

SECTION 3 OF THE VILLAGE OF CHEVY CHASE

P.O. Box 15070

Chevy Chase

Maryland

20815

301.656.9117

www.chevychasesection3.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

SECTION 3 OF THE VILLAGE OF CHEVY CHASE

P.O. Box 15070

Chevy Chase

Maryland

20815

301.656.9117

www.chevychasesection3.org

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.

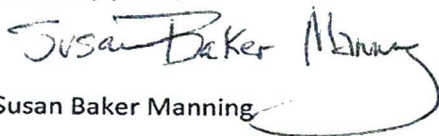
Five stories is not residential height and we would prefer the setback to be in keeping with the overriding pattern in the neighborhood. We feel strongly that buildings close to Connecticut Avenue should be more in keeping with the pattern of setbacks well established in the community. And we note that 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