



**Toll Brothers Inc. – Preston Place and Lake Parcel
Preliminary Plan and Site Plan
Statement of Justification and Narrative Description**

I. Introduction

Toll Mid-Atlantic LP Company, Inc. (the “Applicant”), the contract purchaser of the property located at 3728, 3722, 3712, 3710, 3700 Manor Road, Chevy Chase, MD, 20815 (the “Property”) requests approval of a Preliminary Plan and Site Plan (the “Application”) in connection with the proposed redevelopment of the Property. The Applicant is excited for the opportunity to provide attractive, transit-oriented for-sale townhouses, including Moderately Priced Dwelling Units (“MPDUs”), to the community at a scale comparable to the existing aging housing stock that it will replace. The proposed redevelopment will replace 67 townhomes and 66 garden apartments with 147 townhome units accompanied by on-site recreation and outdoor space and new stormwater management facilities where none currently exist (the “Project”).

As will be discussed in detail below, the project substantially conforms to the recommendations of the *2013 Approved and Adopted Chevy Chase Lake Sector Plan* (the “Sector Plan”) and well as the *2014 Approved and Adopted Chevy Chase Lake Design Guidelines* (the “Design Guidelines”). The Project also complies with the standards and requirements of the Montgomery County Zoning Ordinance (the “Zoning Ordinance”) and Chapter 50 of the Montgomery County Code (the “Subdivision Regulations”).

II. Property Description

A. Property Location and Description

The Property is located to the east of Connecticut Avenue, and is bounded by Manor Road to the north, the Capital Crescent Trail to the south, Coquelin Parkway (a never used right-of-way) to the east, and the Chevy Chase Lake development to the west, and approximately 720 feet to the east of the future Purple Line light rail station. The Property is comprised of five separate parcels. The western parcel, currently referred to as Lake Parcel, is legally described as Lots 1, 2, 3 and part of 4, Block 2 “Merger Chevy Chase S EC 5C” Subdivision containing 212,058.32 square feet of gross tract area (“GTA”). The eastern parcel, currently referred to as Preston Place, is legally described as Lot 2 “Merger Part of Parcel B, Chevy Chase Section 5C” Subdivision containing 337, 446.14 square feet of GTA. The Property is separated by an existing 14 unit residential condominium development known as Chevy Chase Mews that is not subject to this development Application.

B. Zoning and Permitted Uses

The Property is currently zoned R-30, with the exception of approximately 70,195 square feet of the eastern most portion of the Property which is zoned R-60. This area is proposed as a

forest conservation area and will not be subject to any development as part of this Application. Pursuant to Section 3.1.6 of the Montgomery county Zoning Ordinance (“Zoning Ordinance”), “townhouse living” is a permitted use in the R-30 Zone. As discussed in this Statement, the Project satisfies the development requirements of the R-30 Zone.

C. Existing Conditions

The portion of the Property referred to as the Lake Parcel is comprised of 66 garden apartments and 75 surface parking spaces that, according to the State Department of Assessment and Taxation (“SDAT”) records, were constructed in 1949. The garden apartments are in need of significant capital investment. As such, the Property owner has ceased re-leasing the apartments as existing leases have come to term. Preston Place is comprised of 67 rental townhome units and 140 surface parking spaces and based on SDAT’s records, was developed in 1959.

The Property was developed in accordance with the R-30 development standards during a different era consistent with a suburban style of development. This included significant setbacks from the street, relatively low density, and surface parking lots. The Property does not currently offer MPDUs and nor does it provide any stormwater management features or forest conservation protections.

D. Surrounding Zoning Land Uses

The Chevy Chase Lake area has experienced a recent boom of growth with the construction of the Chevy Chase Lake development. Located at 8525 Chevy Chase Lake Terrace, the commercial, residential, and retail development on Block B is zoned CRT – 2.0, C-2.0, R-2.0, H-80, providing the community with 534 multifamily housing units and just over 107,000 square feet of retail space.

The Property is bordered by the Purple Line and Capital Crescent Trail to the south and the proposed Purple Line Chevy Chase Lake stop will be located just 720 feet east of the Project. Further to the south beyond the Purple Line, and south of the Lake Parcel, is the Chevy Chase Lakes Townhome and Multi-Family development, recently constructed in a private-public partnership between EYA and the Housing Opportunities Commission, which features 200 multi-family units and 62 townhome units. To the south of the Preston Place parcel is a 68-unit garden apartment styled condominium community. Across Manor Road, to the north of the Lake Parcel, are single family detached homes within the Chevy Chase Park community, zoned R-90. To the north of the Preston Place parcel is the North Chevy Chase Elementary School.

III. Proposed Development

The Applicant is proposing to develop the Property with a total of 147 townhome units (64 townhome units on the Lake Parcel and 83 townhome units on Preston Place), including 23 MPDUs. Importantly, this includes one additional MPDU townhouse over the required number. The Applicant’s initial proposal included 146 total townhomes, requiring 22 MPDUs (rounded up from 21.9). In response to comments from Planning Board Staff that the Project should provide

additional community benefits, the Applicant is proposing one additional MPDU. The Applicant is proposing a unique opportunity to provide attractive townhome units in four separate styles of varying sizes and affordable housing, in a sought after school district, in close proximity to the Purple Line Station.

The Project provides an appropriate transition from the high-rise multifamily units located to the west to the nearby single-family homes located to the north and further to the east. The Project, with heights of 40 feet, will provide a gradual transition between the newly built high-rise apartments and the neighboring single family homes.

In terms of architecture, the townhomes will be designed in a modern and contemporary flat roof style with exterior materials, detailing, and architectural treatments intended to ensure compatibility with the surrounding community. The townhomes are designed in a grid pattern of three to eight units per stick, with each stick containing townhome units of varying heights and widths to breakdown the perceived massing of the structure. The exterior facade of the townhomes will utilize brick materials in neutral shades of white, brown, and red tones to complement the charm of the existing buildings within the community. Each townhome will utilize darker exterior colors on the trims, doors, and garage doors, to provide attractive, visual contrasts for each townhome. The townhome units will include a roof top outdoor amenity feature.

Sidewalks and streetscaping will be provided throughout the site to facilitate pedestrian circulation through the community, and within the new community gathering spaces are dispersed throughout the Property. Each townhome unit will be accompanied with a swath of green space fronting the unit, further accompanied by trees and landscaping. The Lake Parcel will provide a residential courtyard towards the center of the Property, which will include open space for passive recreation and walking paths to encourage pedestrian activity. Smaller pockets of green space will be interspersed throughout the Lake Parcel. Preston Place similarly will provide a residential courtyard in the center of the Property with trees, landscaping, and sidewalks to engage the space. A second gathering space will be located towards the southeastern portion of the Preston Place parcel.

The Project was carefully oriented and designed to activate the frontage along Manor Road. Both the Lake Parcel and Preston Place will provide townhomes fronting Manor Road each with front yard green space, accompanied by street trees, to activate the pedestrian realm and provide green elements to the area. The townhomes with frontages along Manor Road are designed with garages at the rear of each unit accessed from private alleys to minimize curb cuts. Given the constraints of the Property, many of the townhomes within the interior of the parcels, especially along the perimeter, will utilize front-loading for access and parking.

A. Benefits Provided

The Project replaces aging housing stock in need of significant repairs and investment with a desired townhouse community of comparable density (the Project has 14 more units than the existing development). Perhaps most importantly, the Project will provide MPDUs where none currently exist, thus providing assurance of long term affordable housing. According to the Department of Housing and Community Affairs (“DHCA”), MPDU townhouses are the most

desirable and in demand form of affordable housing in Montgomery County and the Project's location, in a sought after school district, makes the MPDUs even more attractive. The Applicant has initiated discussions with DHCA in an effort to place interested existing tenants of the Lake Parcel and Preston Place on a priority list for the MPDUs. The Project also provides environmental benefits of stormwater management facilities where none currently exist, and safe pedestrian connections to the Purple Line for the benefit of the community.

In addition to the parking provided on each individual townhome lot, the Lake Parcel will provide an additional nine surface parking spaces and Preston Place will provide 17 additional surface parking spaces. Additional parking will be available along Manor Lane.

B. Vehicle and Pedestrian Circulation

The Project will provide significant improvements to the pedestrian realm. The townhomes situated along Manor Road are designed to activate the public realm by utilizing rear-loading access. The townhouses are oriented to the street to create an inviting pedestrian frontage and frame the street. The Project also includes streetscape improvements along the Property's frontage, including lights, a continuous row of street trees and colorful landscaping along Manor Road.

Currently, there is no access from Manor Road to the Capital Crescent Trail which provides disadvantages to the neighborhoods to the north and east of the Property. The Project addresses this by including a Master Plan recommended asphalt shared use path along the eastern edge of Preston Place that will provide a desirable connection from Manor Road to the Capital Crescent Trail. From this point, pedestrians and bikers can access the Purple Line Station to the east or head west toward Silver Spring. The walking trail will be for the benefit and enjoyment of the entire community.

In addition, the Project is attempting to provide a second means of access to the Capital Crescent Trail from a trail located in the southeast corner of the Lake Parcel. Residents of the surrounding community can access its connection via the sidewalk network within the Lake Parcel. This connection to the Capital Crescent Trail will be particularly beneficial to the residents of Chevy Chase Mews and the residents of Chevy Chase Park. The construction of both connections to the Capital Crescent Trail will be challenging given existing grades, drainage issues and the retaining walls proposed as part of the Purple Line and will require significant coordination and planning with the Purple Line contractor.

The proposed vehicular site access points have been located to maximize spacing along Manor Road and minimize conflicts between vehicles and those utilizing alternative modes of transportation, such as walking and biking. To this end, on the Lake Parcel, the western vehicular access will shift approximately 20 feet to the west and the existing eastern access drive will be eliminated. Vehicular access to Preston Place will be provided at two entry points, and will be located proximate to the existing two access drives. Internal circulation within both the Lake Parcel and Preston Place will be provided via private roads and alleys.

C. Open Space and Amenities

Approximately one acre of the existing 1.21 acre forested area encompassing the most eastern portion of Preston Place will be preserved, reforested, and established as a forest conservation easement area. In addition, the Project will provide pockets of green space for passive recreation in the form of expansive lawns and courtyards for use by future residents. The Lake Parcel features a large tree-lined green space in the center of the development, with additional outdoor space on the eastern edge of the parcel. The Preston Place parcel similarly features a tree-lined courtyard in the middle of the parcel, and a small pocket of green space on the southwestern corner of the parcel.

IV. Sector Plan Compliance

A. Chevy Chase Lake Sector Plan Compliance

The Property is subject to the recommendations outlined in the *2013 Approved and Adopted Chevy Chase Lake Sector Plan* (the “Sector Plan”). The Sector Plan does not include any site-specific recommendations for the Property. However, a general vision of the Sector Plan is to “preserve the well-established community character of Chevy Chase Lake by protecting existing residential areas, restoring Coquelin Run, and focusing new development and redevelopment in the Town Center by defining a standard for compatibility” (page 19), is relevant to the Property. The Project preserves the existing residential character of the Property and surrounding area. It replaces aging housing stock in need of significant capital investment with a comparable number of new townhouse units, providing sought after ownership opportunities to the community while preserving the existing moderately-scaled residential character.

i. Community Character

The Sector Plan notes that preservation of established neighborhood character may be accomplished with a “transition between taller buildings in the Center and the lower buildings in the surrounding neighbors by stepping down building heights, limiting commercial development at the edges, and focusing on architectural character.” (page 21). The Applicant has carefully designed the Project to provide the desired transition between the newly developed Chevy Chase Lake development and the neighboring detached, single-family homes. The Project’s proposed 40 foot building heights will provide clean lines and appropriate transitions as recommended in the Sector Plan.

ii. Land Use

The Sector Plan seeks to focus redevelopment in existing commercial areas and reconfirm all residential zoning outside the Center. (page 21). The Project is to be constructed in accordance with the existing R-30 zoning and thus will not alter the nature or character of the existing residential area. Moreover, given that the Project is providing only 14 more units than what currently exist on the Property (i.e. 133 versus 147), there will be no notable impact of the Project on the public facilities.

iii. Access

The Sector Plan seeks to enhance the pedestrian experience and encourage alternative modes of transportation, particularly with the integration of the Purple Line into the community by improving pedestrian access and safety with new routes, including upgraded sidewalks and paths. (page 22). Currently, a safe, dedicated walking path connecting the residential communities in the Chevy Chase Lake area to the Capital Crescent Trail and the future Purple Line Station does not exist. The Project's proposed walking trail connecting Manor Road to the Capital Crescent Trail and the Purple Line Station will be open to the entire community and provide safe and accessible paths to public modes of transportation.

iv. Environment

The Sector Plan states a goal to “preserve and restore environmental features while minimizing the impact of future development” to be accomplished by expanding the tree canopy and promoting sustainable site and building design to mitigate environmental impacts. (page 22) The Property lacks stormwater management facilities or any forest conservation techniques on-site. The Applicant's proposed development will incorporate new stormwater management facilities, where none currently exists, and plant trees throughout the community while preserving meaningful open space. The Applicant will also establish a forest conservation easement over the forested area to the east of Preston Place, covering approximately one acre of area. The easement will further protect existing stream buffers on the site.

v. Community Character

The Applicant's proposed development will blend seamlessly with the charm and architectural stylings of existing structures throughout the Plan area. As noted in the Sector Plan, sidewalks in residential streets should be lined with trees and the buildings should integrate traditional material elements, such as masonry, into the design of buildings and streetscapes (page 23). As previously described, the Applicant will design the Project with contemporary/traditional designed brick townhomes in muted and natural colors, to promote and maintain the existing style of the community. The streetscape improvements will utilize paving, attractive lighting, street trees, and plantings to accomplish the look and style desired by the Sector Plan.

vi. Pedestrian and Bicycle

The Sector Plan seeks to create a distinct and welcoming experience for pedestrians and bicyclists. (page 41). Thus, the Sector Plan supports “expanded or enhanced access to the Capital Crescent Trail from all newly developed or redeveloped sites” (page 42). As described in Section III.B, the Project will include the construction of a shared use path providing an important pedestrian connection from the residential areas to the future Purple Line station and the Capital Crescent Trail along the eastern portion of the Property. This shared use path, as well as the pedestrian connection to the Capital Crescent Trail from the Lake Parcel, will be accessible for the entire community.

B. Chevy Chase Lake Design Guidelines

The Property is also subject to the *2014 Approved and Adopted Chevy Chase Lake Sector Plan Design Guidelines* (the “Design Guidelines”). The Design Guidelines are organized around three main principles: 1) create a vital mixed use center; 2) establish a network of paths and open spaces; and 3) guide the design of the Purple Line station so that its access can be fully integrated. The Project promotes each of these principles as discussed below:

i. Center

The Design Guidelines proved that the “Redevelopment in Chevy Chase Lake should result in a mixed-use, compact and walkable center.” The Project supports the recently developed Chevy Chase Lake site by providing compatible scaled housing, to offset the more significant heights of the Chevy Chase Lake development with the nearby single-family detached residents. The Project will provide a seamless transition between the Project and existing residential areas, as contemplated in the Design Guidelines. The Applicant has also carefully considered how Manor Road will interact with the Project. The proposed townhome units with frontages along Manor Road have been oriented in such a way to create an engaging streetscape along a major primary road with direct access to Connecticut Avenue and the new mixed-use development at Chevy Chase Lake.

ii. Open Spaces

The Design Guidelines further note that open space should integrated trails with green character and environmental features. As stated above, the Project will provide significant open space within the development itself and will provide needed streetscape improvements, including well lit, tree-lined sidewalks along Manor Road to promote safe pedestrian travel for the community. The proposed walking trail, along Coquelin Parkway will provide a nature-oriented connection within a protected forest area.

iii. Purple Line

The Project’s proposed walking trail along Coquelin Parkway helps to integrate the Purple Line into the surrounding neighborhood and make it more accessible.

In addition to these three principles, an important objective of the Chevy Chase Lake Design Guidelines is to maintain a relatively small and walkable scale throughout the neighborhood. The Design Guidelines recommend that new development should “interpret traditional architectural forms.” The Guidelines call for the use of traditional materials such as brick, stone and painted trim. Consistent with these recommendations the townhomes will have a contemporary/traditional style and the façade of each residential structure will be outfitted in muted brick tones of reds, brown, and whites, with painted window trims in darker tones to provide a visually interesting contrast for each unit. The townhomes will not exceed 40 feet in height, and will be built in varying widths and heights to add visual interest, and breakdown the perceived massing of the attached housing structures. Access to each townhome unit will be at the street level to activate the pedestrian realm.

The integration of additional tree plantings and landscaping into the community will provide an additional contrasting green element to the development. These green elements will tie into the community's existing wooded areas, including the approximately one acre forested area proposed for protection along the eastern edge of the Property.

V. Zoning Ordinance Conformance

A. Purposes

Section 4.4.14 of the Zoning Ordinance states that the intent of the R-30 zone is to “provide designated areas of the County for higher density, multi-unit residential uses.” Section 4.4.14.A states that the predominant use in the zone is intended to be residential, and that townhouses are a permitted building type.

The Applicant is proposing to utilize the Optional Method Development, as opposed to the Standard Method Development. This development method will allow an increased height allowance; increased lot coverage, and a decreased common open space to provide guaranteed affordable housing to the community, while providing a Project that preserves the existing residential character. Critically, in terms of density, the proposed 147 townhomes are well below the 188 townhomes permitted by the density standards of the standard method of development. The de minimis allowance of five additional feet of height will accommodate the proposed townhomes without compromising the recommended urban design of the community.

B. Optional Method Development

Section 4.4.14.C of the Zoning Ordinance establishes the specific development standards applicable to optional method MPDU development in the R-30 Zone. The Project complies with those standards as follows:

LAKE PARCEL & PRESTON PLACE			
TRACT AREA (GROSS)	549,504.46	SF	
LAKE APARTMENTS NORTH PROPERTY	212,058.32	SF	
PRESTON PLACE TOWNHOUSE PROPERTY	337,446.14	SF	
PREVIOUS DEDICATIONS	-	SF	
PROPOSED DEDICATIONS	5,883.60	SF	
R-30 DEDICATION TO MANOR ROAD	5,460.45	SF	
R-60 DEDICATION TO MANOR ROAD	423.15	SF	
SITE AREA (NET)	543,620.86	SF	
TRACT AREA BROKEN OUT BY ZONE			
R-60 ZONE	70,194.94	SF	
R-30 ZONE	479,309.52	SF	

MPDU Optional Method of Development Standards	Required/ Allowed	Proposed	Unit
1. SITE			
SITE AREA (MIN)	11,700 SF	543,621	SF
R-30 Zone Area (R-30 tract area - Manor Road dedication)		473,849	SF
R-60 Zone Area (R-60 tract area - Manor Road dedication)		69,772	SF
BASE DENSITY (MAX)	13.57		DU/AC
Base Density R-30 Zone Area	14.50		DU/AC
Base Density R-60 Zone Area	7.26		DU/AC
DENSITY W/BONUS (Base plus 22% for 15% MPDUs) [1]	16.56	11.78	DU/AC
Total Units	206	147	DUs
# MPDUs		23	MPDUs
% MPDUs		15.65%	MPDUs
COMMON OPEN SPACE [1] [2] (MIN)	132,417	134,107	SF
R-30 Zone Area (25% Min)	118,462		SF
R-60 Zone Area (20% Min)	13,954		SF
COVERAGE COMBINED (MAX)	170,063	156,500	SF
R-30 Zone Area (30% Max)	142,155		SF
R-60 Zone Area (40% Max)	27,909		SF
2. LOT			
LOT AREA (MIN.)	800	854	SF
LOT WIDTH AT FRONT BLDG. LINE (MIN.)	14	14	FT
FRONTAGE ON STREET OR OPEN SPACE	N/A	Provided	
LOT COVERAGE (MAX)	N/A	N/A	
3. PLACEMENT (MIN)			
FRONT SETBACK FROM PUBLIC STREET	10	10	FT
FRONT SETBACK FROM PRIVATE STREET	4	5	FT
SIDE STREET SETBACK	5	5	FT
SIDE OR REAR SETBACK	Determined at site plan	4	FT
REAR SETBACK, ALLEY	4	4	FT
4. HEIGHT (MAX)			
PRINCIPLE BUILDING	40	40	FT
[1] Under Section 4.4.2.A.2. 2. MPDU Development Across Different Zones, Optional method MPDU Development may occur across different zones under the following limitations: a. The differently zoned areas must be contiguous; b. Uses and building types are governed by the zone; c. The site requirements			

in the optional method tables apply; density and open space must be calculated as if each area were developed individually; and d. The allowed number of units and required open space may be located without regard to the limits in the underlying zone.

[2] Common open space means an outdoor area that is intended for recreational use by residents and their visitors. Common open space does not include private individual lots. (1.) Common open space must be located in a central position or central positions in the neighborhood bordered by streets or building lots. It may be public or private. Common open space may also be placed in a location taking advantage of an important adjacent natural feature or open space. (2.) The minimum width for any required common open space is 50 feet unless the deciding body grants an exception for items such as a trail easement, a mid-block crossing, or a linear park, by finding that its purpose meets the intent of Division 6.3. (3). A minimum of 50% of the required common open space must be in one contiguous area or only separated by a residential street. Any other areas must be a minimum of 2,000 square feet each and connected by sidewalks, paths, or trails.

VI. Findings Required for Preliminary Plan Approval

The purpose of this portion of the Statement is to provide justification that the Preliminary Plan satisfies the applicable provisions of Section 50.4.2.D of the Subdivision Regulations.

A. Subdivision Regulation Compliance

The Preliminary Plan indicates that the size, width, shape, and orientation of the proposed lot will be appropriate for the location of the proposed subdivision.

B. Relation to Sector Plan

The Project substantially conforms to the Sector Plan, which is described in detail in Section IV of this Statement.

C. Adequate Public Facilities

i. Traffic

The Applicant has submitted a Traffic Exemption Statement prepared by Lenhart Traffic Consulting which demonstrates that the minor increase of 14 residential units will generate a de minimis number of additional peak hour trips. The existing residential development use generates 78 AM peak hour and 125 PM peak hour person trips, while the proposed Project will generate 87 AM peak hour and 139 PM peak hour person trips. Because the proposed redevelopment results in less than 50 net new peak hour person trips, a traffic study is not required. The Traffic Exemption Statement has already been submitted and reviewed by M-NCPPC's traffic division.

ii. Schools

The Property is served by Rosemary Hills Elementary School (Pre-K through 2nd grade), North Chevy Chase Elementary School (3rd grade through 5th grade), Silver Creek Middle School, and Bethesda-Chevy Chase High School. Based on the FY2022 – FY2023 Montgomery County Student Generation Rates, the Project’s net increase in housing over the existing housing units (i.e. 14 additional townhouse units and the replacement of 66 garden apartment units with townhomes) will generate 9 additional elementary school students; 6 additional middle school students; and 8 additional high school students. The FY2022 Growth and Infrastructure Policy School Test indicates that Rosemary Hills Elementary School, North Chevy Chase Elementary School, Silver Creek Middle School, and Bethesda-Chevy Chase High School have adequate capacity to accommodate the additional students generated from this development and, therefore, will not require Utilization Premium Payments

iii. Other Services

The Property is already served by existing water and sewer. The Property is located within water and sewer categories W-1 and S-1. Water and sewer needs are expected to be met by the Washington Suburban Sanitary Commission (“WSSC”) through connections to the existing water and sewer lines.

Electric, gas and telecommunications services will also be available. Other public facilities and services – including police stations, firehouses, and health care facilities – are currently adequate and will continue to be sufficient following construction of the Project. Thus, the public facilities will be more than adequate to support and service the area of the proposed subdivision.

D. Forest Conservation

The Property is subject to the requirements of Chapter 22A of the Montgomery County Code (the “Forest Conservation Law”). A Natural Resources Inventory/ Forest Stand Delineation (“NRI/FSD”) (No. 420221260) was approved for the Property on February 3, 2022. As previously discussed, the Applicant will establish a forest conservation easement over one acre of the undeveloped forested area located on the eastern edge of the Property. The forest conservation easement will protect this existing natural habitat.

E. Sediment Control/Water Quality

The Project will result in significant improvements to the treatment of stormwater management, as there are currently no known stormwater management facilities located on the Property. A combination of micro-bioretenion planters and modular wetlands will be employed to meet the stormwater management standards.

The Property is not in a Special Protection Area, so no separate water quality monitoring plan is required. A Sediment and Erosion Control Plan will be submitted to DPS for approval prior to commencement of construction.

VII. Findings Required for Site Plan Approval

The purpose of this portion of the Statement is to provide justification that the Site Plan satisfies the applicable provisions of the Zoning Ordinance. As set forth below, the Site Plan satisfies each requirement of Section 7.3.4.E:

- i. *The proposed development satisfies any previous approval that applies to the site, including any development plan or schematic development plan in effect on October 29, 2014.*

This subsection does not apply.

- ii. *The proposed development satisfies applicable use standards, development standards, and general requirements in the Zoning Ordinance.*

As discussed in Section V, the Project complies with the standards and general requirements of the Zoning Ordinance.

- iii. *The proposed development satisfies the applicable requirements of Chapter 19 Erosion, Sediment Control, and Stormwater Management, and Chapter 22A Forest Conservation.*

As discussed in Section VI, the Project complies with the applicable requirements of Chapter 22A and Chapter 19.

- iv. *The proposed development provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities.*

The Project will significantly improve pedestrian and vehicular circulation and provide substantial public open space and amenities. The building placement and architecture have been designed with the pedestrian in mind. Furthermore, the walking path providing connection for the community to the Purple Line station will greatly improve pedestrian circulation not only around the Property, but throughout the Planning area. As discussed above, the Project's massing is appropriate for this transition area, providing a step down in height and a decrease in density from the more intensive development to the west.

As discussed herein, adequate vehicular parking will be provided on-site to accommodate the residents of and visitors to the Property. Vehicular access to parking will be provided off Manor Road and has been located to minimize disruption along Manor Road, to bolster the pedestrian realm. In addition to providing sufficient on site parking for each townhouse, the Lake Parcel will provide an additional nine surface parking spaces and Preston Place will provide an additional 17 surface parking spaces. The proposed parking, vehicular access and circulation will be safe, adequate, and efficient.

- v. *The proposed development substantially conforms to the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan.*

As discussed in detail in Section IV above, the Project substantially conforms with the recommendations of the Sector Plan and Design Guidelines.

- vi. *The proposed development 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.*

As discussed in Section VI.C, the Project will be served by adequate public services and facilities.

- vii. *Proposed development on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood.*

This provision is not applicable.

VIII. Community Outreach

The Applicant held the required pre-submission community meeting virtually on February 8, 2022 via the GoTo Meeting platform. The Applicant provided notice for the pre-submission community meeting in accordance with the requirements set forth in the Development Review Procedures Manual and the Zoning Ordinance. The Applicant also met virtually with North Chevy Chase Connections on January 19, 2022 at their regularly scheduled monthly meeting. In addition, the Applicant has met on-site with representatives of Chevy Chase Mews, and held a virtual meeting with the residents of Chevy Chase Mews on February 8, 2022 and intends to meet again in order to discuss several issues including the landscaping along the shared property lines.

IX. Conclusion

As demonstrated by this Statement, the Application complies with all applicable requirements of the Zoning Ordinance that govern Optional Method of Development under the R-30 Zone. Furthermore, the Project substantially complies with the recommendations of the Sector Plan and associated Design Guidelines. The Project provides a series of meaningful community amenities including one additional MPDU for a total of 23 units; a shared use path along Coquelin Parkway that will provide desired access to the Capital Crescent Trail; a second pedestrian connection to the Capital Crescent Trail further west through the Lake Parcel; and forest conservation and restoration. For all of these reasons, this attractive, transit oriented, pedestrian friendly housing project should be approved.