
SEE SHEET C-7

SEE SHEET C-7



LEGEND

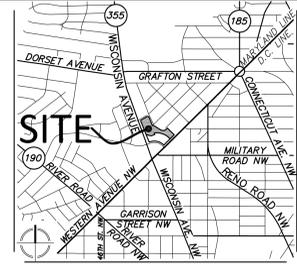
- - - PEDESTRIAN MOVEMENT
- - - BICYCLE MOVEMENT
- ↔ VEHICULAR MOVEMENT



DEVELOPER'S CERTIFICATE
 The undersigned agrees to execute all the features of the Site Plan Approval No. 82001021E, including Approval Conditions, Development Program, and Certified Site Plan.
 Developer's Name: Chevy Chase Land Company
 Contact Person: Miti Figueroa
 Address: 8401 Connecticut Avenue, Penthouse, Chevy Chase MD 20815
 Phone: 301-654-2690
 Signature: _____

FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.msutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY
 The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 26A of the Montgomery County Code.

E-FILE STAMP



VICINITY MAP
SCALE: 1" = 2000'

VKA
ENGINEERS PLANNERS
LANDSCAPE ARCHITECTS SURVEYORS
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GERMANTOWN, MARYLAND 20874
PHONE: (301) 916-4100
FAX: (301) 916-2262
GERMANTOWN, MD. - VICCLEAN, VA.

PREPARED FOR:
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PENTHOUSE SUITE
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301.654.2690
MITI FIGUEREDO
mtf@cclandco.com

DESIGN CONSULTANTS
ATTORNEY
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PHIL HUGHES

OPTION B



SEE OPTION B, THIS SHEET

EXISTING 2 STORY BUILDING TO REMAIN

LEGEND

-  PEDESTRIAN MOVEMENT
-  BICYCLE MOVEMENT
-  VEHICULAR MOVEMENT

REVISIONS	DATE
INITIAL SUB.	5/17/16
2ND SUB.	6/9/16

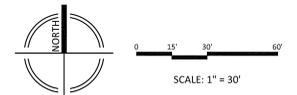
PROFESSIONAL SEAL

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A QUALIFIED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
PHILIP R. HUGHES, SE LICENSE NO. 32113
EXPIRATION DATE: SEPTEMBER 30, 2027

COLLECTION I
(FORMERLY KNOWN AS
CHEVY CHASE CENTER/
THE COLLECTION)

7TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 207NW04
TAX MAP: HM343

CIRCULATION PLAN



DEVELOPER'S CERTIFICATE
The undersigned agrees to execute all the features of the Site Plan Approval No. 82001021E, including Approval Conditions, Development Program, and Certified Site Plan.

Developer's Name: Chevy Chase Land Company
Contact Person: Miti Figueredo
Address: 8401 Connecticut Avenue, Penthouse, Chevy Chase MD 20815
Phone: 301-654-2690

Signature: _____

DRAWN BY: SDG
DESIGNED BY: LWA
DATE ISSUED: 3/21/16
DRAWING NO. 82001021E
SHEET NO. C-8

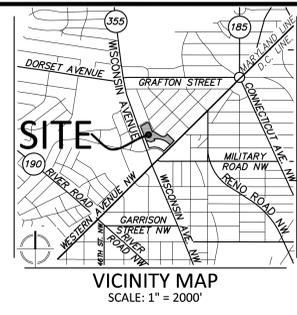
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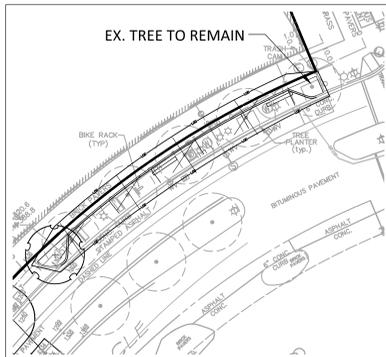
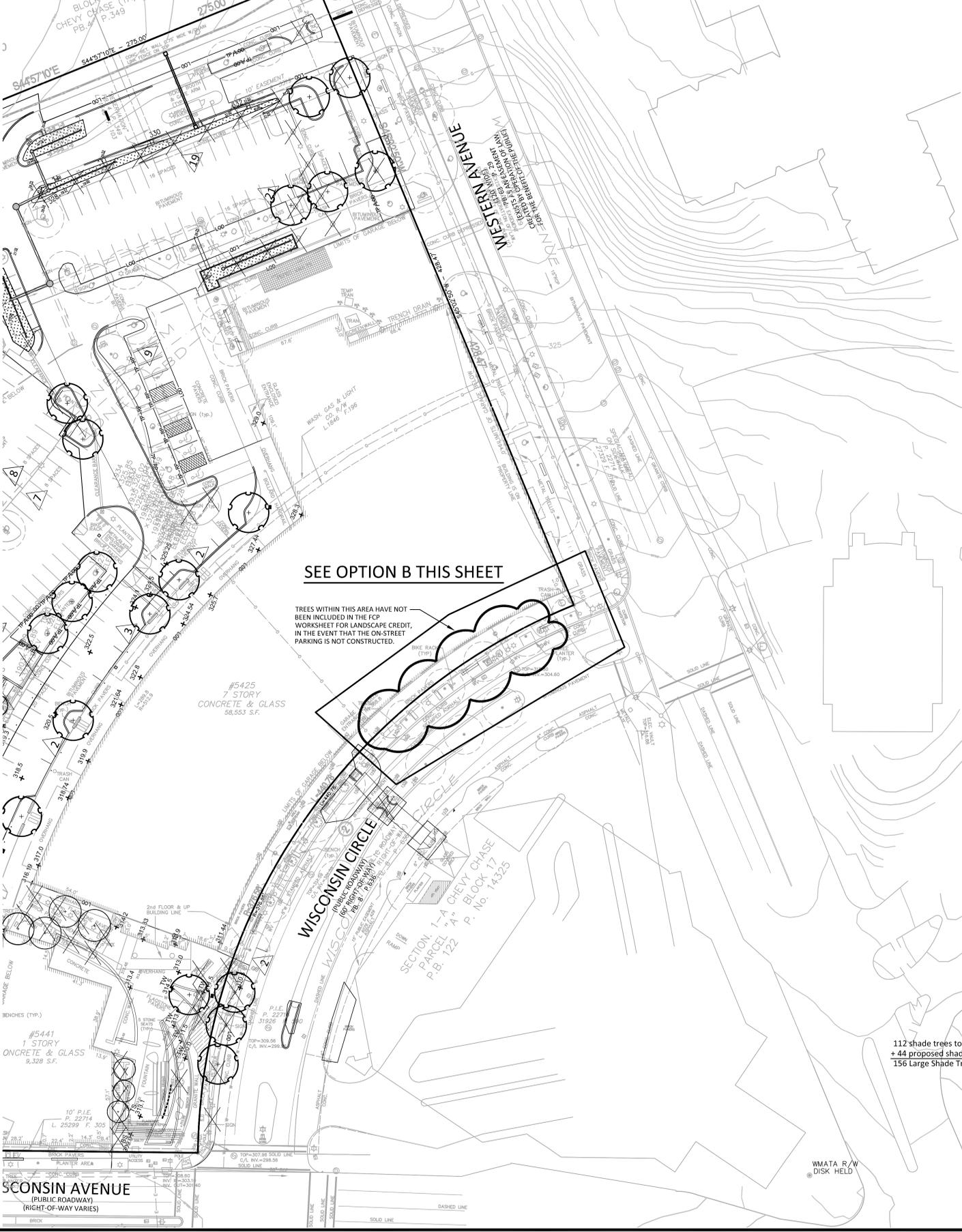
SEE SHEET 2 OF 2

SEE SHEET 2 OF 2

E-FILE STAMP



VKA
 ENGINEERS PLANNERS
 LANDSCAPE ARCHITECTS SURVEYORS
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 20251 CENTURY BOULEVARD SUITE 400
 GERMANTOWN, MARYLAND 20874
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 FAX: (301) 916-2262
 GERMANTOWN, MD. MCLEAN, VA.
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 PENTHOUSE SUITE
 CHEVY CHASE, MD, 20815
 301.654.2690
 MITI FIGUEREDO
 mtf@cclandco.com



OPTION B

SEE OPTION B THIS SHEET

TREES WITHIN THIS AREA HAVE NOT BEEN INCLUDED IN THE FCP WORKSHEET FOR LANDSCAPE CREDIT, IN THE EVENT THAT THE ON-STREET PARKING IS NOT CONSTRUCTED.

FOREST CONSERVATION WORKSHEET

- A. TOTAL AREA OF TRACT: 8.22 acres
- B. AREA WITHIN 100 YEAR FLOODPLAIN (> 400 ac. D.A. or Use III/II-P waters): 0 acres
- C. AREA OF LAND TO BE USED FOR AGRICULTURE: 0 acres
- D. AREA WITHIN ROW/EASEMENT FOR WHICH WSSC OR MCDOT/SHA WILL BE RESPONSIBLE: 0 acres
- E. NET TRACT AREA (A-B-C-D): 8.22 acres
- F. LAND USE CATEGORY: C20-1 & T3-4
- G. AFFORESTATION THRESHOLD (15% x E): 1.23 acres
- H. CONSERVATION THRESHOLD (15% x E): 1.23 acres
- I. EXISTING FOREST COVER: 0 acres
- J. FOREST COVER ABOVE AFFORESTATION THRESHOLD (I-G): 0 acres
- K. FOREST COVER ABOVE CONSERVATION THRESHOLD (I-H): 0 acres
- L. CALCULATION OF BREAK-EVEN POINT (Forested area to be saved for no planting requirement):
 L = 0 acres
 IF K<Q, AND I>G BREAK-EVEN POINT EQUALS I: 0 acres
 IF K=Q, THERE IS NO BREAK-EVEN POINT AND AFFORESTATION PLANTING IS REQUIRED. REFER TO P. IF K>Q, BREAK-EVEN POINT EQUALS (K + 20%) + H: 1.23 acres
- M. FOREST COVER TO BE RETAINED: 0 acres
- N. TOTAL AREA OF FOREST TO BE CLEARED: 0 acres
 (IF N IS GREATER THAN I-L, REFORESTATION PLANTING IS REQUIRED. SEE Q-2, BELOW.)
- O. CALCULATION OF AFFORESTATION REQUIREMENT:
 P. AFFORESTATION REQUIREMENT: Q-I = 1.23 acres
- P. CALCULATION OF REFORESTATION REQUIREMENT:
 Q. AREA OF FOREST ABOVE CONSERVATION THRESHOLD TO BE CLEARED (IF K=N, use N; K<N, use K): 0 acres
 R. AREA OF FOREST BELOW CONSERVATION THRESHOLD TO BE CLEARED (N-Q): 0 acres
 S. FORESTED AREA ABOVE CONSERVATION THRESHOLD TO BE SAVED (M-H): 0 acres
 T. PLANTING REQUIRED FOR CLEARING ABOVE THRESHOLD: Q x 1/4 = 0 acres
 U. PLANTING REQUIRED FOR CLEARING BELOW THRESHOLD: R x 2 = 0 acres
 V. CREDIT FOR FOREST SAVED ABOVE CONSERVATION THRESHOLD(S): 0 acres
 W. TOTAL REFORESTATION REQUIREMENT: T + U - V = 0 acres
- Q. TOTAL PLANTING REQUIREMENT:
 X. AFFORESTATION AND REFORESTATION: P + W = 1.23 acres (53,578 S.F.)
 Y. CREDIT FOR TREES AND LANDSCAPING: 1.16 acres *
 TOTAL PLANTING PROVIDED (NOT COUNTING BUFFER AREA) (FOR LINE Y)
 156 Large Shade Trees (including street trees) @ Avg. 10'R (314 sq. ft. ea.) = 48,984 sf
 and 7 ornamental trees @ Avg. 8'R (200 sq. ft. ea.) = 1,400 sf
 Total = 50,384 sf or 1.16 ac
- Z. TOTAL FOREST PLANTING REQUIREMENT: X - Y = 0 acres

112 shade trees to remain
 + 44 proposed shade
 156 Large Shade Trees

- SPECIFIC REQUIREMENTS FOR EXISTING TREES (1-8) TO REMAIN**
- TREE PROTECTION: TREE PROTECTION IS REQUIRED DURING CONSTRUCTION FOR ALL 6 TREES.
 - TREES #1: ROOT PRUNE ALONG SIDEWALK-SPRING 2002. ROOT PRUNE ALONG BACK OF PROPOSED CURBLINE-FALL 2002.
 - TREES #2,3,4: DO NOT ROOT PRUNE.
 - TREES #1,2,3,4: AERATE EXISTING LAWN AND PLANTING BED AREAS TO EXISTING TREES WITHIN A 20' RADIUS OF EACH TREE. AERATION WILL INCLUDE DRILLING HOLES AND BACKFILLING WITH ORGANIC MATTER.
 - TREES #1: ROOT PRUNE ALONG BACK OF PROPOSED - CURBLINE -SPRING 2002.
 - TREES #2: ROOT PRUNING NOT REQUIRED.
 - FERTILIZATION: DO NOT FERTILIZE EXISTING TREES TO BE SAVED UNTIL AFTER CONSTRUCTION IS COMPLETED.

LEGEND



REVISIONS	DATE
INITIAL SUB.	5/17/16
2ND SUB.	6/9/16

PROFESSIONAL SEAL

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, REGISTERED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND. NAME: JOSHUA C. SLOAN, RIA, ASLA LICENSE NUMBER: 3778 EXPIRATION DATE: MAY 11, 2025

COLLECTION I & COLLECTION II
 (FORMERLY KNOWN AS CHEVY CHASE CENTER & THE COLLECTION)
 7TH ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 WSSC GRID: 207NW04
 TAX MAP: HM543

FOREST CONSERVATION PLAN

DEVELOPER'S CERTIFICATE
 THE UNDERSIGNED AGREES TO EXECUTE ALL THE FEATURES OF THE APPROVED FINAL FOREST CONSERVATION PLAN NO. 820020111 & 202020112 INCLUDING FINANCIAL BONDING, FOREST PLANTING, MAINTENANCE, AND ALL OTHER APPLICABLE AGREEMENTS.
 DEVELOPER'S NAME: CHEVY CHASE LAND COMPANY
 CONTACT PERSON OR OWNER: MITI FIGUEREDO
 ADDRESS: 8401 CONNECTICUT AVENUE, PENTHOUSE, CHEVY CHASE, MD 20815
 PHONE & E-MAIL: 301-654-2690
 SIGNATURE: _____
 DATE: _____

DRAWN BY: SDG
 DESIGNED BY: LWJ
 DATE ISSUED: 3/21/16
 DRAWING NO. FCP-2
 SHEET NO. FCP-2

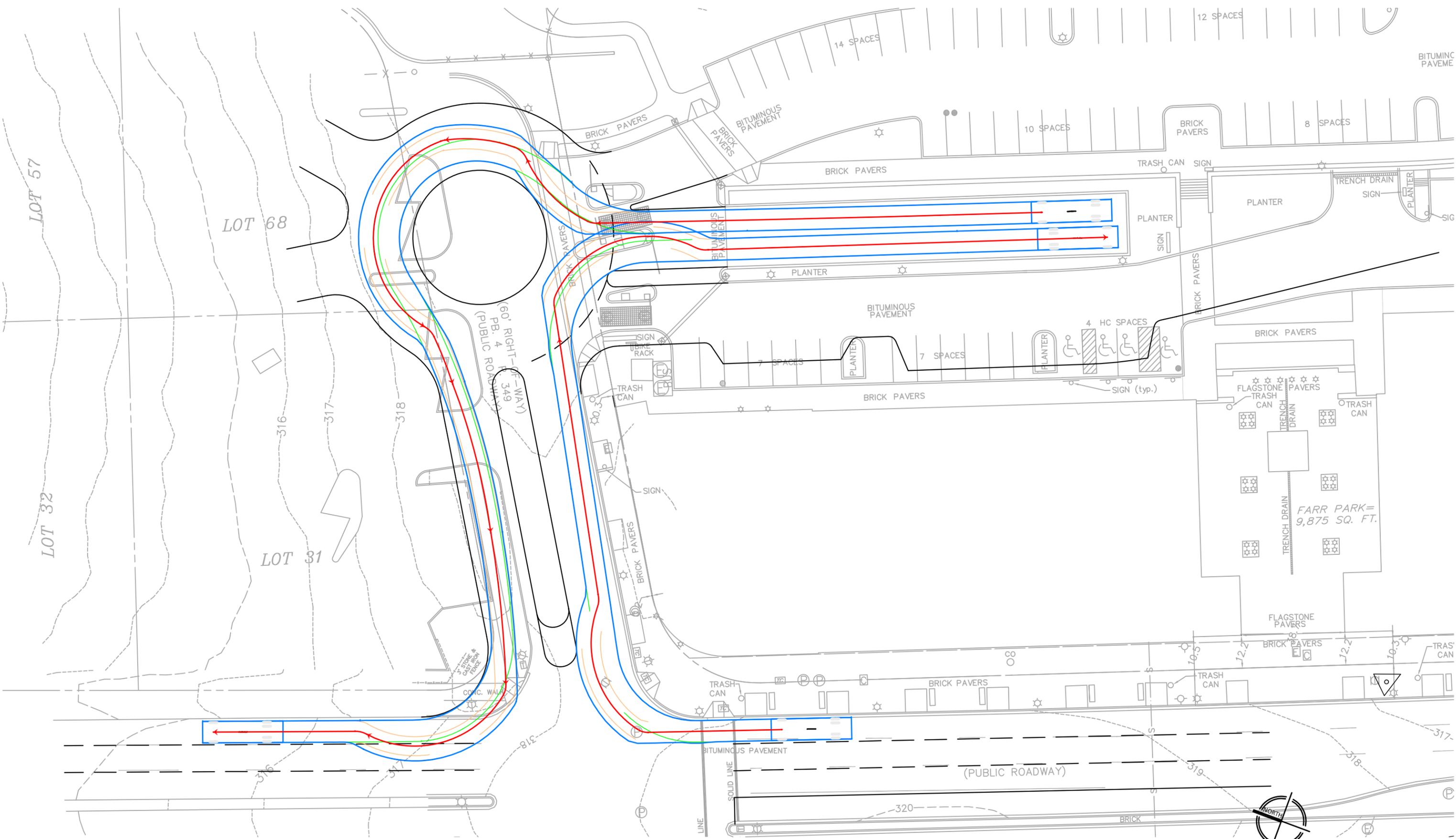
82001013C & 82001021E - COMMENT LIST				
Cycle	Group	Comment Text	Update Date	RESPONSES
1	Maro Fuster	Any existing tree that was approved for credit on the 3/17/2011 FFCP and actually exists on the site in healthy condition will continue to be honored for the original credit amount. However there are a number of issues that need to be addressed in the current plans submission.	4/26/2016 0:00	A site visit was performed on April 29, 2016 for existing tree location verification. The credit table and landscape plan will compensate for those trees removed or not planted.
2	Maro Fuster	A number of the credited trees are dead, removed or in poor condition. Replacing the tree in kind will restore the original credit however the replacement plantings would need to be noted on the plan as applicable.	4/26/2016 0:00	A site visit was performed on April 29, 2016 for existing tree location verification. The credit table and landscape plan will compensate for those trees removed or not planted.
3	Maro Fuster	Some of the trees appear to have never been installed, for example there are areas where only 6 out of 7 credited street trees were installed.	4/26/2016 0:00	A site visit was performed on April 29, 2016 for existing tree location verification. The credit table and landscape plan will compensate for those trees removed or not planted.
4	Maro Fuster	Tree plantings at new locations need to follow current standards for credit.	4/26/2016 0:00	Understood.
5	Maro Fuster	The new trees in (or within) 5 feet of SWM facility/ROW or a conflicting easement will not qualify for FC credit.	4/26/2016 0:00	SWM trees have been removed from the FCP since credit for them can not be taken. SWM plantings will be reviewed and coordinated with DPS, and follow the 5 foot perimeter requirement.
6	Maro Fuster	See change marks.	4/26/2016 0:00	Understood. We have reviewed changemarks along with the written comments.
1	Stephanie Dickel	Add "or approved equal" to all details on Sheet LS2.0 and 2.1 to allow flexibility.	4/26/2016 0:00	This note has been added.
2	Stephanie Dickel	Please separate the hardscape/site furnishings plan from the landscape plan and provide two separate plans.	4/26/2016 0:00	These plans have been separated.
3	Stephanie Dickel	Please provide an overall landscape plan showing proposed new landscaping and existing landscape to remain.	4/26/2016 0:00	We have provided this.
4	Stephanie Dickel	Please update the landscape plans to reflect the existing landscaping, quantities, and material.	4/26/2016 0:00	Existing information is reflected on the plan.
5	Stephanie Dickel	**These comments are for both 82001021E and 82001013C**	4/26/2016 0:00	Understood.
1	Mathew Folden	please provide a turning template indicating that the design vehicle can be accommodated on-site.	4/26/2016 0:00	A truck turning exhibit has been included.
1	Marie LaBaw	The applicant is proposing to narrow the north side of Wisconsin Circle to approximately 13ft near the garage entrance. Given the very dense, urban nature of the area I have concerns. Minimum prescriptive code requirement for new development is 20ft and Chapter 22 does not allow for reducing efficiency of an existing fire protection system such as fire department access.	4/26/2016 0:00	The previously proposed bumpout protecting the 3 parking spaces has been removed.
2	Marie LaBaw	The applicant must use height bars or some other method of access control to keep apparatus off the elevated decks on site unless they are rated for apparatus loading per Administrative Interpretation 09-01.	4/26/2016 0:00	New relocated height bars have been located on the site. See Landscape set.
1	Scott Whipple	This property is not identified in the Locational Atlas or designated in the Master Plan for Historic Preservation. This project will have no direct impact on any identified or designated historic resources.	4/26/2016 0:00	Understood.
1	Sam Farhadi	Please see DPS-RPP comments in the supporting documents folder.	4/26/2016 0:00	Understood. No comments were listed per the letter.
	Mathew Folden	please provide the following:	4/26/2016 0:00	Understood.
1	Mathew Folden	1. a truck turning template for the appropriate design vehicle	4/26/2016 0:00	A truck turning exhibit has been provided for the movements in and out of the site from Montgomery Street. The balance of the site is inaccessible for large vehicles due to height bars from the surrounding roadways. The Grocery Store is fed directly off Western Avenue and is an unchanged condition.
2	Mathew Folden	2. a pedestrian/ bicycle/ vehicle circulation exhibit	4/26/2016 0:00	A circulation exhibit has been provided.
3	Mathew Folden	3. a traffic statement	4/26/2016 0:00	Per and email dated May 17, 2016 from M.Folden, it has been determined that a traffic statement is not necessary because the land use mix has not changed on the site.
4	Mathew Folden	4. response to clarifying questions provided in e-plans via changemarks.	4/26/2016 0:00	Understood. We have reviewed changemarks along with the written comments.
1	Pranoy Choudhury	Work in SHA right of way will require SHA plan review. based on the scope of work in SHA r/w, the applicant will have to obtain a SHA district Office permit (DO) permit.	4/26/2016 0:00	Understood.
82001021E - PLAN MARK-UP COMMENT LIST				
07-BSITE-82001021E-004	Marie LaBaw	The applicant is proposing to narrow the north side of Wisconsin Circle to approximately 13ft near the garage entrance. Given the very dense, urban nature of the area I have concerns. Minimum prescriptive code requirement for new development is 20ft and Chapter 22 does not allow for reducing efficiency of an existing fire protection system such as fire department access.	4/26/2016 0:00	The previously proposed bumpout protecting and the 3 parking spaces have been removed. 20' clear remains as provided.
07-BSITE-82001021E-004	Marie LaBaw	The applicant must use height bars or some other method of access control to keep apparatus off the elevated decks on site unless they are rated for apparatus loading per Administrative Interpretation 09-01.	4/26/2016 0:00	Height bars have been located on the site - see landscape set. The height bars have all been placed very close to the entries in order to provide a visual indicator negating reverse movements.
08-BLL-82001021E-AL3	Marco Fuster	Include provisions for lighting substitutions to be approved by Staff.	4/26/2016 0:00	On sheet AL3, we have added a notation to each detail stating "or approved equal".
08-BLL-82001021E-LS-3.0	Marco Fuster	Revise planting notes/details to consistently specify/show topsoil for the entire planting bed, rather than the individual planting pits only.	4/26/2016 0:00	The notes/details have been revised to address this.

10-BFCP-82001021E-001	Marco Fuster	The trees in (or within) 5 feet of new SWM facility will not qualify for FC credit.	4/26/2016 0:00	SWM trees have been removed from the FCP since credit for them can not be taken. SWM plantings will be reviewed and coordinated with DPS, and follow the 5 foot perimeter requirement.
10-BFCP-82001021E-001	Marco Fuster	The Xs in some locations are confusing as they coincide over a newly planted tree. Additional sheets or clearer graphics are needed.	4/26/2016 0:00	Some existing trees are being removed for construction purposes and replaced with new trees in the same locations. The graphics of the FCP have been made much clearer by utilizing a cadd base instead of a scan of the previously approved plan (done after a phone conversation with Marco). Xs remain and the proposed trees have been made bolder.
10-BFCP-82001021E-001	Marco Fuster	More information is needed on the appropriateness of the setting for these trees. For example the trees proposed along Montgomery Street appear to be planted at the edge of pavement causing a number of issues.	4/26/2016 0:00	The location of the proposed trees has been made more clear. Also see the landscape set for the tree pits proposed for these trees.
10-BFCP-82001021E-001	Marco Fuster	A 24 inch diameter oak tree located in this area is in notable decline and potentially hazardous. Tree should be noted for removal. A replanted tree could be credited at this location.	4/26/2016 0:00	There are no proposed construction or changes located around this tree. An arborist will be coordinated with, during preconstruction to determine if the tree should be proposed for removal. Should the tree be identified for removal, a replacement tree will be planted in its place. The plan now reflects the removal and replacement so future plan changes will not be needed.
10-BFCP-82001021E-001	Marco Fuster	The new trees in (or within) 5 feet of SWM facility/ROW or a conflicting easement will not qualify for FC credit.	4/26/2016 0:00	SWM trees have been removed from the FCP since credit for them can not be taken. SWM plantings will be reviewed and coordinated with DPS, and follow the 5 foot perimeter requirement.
10-BFCP-82001021E-001	Marco Fuster	This credited tree is in poor condition due to the overhanging Boxelder tree. Oak tree should be replaced along with notes to prune portions of the boxelder to accommodate the replacement planting.	4/26/2016 0:00	The oak tree in question will be removed. Replacement for this removal has been accounted for on the site. As a result of removal of the Oak, the Boxelder tree should not need the suggested pruning. The arborist can inspect this tree and provide guidance. No proposed construction is slated for this area.
10-BFCP-82001021E-001	Marco Fuster	This tree is shown 1 foot behind curb. Move trees to realistic setting, further from areas subject to vehicle /plow damage.	4/26/2016 0:00	Tree locations have been revised to remove this concern.
10-BFCP-82001021E-002	Marco Fuster	Revise plantings and associated credit/requirements per comments herein.	4/26/2016 0:00	We have revised the planting and layout per comments.

82001013C - PLAN MARK-UP COMMENT LIST

1	Mathew Folden	what is this 10' label dimensioning?	4/26/2016 0:00	The erroneous dimension has been removed.
2	Mathew Folden	What is happening in this area? is the sidewalk transitioning to a flush condition (level with the drive aisle)? If so, consider installing detectable warning surfaces at the pedestrian crossing points	4/26/2016 0:00	This sidewalk area is flush with the driveway area. There are bollards that separate the two spaces, along with pavement material changes.
1	Sam Farhadi	All Café seating areas are subject to MCDPS requirements.	4/26/2016 0:00	Understood.
2	Sam Farhadi	All proposed brick pavement sections should be per CR 16-931 and MC-111.02 (provide a label accordingly). M&L agreement is required for all non-standard items if they are approved by MCDPS.	4/26/2016 0:00	A general note has been placed on the cover sheet of each individual site plan noting these standards.
3	Sam Farhadi	Chokers to meet DPS criteria.	4/26/2016 0:00	The choker on Wisconsin Circle is no longer proposed.
4	Sam Farhadi	Bike rack design to be approved by the DOT- Bikeway coordinator.	4/26/2016 0:00	Understood. A note has been added to the cover sheet under the general notes. Pat Shephard with MCDOT will be consulted.
5	Sam Farhadi	Widen the pedestrian crossing on Wisconsin Circle to 10'. No parking at any time signs is normally posted within 20' on either side of it on the south side within the existing layby area. Also, please ensure when it crosses the median a standard ADA compliant pedestrian refuge island is provided.	4/26/2016 0:00	The crosswalk striping has been widened to 10 foot. Signs will be posted accordingly.
6	Sam Farhadi	Please see FRS comments for the minimum clear lane width needed for Wisconsin circle in the proposed bump out area. Accordingly, the location of the minimum 3 taxi loading areas on the north side may need to be adjusted.	4/26/2016 0:00	Fire and Rescue issues have been addressed. 20' of paving remains as existing, not width change now on Wisconsin Circle.
7	Sam Farhadi	Public and private sidewalks when adjacent each other need to have the physical limits of maintenance provided or PIE/ ROW for the additional sidewalk is needed.	4/26/2016 0:00	Applicant understands and will provide a PIE for any public sidewalk on their property along Wisconsin Circle at time of CSP. PIE already exists along Wisconsin Avenue and at the SW corner of Wisconsin Avenue and Wisconsin Circle. The current PIE's can be found on P.22714, L.25299, F.305 and P.22714, L.31926, F.590
8	Sam Farhadi	Ensure of 5' ADA path along the frontage and across the street on both side of Wisconsin Circle. Provide PIE if needed.	4/26/2016 0:00	Dimensions have been placed on site showing a minimum of 5' clearance for ADA compliance.
9	Sam Farhadi	Remove all proposed pedestrian crossing/ traffic control markings from the site plan. The only exception is the minimum 3 taxi loading spaces on the north side of Wisconsin Circle that need to be clearly delineated.	4/26/2016 0:00	Markings have been removed. Relocated taxi stand is no longer being proposed. See plans for revised layout.
10	Sam Farhadi	Please provide truck turning movements.	4/26/2016 0:00	This is one way in for passenger vehicle entry to the parking garage. There is no exit permitted onto Wisconsin Circle from this location.
11	Sam Farhadi	Provide sight distance analysis.	4/26/2016 0:00	This is one way in for passenger vehicle entry to the parking garage. There is no exit permitted onto Wisconsin Circle from this location.
12	Sam Farhadi	Narrow the median break at the intersection of Wisconsin Circle and Wisconsin Ave to 18' with 2' nose curb radius instead of proposed 1'.	4/26/2016 0:00	Curb alignment has been revised. Please see plan.

13	Sam Farhadi	The proposed taxi loading area on the south side of Wisconsin Circle eliminates the sidewalk and may obstruct the line of sight for the access point to the east. Before it can accepted, please work out these issues. Also change the label to Wisconsin Circle at Wisconsin Ave.	4/26/2016 0:00	The taxi loading area on the south side of Wisconsin Circle is no longer proposed. See revised layout on the plans.
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SU-30 AUTOTURN

CHEVY CHASE CENTER
 CHEVY CHASE, MD
 MONTGOMERY COUNTY

MAY, 2016



SCALE: 1"=30'