



## The Crescent at Chevy Chase, Sketch Plan 320170040

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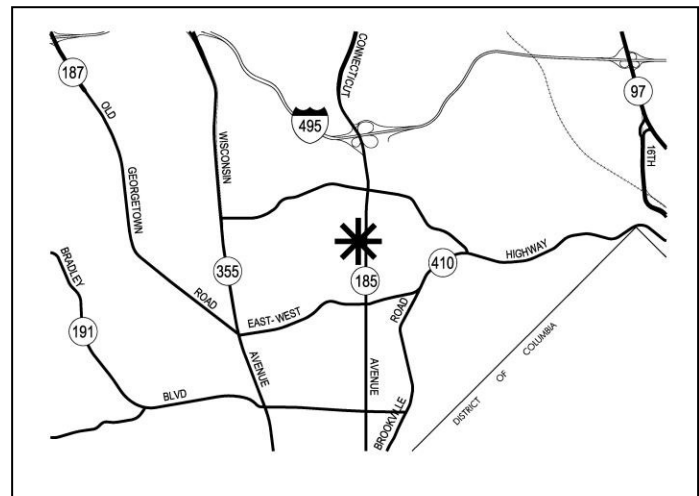
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### Description

Staff Report Date: 11/4/2016

- Two four-story buildings containing up to 129,742 square feet of multi-family residential use, consisting of up to 135 dwelling units, including a minimum of 12.5% MPDUs;
- Located on the north side of Newdale Road, 200 feet west of Connecticut Avenue;
- 1.98 gross acres zoned CRT 1.5, C 0.25, R 1.5, H 50
- Chevy Chase Lake Sector Plan* area;
- Application accepted August 10, 2016;
- Applicant: Newdale Mews, LLC.
- Review Basis: Chapter 59 Montgomery County Code



### Summary

- Staff recommendation: Approval with conditions.**
- The Purple Line is proposed to be constructed across the street from the subject property.
- The Sector Plan recommends construction of a shared use path along the south side of Newdale Road, across the street from the subject property.
- Development of this property may not proceed until construction of the Purple Line begins.

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## SECTION 1: RECOMMENDATION AND CONDITIONS

### Sketch Plan No. 320170040

Staff recommends approval of Sketch Plan No. 320170040, The Crescent at Chevy Chase, for construction of a maximum total density of 129,742 square feet of development on the Subject Property, subject to the following binding elements and conditions:

#### Binding Elements

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 of the Sketch Plan are illustrative.

#### Recommended Conditions of Approval

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
  - 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.
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 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.

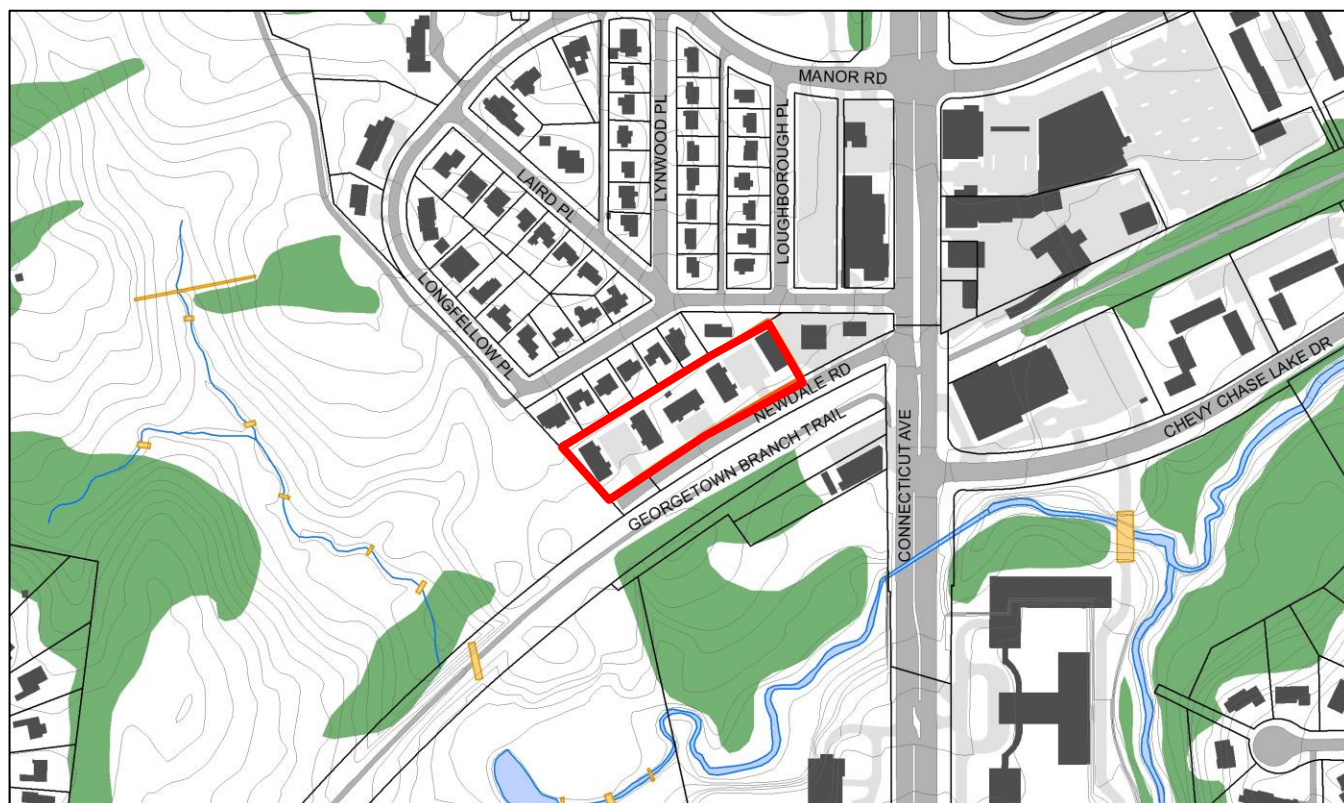
9. Other Agencies

The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated September 20, 2016, and incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with 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.

## SECTION 2: SITE DESCRIPTION

### Site Vicinity

The subject property is located on the north side of Newdale Road, 200 feet west of Connecticut Avenue, in Chevy Chase Lake. The adjacent uses consist primarily of one-family residential dwellings, offices, and retail uses. In addition, a gas station is in operation on an adjacent site as well as across Connecticut Avenue. The Columbia Country Club is adjacent to the site to the west. The Georgetown Branch Trail is located across Newdale Road from the site. The site is within walking distance (across Connecticut Avenue) of the future Purple Line station.



*Vicinity Map*

### Site Analysis

The property is currently developed with five three-story multi-family buildings and surface parking, which will be removed to accommodate the development proposed by this application. The property is located in the Lower Rock Creek watershed. The site is entirely developed, and there are no streams, floodplains, forests, or other sensitive environmental features on the site. The site slopes downward from the rear property line towards the street, such that the one-family houses north of the property are at a higher elevation than the front of the subject property at Newdale Road.



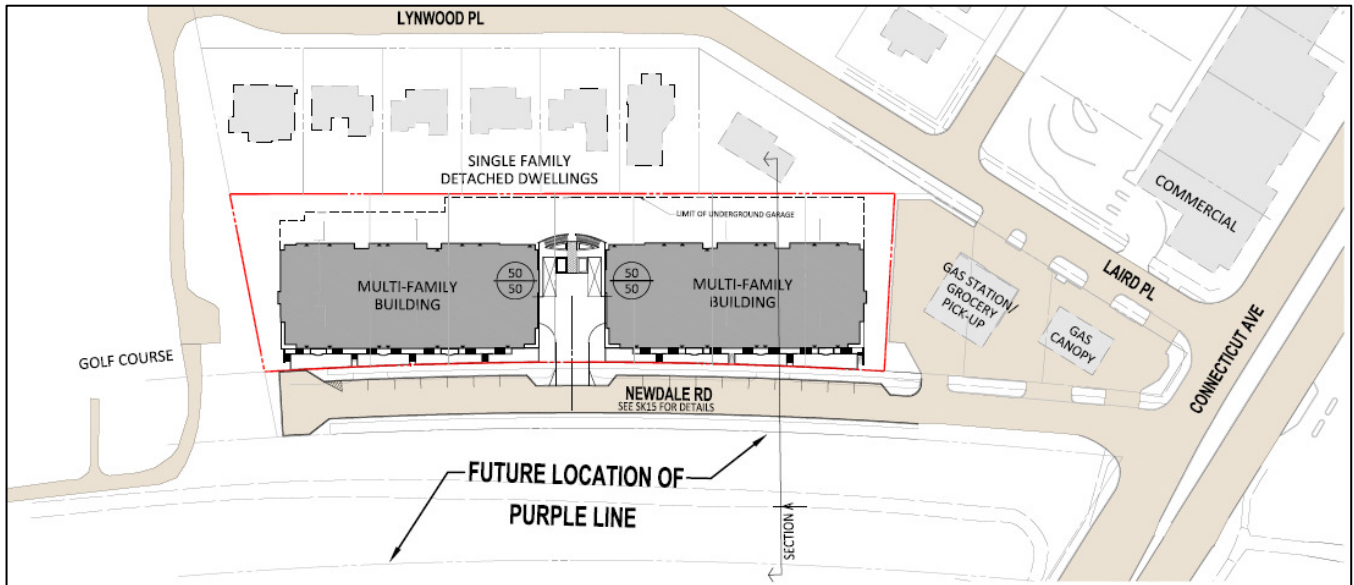


*Aerial View*

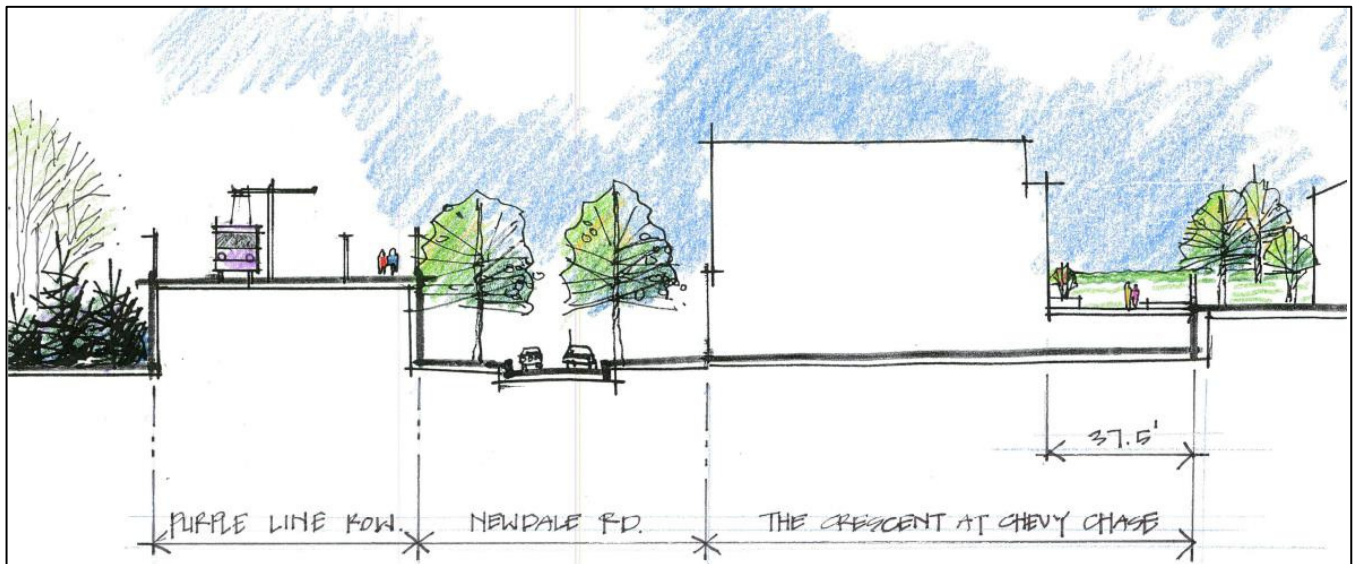
### **SECTION 3: PROJECT DESCRIPTION**

#### **Proposal**

The Sketch Plan will establish the density of the subject property up to 129,742 square feet of multi-family uses, consisting of up to 135 dwelling units, including 12.5% MPDUs. The Sketch Plan proposes two new buildings, with a maximum height of 50 feet. Parking will be in two garages, one in the lower level of each of the buildings. The garages will be below grade at the rear of the building, making them not visible from the adjacent single family neighborhood.



*Sketch Plan*



*Illustrative Cross Section Through the Purple Line, Newdale Road, and the Proposed Building*





Montgomery Row



Westside at Shady Grove



Chevy Chase Lake



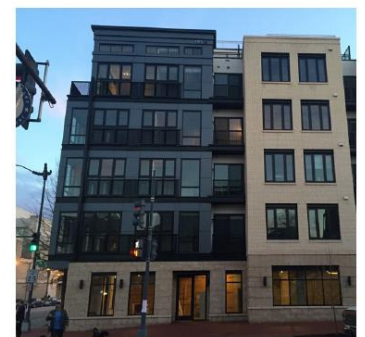
Chevy Chase Lake



Kenneth & Holmes Townhouses (North York Toronto)



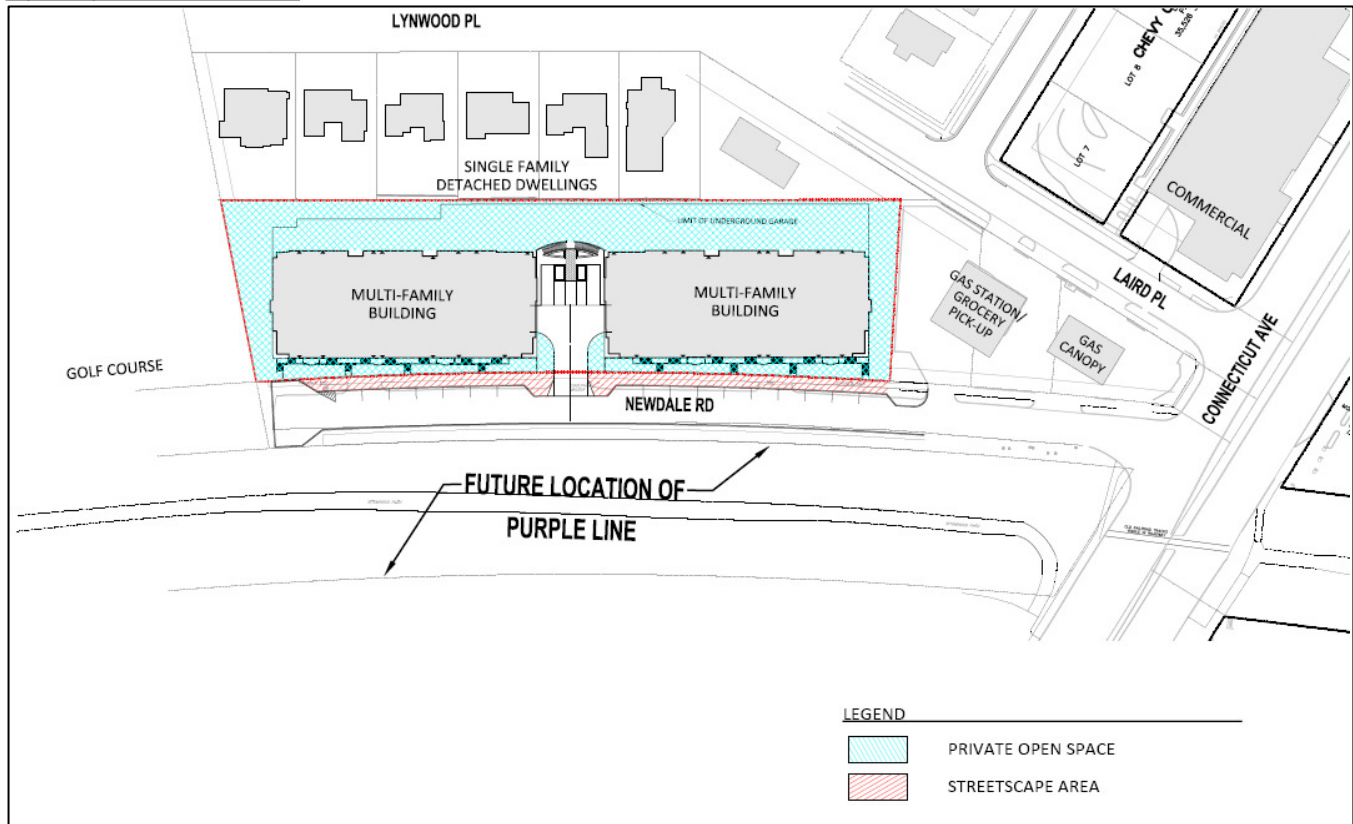
The Colonel, 1250 9th Street NW (Mt Vernon Triangle)



## Architectural Precedents



## Open Space & Amenities



*Open Space Plan*

Because the subject property is less than three acres in area and has one street frontage, the Zoning Ordinance does not require any public open space for this application. However, private open space will be provided on the lot for residents of the buildings. As shown on the open space plan, the bulk of the open space will be located behind the buildings. The recreational amenities of the project will be reviewed more extensively at the time of site plan review.

## Environment

Natural Resource Inventory Forest Stand Delineation (NRI/FSD) #420161720 has been submitted for the project and is currently under review. Although a useful planning tool, the NRI/FSD approval is not a required element at the sketch plan stage.

The site contains garden apartments which have been in place for many decades. There are considerable impervious areas associated with the buildings and parking lots and little or no existing stormwater management. There are also several significant and specimen trees occurring along the edges of the site. The site topography has been graded out into generally flat areas with a steep slope occurring along the entire rear of the property and minor pockets of steep slopes occurring along the frontage.

The Coquelin Run stream runs parallel to the south side of Newdale Road. However, the stream is located approximately 500 feet from the site, and the stream buffers do not extend into the subject property. Drainage from the site enters the Coquelin Run which is a tributary to Rock Creek and is part of a Use I<sup>1</sup> Watershed.

<sup>1</sup> Use I:

WATER CONTACT RECREATION & PROTECTION OF AQUATIC LIFE

## Forest Conservation

Forest conservation law is not applicable to the project at the sketch plan review stage, since applicability requirements in the forest conservation law do not include sketch plans. Therefore, the forest conservation plan submission and review will occur with review of the preliminary plan. Staff notes that the afforestation planting requirement associated with the site would be approximately 0.25 acres. However, the requirement may increase depending on the amount of offsite disturbance that would add to the net tract area and/or impact any nearby offsite forest.

## Variance

Removal of and impacts to any tree at least 30 inches DBH associated with the project will require the submission and approval of the forest conservation variance addressing each affected tree. There are several onsite and offsite trees which would be subject to a variance due to removals or impacts associated with the proposed development. The submitted plans show very extensive building footprints and paved areas, with relatively little greenspace that could accommodate the necessary mitigation plantings. Therefore, the following concerns will need to be addressed with submittal of the preliminary forest conservation plan.

- Avoid and minimize impacts of variance trees to the extent possible.
- Provide generously 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, including canopy spread, of the resources removed.
- Additional onsite green space areas may be necessary to satisfy the requirements.

## Noise

The project proposes residential units near an arterial roadway and the planned Purple Line. Therefore, a noise analysis addressing existing and projected future noise levels will be needed with submission of the preliminary plan. The analysis will also need to address mitigation techniques needed to appropriately mitigate noise impacts.

## Circulation

Vehicular access to the proposed buildings will be provided by a driveway from Newdale Road, centered between the two buildings. The driveway will provide access to two accessible parking spaces and two loading spaces in front of the building lobby as well as access to the two underground garages. The garages will contain 115 parking spaces in total. Pedestrian access to the buildings will be via doors fronting directly on the sidewalk for several ground-floor units. The majority of the units will be accessed via the main lobby entrance in the central courtyard.

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

The *Chevy Chase Lake Sector Plan* recommends a shared-use path, identified as LB-4, on the south side of Newdale Road, across the street from the subject property. The primary purpose of this shared-use path is to provide a connectin between Connecticut Avenue and the Capital Crescent Trail, which will be constructed on the same elevated approach that will carry the future Purple Line over Connecticut Avenue. Although the shared-use path will be constructed across the street rather than on the subject property, staff notes that appropriate accommodation of the path could require changes to the project, such as provision of a public improvement easement or additional right-of-way, or relocation of the front building wall rearward. These issues will be examined during review of the subsequent preliminary plan and site plan, with advice from MCDOT.

### **Community Outreach**

The applicant has complied with all submittal and noticing requirements. As of the date of this staff report, staff has not received any correspondence on the application.

## **SECTION 4: SKETCH PLAN ANALYSIS AND FINDINGS**

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on: building densities; massing; heights and anticipated uses; the locations of open and public use spaces; the general circulation patterns for all modes of transportation; an estimated range of peak hour trips; and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review.

Section 59-7.3.3.E of the Zoning Ordinance states: “To approve a sketch plan, the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The sketch plan must:”

1. *meet the objectives, general requirements, and standards of this Chapter;*

As conditioned, the Sketch Plan meets the development standards of Section 59-4.5.4, as shown in Table 1, Sketch Plan Project Data Table.

Table 1-Sketch Plan Project Data Table			
Section	Development Standard	Permitted/ Required	Proposed
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	<b>Density</b> CRT-1.5, C-0.25, R-1.5, H-50 Commercial FAR/GFA Residential FAR/GFA <b>TOTAL FAR/GFA</b>	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	<b>Building Height (feet)</b> CRT-1.5, C-0.25, R-1.5, H-50	50	50
4.5.4.B.3	<b>Minimum Setback (feet)</b> From R.O.W. From rear property line	0 37.5 <sup>1</sup>	0 37.5
4.5.4.B.1	<b>Open Space</b> Public Open Space (%/sq. ft.)	0/0	0/0
6.2	<b>Parking (spaces)</b> Residential uses	74-203	115

<sup>1</sup> 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.

The intent of the CRT zone is to:

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

As discussed in Finding 2 below, the project substantially conforms to the recommendations of the Sector Plan. The project 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 project 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 project 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 project incorporates a variety of housing options, including a diverse range of unit sizes and MPDUs, near the future Purple Line station. The residential development proposed by the project will support the existing and proposed commercial uses within the Chevy Chase Lake Center. The project 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 project 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 project 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 project will provide the required public benefits from a minimum of three categories to achieve the desired incentive density above the standard method limit.

2. *substantially conform with the recommendations of the applicable master 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 offer (p. 42-3):

- 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 Sketch Plan 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. The Sketch Plan is consistent with the community character recommendation of the Sector Plan and Design Guidelines. 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.

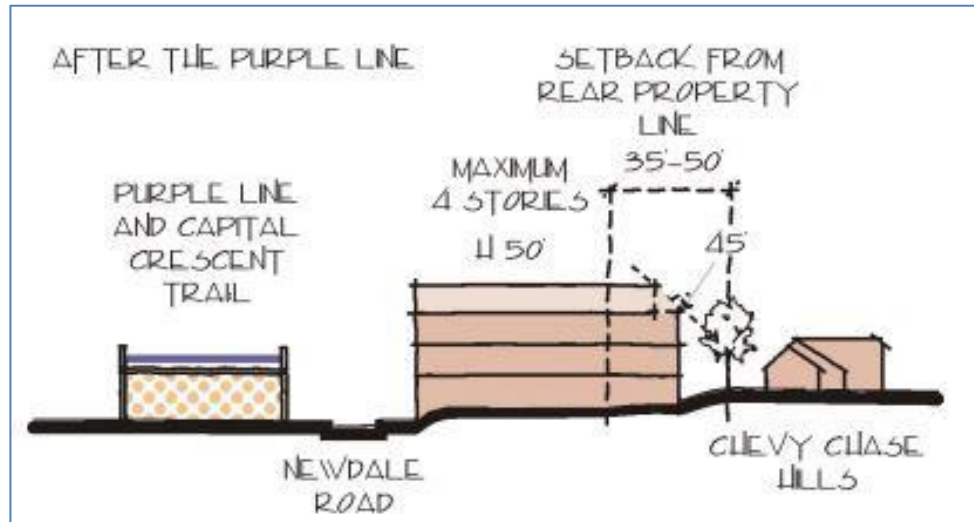
#### Land Use

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 site to increase the supply of multi-family housing, while minimizing or eliminating commercial uses on the site. 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).



*Site Section illustrating Setbacks from neighbors*

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 project will not be able to begin construction until after the Purple Line. 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 site, and provides landscaped edges to soften the visual impact of the new development.

#### Access

The Sector Plan explicitly ties new development to enhanced access. The Vision of the Sector Plan:

builds on the recommendations of the 1990 *B-CC Plan* and the community's vision to maintain the community's residential character while encouraging moderate levels of development compatible with community character. The [Sector] Plan also builds on the Purple Line, focusing development near the proposed station, expanding access, and integrating the design of the station and its supporting infrastructure in a way that is compatible with the surrounding community. (p. 19)

Within the Sector Plan's "preserve, enhance, create" framework, a central goal of the Sector Plan is to:

Enhance the quality of life and connectivity within and to the Chevy Chase Lake community by promoting pedestrian-oriented mixed-use development in the Town Center, improving access to different modes of transportation through the community. (p. 19)

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 requires the applicant to participate in the construction of 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 as part of the project at the preliminary and/or site plan stages in order to make the finding of substantial conformance with the Sector Plan.

3. *satisfy 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. *achieve compatible internal and external relationships between existing and pending nearby development;*

The project 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 project adheres to the height and density recommendations contained in the Sector Plan and the Zoning Ordinance. The project 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. *provide 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. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

The application includes public benefits that address the general incentive and density considerations required by Section 59-4.7.1.B. The public benefits:

- a. Take into consideration “the recommendations of the applicable master plan” by providing a project that creates a mix of residential opportunities in the Chevy Chase Lake Center;
- b. Meet the 2015 *Commercial/Residential and Employment Zones Incentive Density Implementation Guidelines* by providing the proper calculations and criteria for each public benefit;
- c. Meet “any design guidelines adopted for the applicable master plan area” by providing an attractive pedestrian environment and safe, pedestrian-friendly connections;
- d. Are appropriate for “the size and configuration of the site” by improving the existing configuration of buildings and surface parking lots and replacing them with structured parking to allow for a more pedestrian-friendly environment close to transit;
- e. Adequately address “the relationship of the site to adjacent properties” by designing the buildings at an appropriate scale for the surroundings with heights and areas of open space that complement the existing character of the area;
- f. Consider “the presence or lack of similar public benefits nearby” through the provision of structured parking, and enhanced accessibility for the disabled, which are currently needed in this area; and
- g. Provide “enhancements beyond the elements listed in an individual public benefit that increase public access to, or enjoyment of, the benefit” which will be developed and assessed during preliminary plan and site plan reviews.

For the proposed development, the zoning code requires 50 points in three categories. Although at the time of sketch plan review only the categories need be approved, Table 2 shows both the categories and points for the public benefits recommended at sketch plan to demonstrate the project’s ability to meet the requirement to provide sufficient benefit points.

**Table 2- Sketch Plan Public Benefits Calculations**

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

Transit Proximity

The subject property is located within ¼ mile of the future Chevy Chase Lake Purple Line station, which allows the development to be eligible for Level 2 transit as defined in the Zoning Ordinance. Staff supports 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 proposes fewer than the maximum number of allowed parking spaces. The maximum number of allowed spaces is 203, but the application will provide 115 spaces. Staff supports seven points. (The requested and recommended number of points differ due to an error in the applicant's calculation.)

Diversity of Uses and Activities

*Dwelling Unit Mix:* The application proposes a mix of dwelling units that will include at least 7.5% efficiencies, 8% one-bedrooms, 8% two-bedrooms and 5% three-bedrooms. Staff supports the five points allowed for projects that attain these minimums.

*Enhanced Accessibility for the Disabled:* The project will provide at least two dwelling units that satisfy the ANSI A117.1 Residential Type A standards for accessibility, or an equivalent County standard. Staff supports 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 for staff's review. The application requests 10 points for exceptional design. During the more detailed site plan review, staff will evaluate the site design and architecture of the building and make a recommendation on 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, staff recommends 19.8 points. (The requested and recommended number of points differ due to an error in the applicant's calculation.)

7. *establish a feasible and appropriate provisional 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 project will be built in one phase.

## **CONCLUSION**

The project complies with the general requirements and development standards of Section 4.5, the optional method public benefits provisions of Division 4.7, and the general development requirements of Article 59-6 of the Zoning Ordinance. The project substantially conforms with the goals and recommendations of the *Chevy Chase Lake Sector Plan*. Therefore, staff recommends approval of Sketch Plan No. 320170040 with the conditions specified at the beginning of this report.

## **ATTACHMENTS**

Attachment A: Sketch Plan

Attachment B: Agency Correspondence Referenced in the conditions

THE CRESCENT  
at CHEVY  
CHASE

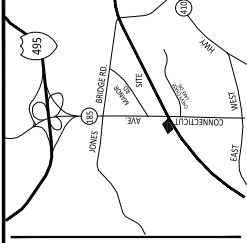
**Applicant / Owner:**  
**Newdale News Limited Partnership**  
c/o Adamark Realty  
4820 Ruxley Phone  
Suite 201  
Bethesda, MD 20814  
301.652.7077  
Contact: Rob Bideman

**Attorney:**  
**Leach, Early & Brewer**  
3 Bethesda Metro Center  
Suite 480  
Bethesda, MD 20814  
301.841.3833  
Contact: Stacy Silver

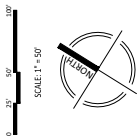
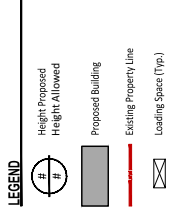
**Land Planners/  
Civil Engineers:**  
**VMA Maryland, LLC**  
20251 Century Boulevard  
Suite 400  
Germantown, MD 20874  
301.916.4100  
Contact: Josh Sloan/Don Mitchell

**Architects:**  
**The Eisen Group**  
6231 2nd Street NW  
2nd Floor  
Washington, DC 20001  
202.706.7177  
Contact: Jim Eisen & Steve Foltz

**Traffic Consultant:**  
**STS Consulting**  
6449 Red Keel  
Suite 100  
Chantilly, VA 20151  
401.728.8690  
Contact: Shahmar Etemad

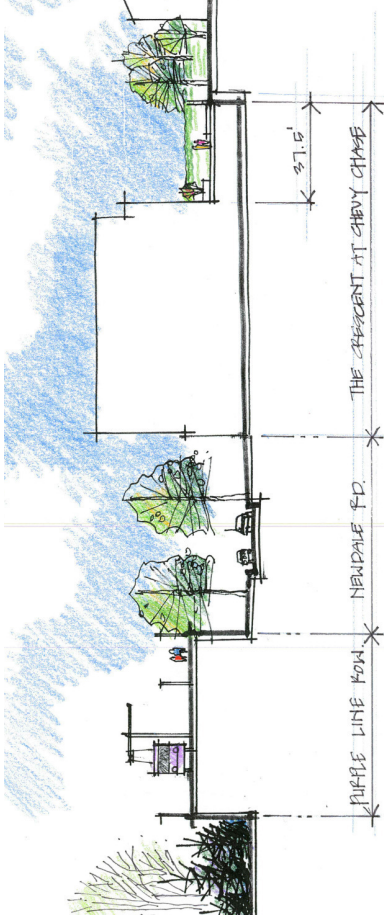
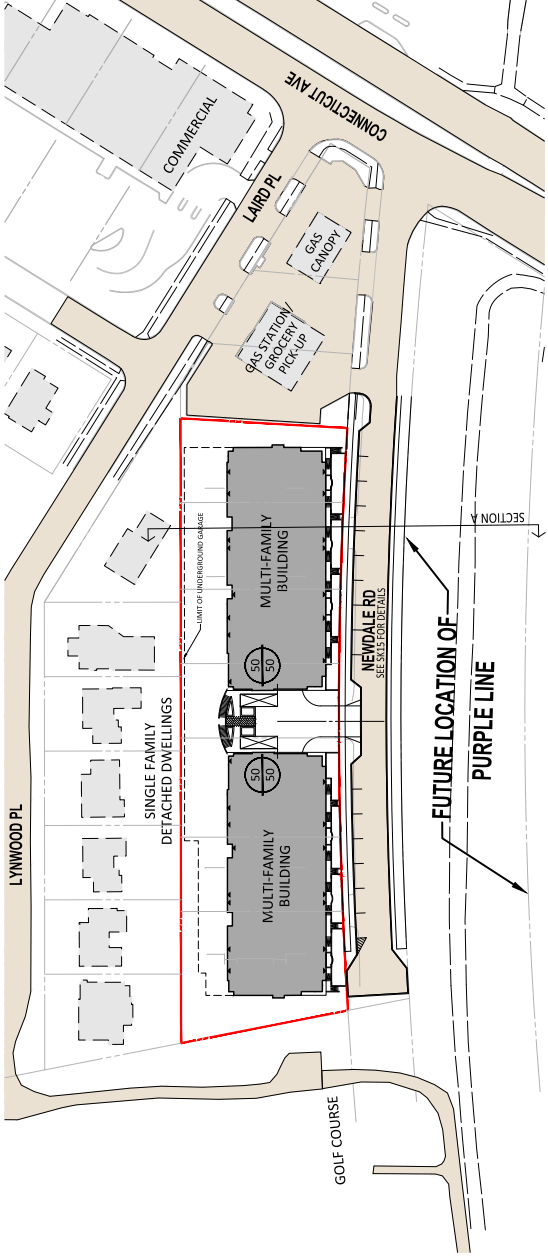


**VICINITY MAP**  
SCALE: 1" = 2000'  
WGS 84 / NAD 83  
TAX MAP: 36C03



**GENERAL NOTES:**

- The Sketch Plan drawings are conceptual only and represent proposed development in an illustrative manner. Final building locations, dimensions, heights, uses, phasing, density, development standards and other details shall be determined by the final site plan and shall conform to the applicable standards and requirements of the applicable standards and regulations of the City of Chevy Chase, the optional method public benefit regulations of Section 4.7 of the Zoning Ordinance, and the Chevy Chase Lake Sector Plan may be permitted.
- The project will provide 125% MPDUs.
- This property is subject to NRI/FSO 420161720, submitted May 31, 2016.
- This property will be developed in one phase.



**SECTION A**  
NOT TO SCALE

**BINDING ELEMENTS:**

- The table of proposed public benefits on sheet SKS and the incentive density requested for each building shall be consistent with the applicable standards and requirements of the applicable standards and regulations of the City of Chevy Chase, the optional method public benefit regulations of Section 4.7 of the Zoning Ordinance, and the Chevy Chase Lake Sector Plan may be permitted.

Note: Some of the planimetric information shown on this plan is based on copyrighted GIS Data from the City of Chevy Chase, and may not be copied or reproduced without express written permission from M&KPCP.  
LAYOUT: SKS SKETCH PLAN, Titled By: Submitter



Isiah Leggett  
County  
Executive



Al R. Roshdieh  
Director

DEPARTMENT OF TRANSPORTATION

September 20, 2016

Mr. Neil Braunstein, Planner Coordinator  
Area 1 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320170040  
The Crescent at Chevy Chase

Dear Mr. <sup>Neil</sup>Braunstein:

We have completed our review of the sketch plan dated August 8, 2016. This plan will be reviewed by the Development Review Committee at its meeting on September 6, 2016. We recommend approval of the plan subject to the following comments:

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. At the preliminary plan stage, pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents"). If a Traffic

**Office of the Director**

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178

FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

Located one block west of the Rockville Metro Station

Impact Study (TIS) is required for this project, payment of the TIS review fee will be needed before the document is accepted for review.

2. A Transportation Policy Area Review (TPAR) payment of fifty (50) percent is required.
3. Show all existing planimetric and topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, bus stops, utilities, etc.) as well as existing rights of way and easements on the preliminary plan.
4. At the preliminary plan stage:
  - a. Confirm the classification of Newdale Road;
  - b. Provide full width dedication of Newdale Road in accordance with the master plan; and
  - c. Provide a typical section for Newdale Road.
  - d. Show proposed terminus for Newdale Road. If the terminus is non-standard, submit a Design Exception Package for the proposed modifications.
5. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
6. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission of the record plat.
7. At the preliminary plan stage, submit a truck circulation for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters.
8. Show the location of proposed and existing driveways on the preliminary plan.
9. At the preliminary plan stage, submit a completed, executed MCDOT Sight Distance Evaluation certification form, for all proposed site entrances onto existing County maintained roads, for our review and approval.
10. Improvements in the county maintained public rights-of-way will need to comply with Executive Regulation No. 31-08AM ("Context Sensitive Road Design").

Improvements in the County maintained right-of-way will be determined at the preliminary plan stage following the review of the plan related documents. However,

based on the current plans, MCDOT is inclined to recommend the applicant be required to improve the right-of-way to provide two (2) travel lanes, one (1) parking lane, lawn panels, appropriate pedestrian and bicycle facilities, and a cul-de-sac at the end of Newdale Road.

11. Recorded covenant for the operation and maintenance of private streets, storm drainage systems, and /or open space areas.
12. 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.
13. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
14. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway.
15. Provide a ten (10) foot wide Public Utility Easement (PUE) along the existing street frontage.
16. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
17. 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](mailto:patricia.shepherd@montgomerycountymd.gov).
18. We recommend that the applicant coordinate with Ms. Joana Conklin, the Development Manager for Montgomery County, regarding the Purple Line. Ms. Conklin can be reached at [joana.conklin@montgomerycountymd.gov](mailto:joana.conklin@montgomerycountymd.gov) or at 240-777-7155.
19. We recommend that the applicant coordinate with Mr. Michael Madden of the Maryland Transit Authority to coordinate with the Purple Line project. Mr. Michael Madden may be reached at [mmadden@mta.maryland.gov](mailto:mmadden@mta.maryland.gov) or at 410-767-3694. The preliminary plan

should reflect the most recent Purple Line design as well as connection(s) between Newdale Road and the Capital Crescent Trail.

20. 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 at preliminary plan, 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. Displays. See comment No. 20g.
- b. 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.
- c. Carpool/Vanpool Parking. Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots.
- d. Car Sharing Parking. Provide adequate number of car sharing vehicle parking spaces in highly visible, preferentially-located spots.
- e. Electric Car Charging. Provide two or the number required by law, whichever is greater, on site.
- f. 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.
- g. 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.
  - h. 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.
  - i. 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.
21. 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. Improvements to the County rights-of-way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
  - b. Enclosed storm drainage and/or engineered channel in all drainage easements.
  - c. Relocation of utilities.
  - d. Streetscaping.



Mr. Neil Braunstein  
Sketch Plan No. 320170040  
September 20, 2016  
Page 6

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Ms. Rebecca Torma, our Development Review Area Senior Planning Specialist for this project at or (240) 777-2118 or at [rebecca.torma@montgomerycountymd.gov](mailto:rebecca.torma@montgomerycountymd.gov).

Sincerely,



Gregory M. Leck, Manager  
Development Review Team  
Office of Transportation Policy

Sharepoint/directors office/development review/Rebecca/chevy chase/321070040 crescent at chevy chase sketch plan.docx

cc: Rob Bindeman Landmark Realty  
Mike Goodman VIKA Maryland, LLC  
Joshua Sloan VIKA Maryland, LLC  
Stacy Sibling Lerch, Early & Brewer, Chartered  
Matthew Folden M-NCPPC Area 1  
Michael Madden MD MTA  
Preliminary Plan folder  
Preliminary Plan letters notebook

cc-e: Chris Conklin MCDOT OTP  
Gary Erenrich MCDOT OTP  
Sam Farhadi MCDPS RWPR  
Sandra Brecher MCDOT OTP  
Beth Dennard MCDOT OTP  
Joana Conklin MCDOT DO  
Hannah Henn MCDOT DO  
Rebecca Torma, MCDOT OTP