



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

MCPB No. 18-129
Site Plan No. 820180130
The Crescent at Chevy Chase
Date of Hearing: November 29, 2018

JAN 22 2019

RESOLUTION

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

WHEREAS, on March 2, 2018, Newdale Mews, LLC, ("Applicant") filed an application for approval of a site plan for a multi-family residential development with up to 129,742 total square feet for up to 111 multi-family dwelling units, including 12.5 percent 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 the Chevy Chase Lake Sector Plan ("Sector Plan") area; and

WHEREAS, the site plan application for the Subject Property was designated Site Plan No. 820180130, The Crescent at Chevy Chase ("Site 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 16, 2018, setting forth its analysis and recommendation for approval of the Application, subject to certain conditions ("Staff Report"); and

WHEREAS, on November 29, 2018, the Planning Board held a public hearing at which it heard testimony and received evidence on the Application; and

WHEREAS, on November 29, 2018, the Planning Board voted to approve the Application subject to conditions, on the motion of Commissioner Fani-Gonzalez, seconded by Commissioner Dreyfuss, with a vote of 5-0; Commissioners Anderson, Cichy, Dreyfuss, Fani-Gonzalez, and Patterson voting in favor.

Approved as to
Legal Sufficiency by

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NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Site Plan No. 820180130 for a multi-family residential development with up to 129,742 total square feet for up to 111 multi-family dwelling units, including 12.5 percent MPDUs, on the Subject Property, subject to the following conditions:¹

1. Density

The Site Plan is limited to a maximum of 129,742 square feet of residential development on the Subject Property, for up to 111 units.

2. Height

The development is limited to a maximum height of 50 feet, as measured from the building height measuring point illustrated on the Certified Site Plan.

3. Moderately Priced Dwelling Units (MPDUs)

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

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

4. Landscaped Buffer

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

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

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

5. Streetscape

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

6. Off-Site Environmental Enhancements

- a. Consistent with the recommendations of the Sector Plan and subject to the approval of the property owner, the Applicant must provide off-site environmental enhancements to three clearings on the 8100 Connecticut Avenue site where non-native invasive plants have prevented canopy trees and shrubs from growing.
- b. The final scope, general location and details of the enhancements must be shown on the Final Forest Conservation Plan (FFCP), and must include at a minimum the following elements, subject to Staff approval:
 - i. Utilize a rubber-tracked skid-steer forestry mower to cut and shred ground vines, honeysuckle shrubs, and hanging vines, leaving shreds on the ground. Stumps and stubs are to be flayed thus radically reducing resprouting;
 - ii. For non-mowable areas adjacent to native trees, cut and remove targeted vines, shrubs, and trees with hand tools and chainsaws, and treat the stumps with an appropriate herbicide to reduce resprouting;
 - iii. Cut vines attached to tree trunks carefully, and allow to die off and fall from trees;
 - iv. Blow in wood chip mulch where soil is barren to 2-3" depth to minimize run-off, minimize resprouting, and provide easier targeted treatment. Large mulch trailers can run hoses over 300 feet into the site from paved access;
 - v. Restoration planting of shade-tolerant shrubs and trees to repopulate barren areas;
 - vi. Follow up treatment of sprouts 2-3 times per growing season; and
 - vii. Maintenance for three years minimum;
- c. Should the 8100 Connecticut Avenue property owner not allow the improvements, the Applicant must identify another suitable location for suitable enhancement(s) as determined by Staff.

7. **Public Benefits**

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

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

8. **Lighting**

- a. Prior to certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- b. All onsite down-lights must have full cut-off fixtures (or BUG equivalent).
- c. No fixtures on the northern building façade are permitted to have illuminated elements directed toward the northern property line.
- d. Uplighting fixtures are prohibited on the north side of the building.

- e. Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at any property line abutting residentially-developed properties.
- f. Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.
- g. Light poles are prohibited on the rooftop of the building.

9. Forest Conservation

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

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

10. Noise Attenuation

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

Transportation & Circulation:

11. Transportation

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

12. Pedestrian & Bicycle Circulation

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

13. Site Plan Surety and Maintenance Agreement

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

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

14. Development Program

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

15. Certified Site Plan

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

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

BE IT FURTHER RESOLVED that all site development elements shown on the latest electronic version of The Crescent at Chevy Chase, Site Plan 820180130, submitted via ePlans to the 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 having considered the recommendations and findings of its Staff as presented at the hearing and as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

1. *The development satisfies any previous approval that applies to the site.*

As conditioned, the Site Plan conforms to all binding elements of Sketch Plan No. 320170040. To better address compatibility with the single-family homes abutting to the north, the Applicant has taken a three-pronged approach: provide a significant landscaped rear setback; provide screening through new fencing and landscaping and preserving existing viable trees; and additional

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

In addition to the new 6' privacy fence on the Subject Property (in front of any screening the neighbors may have on their properties), the Applicant is proposing a richly landscaped buffer to enhance the existing screening trees to be retained. Finally, the Applicant's designers have layered in additional material and surface breaks to minimize the building massing while balancing the visual interest of the north façade, which is one story shorter here due to the underground garage. Additionally, Staff has recommended conditions of approval to ensure that the lights on the rear balconies do not throw light toward the adjacent homes.

This Site Plan was reviewed concurrently with Preliminary Plan 120180150 and is consistent with that approval.

- 2. The development satisfies the binding elements of any development plan or schematic development plan in effect on October 29, 2014.*

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

- 3. The development satisfies any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment.*

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

4. *The development satisfies applicable use standards, development standards, and general requirements under the Zoning Ordinance.*

a. Development Standards

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

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

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

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

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

Connectivity and Mobility

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

$$[(\text{Maximum Allowed} - \text{Proposed}) / (\text{Maximum Allowed} - \text{Minimum Required})] * 10$$

$$[(149 - 88) / (149 - 65)] * 10 = 7.3 \text{ points}$$

Diversity of Uses and Activities

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

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

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

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

Quality of Building and Site Design

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

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

The Applicant's team has designed a building that responds well to a particularly constrained site. The shallowness of the site, the significant slope at the rear of the property, the adjacency of both the Purple Line and the existing single-family neighborhood, and what is in essence the only site on a dead-end street, to say nothing of the regulatory requirements of stormwater management, vehicular access and parking, and the recommendations of the Sector Plan to redevelop the site while

maximizing compatibility and environmental benefits, all impose significant challenges to the design of a viable development in this location. In its situation of the building along the street front, location of parking beneath the building, incorporation of on-site Stormwater management, and transition to the existing neighborhood behind, it appears simply to meet the basic expectations of any site in this portion of the County. But while the particular tactics employed are not innovative in and of themselves, their innovative strategic implementation overcomes the constraints to create a deceptively straightforward site design and a clear and welcoming sense of place along Newdale Road, with an attractive streetscape and pedestrian experience, and merits the 10 points requested.

Creates a sense of place and serves as a landmark:

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

Enhances the public realm in a distinct and original manner:

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

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

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

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

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

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

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

b. General Requirements

i. *Site Access*

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

ii. *Parking, Queuing, and Loading*

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

iii. *Open Space and Recreation*

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

The Application is in conformance with the Recreation Guidelines, as demonstrated in the Recreation Facilities Data table provided with the Application. The Applicant is providing bicycle amenities, indoor community spaces, including a dog cleaning station, terraced garden areas, picnic/seating areas, and rooftop amenities.

Final locations and quantities of each of these amenities will be shown on the Certified Site Plan.

iv. *General Landscaping and Outdoor Lighting*

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

5. *The development satisfies the applicable requirements of Chapters 19 and 22A of the Montgomery County Code.*

a. Chapter 19, Erosion, Sediment Control, and Stormwater Management

Montgomery County Department of Permitting Services (MCDPS) approved a Stormwater Concept Plan on October 12, 2018. The Preliminary Plan will meet stormwater management requirements through the use of microbioretention and a waiver of quantity and quality control for remaining requirements based on site limitations.

b. Chapter 22A, Forest Conservation

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

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

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

The Project provides a safe and well-integrated building, open spaces and site amenities. The building is designed to define and activate the street edge on Newdale Road with individual unit entrances from the sidewalk in addition to the central common entrance. The design integrates stormwater management

into this effect, with bioretention planter boxes in front of each unit. Along the north façade, which faces the existing single-family homes, the modulated building façade breaks down the massing and provides an attractive elevation while the significant setback from the northern property line provides room for a significant landscaped terrace transitioning to a landscaped slope topped with a new privacy fence to provide visual screening to the neighboring homes. The design takes great pains to provide a context-sensitive design that integrates well into this transitional property, between the existing single-family homes and the coming Purple Line.

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

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

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

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

The residential development has been designed to improve Newdale Road into a pedestrian-friendly street with the enhancement of the streetscape on both sides of the road. The application proposes the street be lined with trees at thirty feet on center, and when mature, will provide sufficient canopy to screen the retaining wall for the Purple Line. On the south side of Newdale, the Applicant has incorporated the design of a 10-foot shared use path as recommended by the *Chevy Chase Lake Sector Plan*, and the project has been

conditioned to contribute financially to the construction of the path which will ultimately be constructed by MCDOT in coordination with the Purple Line Transit Partners (PLTP). Lastly, the Project includes an access point to the Capital Crescent Trail at the southern point of the Site along Newdale, as recommended by the *Chevy Chase Lake Sector Plan*.

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

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

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

Newdale Mews (CRT 1.5, C 0.25, R 1.5, H 50): The Sector Plan rezoned this site from R-30, used for Garden Apartments, to CRT to prioritize additional housing choices in the Town Center, while maintaining compatibility with the adjacent single-family homes. While the zoning allows a small portion of commercial, the Sector Plan discourages commercial uses unless they can be compatible with the adjacent residential. To ensure compatibility with the adjacent residential, the Sector Plan recommended any proposal address the following:

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

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

Environmental Recommendations

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

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

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

9. *The development is compatible with existing and approved or pending adjacent development.*

As conditioned, the Site Plan is compatible with other uses and other site plans, as well with existing and proposed adjacent development. The *Chevy Chase Lake Sector Plan* provided site-specific recommendations to ensure compatibility of this site's redevelopment with the adjacent single family residential neighborhood, which have been addressed in the Sector Plan conformance finding above.

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 this Site Plan shall remain valid as provided in Montgomery County Code § 59-7.3.4.H; 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 ~~_____~~ JAN 22 2019 (which is the date that this resolution is mailed to all parties of record) ~~JAN 22 2019~~

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

* * * * *

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 Commissioner Fani-González, seconded by Commissioner Cichy, with Chair Anderson and Commissioners Fani-González and Cichy voting in favor, and Vice Chair Dreyfuss and Commissioner Patterson absent at its regular meeting held on Thursday, January 17, 2019, in Silver Spring, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board