



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.

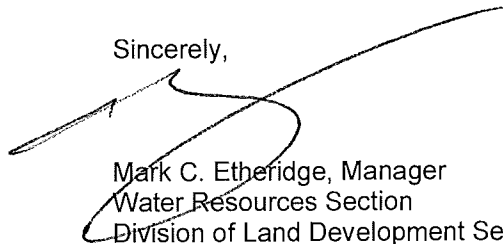
This list may not be all-inclusive and may change based on available information at the time.

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

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

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

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.

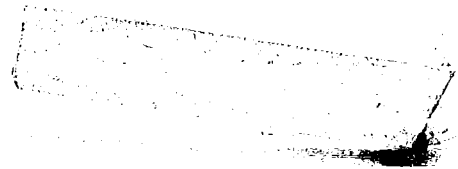
4. Traffic Mitigation Agreement (TMAg):

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:

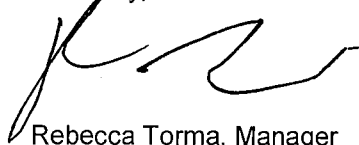
1. Sight Distance Study: The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
2. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility 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?
 Right 220' OK
 Left 300' OK

Sight Distance (feet) OK?
 Right _____
 Left _____

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

Comments: _____

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'

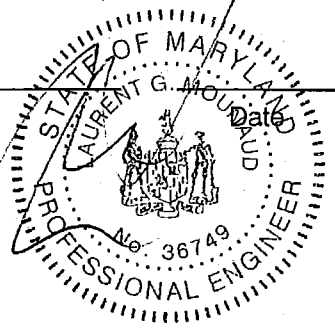
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

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

 Signature
36749



Date: 10/02/2018

PLS/P.E. MD Reg. No.

Montgomery County Review:

Approved
 Disapproved:

By:
 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'

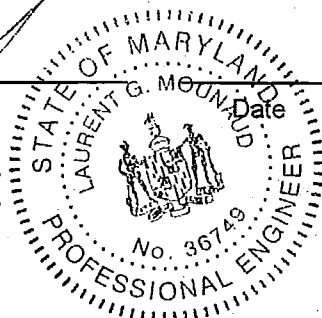
Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

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

Signature [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. Roshdieh
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

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

Located one block west of the Rockville Metro Station

- 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.

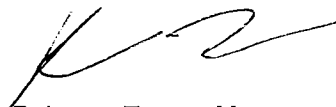
The following Transportation Demand Management (TDM) measures, discussed with the Applicant, have been agreed upon as appropriate for the development. It is acknowledged that with or without a TMAg, the following trip reduction measures are recommended as conditions of approval for this Project and must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

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

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](#); [Willia 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