

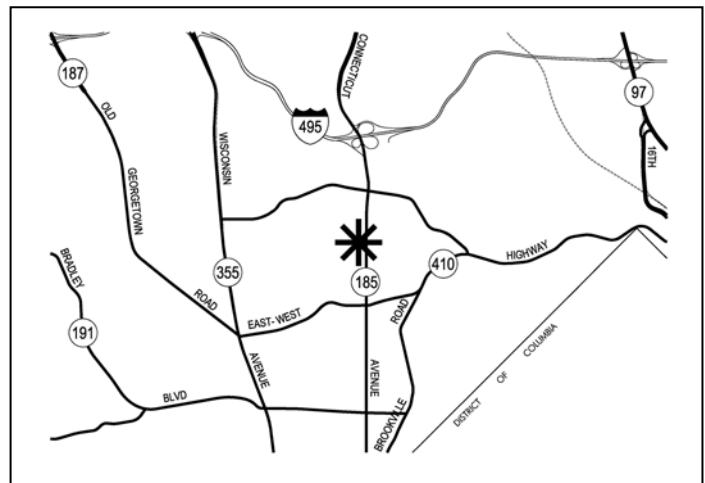
The Crescent at Chevy Chase, Preliminary Plan No. 120180150 and Site Plan No. 820180130

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Description

Completed: 11.16.2018

- Creation of one lot for a multi-family residential development with up to 129,742 total square feet for up to 111 multi-family dwelling units;
- Current use(s): Garden Apartments;
- Located on the north side of Newdale Road, 200 feet west of Connecticut Avenue;
- 1.98 gross acres zoned CRT 1.5, C 0.25, R 1.5, H 50
- *Chevy Chase Lake Sector Plan* area;
- Applicant: Newdale Mews, LLC;
- Acceptance date: March 2, 2018



Summary

- Staff recommends approval of the Crescent at Chevy Chase Preliminary Plan and Site Plan with conditions.
- The Planning Board approved Sketch Plan 320170040 on November 17, 2016.
- The Applicant has worked extensively with Staff and neighbors to address design and compatibility issues on this uniquely constrained site. The resulting design creates a new and inviting sense of place at the end of a one-block street that is also the Purple Line's and Capital Crescent Trail's gateway into Chevy Chase Lake. The deceptively simple design skillfully balances all of the requirements of the program, the recommendations of the Chevy Chase Lake Sector Plan, and development standards and other regulatory requirements.
- To further enhance the sense of place, the Applicant will be participating financially in the implementation of the Sector Plan-recommended shared-use path opposite the site that will connect the Capital Crescent Trail to Connecticut Avenue, committing to plant street trees along the completed path, and performing off-site environmental enhancements to the Coquelin Run stream valley.

SECTION 1: RECOMMENDATION AND CONDITIONS

Preliminary Plan No. 120180150

Staff recommends approval of Preliminary Plan 120180150. The development must comply with the binding elements and conditions of approval for Sketch Plan No. 320170040 as listed in the MCPB Resolution No. 16-121 dated December 21, 2016.

All site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions.

1. This Preliminary Plan is limited to 1 lot for up to 111 multi-family dwelling units with 12.5% MPDUs.
2. The Adequate Public Facility (“APF”) review for the Preliminary Plan will remain valid for sixty-one (61) months from the date of mailing of this Planning Board Resolution.
3. The Planning Board accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letters dated October 5, 2018, and November 13, 2018, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT if the amendment does not conflict with other conditions of the Preliminary Plan approval.
4. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
5. In accordance with the MCDOT letter, the Applicant must pay to MCDOT \$29,968 for the Newdale Road Bicycle side path prior to recordation of any plat associated with the Subject Application.
6. The Planning Board accepts the recommendations of the Maryland State Highway Administration (“SHA”) in its letter dated October 22, 2018, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MDSHA if the amendment does not conflict with other conditions of the Preliminary Plan approval.
7. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Service (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated October 12, 2018, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with other conditions of the Preliminary Plan approval.
8. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated October 23, 2018, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.
9. The record plat must show necessary easements.

10. In lieu of right-of-way dedication, along the Newdale Road property frontage, the Applicant must provide and show on the record plat a 5' public improvement easement (PIE).
11. The Applicant must construct all road improvements within the rights-of-way shown on the approved Preliminary Plan to the full width mandated by the master plan and/or to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the Preliminary Plan, "To Be Constructed By _____" are excluded from this condition.
12. Before submitting a record plat application or clearing or grading the Subject Property, the Applicant must receive Staff certification of Site Plan No. 820180130.
13. If a future site plan or site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan amendment.
14. No clearing or grading of the site prior to recordation of plat.
15. The Applicant must include the stormwater management concept approval letter and Preliminary Plan Resolution on the approval or cover sheet(s).
16. The certified Preliminary Plan must contain the following note:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.

Site Plan No. 820180130

Staff recommends approval of Site Plan 820180130. The development must comply with the binding elements and conditions of approval for Sketch Plan No. 320170040 as listed in the MCPB Resolution No. 16-121 dated December 21, 2016.

All site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions.

1. Density
The Site Plan is limited to a maximum of 129,742 square feet of residential development on the Subject Property, for up 111 number of units.
2. Height
The development is limited to a maximum height of 50 feet, as measured from the building height measuring point illustrated on the Certified Site Plan.

3. Moderately Priced Dwelling Units (MPDUs)

The Planning Board accepts the recommendations of Montgomery County Department of Housing and Community Affairs (DHCA) in its letter dated September 24, 2018, and incorporates them as conditions of the Site Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which DHCA may amend provided that the amendments do not conflict with other conditions of the Site Plan approval.

- a) The development must provide 12.5% percent MPDUs or MCDHCA-approved equivalent on-site consistent with the requirements of Chapter 25A and the applicable Master Plan.
- b) Before issuance of any building permit for any residential unit(s), the MPDU agreement to build between the Applicant and the MCDHCA must be executed.

4. Landscaped Buffer

Within the landscaped buffer along the rear property line, the Applicant must:

- a. To further reduce to the greatest extent practicable impacts to existing trees to be retained, reduce the limits of disturbance (LOD) to exclude an area of six times the trunk diameter of the affected tree, as determined by Staff at Certified Site Plan;
- b. Provide additional plantings on-site along the new 6-foot privacy fence to provide additional visual buffer above the fence line, as determined by Staff at Certified Site Plan;
- c. Include provisions for ivy removal and canopy pruning; and
- d. Arborist oversight of plantings in coordination with MNCPPC Forest Conservation Inspection Staff.

5. Streetscape

- a. The Applicant must construct streetscape, including but not limited to street trees, street lighting, and sidewalk, along the Subject Property's frontage, as shown on the Certified Site Plan.
- b. Along the south side of Newdale Road, opposite the Subject Property's frontage, the Applicant must provide street trees along the planned shared-use path, to be implemented by others. If after a period of five years from the date of this resolution the shared-use path has not been completed, or if the implementation of the shared-use path does not provide a minimum planting area of 5 feet in which to plant the street trees, the Applicant is released from the requirements of Condition 5.b

6. Off-Site Environmental Enhancements

- a. Consistent with the recommendations of the Sector Plan and subject to the approval of the property owner, the Applicant must provide off-site environmental enhancements to three clearings on the 8100 Connecticut Avenue site where non-native invasive plants have prevented canopy trees and shrubs from growing.
- b. The final scope, general location and details of the enhancements must be shown on the Final Forest Conservation Plan (FFCP), and must include at a minimum the following elements, subject to Staff approval:
 - i. Utilize a rubber-tracked skid-steer forestry mower to cut and shred ground vines, honeysuckle shrubs, and hanging vines, leaving shreds on the ground. Stumps and stubs are flayed thus radically reducing resprouting;
 - ii. For non-mowable areas adjacent to native trees, cut and remove targeted vines, shrubs, and trees with hand tools and chainsaws, and treat the stumps with an appropriate herbicide to reduce resprouting;
 - iii. Cut vines attached to tree trunks carefully, and allow to die off and fall from trees;
 - iv. Blow in wood chip mulch where soil is barren to 2-3" depth to minimize run-off, minimize resprouting, and provide easier targeted treatment. Large mulch trailers can run hoses over 300 feet into the site from paved access;
 - v. Restoration planting of shade tolerant shrubs and trees to repopulate barren areas;

- vi. Follow up treatment of sprouts 2-3 times per growing season; and
- vii. Maintenance for three years minimum;
- c. Should the 8100 Connecticut Avenue property owner not allow the improvements, the Applicant must identify another suitable location as determined by Staff.

7. Public Benefits

The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the *CR Zone Incentive Density Implementation Guidelines* for each one.

- a. Transit Proximity – The site is located within 1/4-mile of the Purple Line Level 2 Transit Service.
- b. Connectivity between Uses, Activities, and Mobility Options
 - i. Minimum Parking –The Applicant must not provide/construct more than 88 parking spaces.
- c. Diversity of Uses and Activities
 - i. Dwelling Unit Mix – The Applicant must integrate a mix of residential unit types with at least 8 efficiency units, 56 1-bedroom units, 28 2-bedroom units, and 5 3-or-more-bedroom units. Final unit mix approved by the Planning Board must be shown on the CSP. Before issuance of any residential use-and-occupancy certificate, the Applicant must provide as-built floor plans to MNCPPC and a copy of the approved layout to DPS Zoning &Site Plan Enforcement.
 - ii. Enhanced Accessibility for the Disabled – The Applicant must construct a minimum of 2 dwelling units that satisfy American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard.
- d. Quality Building and Site Design
 - i. Exceptional Design – The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the Certified Site Plan, as determined by M-NCPPC Staff.
 - ii. Structured Parking – The Applicant must provide no more than 88 parking spaces within a below-grade structure.

8. Lighting

- a. Prior to certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- b. All onsite down-lights must have full cut-off fixtures (or BUG equivalent).
- c. No fixtures on the northern building façade are permitted to have illuminated elements directed toward the northern property line.
- d. Uplighting fixtures are prohibited on the north side of the building.
- e. Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at any property line abutting residentially developed properties.
- f. Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.
- g. Light poles are prohibited on the rooftop of the building.

9. Forest Conservation

The Applicant must comply with the conditions of the Final Forest Conservation Plan (FFCP), including but not limited to:

- a. The net tract area for the forest conservation worksheet and associated notes must be revised to clearly reflect the net tract area as being the area contained within the current property boundaries plus the offsite LOD.
- b. At least 10.5 caliper inches of native canopy mitigation trees must be provided on the Subject Property.
- c. Adjust plans as applicable so that all the credited mitigation plantings are at least 5 feet away from any structures, ROWs, SWM facilities, utility lines, and/or their associated easements.
- d. The following trees must be preserved:
 - a. 22" Norway maple, identified as Tree MT9 on the NRI/FSD; and
 - b. 7" mulberry, identified as Tree MT8 on the NRI/FSD.
- e. Coordinate with staff on minor corrections & clarifications of the plans notes and details.
- f. Prior to any clearing, grading or demolition within the project area, the Applicant must submit a certificate of compliance which satisfies the offsite 0.30-acre afforestation credit requirements (or as approved in the certified FFCP). The M-NCPPC approved document must be recorded in the Land Records of Montgomery County prior to any clearing, grading, or demolition.
- g. The limits of disturbance shown on the final Sediment Control Plan must be consistent with the limits of disturbance shown on the Final Forest Conservation Plan.

10. Noise Attenuation

- a) Before issuance of the any building permit, the Applicant must provide certification to M-NCPPC Staff from an engineer who specializes in acoustical treatment that the building shell will attenuate the projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.
- b) Before issuance of any Use and Occupancy Certificate for residents, the Applicant must certify that the noise impacted units have been constructed in accordance with the certification of an engineer that specializes in acoustical treatments.

Transportation & Circulation:

11. Transportation

The Applicant must enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and MCDOT to participate in the Bethesda Transportation Management District (TMD), when and if it is expanded to include Chevy Chase Lake, if applicable.

12. Pedestrian & Bicycle Circulation

- a. The Applicant must provide a minimum of 53 long-term and 3 short-term bicycle parking spaces.
- b. The long-term spaces must be in a secured, well-lit bicycle room adjacent to the covered parking area, and the short-term spaces must be inverted-U racks (or approved equal) installed in a location convenient to the main entrance (weather protected preferred). The specific locations of the bicycle racks must be identified on the Certified Site Plan.

13. Site Plan Surety and Maintenance Agreement

Prior to issuance of any building permit, sediment control permit, or Use and Occupancy Certificate, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a. A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.

- b. The cost estimate must include applicable Site Plan elements, including, but not limited to any on-site plant material, site lighting, site furniture, mailbox pad sites, trash enclosures, retaining walls, fences, railings, sidewalks, private utilities, paths, and storm drainage facilities, off-site environmental enhancements per Condition 5, and off-site street trees per Condition 4.b. The surety must be posted before issuance of the any building permit of development and will be tied to the development program.
- c. The bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by a site plan completion inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

14. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved prior to the approval of the Certified Site Plan.

15. Certified Site Plan

Before approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Include the stormwater management concept approval letter, development program, Site Plan resolution, and other applicable resolutions on the approval or cover sheet(s).
- b. Add a note to the Site Plan stating that “M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading.”
- c. Add a note stating that “Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services.”
- d. Modify data table to reflect development standards approved by the Planning Board.
- e. Ensure consistency of all details and layout between Site and Landscape plans.
- f. Revise landscaping to maximize native species.
- g. Provide final location of and details for fence installation along the northern property line, including specific measures to protect existing trees.

SECTION 2: SITE DESCRIPTION

Site Vicinity and Analysis

The Subject Property is located on the north side of Newdale Road, 200 feet west of Connecticut Avenue, in Chevy Chase Lake. To the north of the site is a single-family residential neighborhood zoned R-90, and directly east and northeast of the site are commercial uses including a gas station and shopping center. Directly to the west is the Columbia Country Club. The future Purple Line and Capital Crescent Trail, currently under construction, are located on the south side of Newdale Road. Across Connecticut Avenue to the east are a number of new developments around the planned Purple Line station, including include Chevy Chase Lake/HOC (Site Plans 820150040 and 820150050) – currently nearing completion of construction – and redevelopment of the shopping center as Chevy Chase Lake Block B (Site Plan 820160190).

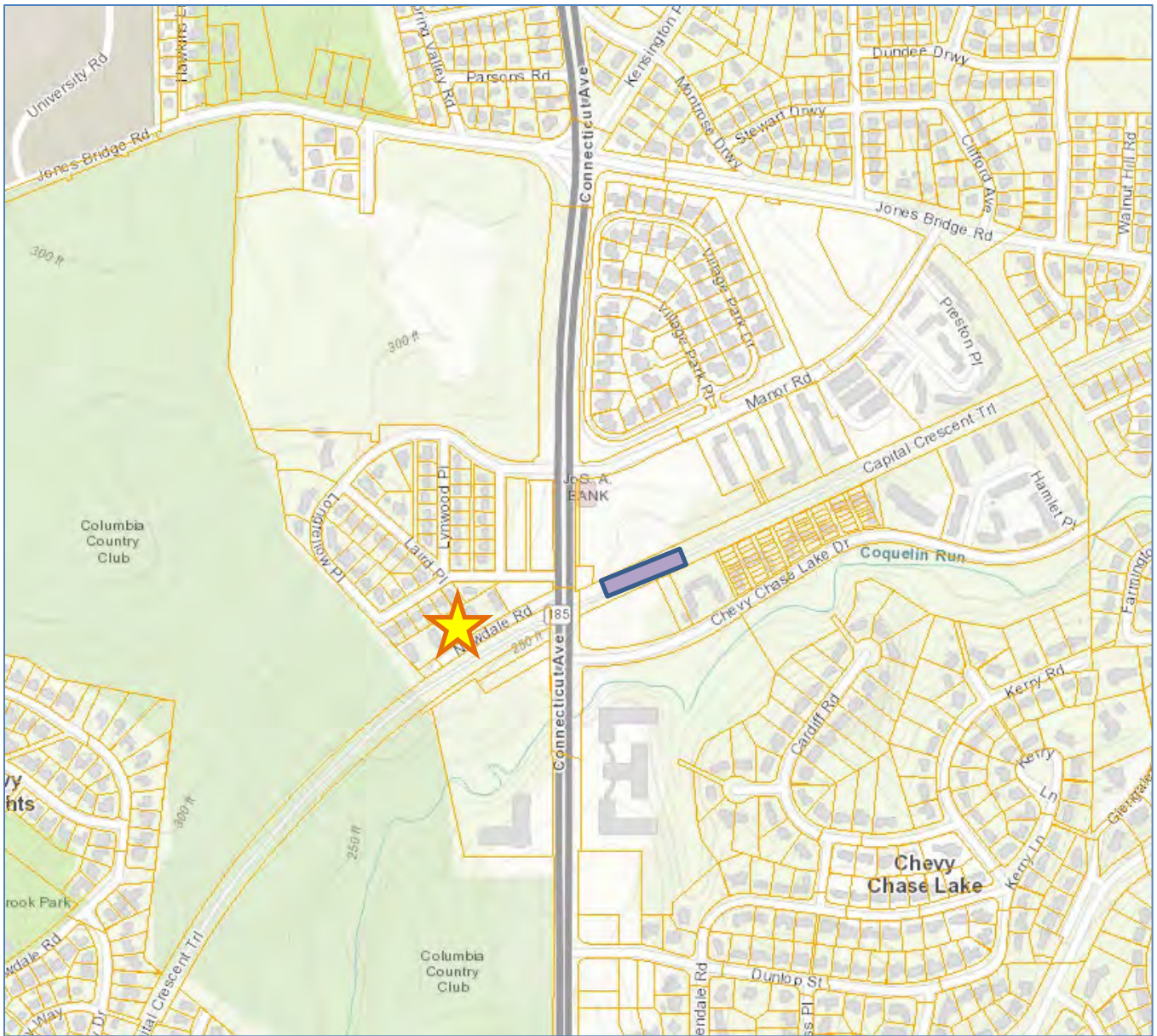


Figure 1: Vicinity Map (with Purple Line Station)

The Property is currently developed with five three-story multi-family buildings with 41 units and surface parking, which will be removed to accommodate the development proposed by this application. The property is located in the Lower Rock Creek watershed. The site is entirely developed, and there are no rare threatened or endangered species, no stream/buffers, or known historical or cultural resources on site. The site slopes downward from the rear property line towards the street, such that the one-family houses north of the property are at a higher elevation than the front of the subject property at Newdale Road.



Figure 2: Aerial View

The Coquelin Run stream is approximately 500' away from the subject property, generally flowing parallel to the south side of Newdale Drive (at the opposite side of both the Purple Line corridor and Newdale Drive from the subject Property). Coquelin Run drains to Rock Creek which is a Use I¹ Watershed.

A noise analysis shows that excessive noise impacts (measuring at 65 dBA Ldn and above) do affect the Subject Property. However, the report indicates that interior noise levels for the affected residential units can be mitigated to appropriate levels (less than 45 dBA Ldn) by suitable modification to the building construction and by the installation of appropriate windows designed to mitigate sound. Standard conditions of approval are recommended to address the interior noise mitigation.

¹ Use I:

WATER CONTACT RECREATION & PROTECTION OF AQUATIC LIFE

Waters that are suitable for: water contact sports: play and leisure time activities where the human body may come in direct contact with the surface water; fishing; the growth and propagation of fish (other than trout); other aquatic life, and wildlife; agricultural water supply and industrial water supply.

SECTION 3: PROJECT DESCRIPTION

Previous Approvals

The Planning Board approved Sketch Plan No. 320170040 for this project by Resolution dated December 21, 2017, (Attachment A) for a maximum of 129,742 square feet of residential development for up to 130 multi-family dwelling units, including a minimum of 12.5% MPDUs, subject to binding elements and conditions. During the Planning Board Hearing Planning Commissioners and residents raised concerns about compatibility, specifically the adequacy of the buffer in the rear and the impact on the single-family dwellings. To address the concern, the Board included the following condition of approval:

5. Building Placement

The minimum building setback from the rear property line must not be less than 37.5 feet. At the time of site plan review, the Applicant must address [the] garage setback and the need for tree protection on or near the rear lot line in relation to zoning requirements and Sector Plan recommendations.

Proposal

Uses and Density

The Applicant proposes to create one lot for a maximum density of 129,742 square feet with up to 111 multi-family dwelling units, including 12.5% moderately priced dwelling units on 1.98 acres in the CRT 1.5, C 0.25, R 1.5, H 50 zone.



Figure 3: Site Plan



Figure 4: View from Purple Line down Newdale Road

Buildings

The application proposes two residential buildings with shared lobby and amenity area. The buildings will have a maximum height of 50 feet. Each building has structured parking built into the hillside with a shared entrance court off Newdale Road. Pedestrian entrances are provided from the Newdale Road sidewalk for the lower-level units fronting that street and internally via the shared entrance court.



Figure 5: Typical Bay Elevation with Entry Stair and Planter



Figure 6: Entry Court

The architecture of the building has been designed with sensitivity to the area, utilizing materials found in surrounding single family dwellings such as brick, siding, masonry, and stone. The building massing has been modulated into a series of vertical and horizontal breaks that include plane changes to fit the surrounding context. The base will be designed with natural and/or cast stone, while bio-planters, stoops and walk-up unit entry doors help activate the street. The middle, or body, of the buildings are broken in scale with a cadence of brick townhouse facades along Newdale Road, a second color of brick is utilized at prominent corners and fiber cement panels at secondary corners. The rear façade incorporates both white and red brick as well as vertical and horizontal breaks. The top incorporates setbacks on both the front and rear facade as well as architectural finishes such as cornices to further reduce perceived height.



Figure 7: Newdale Road Schematic Elevation of Western Building

To better address compatibility with the single-family homes abutting to the north, the Applicant has taken a three-pronged approach: provide a significant landscaped rear setback; provide screening through new fencing and landscaping and preserving existing viable trees; and additional architectural modulation to further break down the scale of the building.

Landscaped Setback

As mentioned above, the Planning Board conditioned a minimum rear building setback of 37.5 feet, later clarified by MCDPS to be measured from the rear property line to the above-grade portion at the back of the building. As shown in the site sections in Figure 9, the Applicant has provided this setback. In this space, atop the structured parking, the design features an elevated landscaped courtyard at the foot of a steeper hill up to the common property line with the single-family homes to the north. From this private courtyard, the slope is generously landscaped to provide a visual buffer for the single-family homes and is capped by a six-foot wooden privacy fence along the property line. To help ensure that the new and retained plantings on the rear slope have sufficient soil to grow, the Applicant has reduced the size of the below-grade parking garage to provide 17'.

Screening

In addition to the new 6' privacy fence on the Subject Property (in front of any screening the neighbors may have on their properties), the Applicant is proposing a richly landscaped buffer to enhance the existing screening trees to be retained. Figures 10 and 11 show excerpts from the detailed drawings provided by the Applicant to illustrate the proposed landscape screening conditions. Staff and the Applicant have been working closely to ensure that the screen meets the intent of the Sector Plan and has recommended Conditions to that effect.

Architectural Treatments



Figure 8: Schematic Rear Elevation

As seen in the architectural elevation above, the Applicant's designers have layered in additional material and surface breaks to minimize the building massing while balancing the visual interest of the north façade, which is one story shorter here due to the underground garage. Additionally, Staff has recommended conditions of approval to ensure that the lights on the rear balconies do not throw light toward the adjacent homes.

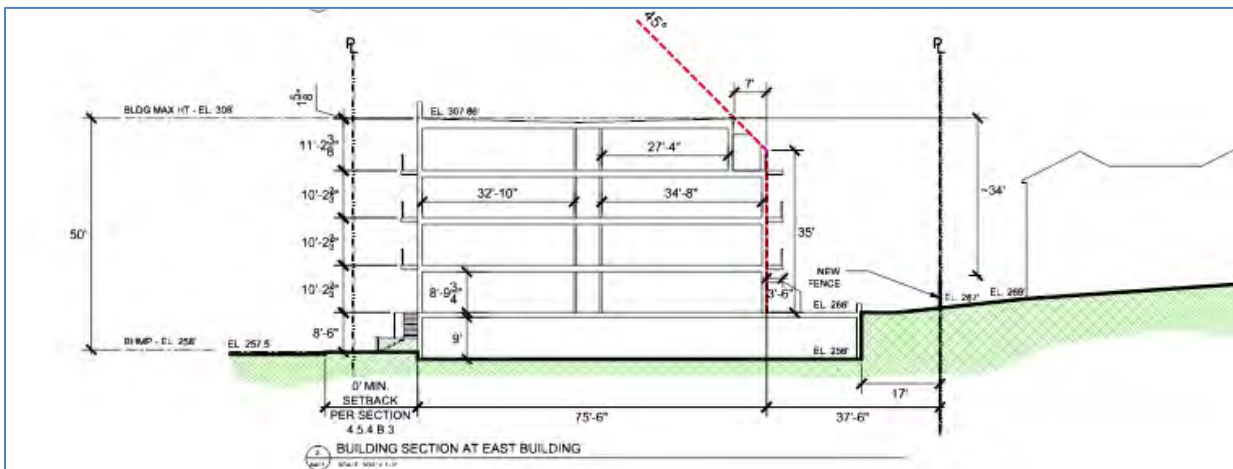
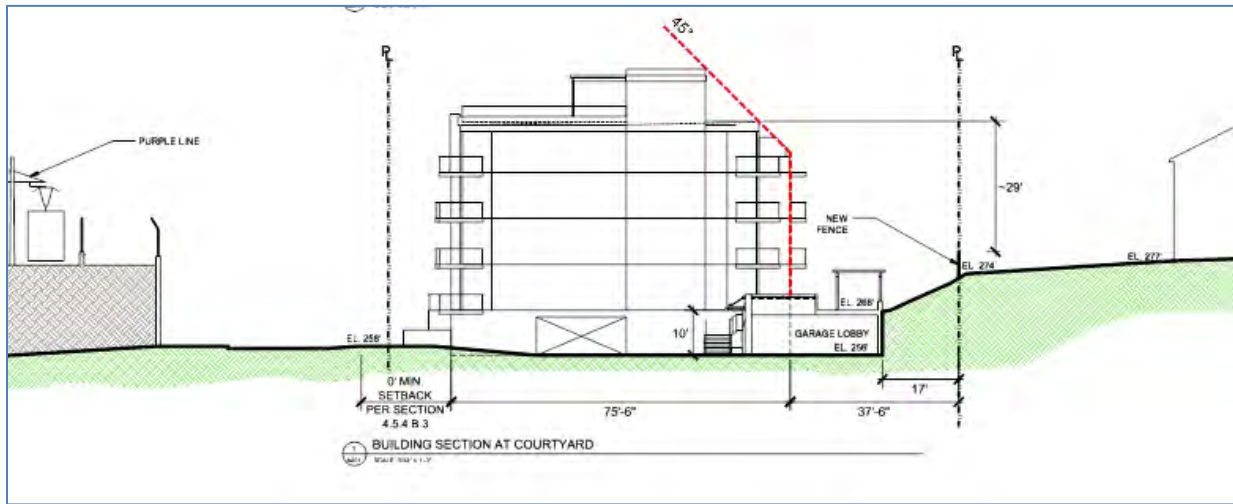
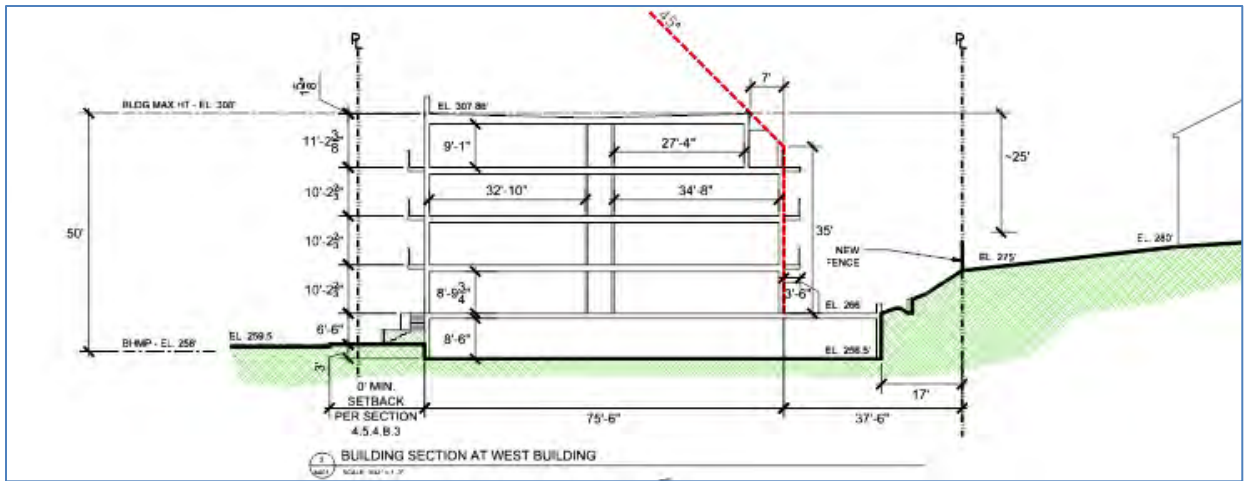


Figure 9: Site Sections from West to East

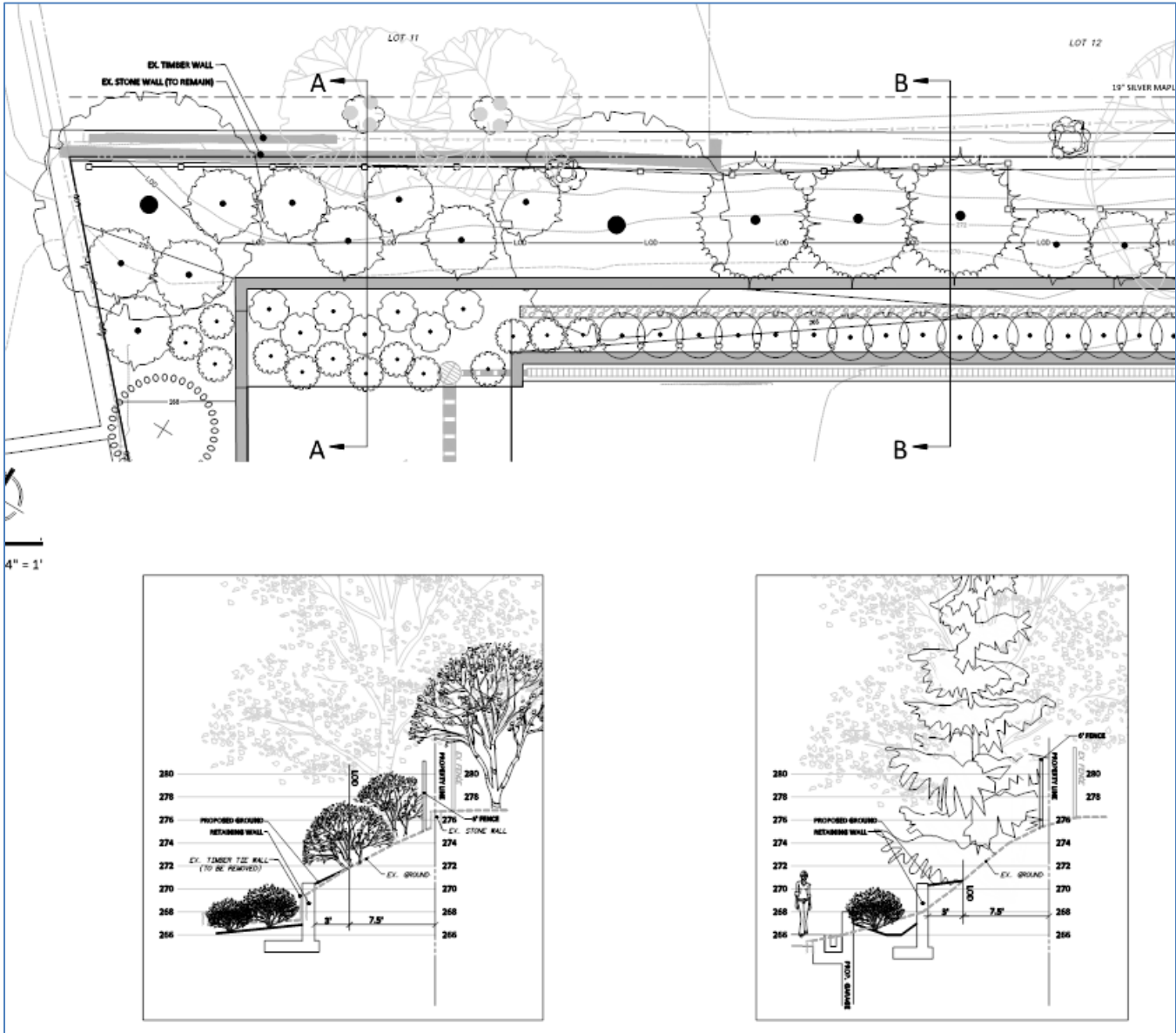


Figure 10: Detail from Buffer Landscape Plans

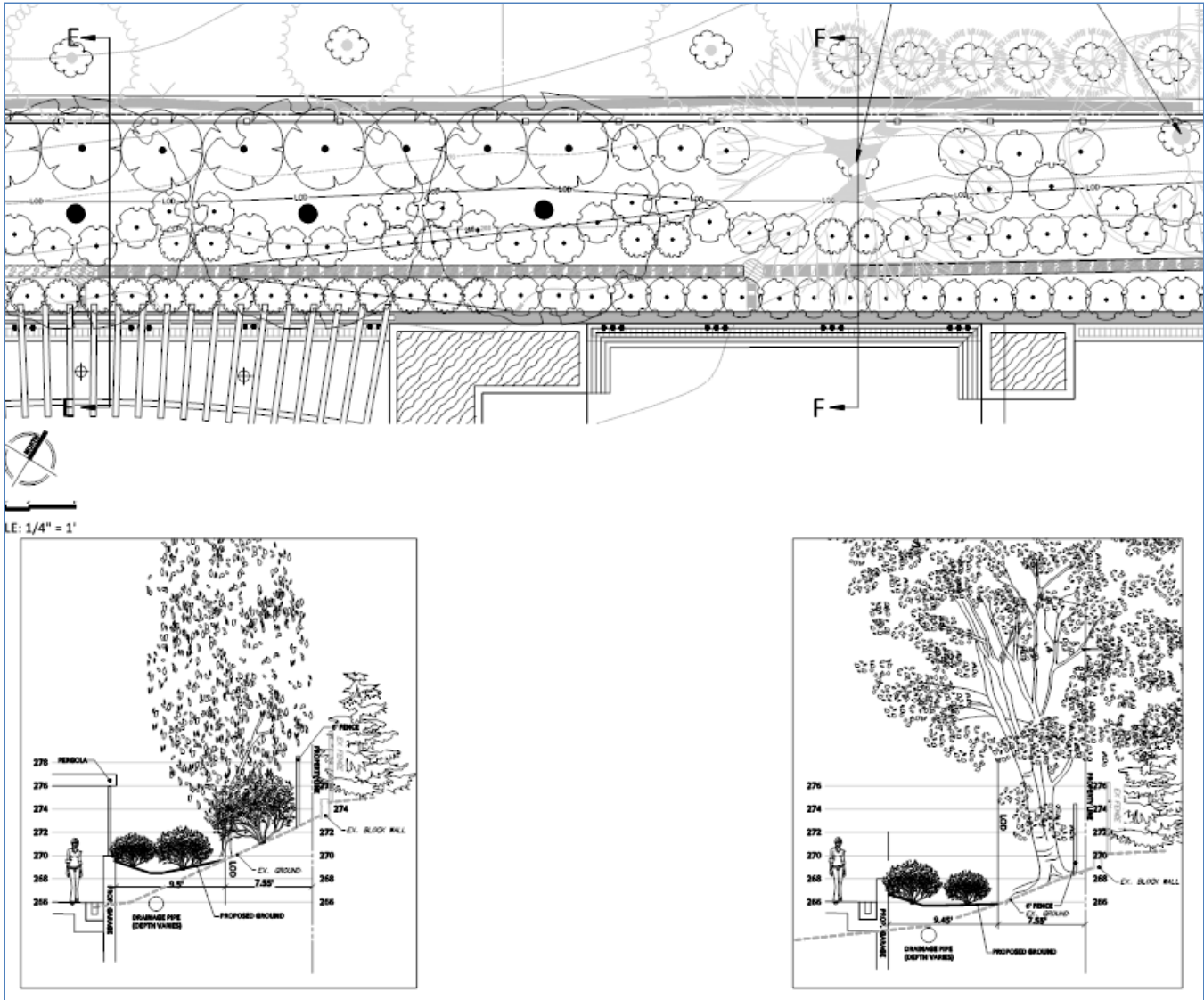


Figure 11: Detail from Buffer Landscape Plans

Public Open Space

With a Site area of 129,742 square feet and frontage on one public roadway, the Applicant is not required to provide public open space.

Circulation

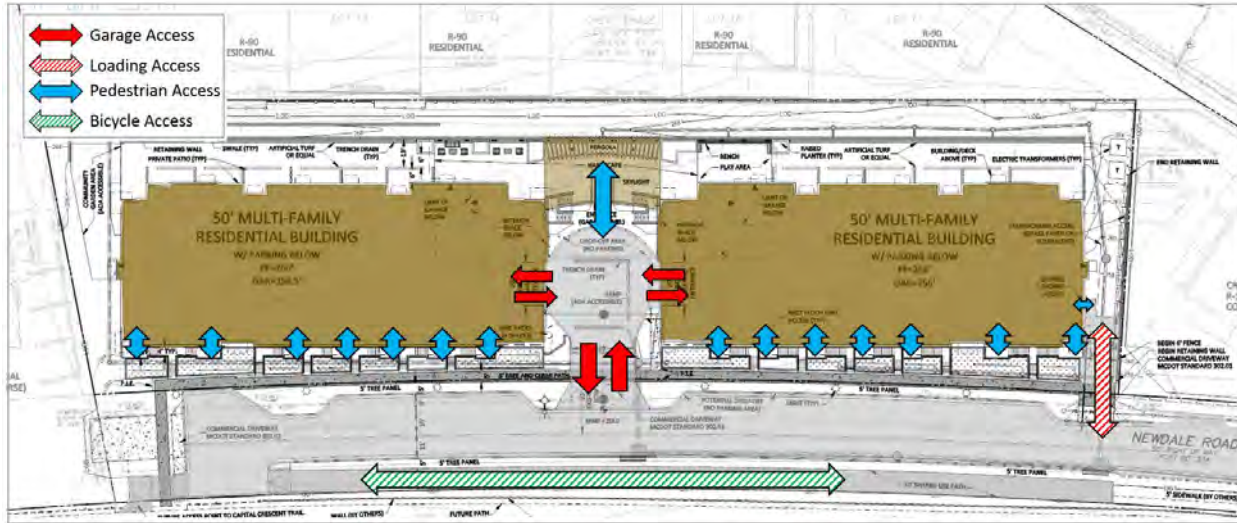


Figure 12: Circulation Diagram

Vehicular access to the multi-family building parking garage is proposed directly off of Newdale Road, approximately 400 feet west of Connecticut Avenue (MD 185). The site will have a two vehicular access points: the main access point, located in the middle of the site, will accommodate parking, while loading activities will be accommodated on the east side of the project in a designated loading area. In its existing condition, Newdale Road is a substandard 50-foot wide secondary residential street with on-street parking on the north side and one travel lane in each direction. The south side of the road is open section and shows signs of consistent use by passing vehicles (i.e. wear and tear on grass). The Project will improve this section of roadway to a standard cross section and will add streetscaping to both improve the aesthetic and pedestrian/ bicycle safety.

Bicycle accommodation will be provided both along Newdale Road and on a new shared use path along the south side of the street to connect with the future Capital Crescent Trail. Pedestrian circulation to the Property will be provided by a sidewalk along the north side of Newdale Road. The proposed circulation pattern is consistent with the Sector Plan recommendations for a new bicycle connection to the Purple Line Station/ Capital Crescent Trail. Based on coordination with the Montgomery County Department of Transportation, Maryland Transit Administration, and Purple Line Transit Partners (the P3 constructing the Purple Line light rail), the applicant will contribute \$29,958 toward construction of the bicycle path along the south side of Newdale Road.

Offsite environmental enhancements for the Coquelin Run stream valley

An objective of the Sector Plan (page 49) is to support stream and forest restoration projects to stabilize banks, remove invasive species, restore native forest structure, and prevent further stream erosion. Consistent with the Sector Plan and Sketch Plan Condition 8.b., the Applicant has secured permission from 8100 Connecticut Ave, located opposite the Purple Line/Capital Crescent Trail right-of-way, to remove invasive species, fortify soils, and plant native shrubs and trees, with a recommended 3-year maintenance and monitoring program.



Figure 13: Areas studied by Applicant for Off-Site Environmental Enhancement

SECTION 4: PRELIMINARY PLAN 120180150

ANALYSIS AND FINDINGS

The Preliminary Plan will create one lot for up to 111 multi-family dwelling units. This Application has been reviewed for compliance with the Montgomery County Code, Chapter 50, Subdivision Regulations. The Application meets all applicable sections. The size, width, shape, and orientation of the proposed lot is appropriate for the location of the subdivision taking into account the recommendations included in the applicable Master Plan, and for the type of development or use contemplated. The Application has been reviewed by other applicable County agencies, all of whom have recommended approval of the Preliminary Plan.

1. *The layout of the subdivision, including size, width, shape, orientation and diversity of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.*

The lot size, width, shape and orientation are appropriate for the location of the subdivision considering the recommendations in the 2013 *Chevy Chase Lake Sector Plan* and the type of development and use contemplated. The lot was reviewed under Chapter 59 and found to be in compliance with the dimensional requirements for the CR zone as specified in the Zoning Ordinance.

2. *The Preliminary Plan substantially conforms to the Master Plan or Urban Renewal Plan.*

As conditioned, the application substantially conforms to the recommendations for the Subject Property included in the 2013 *Chevy Chase Lake Sector Plan* and the approved Design Guidelines, and has been designed to respond to and incorporate the specific recommendations for the Subject Property and the area described as the Town Center. The Application responds to the three main planning theses in the Sector Plan (page 19):

- *Preserve the well-established community character of Chevy Chase by protecting existing residential areas, and focusing on new development and redevelopment in the Center and by defining a standard for compatibility;*

The application proposes redevelopment of the Subject Property, which is located in the Town Center. The Sector Plan included specific recommendations for the redevelopment of the Subject Property to ensure neighborhood compatibility, which have been incorporated into the design of the site and building and is described in detail below.

- *Enhance quality of life and connectivity within and to the Chevy Chase Lake community by promoting pedestrian-oriented mixed-use development within the Center, improving access to different modes of transportation throughout the community;*

The residential development has been designed to improve Newdale Road into a pedestrian friendly street with the enhancement of the streetscape on both sides of the road. The application proposes the street to be lined with trees at thirty feet on center, and when mature, will provide sufficient canopy to screen the retaining wall for the Purple Line. On the south side of Newdale, the Applicant has incorporated the design of a 10-foot shared use path as recommended by the *Chevy Chase Lake Sector Plan*, and the project has been conditioned to contribute financially to the construction of the path which will ultimately be constructed by MCDOT in coordination with the Purple Line Transit Partners (PLTP). Lastly, the Project includes an access point to the Capital

Crescent Trail at the southern point of the Site along Newdale, as recommended by the *Chevy Chase Lake Sector Plan*.

- *Create new choices in the Chevy Chase Lake Center with new opportunities for local shopping, housing, public spaces, and transit.*

As recommended in the Sector Plan, the Project provides new housing opportunities in an area that is appropriate for higher density residential due to being within the Town Center and proximity to transit, local shopping along Connecticut, and public spaces such as the Capital Crescent Trail.

The Sector Plan provided specific recommendations for the development of the Subject Property, which the application addresses:

Newdale Mews (CRT 1.5, C O.25, R 1.5, H 50): The Sector Plan rezoned this site from R-30, used for Garden Apartments, to CRT to prioritize additional housing choices in the Town Center, while maintaining compatibility with the adjacent single-family homes. While the zoning allows a small portion of commercial, the Sector Plan discourages commercial uses unless they can be compatible with the adjacent residential. To ensure compatibility with the adjacent residential, the Sector Plan recommended any proposal to address the following:

- Solar access and shading;
- Maintaining and extending building setbacks from the existing singly family residential: new development should be set back between 35 and 50 feet of the rear property line;
- Vegetative screening, including maintaining existing viable trees and increasing landscaping to create an attractive buffer between exiting homes and new development; and
- View corridors between the new buildings

The Project proposes an entirely residential multifamily building to ensure compatibility of use, and has addressed many of the concerns listed above through building and site design. The building will be setback 37.5 feet from the rear property line, which is within the prescribed range. Through landscaping, the vegetative buffer proposed at the rear will screen the views from the single-family dwellings and has particularly landscaped views from the corridors between the two buildings. The buffer has been designed to preserve existing healthy, non-invasive trees, and will be enhanced by additional plantings of shrubs, ornamental trees, and canopy trees suited to local site conditions.

Environmental Recommendations

The Sector Plan also focuses heavily on minimizing the environmental impacts of development on the Coquelin Run watershed, and the community as a whole. To minimize impacts on the watershed, the Applicant has maximized on-site management of Stormwater to the greatest extent practicable via biofilters integrated into the front walks of the street-level units, and has committed to enhance off-site clearing areas destroyed by non-native invasive plants by eradicating the vines and replacing them with native trees and shrubs.

To meet the Sector Plan goals for retaining the relatively high levels of tree canopy coverage – 25-30% for the core area – the Applicant has committed to over 20% onsite, increasing to over 30% with street tree plantings on both sides of Newdale Road.

3. *Public facilities will be adequate to support and service the area of the subdivision.*

Transportation

Adequate Public Facilities

The Applicant submitted a transportation study, dated January 15, 2017, and revised September 17, 2018, to analyze the Project. The proposed development is estimated to generate 41 net new morning peak-hour person trips (23 vehicle trips) and 51 net new evening peak-hour person trips (29 vehicle trips) (Tables 1 and 2). Because the estimated transportation impact of the Project exceeds 50 net new trips for the vehicular mode of travel, the Project evaluated intersection capacity to satisfy the Local Area Transportation Review requirement.

Table 1: Project Peak Hour Trip Generation

Existing	Vehicle Rates		Adjusted Vehicle Rates		Person Trips	
	AM	PM	AM	PM	AM	PM
41 Mid-Rise Apartments	14	19	12	16	21	30
Proposed	AM	PM	AM	PM	AM	PM
117 Mid-Rise Apartments	40	52	35	45	62	81
Net New Trips	26	33	23	29	41	51

Source: STS Consulting Transportation Study, dated September 17, 2018.

Table 2: Net New Peak Hour Trip Generation by Mode

	Person Trips	Auto Driver	Pedestrian*	Transit	Bike
AM	41	23	8	3	5
PM	51	29	10	4	6

* Pedestrian trips are the sum of all transit and bicycle trips generated by the project.

Source: STS Consulting Transportation Study, dated September 17, 2018.

Vehicle Adequacy

As a project that generates less than 250 net new peak hour vehicle trips, the Applicant was required to evaluate one tier of intersections within the immediate site vicinity, resulting in two study intersections. In accordance with the 2016-2020 Subdivision Staging Policy, the study locations are presented in Figure 14, and results of the HCM methodology are presented in Table 3. As a result of the traffic analysis submitted with the Subject Application, staff finds that sufficient capacity exists to serve proposed development on the Site.



Figure 14 – Intersection Analysis Map

Table 3: Intersection Capacity
 Highway Capacity Manual Methodology
 Control Delay (seconds)

	Intersection/Corridor	Delay Standard	Existing Conditions		Background Conditions		Future Conditions	
			AM	PM	AM	PM	AM	PM
A	Connecticut Avenue/ Manor Drive	80	19.0	20.6	21.0	46.4	21.1	39.3
B	Connecticut Avenue/ Chevy Chase Lake Dr	80	4.3	6.5	10.0	23.5	10.1	24.0

Source: STS Consulting Transportation Study, dated September 17, 2018.

Transit within the immediate area includes the WMATA Metrobus L8 route on Connecticut Avenue. Future transit in the area includes a proposed Purple Line station at the intersection of the Connecticut Avenue and the Capital Crescent Trail.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The following summarizes recommendations included in the *2013 Chevy Chase Lake Sector Plan*, and the *2018 Bicycle Master Plan*:

1. Connecticut Avenue (MD 185), located just east of the Site, as a Major Highway (M-7) with a minimum right-of-way width of 120 feet and an 11-foot wide two-way cycle track along the east side of Connecticut Avenue.
2. Newdale Road, along the southern site frontage, with a shared-use path (LB-4) within the existing right-of-way.

Traffic Mitigation

The Applicant must enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and MCDOT to participate in the Bethesda Transportation Management District, when and if it is expanded to include Chevy Chase Lake, if applicable.

School Capacity

Preliminary plan application #120180150 for Crescent at Chevy Chase is scheduled for Planning Board review on November 29, 2018, therefore the applicable annual school test is the FY19 Annual School Test, approved by the Planning Board on June 21, 2018 and effective July 1, 2018. The application proposes development of 111 new multifamily high-rise dwelling units replacing 41 existing multifamily low-rise dwelling units.

Calculation of Student Generation

To calculate the number of students generated by the proposed development, the number of dwelling units is multiplied by the applicable regional student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low- to mid-rise multifamily unit, or high-rise multifamily unit. The subject property is located in the southwest region of the County.

Table 4: Per Unit Student Generation Rates – Southwest Region

	Elementary School	Middle School	High School
SF Detached	0.193	0.111	0.147
SF Attached	0.191	0.094	0.124
MF Low- to Mid-Rise	0.146	0.063	0.083
MF High-Rise	0.055	0.022	0.031

With a net of 70 new dwelling units, the proposed project is estimated to generate the following number of students:

Table 5: Estimated Project Student Generation

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
MF Low-rise	-41	0.146	-5.986	0.063	-2.583	0.083	-3.403
MF High-rise	111	0.055	6.105	0.022	2.442	0.031	3.441
TOTAL	70		0		0		0

This project is estimated to generate no new students.

Cluster Adequacy Test

The project is located in the Bethesda-Chevy Chase High School (B-CC) Cluster. The student enrollment and capacity projections from the FY19 Annual School Test for the B-CC Cluster are noted in the following table:

Table 6: Student Enrollment and Capacity Projections, B-CC Cluster

School Level	Projected Cluster Totals, September 2023			Moratorium Enrollment Threshold	Projected Enrollment + Application Impact
	Enrollment	Program Capacity	% Utilization		
Elementary	3,690	4,043 ¹	91.3%	4,852	3,690
Middle	1,803	2,024	89.1%	2,429	1,803
High	2,463	2,407	102.3%	2,889	2,463

The Moratorium Enrollment Threshold identified in the table is the enrollment at which the 120% utilization threshold is exceeded, resulting in a cluster-wide residential development moratorium. Current projections for the cluster fall within the threshold at each level, therefore the cluster service area remains open to new residential development. Since this project is not estimated to generate any students, there is sufficient capacity at the elementary, middle and high school cluster levels to accommodate this project.

Individual School Adequacy Test

The applicable elementary and middle schools for this project are Rosemary Hills ES (K-2), North Chevy Chase ES (3-5) and Westland MS. Based on the FY19 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following table:

¹ The projected cluster elementary school capacity of 3,813 has been modified to reflect the impact of a six-classroom placeholder project at Bethesda ES and a four-classroom placeholder project at Somerset ES included by the County Council in the FY 2019 Capital Budget.

Table 7: Student Enrollment and Capacity Projections, Individual Schools

School	Projected School Totals, September 2023				Moratorium Enrollment Thresholds		Projected Enrollment + Application Impact
	Enrollment	Program Capacity	% Utilization	Surplus/ Deficit	120% Utilization	Surplus/ Deficit	
Rosemary Hills ES/No. Chevy Chase ES	1,278	1,492	85.7%	+214	1,791	1,602	1,278
Westland MS	971	935	103.9%	-36	1,123	1,115	971

Under the individual school adequacy test, a school is deemed inadequate if the projected school utilization rate exceeds 120% and if the school seat deficit meets or exceeds 110 seats for the elementary school or 180 seats for the middle school. If a school’s projected enrollment exceeds *both* thresholds, then the school service area is placed in a residential development moratorium.

The Moratorium Enrollment Thresholds identified in the table above are the enrollments at which the 120% utilization threshold and the seat deficit threshold are exceeded. Current projections for both Rosemary Hills ES/North Chevy Chase ES and Westland MS fall within the thresholds, therefore both service areas remain open to new residential development. Since this project is not estimated to generate any students, there is sufficient capacity at the applicable elementary and middle schools to accommodate this project.

Analysis Conclusion

Based on the school cluster and individual school capacity analysis performed, using the FY2019 Annual School Test, there is adequate school capacity for the amount and type of development proposed by this application.

Other Public Facilities

Public facilities and services are available and will be adequate to serve the proposed development. The Subject Property is proposed to be served by public water and public sewer. The Application has been reviewed by the Montgomery County Fire and Rescue Service who has determined that the Subject Property will have appropriate access for fire and rescue vehicles. Other public facilities and services, such as electrical, telecommunications, gas, police stations, firehouses, and health services are operating according to the *Subdivision Staging Policy* resolution currently in effect and will be adequate to serve the Property.

4. *All Forest Conservation Law, Chapter 22A requirements are satisfied.*

As conditioned, all Forest Conservation requirements are satisfied. For Forest Conservation purposes the project has a 2.03-acre net tract area which includes the property area of 1.45 acres, plus the offsite LOD which measures 0.58 acres. There is no forest onsite or immediately adjacent to the property, however there is an afforestation requirement of 0.30 acres. The Applicant is proposing to meet all of the forest conservation requirements offsite and Staff is recommending a related condition of approval for the use of a certificate of compliance for an offsite bank. Staff also has a recommended condition of approval for the offsite requirements to be appropriately satisfied and recorded prior to any clearing, grading or demolition within the project area.

Tree Preservation

The Forest Conservation plans includes a tree save component which mainly addresses construction impacts to the existing trees at the rear of the site. The same trees are tied to a Sector Plan recommendation of vegetated screening for the adjacent residential lots which includes maintaining existing viable trees (and increasing landscaping) to create an attractive buffer (page 30).

Forest Conservation Variance

Section 22A-12(b)(3) of Montgomery County Forest Conservation Law provides criteria that identify certain individual trees as high priority for retention and protection. Any impact to these trees, including removal of the subject tree or disturbance within the tree’s critical root zone (CRZ), requires a variance. An applicant for a variance must provide certain written information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law. The law requires no impact to trees that measure 30 inches DBH or greater; are part of a historic site or designated with a historic structure; are designated as national, state, or county champion trees; are at least 75 percent of the diameter of the current State champion tree of that species; or to trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species. The proposed project includes removal of a tree which is subject to a variance due to its size measuring 30 inches DBH or greater. The Applicant has submitted a variance request dated August 15, 2018, for the removal of one tree that is considered high priority for retention under Section 22A-12(b) (3) of the County Forest Conservation Law.

Table 8: Subject Tree to be Removed

TREE NO.	BOTANICAL NAME	COMMON NAME	D.B.H. (in.)	CONDITION	CRZ (SF)	CRZ IMPACT (SF)	CRZ IMPACT %	DISPOSITION
286	Liquidambar styraciflua	Sweetgum	37	Good	9,677	9,677	100	Remove

Section 22A-21 of the County Forest Conservation Law sets forth the findings that must be made by the Planning Board or Planning Director, as appropriate, in order for a variance to be granted. In addition to the required findings outlined numerically below, the Staff notes that failure to grant the variance would result in an unwarranted hardship because the particular tree has decay in the main trunk and a weak union of a major limb. Furthermore, the Sector Plan specifically recommends the redevelopment of the site to (among other things) place greater density in proximity to mass transit opportunities. Although the Sector Plan also has site specific reconditions for preservation of viable trees, this tree is not viable due to the structural conditions noted and its preservation would cause an unwarranted hardship.

Variance Findings - Staff has made the following determination based on the required findings that granting of the requested variance:

1. *Will not confer on the applicant a special privilege that would be denied to other applicants.*

The site is located near a planned mass transit station where increased density is highly recommended. Furthermore, the Sector Plan specifically recommends the redevelopment of the site. Although the sector plans also recommends tree preservation, the particular tree subject to

the variance has decay and other structural defects and should not be retained especially since its CRZ extends into the center of the buildable area. Therefore, the variance request would be granted to any applicant in a similar situation.

- 2. Is not based on conditions or circumstances which are the result of the actions by the applicant.*

The requested variance is based on proposed development allowed under the existing zoning and Sector Plan along with the need to avoid a potentially hazardous condition.

- 3. Is not based on a condition relating to land or building use, either permitted or non-conforming, on a neighboring property.*

The requested variance is a result of the current application on the subject property and is not related to land or building use on a neighboring property.

- 4. Will not violate State water quality standards or cause measurable degradation in water quality.*

The Department of Permitting Services (DPS) Staff approved the storm water management (SWM) concept for the project on October 12, 2018. The SWM concept proposes to meet required storm water management goals using micro-bioretenment and a waiver of stormwater management water quantity and partial water quality. However, as conditioned the project will reduce direct stormwater discharge into Coquilin Run and increase the effectiveness of the rear buffer and associated site canopy. Therefore, the project will not violate State water quality standards or cause measurable degradation in water quality.

County Arborist's Recommendations

In accordance with Montgomery County Code Section 22A-21(c), the Planning Department is required to refer a copy of the variance request to the County Arborist in the Montgomery County Department of Environmental Protection for a recommendation prior to acting on the request. The variance request has been available for the County Arborists review; however, a response has not been provided as of the writing of this report.

Mitigation for Trees Subject to the Variance Provisions

There is one tree proposed for removal in association with the Application. Planting mitigation for the removal should be at a rate that approximates the form and function of the tree removed. Replacement should occur at a ratio of approximately 1" caliper for every 4" DBH of removal, using trees that are a minimum of 3" caliper. For the 37 diameter inches of subject trees to be removed, the Applicant must provide mitigation of at least 9.25 caliper inches of replacements. Therefore, the mitigation requirements would be more than satisfied by the proposed planting of three 3.5" caliper trees.

Staff Recommendation on Variance

As a result of the above findings, Staff recommends the Board approve (with conditions) the Applicant's request for a variance from Forest Conservation Law to remove one subject tree. The variance approval is assumed into the Planning Board's approval of the Forest Conservation Plan.

5. *All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.*

Stormwater Concept Plan was approved by the Montgomery County Department of Permitting Services (MCDPS) on May 30, 2018. The Preliminary Plan proposes to meet stormwater management requirements through the use of an extensive (8-inch depth) green roof over 14,437 square feet of the site and a waiver of quantity and quality control for remaining requirements based on site limitations.

6. *Any other applicable provisions specific to the property and necessary for approval of the subdivision is satisfied.*

No other provisions apply to the Subdivision.

SECTION 5: SITE PLAN 820180130

FINDINGS

1. *When reviewing an application, the approval findings apply only to the site covered by the application.*
2. *To approve a site plan, the Planning Board must find that the proposed development:*
 - a. *satisfies any previous approval that applies to the site;*

As conditioned, the Site Plan conforms to all binding elements of Sketch Plan No. 320170040. To better address compatibility with the single-family homes abutting to the north, the Applicant has taken a three-pronged approach: provide a significant landscaped rear setback; provide screening through new fencing and landscaping and preserving existing viable trees; and additional architectural modulation to further break down the scale of the building. The design provides a minimum rear building setback of 37.5 feet, clarified by MCDPS to be measured from the rear property line to the above-grade portion at the back of the building. In this space, atop the structured parking, the design features an elevated landscaped courtyard at the foot of a steeper hill up to the common property line with the single-family homes to the north. From this private courtyard, the slope is generously landscaped to provide a visual buffer for the single-family homes and is capped by a six-foot wooden privacy fence along the property line. To help ensure that the new and retained plantings on the rear slope have sufficient soil to grow, the Applicant has reduced the size of the below-grade parking garage to provide 17'. In addition to the new 6' privacy fence on the Subject Property (in front of any screening the neighbors may have on their properties), the Applicant is proposing a richly landscaped buffer to enhance the existing screening trees to be retained. Finally, the Applicant's designers have layered in additional material and surface breaks to minimize the building massing while balancing the visual interest of the north façade, which is one story shorter here due to the underground garage. Additionally, Staff has recommended conditions of approval to ensure that the lights on the rear balconies do not throw light toward the adjacent homes.

The applicant is submitting this application for site plan approval concurrently with the proposed preliminary plan. The site plan is consistent with the development proposed under the preliminary plan.

- b. *satisfies under Section 7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;*

This section is not applicable as there are no binding elements of an associated development plan or schematic development plan in effect on October 29, 2014.

- c. *satisfies under Section 7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;*

This section is not applicable as the Subject Property’s zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

- d. *satisfies applicable use standards, development standards, and general requirements under this Chapter;*

i. *Division 4.5. Commercial/Residential Zones*

Development Standards

The Tract is approximately 1.98 acres, zoned CRT 1.5 C-0.25 R-1.5 H50. The following Data Table shows the Application’s conformance to the development standards of the zone.

Table 9: Data Table

Data Table			
Section 59.4	Development Standard	Permitted/ Required	Proposed
	Tract Area per Zone CRT 1.5 C-0.25 R-1.5 H-50	n/a	86,495 sf (1.98 ac)
	Total Tract Area	n/a	86,495 sf (1.98 ac)
	Prior Dedication	n/a	23,184 sf (0.53 ac)
	Proposed Dedication	n/a	0 (0.00 ac)
	Site Area	n/a	63,311 sf (1.45 ac)
	Residential Density (GFA/ FAR) Residential Density Subtotal	129,745 sf	129,745 sf (1.5)
	Total GFA/ FAR	n/a	129,745 sf (1.5)
	MPDU Density	12.5%	14 units
	Building Height	50 feet	50 feet
	Public Open Space (min)	0%	0%
	Minimum Setbacks	0 front & side 37.5’ rear	0 front & side 37.5’ rear
	Parking (min./max.)	66/149	88
	Bicycle Parking (long/short)	53/3	53/3

Division 4.7. Optional Method Public Benefits

In accordance with the Zoning Ordinance, Section 59-4.7.1, the Site Plan proposes the following public benefits to satisfy the requirements: Transit Proximity; Diversity of Uses and Activities; and Quality Building and Site Design.

Table 10: Public Benefits

Public Benefit	Incentive Density Points	
	Max Allowed	Requested
59.4.7.3.B: Transit Proximity	15	12.5
59.4.7.3C: Connectivity and Mobility		
Minimum Parking	10	7.3
59.4.7.3D: Diversity of Uses and Activities		
Dwelling Unit Mix	10	5.0
Enhanced Accessibility for the Disabled	20	5.4
59.4.7.3E: Quality of Building and Site Design		
Exceptional Design	10	10
Structured Parking	20	20
TOTAL		60.2

Transit Proximity: The Applicant requests 12.5 points for being in proximity to a master planned transit stop. Transit Proximity is categorized according to three levels, level 2 being in proximity to an existing or master planned station or stop along a rail or bus line with a dedicated, fixed path. The Subject Property is located within a ¼ mile of the future Purple Line Stop in Chevy Chase and will be accessible by bicyclists and pedestrians along the Capital Crescent Trail, with an access point being provided along the frontage of the proposed development. Staff supports the Applicant’s request.

Connectivity and Mobility

Minimum Parking: The Applicant requests 7.3 points for providing fewer than the maximum allowed number of parking spaces. Points for this incentive are granted on a sliding scale from no points for providing the maximum allowable number of on-site spaces, to 20 points for providing no more than the minimum numbers of spaces on site. Staff supports the Applicant’s request.

$$\frac{[(\text{Maximum Allowed} - \text{Proposed}) / (\text{Maximum Allowed} - \text{Minimum Required})] * 10}{[(149 - 88) / (149 - 65)] * 10 = 7.3 \text{ points}}$$

Diversity of Uses and Activities

Dwelling Unit Mix: The Applicant requests 5 points for integrating a mix of residential market-rate unit types with at least 7.5% efficiency units, 8% one- and two-bedroom units, and 5% three- or more bedroom units. Staff supports the Applicant’s request.

- Efficiency: 8 units (8.25%)
- One-bedroom: 56 units (57.73%)
- Two-bedroom: 28 units (28.87%)
- Three or more bedrooms: 5 units (5.15%)

Enhanced Accessibility for the Disabled: The Applicant requests 5.4 points for providing at least 5% of the Project's units in accordance with ANSI A117.1 Residential Type A standards. Staff supports the Applicant's request.

$$(2 \text{ ANSI Accessible Units} / 111 \text{ Total Units}) * 300 = 5.4$$

Quality of Building and Site Design

Exceptional Design: The Applicant requests 10 points for a building or site design that enhances the character of a setting. Per the Commercial/ Residential and Employment Zone Incentive Density and Implementation Guidelines, incentive density of 10 points is appropriate for development that meets all guideline criteria. The Project provides innovative solutions in response to the immediate context; creates a sense of place and serves as a landmark; enhances the public realm in a distinct and original manner; introduces materials, forms, or building methods unique to the immediate vicinity or applied in a unique way; designs compact, infill development; and integrates low-impact development methods into the overall design of the site and building, beyond green building or site requirements. Based on the materials submitted with the Application, the project demonstrates exceptional design in all categories, as discussed below, and Staff recommends 10 points:

The design provides innovative solutions in response to the immediate context:

The Applicant's team has designed a building that responds well to a particularly constrained site. The shallowness of the site, the significant slope at the rear of the property, the adjacency of both the Purple Line and the existing single-family neighborhood, and what is in essence the only site on a dead-end street, to say nothing of the regulatory requirements of stormwater management, vehicular access and parking, and the recommendations of the Sector Plan to redevelop the site while maximizing compatibility and environmental benefits, all impose significant challenges to the design of a viable development in this location. In its situation of the building along the street front, location of parking beneath the building, incorporation of on-site Stormwater management, transition to the existing neighborhood behind, it appears simply to meet the basic expectations of any site in this portion of the County. But while the particular tactics employed are not innovative in and of themselves, their innovative strategic implementation overcomes the constraints to create a deceptively straightforward site design and a clear and welcoming sense of place along Newdale Road, with an attractive streetscape and pedestrian experience, and merits the 10 points requested.

Creates a sense of place and serves as a landmark:

The development will constitute the sole building front along Newdale Road opposite the Purple Line. The design takes advantage of its scale and relationship to the street by providing individual stair entrances to each of the units on the first residential floor. These elements, together with the modulated rhythm of the façade along Newdale Road will create a unique sense of place along the road and be a landmark for users of the Capital Crescent Trail and the Purple Line.

Enhances the public realm in a distinct and original manner:

The Project responds to its transit-oriented location, confronting the Purple Line, by providing additional housing opportunities in the Chevy Chase Town Center. The proposed sidewalk, access to the Capital Crescent Trail, and financial contribution to the construction of a shared use path will also provide significant enhancements to the public and pedestrian realm for improved access to the Town Center.

Introduces materials, forms or building methods unique to the immediate vicinity or applied in a unique way:

The building design incorporated details typically found on townhouses and single-family homes in the immediate vicinity. These details begin with a basic material palette of brick, siding, masonry and stone. The rear building façade (which faces the adjacent residential) incorporates both red and white brick to further modulate the building façade and read as multiple smaller buildings. Finishes such as cornices, ornamental railings, trellises, window sills and lintels are comparable to finishes on single family homes.

Integrates low-impact development methods into the overall design of the site and building, beyond green building or site requirements:

Given the site constraints, the design incorporates stormwater management into the design in an innovative way by creating stormwater infiltration planters between the entry stairs along the Newdale Road sidewalk. These provide visual interest and environmental function within the overall design concept.

Structured Parking: The Applicant requests 20 points for providing all parking in a below-grade parking structure. Staff supports this request.

$$\begin{aligned} & [(Above\ grade\ spaces / Total\ Spaces)*10] + [(Below\ grade\ spaces / Total\ Spaces)*20] \\ & [(0/88)*10] + [(88/88)*20] = 20 \end{aligned}$$

ii. Division 6.1. Site Access

The Applicant proposes separate vehicular and loading access points along Newdale Road. Pedestrians and bicyclists will be able to enter the Project from the shared garage entry on Newdale Road and short-term bicycle parking will be provided at the front entry. The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.

iii. Division 6.2. Parking, Queuing, and Loading

Parking for the residential building will be provided in a structured facility built into the sloped site. Vehicular and loading access will occur via Newdale Road. The loading access is provided at the eastern façade of the building to limit conflicts with vehicles and pedestrians at the main entryway.

iv. Division 6.3. Open Space and Recreation

Due to the size of the site and the Project proposing an optional method development, it is not required to provide onsite public open space per Section 4.5.4 of the Zoning Code.

The Application is in conformance with the *Recreation Guidelines*, as demonstrated in the Recreation Facilities Data table provided with the Application. The Applicant is providing bicycle amenities; indoor community spaces, including a dog cleaning station; terraced garden areas, picnic/seating areas, and rooftop amenities. Final locations and quantities of each of these amenities will be shown on the Certified Site Plan.

v. *Division 6.4. General Landscaping and Outdoor Lighting*

Landscaping and lighting, as well as other site amenities, will be provided to ensure that these facilities will be safe, adequate, and efficient for year-round use and enjoyment by residents and visitors. Further, as conditioned, the landscaping and privacy fence along the northern site boundary will provide significant visual and noise buffering between the new development and their uphill single-family neighbors. As conditioned, the on-site lighting will be adequate, safe and efficient, while limiting the visual impact on the adjoining properties.

As shown in the Development Standards table, the Site Plan meets all general requirements and development standards of Section 4.5 of the Zoning Ordinance, the optional method public benefits provisions of Division 4.7 of the Zoning Ordinance, and the general development requirements of Article 59-6 of the Zoning Ordinance.

e. *satisfies the applicable requirements of:*

i. *Chapter 19, Erosion, Sediment Control, and Stormwater Management; and*

Consistent with the findings of Preliminary Plan 120180150, the proposal satisfies all requirements of Chapter 19, Erosion, Sediment Control, and Stormwater Management.

ii. *Chapter 22A, Forest Conservation.*

Consistent with the findings of Preliminary Plan 120180150, the proposal satisfies all requirements of Chapter 22A, Forest Conservation.

f. *provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;*

The Project provides adequate, safe, and efficient parking and circulation patterns. The Project provides a separate loading and vehicle entry along Newdale Road. The vehicle entry to the garage is designed as an entry court for residents and guests. The Buildings provide stoops to units along Newdale Road to activate the Project along the façade, which also screens the parking in the rear.

The Project provides a safe and well-integrated building, open spaces and site amenities. The building is designed to define and activate the street edge on Newdale Road with individual unit entrances from the sidewalk in addition to the central common entrance. The design integrates stormwater management into this effect, with bioretention planter boxes in front of each unit. Along the north façade, which faces the existing single-family homes, the modulated building façade breaks down the massing and provides an attractive elevation while the significant setback from the northern property line provides room for a significant landscaped terrace transitioning to a landscaped slope topped with a new privacy fence to provide visual screening to the neighboring homes. The design takes great pains to provide a context-sensitive design that integrates well into this transitional property, between the existing single-family homes and the coming Purple Line.

g. *substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;*

As discussed in the Preliminary Plan Findings of this staff report, the Site Plan substantially conforms with the recommendations of the Sector Plan. The Site Plan proposes a residential development with up to

111 multi-family residential dwelling units with 12.5% on-site MPDUs, as well as underground parking, on-site amenities for the residents, all in proximity to the future Purple Line and Capital Crescent Trail.

- h. will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;*

As discussed in the Preliminary Plan No. 120180150 findings, the development will be served by adequate public facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities.

- i. on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and*

The Subject Property is not located in a Rural Residential or Residential zone.

- j. on a property in all other zones, is compatible with existing, approved or pending adjacent development.*

As conditioned, the Site Plan is compatible with other uses and other site plans, as well with existing and proposed adjacent development. The *Chevy Chase Lake Sector Plan* provided site-specific recommendations to ensure compatibility of this site's redevelopment with the adjacent single family residential neighborhood, which have been addressed in Preliminary Plan No. 120180150 findings above.

- 3. To approve a site plan for a Restaurant with a Drive-Thru, the Planning Board must also find that a need exists for the proposed use due to an insufficient number of similar uses presently serving existing population concentrations in the County, and the uses at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood.*

Not applicable, this Site Plan does not include a restaurant with a drive-thru.

- 4. For a property zoned C-1 or C-2 on October 29, 2014 that has not been rezoned by Sectional Map Amendment or Local Map Amendment after October 30, 2014, if the proposed development includes less gross floor area for Retail/Service Establishment uses than the existing development, the Planning Board must consider if the decrease in gross floor area will have an adverse impact on the surrounding area.*

Not applicable, the Subject Property is not zoned C-1 or C-2.

Community Outreach

The Applicant has met all signage, noticing, and submission meeting requirements. On January 24, 2018, the Applicant held a pre-submittal public meeting at the North Chevy Chase Elementary School. Staff received correspondence on the application, provided in Attachment C, with specific comments discussed below.

- The commenters want to make sure the building height will not exceed the maximum allowed by the zone. Staff confirmed that consistent with the Zoning Code, the building height measured at the building height measuring point identified on the Certified Site Plan, will not exceed 50'.

- Commenters request that certain trees along the northern property line be preserved rather than removed. The trees recommended for retention are included in the conditions of approval.
 - 22" Norway maple - Staff agrees that the 22" Norway maple referenced in the email appears to be a jointly owned tree (partially belonging to the applicant and the adjacent neighbor) and therefore should not be removed as the consent from both owners would be needed.
 - 15" Norway maple - Staff does not agree with the requested retention of the 15" Norway maple as the tree is hollow at the base and also has a significant lean.
 - 7" mulberry - Staff agrees that 7" mulberry should be retained.
 - 37" sweetgum – As discussed in the variance section of the report, staff does not support the retention of this tree which has decay and structural issues.
 - 12" Norway maple - Staff does not agree with the requested retention of the 12" Norway maple, as the tree has a large wound (with decay) associated with a significantly leaning leader. Additionally, removal of this invasive tree will benefit the adjacent native silver maple tree to be retained.

- Commenters request that the Limits of Disturbance behind adjoining Lot 17 be minimized to further protect existing trees to remain. Staff agrees and has included a condition of approval requiring that the LOD around all existing trees to be retained be reduced to the greatest extent practicable.

- The commenter requests relocation of the transformers from the northeast corner "to a location farther south towards the front of the building so that the line of sight and sound doesn't intersect with the Lot 17 home." The transformers are located to accommodate service without unduly interrupting loading on this relatively small site. The transformers will not be visible from the Lot 17 property due to the 6' privacy fence running along the northern property line and the noise generated by the units will be less than the noise generated by traffic from the adjacent streets.

- The commenters are concerned that existing trees on-site and those off-site with critical root zones on the subject property may not survive the construction process. All existing trees required to be preserved by the conditions of approval and the Certified Site Plan will need to be replaced with equivalent caliper inches of trees should they perish.

CONCLUSION

The proposed development complies with the general requirements and development standards of Section 4.5, the optional method public benefits provisions of Division 4.7, and the general development requirements of Article 59-6 of the Zoning Ordinance. The proposed development satisfies the findings of the Subdivision Regulations and is consistent with the goals and recommendations of the *Chevy Chase Lake Sector Plan*. Therefore, Staff recommends approval of Preliminary Plan No. 120180150 and Site Plan No. 820180130 with the conditions specified at the beginning of this report.

ATTACHMENTS

- A. Sketch Plan Resolution (MCPB No. 16-121)
- B. Agency Letters
- C. Correspondence



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 16-121
Sketch Plan No. 320170040
The Crescent at Chevy Chase
Date of Hearing: November 17, 2016

DEC 21 2016

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on August 10, 2016, Newdale Mews, LLC (“Applicant”) filed an application for approval of a sketch plan for construction of up to 129,742 square feet of residential uses, consisting of up to 135 dwelling units, including 12.5% moderately priced dwelling units (“MPDUs”), on 1.98 acres of CRT 1.5, C 0.25, R 1.5, H 50 zoned-land, located on the north side of Newdale Road, 200 feet west of Connecticut Avenue (“Subject Property”) in the Bethesda/Chevy Chase Policy Area and *Chevy Chase Lake Sector Plan* (“Sector Plan”) area; and

WHEREAS, Applicant’s sketch plan application was designated Sketch Plan No. 320170040 The Crescent at Chevy Chase (“Sketch Plan” or “Application”); and

WHEREAS, following review and analysis of the Application by Planning Board staff (“Staff”) and other governmental agencies, Staff issued a memorandum to the Planning Board, dated November 4, 2016, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

WHEREAS, on November 17, 2016, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application subject to certain binding elements and conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320170040, The Crescent at Chevy Chase, for construction of up to

Approved as to
Legal Sufficiency: 
M-NCPPC Legal Department

129,742 square feet of residential uses, consisting of up to 135 dwelling units, including 12.5% MPDUs, on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location of vehicular access points; and
4. Public benefit schedule.

All other elements are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The development is limited to a maximum of 129,742 square feet of multi-family use consisting of up to 135 dwelling units, including 12.5% MPDUs onsite.

2. Height

The development is limited to the maximum height of 50 feet, as measured from the approved building height measuring point for each building.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59-7.3.3.I. Total points must equal at least 50 and be chosen from at least three categories as required by Section 59-4.5.4.A.2. The requirements of Division 59-4.7 and the *Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines* must be fulfilled for each public benefit proposed. Final points will be established at site plan approval.

- a. Transit Proximity, achieved through proximity to a future Purple Line station;
- b. Connectivity and Mobility, achieved through provision of fewer than the maximum parking spaces;
- c. Diversity of Uses and Activities, achieved through providing a mix of dwelling unit types and enhanced accessibility for the disabled; and

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

d. Quality of Building and Site Design, achieved through structured parking and exceptional design;

4. Commencement of Construction

The Applicant must not begin excavation or construction until construction of the Purple Line between Bethesda and Silver Spring has started.

5. Building Placement

The minimum building setback from the rear property line must be not less than 37.5 feet. At the time of site plan review, the Applicant must address garage setback and the need for tree protection on or near the rear lot line in relation to zoning requirements and Sector Plan recommendations.

6. Shared Use Path

The Applicant must participate in the implementation of the sector-planned shared-use path on the south side of Newdale Road between Connecticut Avenue and the end of Newdale Road. The extent of participation will be determined at the time of site plan review.

7. Street Trees

The Applicant must plant street trees along the Subject Property frontage on the northwest side of Newdale Road.

8. Environment

The following items must be addressed at the time of preliminary plan or site plan submission, as appropriate:

- a. The Applicant must submit a noise analysis prepared by an engineer specializing in acoustics that quantifies the existing and 20-year projected noise levels and addresses the type and locations of noise mitigation techniques that may be required to appropriately attenuate noise levels for any affected dwelling units and areas of common outdoor activity, as applicable.
- b. The Applicant must identify proportionate enhancement project(s) within the same watershed as the Subject Property, which may include elements such as removal of invasive species and plantings of native species.
- c. The Applicant must address NRI/FSD approval and forest conservation and variance requirements.
- d. The Applicant must provide appropriately-sized planting beds (to accommodate mitigation plantings) that are free and clear of buildings, structures, utilities and conflicting easements, and that are readily capable of sustaining the mitigation plantings so that they will ultimately replace the form and function, especially canopy spread, of the resources removed.

- e. Additional onsite green space areas may be necessary to satisfy the requirements.

9. Transportation

The Planning Board accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated September 20, 2016, and incorporates them into the Sketch Plan approval. The Applicant must address each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Sketch Plan approval.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations and findings of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

- 1. *The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.*

- a. Development Standards

The Subject Property includes approximately 1.98 acres zoned CRT 1.5, C 0.25, R 1.5, H 50. The data table below demonstrates the Application’s conformance to the applicable development standards of the zone.

Data Table

Table 1-Sketch Plan Data Table			
Section	Development Standard	Permitted/ Required	Approved
59 - 4	Gross Tract Area (sf)	n/a	86,495
	Prior Dedication (sf)	n/a	23,184
	Net Lot Area (sf)	n/a	63,311
4.5.4.B.2. b	Density CRT-1.5, C-0.25, R-1.5, H-50 Commercial FAR/GFA Residential FAR/GFA TOTAL FAR/GFA	0.25/21,623 1.5/129,742 1.5/129,742	0/0 1.5/129,742 1.5/129,742
4.5.4.B.2. b	Building Height (feet) CRT-1.5, C-0.25, R-1.5, H-50	50	50
4.5.4.B.3	Minimum Setback (feet) From R.O.W. From rear property line	0 37.5 ¹	0 37.5
4.5.4.B.1	Open Space Public Open Space (%/sq. ft.)	0/0	0/0
6.2	Parking (spaces) Residential uses	74-203	115

¹ Per the compatibility requirements of Section 4.1.8.A.2., the minimum rear setback is 1.5 times the minimum rear setback of the adjacent R-90 zone, that is 25 feet x 1.5, which is 37.5 feet. At the time of site plan, the Applicant will be required to address the garage setback in relation to zoning and master plan requirements.

b. General Requirements

The intent of the CRT zone is to:

- a) *Implement the recommendations of applicable master plans.*

As discussed in Finding 2 below, the Application substantially conforms to the recommendations of the Sector Plan. The Application responds to the Sector Plan's main goals, including enhancing the community character, providing transit-oriented, residential development, and ensuring compatibility with adjacent single-family residences.

- b) *Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.*

The Application provides an opportunity to redevelop the existing low-density, multi-family residential apartment buildings and associated surface parking with a residential development that responds to its location within the Chevy Chase Lake Center area (as identified in the Sector Plan) and within walking distance of the future Purple Line station. The Application will eliminate all surface-level parking currently provided on the Subject Property and will replace it with buildings that will be built along the public sidewalk with structured parking below, improved pedestrian areas, and stormwater management where none currently exists.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Application incorporates a variety of housing options, including a diverse range of unit sizes and MPDUs, near the future Purple Line station. The residential development in the Application will support the existing and proposed commercial uses within the Chevy Chase Lake Center. The Application will also improve pedestrian and bicycle access, which will facilitate multiple modes of transportation and provide improved access to the Subject Property. Parking will be provided in underground garages, not between the building and the street.

- d) *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Application provides a context-sensitive design and will complement the surrounding uses – the taller side of the buildings are located toward the front of the Subject Property, adjacent to the Newdale Road and the future Purple Line beyond, and the lower side of the buildings will face the one-family dwellings to the rear.

- e) *Integrate an appropriate balance of employment and housing opportunities.*

The Sector Plan recommends that commercial uses be minimized or completely absent on the Subject Property. As recommended, the

Application provides residential uses, adding to the housing diversity in Chevy Chase Lake.

- f) *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

As discussed in finding 6 below, the Application will provide the required public benefits from a minimum of three categories to achieve the desired incentive density above the standard method limit.

2. *The Sketch Plan substantially conforms to the recommendations of the Sector Plan.*

The 2013 *Chevy Chase Lake Sector Plan* includes recommendations both general to the Sector Plan area and specific to the Subject Property that are organized into four categories: Community Character, Land Use, Access, and Environment.

Community Character

To enhance the compatibility of new development with the surrounding neighborhood, the Sector Plan identifies three “Criteria for Compatibility”: Scaled for People, Tradition(al); and Nature and the Garden (p. 23-24). For the Subject Property, these criteria address a welcoming human scale: “Purely residential streets should be lined with two-story homes that sit close to one another and to the street. Along tree-shaded sidewalks, frequent stoops, lead walks, and entries will help create an intimate neighborhood setting.” The buildings should have a traditional architectural character. Finally, the development should respect the community’s “green and leafy character” by integrating native trees and plantings.

For the green buffer between the new development and the existing homes, the *Design Guidelines* that accompany the Sector Plan (pp. 42-43) provide:

- Based on an arborist’s recommendations, retain existing, healthy trees within the buffer;
- The buffer should be located on uncompacted soil where possible. When feasible, minimize the extent to which the buffer encroaches onto a structure and minimize the use of planters;
- Use plants suited to local site conditions;
- Use low walls or terraces to accommodate grade changes between the Newdale Mews property [the Subject Property] and adjacent homes;
- Use fences or trellises and intervening landscaping to screen adjacent homes; and

- Consult with adjacent neighbors when developing a landscaping plan, paying particular attention to providing some winter light and strategically placing taller evergreens to enhance longer distance views.

Though conceptual in nature, the precedent images the Applicant has included with the Application show a traditional character with front doors on the street and stoops and lead walks for units along Newdale Road. Further, the landscape concept includes grassy front yards, street trees, and a landscaped rear garden that enhances the green and leafy neighborhood character. At the time of site plan review, the Applicant will provide further detail as to how the landscape design is consistent with the Sector Plan and Design Guidelines. Further, the Applicant must address the location of the garage in relation to both the community character recommendations of the master plan and any applicable zoning setback requirements.

Land Use

Under the redevelopment included in this Application, the Subject Property is one that “may not develop to the limit of the new zone until ... construction of the Purple Line between Bethesda and Silver Spring has started” (p. 20). The Subject Property is discussed under the section titled “Sites that may not fully develop until after the Purple Line,” Newdale Mews (p. 29-30). The Sector Plan recommends redeveloping the Subject Property to increase the supply of multi-family housing, while minimizing or eliminating commercial uses on the Subject Property. In addition to recommending a maximum building height to 50 feet, the Sector Plan explicitly limits building height to four stories.

The Sector Plan also emphasizes that redevelopment of the site maximize compatibility with the single-family homes to the north, calling out four issues for particular attention:

- Solar access and shading;
- Maintaining and extending building setbacks from the existing single-family residential properties: new development should be set back from the rear property line between 35 and 50 feet;
- Vegetative screening, including maintaining existing viable trees and increasing landscaping to create an attractive buffer between existing homes and new development; and
- View corridors between the new buildings.

The 2014 *Design Guidelines* that accompany the Sector Plan provide further guidance (p. 42-43).

For building form, location, and design, the Guidelines direct:

- Reference the architectural forms, rooflines, materials, design details and proportions of neighboring homes;
- To maximize views for neighboring homes, arrange new buildings with intervening open spaces that open to Newdale Road to provide attractive views through the site for neighbors.
- Orient balconies, terraces, doors and windows to avoid direct views into adjacent homes and backyards. When not possible, use architectural screens to minimize impacts.

As conditioned, the Application will not be able to begin construction until after the Purple Line begins construction. The schematic drawings and precedent images included in the Sketch Plan conform to the land use recommendations of the Sector Plan and Design guidelines. The drawings and images illustrate an architectural massing and character and landscape concept that minimizes the relative scale of the new development, affords views through the Subject Property, and provides landscaped edges to soften the visual impact of the new development.

Access

To improve bicycle and pedestrian access within the larger Chevy Chase Lake Center, the Sector Plan recommends construction of a shared-use path along the “south side of Newdale Road between the Capital Crescent Trail ramp and Connecticut Avenue,” identified as route number “LB-4” (p. 42, 45). Additionally, the Sector Plan recommends that new development “maximize opportunities to improve the pedestrian and bicycle access to the Capital Crescent Trail” (p. 47).

As conditioned, the Sketch Plan includes the recommended shared-use path and so conforms to the access recommendations of the Sector Plan.

Environment

To maintain and improve the quality of the natural environment in Chevy Chase Lake the Plan recommends:

to maximize tree cover for new development with overall goals of 25 to 30 percent tree canopy cover in the Chevy Chase Lake Center area. New development should also retain or improve canopy cover throughout the [Sector] Plan Area, within street medians, along new and existing streets... The likely removal of many existing, mature trees along the Capital Crescent Trail during the construction of the Purple Line reinforces the need to plant new ones. To expand the tree canopy in Chevy Chase Lake, they must

be planted in association with new development or redevelopment projects. (p. 49)

As illustrated in the Sketch Plan, the Applicant will plant street trees along both sides of Newdale Road to maintain the green residential character of the street. In addition, a canopy exhibit will be required during preliminary plan review to demonstrate conformance with this Sector Plan recommendation.

The Sector Plan also recommends that development projects provide stream restoration work and/or riparian forest enhancements within the same watershed that include elements such as bank stabilization, removal of invasive species, and planting of native species (an objective of the Sector Plan, page 49). This theme is also reflected on Page 19 "Preserve the community character of Chevy Chase Lake by ...restoring Coquelin Run..." There are ample opportunities within the Sector Plan area for offsite forest enhancements (or other restoration efforts) in the Coquelin Run watershed that will need to be explored at the preliminary and/or site plan stages in order to make the finding of substantial conformance with the Sector Plan.

- 3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of any development plan or schematic development plan in effect on October 29, 2014.*

The Sketch Plan is not subject to a development plan or schematic development plan.

- 4. The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.*

The Application provides a context-sensitive design and will be compatible with the surrounding uses – the taller side of the buildings are located toward the front of the Subject Property, adjacent to the Newdale Road and the future Purple Line beyond, and the lower side of the buildings will face the one-family dwellings to the rear. The Application adheres to the height and density recommendations contained in the Sector Plan and the Zoning Ordinance. The Application will provide additional residential development, near transit, that will promote the creation of a livable and compact Chevy Chase Lake Center. Additionally, the architectural design has been specifically designed to enhance the pedestrian realm by providing front doors and lead walks at the sidewalk for several units that face Newdale Road.

5. *The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.*

The Subject Property is within walking distance of the future Purple Line station on the east side of Connecticut Avenue. The Application will satisfy the applicable minimum parking requirements on-site. The Application will improve pedestrian circulation by providing new streetscape and accommodating a shared-use path on the south side of Newdale Road that will provide connectivity to the Capital Crescent Trail. Loading will be accommodated on the Subject Property, in the courtyard between the two garage entrances.

6. *The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.*

Under Section 59.4.7.1.B, in approving any incentive FAR based on the provision of public benefits, the Planning Board must consider:

1. the recommendations of the applicable master plan;
2. *CR Zone Incentive Density Implementation Guidelines*;
3. any design guidelines adopted for the applicable master plan area;
4. the size and configuration of the site;
5. the relationship of the site to adjacent properties;
6. the presence or lack of similar public benefits nearby; and
7. enhancements beyond the elements listed in an individual public benefit that increase public access to, or enjoyment of, the benefit.

The Planning Board finds that the public benefits proposed by the Applicant as set forth in the following table are appropriate in concept and appropriate for further detailed review. Final determination of public benefit point values will be determined at Site Plan(s).

Table 2- Sketch Plan Public Benefits Calculations

Public Benefit	Incentive Density Points		
	Total Points Possible	Requested	Approved in Concept
4.7.3.B: Transit Proximity	15	12.5	12.5
4.7.3.C: Connectivity and Mobility			
Minimum Parking	10	7.2	7.0
4.7.3.D: Diversity of Uses and Activities			
Dwelling Unit Mix	10	5	5
Enhanced Accessibility for the Disabled	20	4.4	4.4
4.7.3.E: Quality of Building and Site Design			
Exceptional Design	10	10	10
Structured Parking	20	19.6	19.8
TOTAL	50 Required	58.7	58.7

Transit Proximity

The Subject Property is located within ¼ mile of the future Chevy Chase Lake Purple Line station, which allows the Application to be eligible for Level 2 transit as defined in the Zoning Ordinance. The Planning Board approves in concept the full 12.5 points as provided in the Zoning Ordinance for CRT-zoned properties that are within ¼ mile of an existing or Master Planned rail station.

Connectivity and Mobility

Minimum Parking: The Application provides fewer than the maximum number of allowed parking spaces. The maximum number of allowed spaces is 203, but the Application will provide 115 spaces. The Planning Board approves in concept seven points.

Diversity of Uses and Activities

Dwelling Unit Mix: The Application provides a mix of dwelling units that will include at least 7.5% efficiencies, 8% one-bedrooms, 8% two-bedrooms and 5% three-bedrooms. The Planning Board approves in concept the five points allowed for projects that attain these minimums.

Enhanced Accessibility for the Disabled: The Application will provide at least two dwelling units that satisfy the ANSI A117.1 Residential Type A

standards for accessibility, or an equivalent County standard. The Planning Board approves in concept 4.4 points.

Quality of Building and Site Design

Exceptional Design: Incentive density of up to 10 points is appropriate for development that meets at least four of the following criteria, and ten points for development that meets all of them:

- Provides innovative solutions in response to the immediate context
- Creates a sense of place and serves as a landmark
- Enhances the public realm in a distinct and original manner
- Introduces materials, forms, or building methods unique to the immediate vicinity or applied in a unique way
- Uses design solutions to make compact infill development living, working, and shopping environments more pleasurable and desirable on a problematic site
- Integrates low-impact development methods into the overall design of the site and buildings, beyond green building or site requirements.

The Application is a sketch plan, which is by its nature is general and preliminary. As such, architectural elevations and renderings have not been included in the Application. The Application requests 10 points for exceptional design. At the time of site plan approval, the Planning Board will evaluate the site design and architecture of the building and determine the appropriate number of points in this category.

Structured Parking: The Applicant requests 19.6 points for structured parking consisting of 113 below-grade spaces and two above-grade spaces. This incentive is granted on a sliding scale based on the percentage of spaces provided above and below grade. Based on this calculation, the Planning Board approves in concept 19.8 points.

7. The Sketch Plan establishes a feasible and appropriate phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.

The new development included in the Application will be built in one phase.

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Sector Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

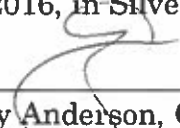
BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of The Crescent at Chevy Chase Sketch Plan 320170040, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is ~~DEC 21 2016~~ (which is the date that this Resolution is mailed to all parties of record); and

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Vice Chair Wells-Harley, seconded by Commissioner Fani-González, with Chair Anderson, Vice Chair Wells-Harley, and Commissioners Fani-González and Cichy voting in favor, and Commissioner Dreyfuss absent at its regular meeting held on Thursday, December 8, 2016, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

October 12, 2018

Mr. Laurent Mounaud
VIKA Maryland, LLC
20251 Century Boulevard, Suite 400
Germantown, Maryland 20874

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
Crescent at Chevy Chase
Preliminary Plan #: 120280150
Site Plan #: 820180130
SM File #: 283652
Tract Size/Zone: 1.45Ac/CRT-1.5,C-0,R-1.5,H-50
Total Concept Area: 2.04 Ac.
Lots/Block: 4-10 / 21
Watershed: Lower Rock Creek

Dear Mr. Mounaud:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP by using micro-bioretenion. Full on-site control is not possible due to site constraints, so a waiver of stormwater management water quantity and partial water quality requirements has been requested and is hereby granted.

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 development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Use the latest MCDPS design criteria at time of plan submittal.
5. All covered garage areas must drain to WSSC. Provide copy of mechanical plans showing that the floor drain riser diagrams go to WSSC.
6. Provide a copy of the mechanical drawings with roof drain riser schematics showing that these areas drain to the designated micro-bioretenion facilities.



255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

Mr. Laurent Mounaud
October 12, 2018
Page 2 of 2

7. Landscaping in areas located within the stormwater management easement which are shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.

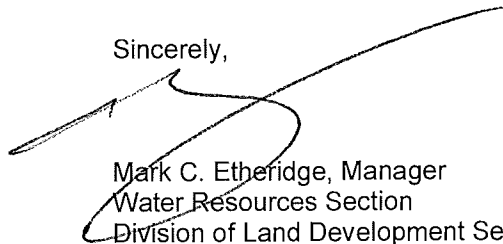
This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is 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 David Kuykendall at 240-777-6332.

Sincerely,



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

MCE: CN283652 Crescent at Chevy Chase.DWK

cc: N. Braunstein
SM File # 283652

ESD: Required/Provided 12,092 cf / 5,825 cf
PE: Target/Achieved: 2.0"/0.96"
STRUCTURAL: 0.00 cf
WAIVED: 2.04 ac.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

October 5, 2018

Ms. Grace Bogdan, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Design Exception & Preliminary Plan Letter
Preliminary Plan No. 120180150
Crescent at Chevy Chase

Dear Ms. Bogdan:

We have completed our review of the revised Design Exception Package dated September 18, 2018 (Revision Date) and Preliminary Plan e-plans task dated September 26, 2018. Based on our review, we recommend that the Planning Board condition the following comments before the certified preliminary plan:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services 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.

DESIGN EXCEPTION REQUEST

The applicants have requested Design Exceptions to MCDOT Design Standards:

- 1. Modifications to the context sensitive road section-MCDOT Secondary Residential Street with parking on one side (MC-2002.02) Design Standard**

Applicants' request:

The Applicants are seeking waivers from MCDOT Secondary Residential Street with parking on one side (MC-2002.02) for Newdale Road. The rationale for the request is that the existing right-of-way is 50' wide. As previously determined by MCDOT, Newdale Road should be designed as a Secondary Residential Street which requires a 60' right-of-way. However, the 60' will not be

Office of the Director

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possible since the right-of-way cannot be increased by 5' to the south due to the plans for the Purple Line.

By reducing the width of the tree panels on both sides, and reducing the outside lane width (eastbound), the proposed section improves the current conditions and accommodates the 10-foot wide shared use path as recommended in the Sector Plan. However, a 5-foot wide Public Improvement Easement (PIE) is required for the 5-foot wide sidewalk along the site frontage.

A wider road section is unnecessary given that Newdale Road terminates at the greens of Columbia Country Club golf course and will not accommodate any through traffic.

The proposed modification to the section will provide appropriate access to the Capital Crescent Trail and satisfy the recommendations set forth in the Sector Plan.

The following road section was proposed: From North to South

- One (1)-foot buffer *
- Five (5)-foot sidewalk **
- Five (5)-foot lawn panel
- Eight (8)-foot parking
- Ten (10)-foot travel lane
- Eleven (11)-foot travel lane
- Five (5)-foot lawn panel
- Ten (10)-foot shared use path

* Within the five (5)-foot PIE

** Four (4)-foot of the five (5)-foot proposed sidewalk in the PIE.

MCDOT Response:

If the Planning Board classifies Newdale Road as a Secondary Residential Road, we recommend approval of the modifications to the standard cross section MC-2002.02 (Secondary Residential Street with parking on one side) for Newdale Road based on the following:

- a) The existing right-of-way is 50' wide;
- b) The right-of-way cannot be extended to the south due to proposed Purple Line; and
- c) Terminates at the greens of Columbia Country Club golf course and will not accommodate any through traffic.

Applicant shall provide a five (5)-foot PIE to accommodate the five (5)-foot sidewalk and a one (1)-foot buffer along the site frontage.

The following road section shall be shown on the certified preliminary plan for Newdale Road:
From North to South

- One (1)-foot buffer *
- Five (5)-foot sidewalk **
- Five (5)-foot lawn panel
- Eight (8)-foot parking
- Ten (10)-foot travel lane
- Eleven (11)-foot travel lane
- Five (5)-foot lawn panel
- Ten (10)-foot shared use path

* Within the five (5)-foot PIE

**Four (4)-foot of the five (5)-foot proposed sidewalk in the PIE.

SIGNIFICANT PRELIMINARY PLAN COMMENTS:

1. The applicant must build the proposed shared use path on the south side of Newdale Road or participate in a pro-rata basis towards the construction of a master planned 10-foot shared use path along the south side of Newdale Road. The applicant must provide an engineer's cost estimate for the 10-foot shared use path along the south side of Newdale Road that will include contingencies and be approved by MCDOT prior to the issuance of the right-of-way permit. The payment must be made prior to the issuance of the first Use and Occupancy permit. If the County has already completed the project, or decides not to implement the project, the applicant will continue to make the payment prior to issuance of the first use and occupancy permit to be used in the Bethesda Chevy Chase Master Plan area.

Coordinate the ten (10)-foot shared use path on south side of Newdale Road with Purple Line plan.

2. The portion of the sidewalk behind the temporary turnaround (perpendicular to the proposed shared use path) should be 10-foot wide in order to connect the proposed shared use path to the capital crescent trail.

3. **Storm Drain Analysis: INCOMPLETE-**

Prior to the issue of the permit the following issues should be addressed and approved by Montgomery County Department of Permitting Services (MCDPS):

- a) Since there is an increase in runoff from the proposed site, analyze the existing storm drain system from the proposed connection point to a point where three (3) consecutive storm drain pipe runs can convey the proposed peak design discharge without surcharging the system per the Section 1.3.5 of the Montgomery County Drainage Design Criteria. If the existing storm drain outfall is inadequate, MCDPS may require the applicant to do the necessary improvements.

- b) Provide a profile with Hydraulic Grade Line (HGL) line, and the top of manhole grades shown clearly.
- c) The drainage area from Ex MH-12 to Ex MH-10 and Ex MH-14 to Ex MH-10 should not be the same. Ex MH-12 to Ex MH-10 has another existing storm drain pipe connecting from the north on Connecticut Avenue which should be included in the computations.
- d) Submit storm drain and/or flood plain studies, with computations, for our review and approval. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis.
- e) The portion of the site draining to Connecticut Avenue (MD 185) or any storm drain/inlet relocations along Connecticut Avenue (MD 185) shall be approved by MDSHA.

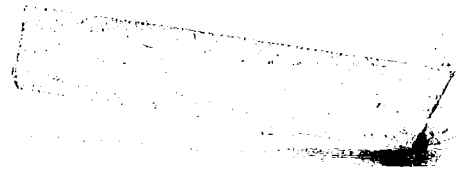
4. Traffic Mitigation Agreement (TMAg):

Under the proposed new Subdivision Regulations, a development located outside a TMD may be required to enter into a Traffic Mitigation Agreement (TMAg) with MCDOT and MNCPPC. It is recommended that the Applicant should submit a draft Traffic Mitigation Agreement for review.

Trip reduction measures in the TMAg should include but not be limited to the following:

- a. Bikesharing. Provide space in the Project for a bikesharing docking station to enable this form of transportation to be used by residents, employees and visitors at the Project. At preliminary plan, show a proposed location for the bikeshare station that is accessible to the Capital Crescent Trail. The final location of this docking station will be coordinated with the Applicant and MCDOT, based upon the requirements of the bikesharing system and in a highly-visible, convenient and well-lit location on the Project. The Project will be required to pay the capital cost of such station and five (5) years of operating expenses. Applicant will take other actions in concert with the TMD to promote use of bike sharing among residents, employees and visitors at the Project.
- b. Carpool/Vanpool Parking. Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots.
- c. Car Sharing Parking. Provide adequate number of car sharing vehicle parking spaces in highly visible, preferentially-located spots.
- d. Electric Car Charging. Provide two or the number required by law, whichever is greater, on site.
- e. Parking
 - i. Minimize Parking. Provide no more than the minimum number of spaces allowed in the Zoning Ordinance.

- ii. Car Sharing Parking. Provide two car sharing vehicle parking spaces, or the number required by law, whichever is greater, in highly visible, preferentially-located spots.
- iii. Electric Car Charging. Provide two electric car charging stations, or the number required by law, whichever is greater, on site.
- f. Pedestrian/Bicycle. Provide excellent pedestrian & bike circulation, amenities & accommodations throughout the development.
 - i. Countdown pedestrian signals at major crossing points;
 - ii. Bike racks in weather-protected, highly visible/active locations;
 - iii. Bike lockers, bike storage in the residential parking facility, and a small kiosk-style bike repair station; and
 - iv. Include: paths, benches, trash and recycling containers, lighting, attention to landscaping that enhances safety.
- g. Displays and Communication of Transportation Demand Management Information (Especially in Urban Plazas)
 - i. In planning for outdoor area(s), provide an opportunity for electric and water connections.
 - ii. Provide kiosks in busy outdoor areas to provide an opportunity for information displays and assistance.
 - iii. Provide pavilions in busy outdoor settings to enable outreach events to be stage more readily. These should have electric and water connections.
 - iv. Incorporate display space into lobbies and other high pedestrian activity areas and opportunity for information on each level of parking facilities.
 - v. Provide opportunity and connections for electronic (LCD) display screens and Real Time Transit Information Signs in lobbies, elevators, and parking facilities. This will enable outreach to building tenants, employees, visitors, etc.
 - vi. Provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
- h. Design Guidelines
 - i. Design streets in front of major buildings to accommodate both shuttles and transit buses.



- ii. Design building frontages/lobbies to provide two-way visibility for shuttles and transit vehicles, as well as taxis, etc.
- iii. Where port-cocheres (covered entryways) are used, ensure height is adequate to accommodate buses.

STANDARD COMMENTS:

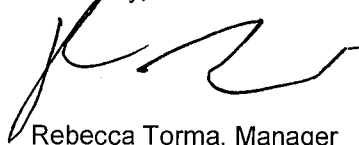
1. Sight Distance Study: The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
2. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
3. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
4. We recommend that the applicant coordinate with Ms. Patricia Shepherd of our Transportation Engineering Section regarding the Capital Crescent Trail along Newdale Road. Ms. Shepherd can be reached at 240-777-7231 or at patricia.shepherd@montgomerycountymd.gov.
5. We recommend that the applicant coordinate with Mr. Tim Cupples of MCDOT and Mr. Michael Madden of the Maryland Transit Authority to coordinate with the Purple Line project. Mr. Cupples can be reached at tim.cupples@montgomerycountymd.gov or 240-777-7214. Mr. Michael Madden can be reached at mmadden@mta.maryland.gov or at 410-767-3694.
6. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
7. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - a. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Newdale Road as a modified Montgomery County Standard MC-2002.02-Secondary Residential Street with parking on one side per Response to Comment # 1 of the Design Exception Request.
 - b. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - c. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - d. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost

Ms. Grace Bogdan
Preliminary Plan No. 120180150
October 5, 2018
Page 7

to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.

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 Team Engineer for this project, at deepak.somarajan@montgomerycountymd.gov or (240) 777-7170.

Sincerely,



Rebecca Torma, Manager
Development Review
Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\Crescent at Chevy Chase \ Letter \ 120180150-Crescent at Chevy Chase-Prelim-DE ltr

Attachment(s): Sight Distance Certification Forms (2)

cc: Rob Bindeman Landmark Realty
Jeff Parana Potomac Development Group
James Buchheister VIKA Maryland, LLC
Stacy Sibler Lerch Early and Brewer.
Letters notebook

cc-e: Matthew Folden M-NCPPC Area 1
Michael Madden MDSHA
Kwesi Woodroffe MDSHA
Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR
Marie LaBaw MCDPS Fire
Sandra Brecher MCDOT CSS
Beth Dennard MCDOT CSS
Patricia Shepherd MCDOT DTE
Tim Cupples MCDOT DTE
Christopher Conklin MCDOT OTP
Deepak Somarajan MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Crescent at Chevy Chase Preliminary Plan Number: 1- 20180150

Street Name: Newdale Road Master Plan Road Classification: Secondary

Posted Speed Limit: 25 mph

Street/Driveway #1 (Main Entrance) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>220'</u>	<u>OK</u>	Right _____	_____
Left <u>300'</u>	<u>OK</u>	Left _____	_____

Comments: _____
Vehicles approaching from Right are coming from a turn around.
Vehicles approaching from Left are coming from Connecticut Ave.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

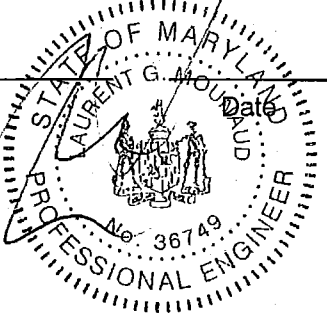
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

[Signature]
 Signature
36749
 PLS/P.E. MD Reg. No.

10/02/2018
 Date



Montgomery County Review:

Approved
 Disapproved:

By: [Signature]
 Date: 10/4/18



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Cresent at Chevy Chase Preliminary Plan Number: 1- 20180150

Street Name: Newdale Road Master Plan Road Classification: Secondary

Posted Speed Limit: 25 mph

Street/Driveway #1 (Loading Entrance) Street/Driveway #2 (_____)

Sight Distance (feet) OK?
 Right 300' OK
 Left 250' OK

Sight Distance (feet) OK?
 Right _____ _____
 Left _____ _____

Comments: _____

Comments: _____

Vehicles approaching from Right are coming from a turn around.
Vehicles approaching from Left are coming from Connecticut Ave.

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

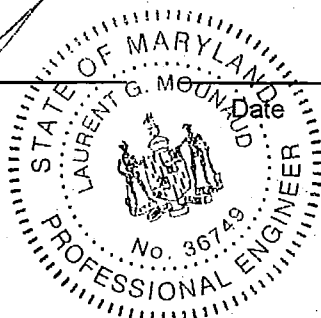
*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature _____

36749
 PLS/P.E. (MD Reg. No.)



Date 10/02/2018

Montgomery County Review:

Approved

Disapproved:

By: [Signature]

Date: 10/4/18



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Director

November 13, 2018

Ms. Grace Bogdan, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Design Exception & Preliminary Plan Letter
Preliminary Plan No. 120180150
Crescent at Chevy Chase
AMENDED LETTER

Dear Ms. Bogdan:

This letter is to amend the comments contained in our October 5, 2018 Design Exception & Preliminary plan letter.

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services 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.

1. All previous comments in our October 5, 2018 letter remain applicable unless modified below

SIGNIFICANT PRELIMINARY PLAN COMMENTS:

2. Comment # 4 from the previous letter dated October 5, 2018:

Original language:

Traffic Mitigation Agreement (TMAg):

Under the proposed new Subdivision Regulations, a development located outside a TMD may be required to enter into a Traffic Mitigation Agreement (TMAg) with MCDOT and MNCPPC.

Office of the Director

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www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

- a. Bikesharing. Provide space in the Project for a bikesharing docking station to enable this form of transportation to be used by residents, employees and visitors at the Project.
- b.
- c.
- h. *Design Guidelines*
 - i. *Design streets in front of major buildings to accommodate both shuttles and transit buses.*
 - ii. *Design building frontages/lobbies to provide two-way visibility for shuttles and transit vehicles, as well as taxis, etc.*
 - iii. *Where port-cocheres (covered entryways) are used, ensure height is adequate to accommodate buses.*

shall be revised to the following below:

Traffic Mitigation Agreement (TMAg) or Project-Based Transportation Demand Measures:

The Chevy Chase Lake Sector Plan area is not currently a Transportation Management District (TMD), however, a TMD has been recommended in the Plan. A TMAg or other type of binding TDM plan that commits the development to implementing TDM provisions at the project will be required in the event a TMD is established in the future. Consistent with other conditions of approval for developments in the Chevy Chase Lake Sector Plan area (e.g., Chevy Chase Lake Block B), in the event Applicant does not opt to execute a voluntary TMAg for this Project, Applicant must incorporate TDM measures into the Project.

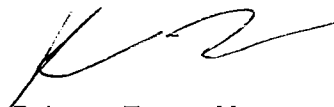
The following Transportation Demand Management (TDM) measures, discussed with the Applicant, have been agreed upon as appropriate for the development. It is acknowledged that with or without a TMAg, the following trip reduction measures are recommended as conditions of approval for this Project and must be included in a TMAg (when executed for this Project):

- a. Bikeshare. Because the Project will be providing its own bicycles for residents' use, and a Capital Bikeshare station is available nearby, an on-site bikeshare station is not required at this Project. Rather, Applicant must purchase Capital Bikeshare memberships for each initial tenant for each dwelling unit approved at the discounted rate of \$50 per membership for one year. Applicant must take other actions in concert with the County to promote use of bikesharing among residents, employees and visitors at the Project.

- b. Electric Car Charging. Provide one electric car charging station, or the number required by law, whichever is greater, on site.
- c. Pedestrian/Bicycle. Provide excellent pedestrian and bicycle circulation, amenities and accommodations throughout the development.
 - Bike racks in highly visible locations;
 - Bike lockers, bike storage in the residential parking facility, and a small kiosk-style bike repair station
- d. Displays and Communication of TDM and other Transportation Information
 - Incorporate permanent display space into lobby.
 - Provide opportunity and connections for display screens and Real Time Transit Information Signs in lobby and elevators. This will enable outreach to building tenants, employees, visitors, etc.

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 Team Engineer for this project, at deepak.somarajan@montgomerycountymd.gov or (240) 777-7170.

Sincerely,



Rebecca Torma, Manager
Development Review
Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\Crescent at Chevy Chase \ Letter \ 120180150-Crescent at Chevy Chase-Prelim-DE AMENDED ltr

cc: Rob Bindeman Landmark Realty
Jeff Parana Potomac Development Group
James Buchheister VIKA Maryland, LLC
Stacy Sibler Lerch Early and Brewer.
Letters notebook

cc-e: Matthew Folden M-NCPPC Area 1
Michael Madden MDSHA
Kwesi Woodroffe MDSHA
Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR

Ms. Grace Bogdan
Preliminary Plan No. 120180150
November 13, 2018
Page 4

Marie LaBaw	MCDPS Fire
Sandra Brecher	MCDOT CSS
Beth Dennard	MCDOT CSS
Patricia Shepherd	MCDOT DTE
Tim Cupples	MCDOT DTE
Christopher Conklin	MCDOT OTP
Deepak Somarajan	MCDOT OTP

820180130 Crescent at Chevy Chase

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

“07-SITE-820180130-SP-3.pdf V5” uploaded on/ dated **“9/18/2018”** and

The following needs to be addressed prior to the certification of site plan:

1. Connect the shared use path handicap ramp on the south side of Newdale Road terminus to the 5' sidewalk extension.

And, the followings need to be conditions of the certified site plan:

1. As the driveway apron crosses the site frontage, adjacent neighbor consent is needed.
2. The storm drain system design and layout that has been shown on the above site plan is for reference only and will be reviewed/ approved at the time of ROW permit. Storm drain crossing the road pavement at sharp angle needs to be avoided.



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett
County Executive

Clarence J. Snuggs
Director

September 24, 2018

Ms. Grace Bogdan
Area 1 Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Crescent at Chevy Chase
Preliminary Plan No. 120180150
Site Plan No. 820180130

Dear Ms. Bogdan:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plans and recommends Approval. DHCA will need to review and approve any changes to the currently proposed bedroom mix, MPDU locations, and/or MPDU unit layouts.

Sincerely,

Lisa S. Schwartz
Senior Planning Specialist

cc: James Buchheister, VIKA Maryland, LLC
Rob Bindeman, Landmark Realty, Inc.

S:\Files\recurring\Housing\MPDU\Developments\Crescent at Chevy Chase\Crescent at Chevy Chase DHCA Letter_9-24-2018.docx

Division of Housing

Affordable Housing Common Ownership Communities Landlord-Tenant Affairs Multifamily Housing

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From: [Tim Pryor](#)
To: [Fuster, Marco](#); [Hisel-McCoy, Elza](#); [Dickel, Stephanie](#)
Cc: [Jeff Rule](#); driverallison@hotmail.com; ken.bianchi@yahoo.com; [Fernanda Bianchi](#); Injdickstein@gmail.com; [Sylvia Pryor](#); [Willa Broughton & Michael Goldrick](#); fzav@aol.com; [Carmen Carbonell](#)
Subject: Crescent at Chevy Chase - meeting follow up comments
Date: Sunday, October 28, 2018 8:55:10 PM

Dear Marco, Elza and Stephanie,

We believe the proposed plans for the Crescent at Chevy Chase do not go far enough to protect the existing trees between the property and our homes. After meeting with you and reviewing the latest plans, we have the following requests (listed in order of importance) and question. We are also concerned about the transformer location. We have addressed building height separately. We hope you will include these requests in your recommendation to the Planning Board.

Trees

The applicant appears to propose cutting every tree that isn't co-owned along the Lot 17 property line. This includes two major blocking trees outside the Limit of Disturbance (LOD).

In document 08-LL-820180130-LP3_05, that includes:

- 22" Norway Maple (to be cut flush at grade)
- 15" Norway Maple (to be cut flush at grade)

In addition, we have concerns about the removal of trees elsewhere along the property. In document 08-LL-820180130-LP3_04, that includes:

- 7" Mulberry (to be cut) (Rule)

In document 08-LL-820180130-LP3_O3:

- 37" Sweetgum (removal) (Dickstein)
- 12" Norway Maple to be (to be cut flush at grade) (Broughton/Goldrick/Pryor)

We support the preservation of all of these trees, with one exception: the removal of the 37" Sweetgum should only be removed if the owners of Lot 15 agree.

Limit of Disturbance

Please explain why the LOD extends north to the property line behind Lot 17. This condition is unique. The rest of the property has a wider buffer between neighboring property lines and the LOD. (See document 08-LL-820180130-LP3_05)

We request that you move the LOD behind Lot 17 back at least to the same distance from the property as it is elsewhere in the proposal, and the LOD further south generally to provide a greater buffer for the Newdale neighbors and protection of existing buffer trees.

Transformers

Please move transformers shown on The Crescent at Chevy Chase from the northeast

corner to a location farther south towards the front of the building so that the line of site and sound doesn't intersect with the Lot 17 home.

Replacement of Trees

The LOD threatens several trees that grow on both properties. The owner should be required to replace any existing or installed trees that die with trees of similar size to those that do not survive the construction process.

Thanks for your consideration,

The Neighbors of Newdale Mews