

35/38 In the woods 2010 HAWK



HISTORIC PRESERVATION COMMISSION


Isiah Leggett
County Executive

William Kirwan
Chairperson

Date: May 8, 2014

MEMORANDUM

TO: Diane R. Schwartz Jones, Director
Department of Permitting Services

FROM: Josh Silver, Planner Coordinator 
Historic Preservation Section
Maryland-National Capital Park & Planning Commission

SUBJECT: Historic Area Work Permit #640962, construction of new house, garage and driveway

The Montgomery County Historic Preservation Commission (HPC) has reviewed the attached application for a Historic Area Work Permit (HAWP). This application was approved at the July 31, 2013 meeting.

Applicant: Roy and Lillian Abreu
Address: 4115 Jones Bridge Road, Chevy Chase





RETURN TO: DEPARTMENT OF PERMITTING SERVICES
255 ROCKVILLE PIKE, 2nd FLOOR, ROCKVILLE, MD 20850
240/777-6370

DPS - #8

HISTORIC PRESERVATION COMMISSION
301/563-3400

**APPLICATION FOR
HISTORIC AREA WORK PERMIT**

Contact Person: ROY ABREU

Daytime Phone No.: (202) 693-4324

Tax Account No.: 00425147

Name of Property Owner: ROY M. & LILLIAN C. ABREU Daytime Phone No.: (202) 693-4324

Address: 2202 LINDEN LANE, SILVER SPRING, MD 20910
Street Number City Street Zip Code

Contractor: _____ Phone No.: _____

Contractor Registration No.: _____

Agent for Owner: _____ Daytime Phone No.: _____

LOCATION OF BUILDING/PREMISE

House Number: 4115 Street: JONES BRIDGE ROAD
Town/City: CHEVY CHASE Nearest Cross Street: CONNECTICUT AVE. / JONES BRIDGE RD.
Lot: _____ Block: _____ Subdivision: 0502
Liber: _____ Folio: _____ Parcel: P916 MAP: HP41

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CHECK ALL APPLICABLE:

- Construct Extend Alter/Renovate
 Move Install Wreck/Raze
 Revision Repair Revocable

CHECK ALL APPLICABLE:

- A/C Slab Room Addition Porch Deck Shed
 Solar Fireplace Woodburning Stove Single Family
 Fence/Wall (complete Section 4) Other: _____

1B. Construction cost estimate: \$ _____

1C. If this is a revision of a previously approved active permit, see Permit # _____

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. Type of sewage disposal: 01 WSSC 02 Septic 03 Other: _____

2B. Type of water supply: 01 WSSC 02 Well 03 Other: _____

PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. Height _____ feet _____ inches

3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:

- On party line/property line Entirely on land of owner On public right of way/easement

I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

Roy Abreu

Signature of owner or authorized agent

7/5/2013
Date

Approved:

For Chairperson, Historic Preservation Commission

Disapproved: _____

Signature: _____

Date: 5/8/14

Application/Permit No.: 0240902

Date Filed: 7/5/13

Date Issued: _____

MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	4115 Jones Bridge Road, Chevy Chase	Meeting Date:	7/31/13
Applicant:	Roy and Lillian Abreu (Steve Breslin, Architect)	Report Date:	7/24/13
Resource:	Vacant lot Hawkins Lane Historic District	Public Notice:	7/17/13
Review:	HAWP	Tax Credit:	None
Case Number:	35/64-13C	Staff:	Anne Fothergill
PROPOSAL:	Construction of new house, driveway, and garage		

STAFF RECOMMENDATION

Staff recommends that the HPC approve the HAWP application.

PROPERTY DESCRIPTION

The Hawkins Lane Historic District is situated in a heavily wooded area off Jones Bridge Road in Chevy Chase. The district is bordered on the north and west by 180 acres of federally-owned property occupied by the U.S. Naval Medical Center (NMC) and the Uniformed Services University of the Health Sciences (USUHS) and the east by parkland owned by the Maryland-National Capital Park & Planning Commission. The Hawkins Lane Historic District was adopted to the county Master Plan in 1991, representing a Black kinship community.

BACKGROUND

The applicants came to the HPC for two Preliminary Consultations in March and May 2013. At the second preliminary consultation the majority of the HPC was very supportive of the construction of the proposed house and recommended that the applicants submit a HAWP application. The plans from the May meeting are in Circles 72-80 and the meeting transcript is in Circles 58-71.

PROPOSAL

The applicants are proposing to construct a new single family home fronting Jones Bridge Road and located between two contributing resources. Behind this vacant lot are two non-contributing houses that were constructed in 1995. The proposed house is set back approximately 30' from the Jones Bridge right-of-way.

The proposed two story house is approximately 33 feet tall from grade to the roof ridge with a footprint of approximately 1,200 SF (not including the two porches). The proposed house will be stucco with a brick foundation and a projecting stucco horizontal band between the first and second stories. The house will have either an asphalt shingle or standing seam metal hipped roof. The house has a brick front porch with wood columns and a rear screened porch and both porches have standing seam metal roofs. The double-hung windows and doors are wood with simulated divided lights.

The applicants are also proposing to construct an L-shaped, detached 13' x 23' single car garage connected to an 11' x 17' shed that will be located behind the proposed house in the rear left (northwest) corner of the property. The garage/shed building will have a metal hipped roof and materials to match the house. The applicants propose a 12' wide exposed aggregate concrete driveway along the west side of the property leading to the garage with a turnaround area behind the house. The driveway is curved to avoid a Pepco pole that cannot be moved. The applicants propose a paver walkway from the garage to the back door and from the sidewalk to the front porch.

The applicants propose to remove five trees and they propose to protect four trees during construction and plant five replacement trees on the property. They have submitted an arborist's report and a tree protection and replacement plan in Circles 36-40.

APPLICABLE GUIDELINES

When reviewing alterations and new construction within the Hawkins Lane Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include *Montgomery County Code Chapter 24A (Chapter 24A)*, the *Secretary of the Interior's Standards for Rehabilitation (Standards)*, and the *Hawkins Lane Historic District Development Guidelines Handbook (Guidelines)*. The pertinent information in these documents is outlined below.

Montgomery County Code; Chapter 24A-8:

- (a) The commission shall instruct the director to deny a permit if it finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation, enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.
- (b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to insure conformity with the purposes and requirements of this chapter, if it finds that:
 - (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or
 - (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter; or
 - (3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or
 - (4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or
 - (5) The proposal is necessary in order that the owner of the subject property not be deprived of reasonable use of the property or suffer undue hardship; or
 - (6) In balancing the interests of the public in preserving the historic site or historic resource located within an historic district, with the interests of the public from the use and benefit of the alternative proposal, the general public welfare is better served by granting the permit.
- (c) It is not the intent of this chapter to limit new construction, alteration or repairs to any one period or architectural style.
- (d) In the case of an application for work on an historic resource located within an historic district, the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the historic or architectural

value of surrounding historic resources or would impair the character of the historic district. (Ord. No. 9-4, § 1; Ord. No. 11-59.)

The Hawkins Lane Historic District Development Guidelines Handbook:

Introduction

The Hawkins Lane Historic District is a very special place. Located in a heavily-developed area with a substantial number of large, expensive homes, the district has a quiet, rural atmosphere and its residences are modest in both size and price. District property owners, moreover, are concerned with preserving their community and protecting those features that make it such a special place in which to live.

In 1987, their concern led to the establishment of The Ad Hoc Committee to Save Hawkins Lane. The goal of the Committee (composed of historic district and area property owners) is to maintain and protect the district's existing character while, at the same time, allowing for compatible growth and change. The Committee has a vision of a community in which both the "new" and the "old" coexist compatibly, thanks to careful planning and extensive community involvement in the planning process.

The Hawkins Lane Historic District Development Guidelines Handbook was prepared to help the Committee achieve this vision and to assist district property owners and residents in preserving the quiet, small-scale, intimate character of their community. The Handbook describes those qualities which contribute to the district's visual character; includes information on the County's Historic Preservation Ordinance and the Historic Area Work Permit (HAWP) process; and provides guidelines for district property owners planning alterations or new construction and county agencies (such as the Historic Preservation Commission) which must review and approve such plans.

The development guidelines are general in nature, to allow for flexibility in application, and they are to be used in conjunction with county land use regulations and The Secretary of the Interior's Standards for Rehabilitation, previously adopted by the county's Historic Preservation Commission (HPC). The Ad Hoc Committee proposes that the Montgomery County HPC also formally adopt the Guidelines for use in reviewing Historic Area Work Permit applications in the Hawkins Lane Historic District.

Establishment of the Historic District

The request for the establishment of a Hawkins Lane Historic District was based on the fact that (as the amendment recommending the district's placement on the county's Master Plan for Historic Preservation notes), the district is "a unique and important historical resource in Montgomery County -an outstanding example of a black 'kinship' community which reflects the heritage and lifestyle of black citizens at the turn of the century and in the early 20th century . There are few intact, early black communities left in the county and even fewer which so clearly demonstrate the determination and legacy of one family, the Hawkins. Although the structures in the district are modest, they clearly reflect a sense of historic time and place. The district, as a whole, is an essential part of the county's history to be preserved, remembered, and appreciated."

The Hawkins Lane Historic District includes several properties on nearby Jones Bridge Road as well as all of Hawkins Lane, for a total of 3.81 acres; it does not include the Gilliland/ Bloom House at 4025 Jones Bridge Road, or the Hurley/Sutton House at 4023 Jones Bridge Road, each of which has been separately designated as an historic site. The district consists of most of the original three acres acquired late in the nineteenth century by James H. Hawkins, the ex-slave who founded the community, plus several tracts of land acquired by Hawkins' sons in the early decades of the twentieth century.

The History of Hawkins Lane

County land records indicate that the site of the Hawkins Lane Historic District was once part of a 700 acre tract called "Clean Drinking", granted to Colonel John Courts in 1700 by Charles, Lord Baron of Baltimore. The tract was purchased by Charles Jones in 1750, and the association of Clean Drinking (which at one point included some 1400 acres) with the Jones family continued well into the twentieth century; it is memorialized in the names of two area streets, Jones Mill Road and Jones Bridge Road.

The first Hawkins to be associated with the property was a prosperous white farmer from Prince George's County named James Hawkins, who, in 1825, bought for \$10,000 " all that part of a tract of land called Clean Drinking, a total of 400 acres " from Clement Smith, who had acquired the property from a descendant of Charles Jones [Montgomery County Land Records, Y/80]. In 1867 Hawkins' relatives sold approximately 93 acres of the tract to the Reverend John Hamilton Chew of Washington, D.C., a prominent Episcopalian minister. It was the Reverend Chew's widow, Sophia, who, in February of 1893, sold three acres of Clean Drinking for \$300 to James H. Hawkins, an ex-slave who had been employed (as a freedman) by her husband; the sale set the stage for the development of a small black community on the site.

Although a relationship has not been definitely established between the "white" and the "black" James Hawkins, the 1853 Montgomery County Slave Census lists a white farmer, James Hawkins, Jr. (probably the son of the James Hawkins who acquired the property in 1825) as owning two slaves named James. It is conceivable that the younger of the two was the James H. Hawkins who bought three acres of Clean Drinking in 1893. (See page 4 of the Hawkins Lane Historic District Inventory Form for additional information).

By 1897, Hawkins had erected a two-story frame house for himself at the southwest corner of what later became Hawkins Lane and Jones Bridge Road. The first residence built on the Lane, it was destroyed by fire in the early 1920's.

After James H. Hawkins' death in 1928, his property was (in accordance with his will) divided equally among his twelve children; the Lane and the adjoining section of Jones Bridge Road were soon populated with homes built by members of the Hawkins family for themselves or for relatives and friends.

It is clear that James H. Hawkins (a truck farmer and part-time Methodist preacher) was determined that his children would be property owners. As a recent study of black communities in Montgomery County observes:

"The ability to own land was one of the most valued privileges among blacks in Maryland. Land ownership represented status, opportunity for prosperity, and potential stability for future generations." (Model Resource Preservation Plan for Historic Black Communities: Haiti-Martin's Lane, Rockville, MD, Draft, Peerless Rockville Preservation, Ltd., July, 1988, p.19.)

The history of the district's association with the Hawkins' family is a lengthy one, continuing to the present. All but six of the houses on the Lane were built by the children of James H. Hawkins for their own use, and they remained in the family for many years. Two of the Hawkins Lane properties are still owned by members of the Hawkins family, and James Hawkins' granddaughter, octogenarian Ella Hawkins, occupies one of them. On Jones Bridge Road, several properties still remain in the Hawkins family, while others were not sold to "outsiders" until the mid-1970's.

Established by a black, with the majority of dwellings built by --and for -- blacks, the Hawkins Lane Historic District remained a black residential enclave and "kinship community" for well over half a century, with the houses owned and occupied primarily by one family. Although the community is now racially mixed, a number of the properties are still black-owned and the Hawkins family is still represented in the district. And, in spite of changes in the racial composition of the district, it has retained the strong sense of community cohesiveness which was originally based on ties of kinship.

The district continues to be an important link to an earlier period in the county's history, and a tangible record of the efforts of the county's black citizens to establish themselves economically and socially.

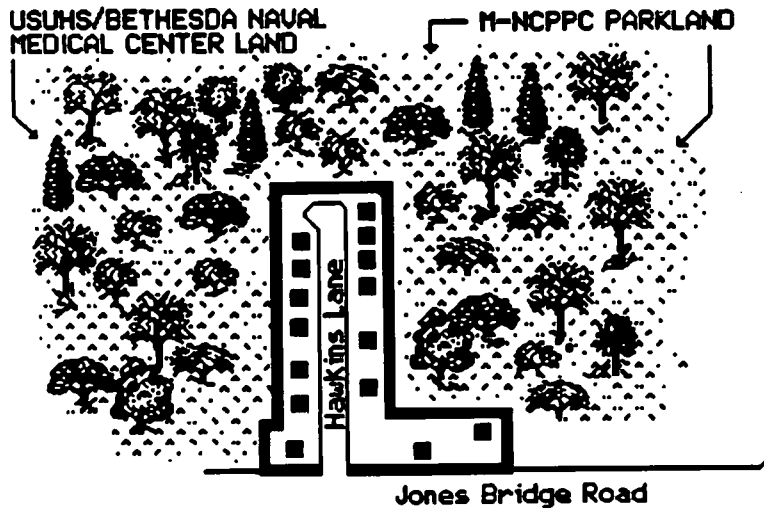
Historic District Characteristics and Development Guide

Every neighborhood, whether historic or not, has a visual character of its own. This section of the Handbook describes those features, both man-made and natural, which contribute to the visual character of the Hawkins Lane Historic District and sets forth guidelines for their retention and protection.

Setting: The Surrounding Area

The historic district is bounded on the north, east, and west by heavily-wooded, largely undeveloped, publicly-owned properties which provide a park-like setting and contribute to its quiet, rural character. The setting helps to mitigate, to some extent, the impact of heavily-trafficked Jones Bridge Road, which forms its southern boundary.

The district is located on the north side of Jones Bridge Road near the intersection of Jones Bridge and Connecticut Avenue in North Chevy Chase, Maryland. To the west and northwest are approximately 180 acres of federally-owned property occupied by the U.S. Naval Medical Center (NMC) and the Uniformed Services University of the Health Sciences (USUHS). A chainlink fence physically (but not visually) separates the rear yards of the residences on the west side of Hawkins Lane from the scenic USUHS campus.



Adjoining the federal property on the north and surrounding the district to the east are approximately 36 acres of wooded property belonging to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The property is undeveloped except for a recreation center which, in the summer, is screened by vegetation.

Setting: The Historic District

The character of the district is the result of a combination of factors, some natural and some man-made. As noted above, one of the most important is the pleasant setting provided by adjoining publicly-owned properties. In addition, within the district, such factors as vegetation, topography, open space, and the appearance of Hawkins Lane itself all contribute to the district's visual character.

Vegetation and Topography

The district's rural character is enhanced by an abundance of vegetation, particularly on Hawkins Lane, where, in the summer, trees and bushes screen residences from busy Jones Bridge Road and provide a park-like setting. On Jones Bridge Road, where there is less vegetation, heavily-treed rear lots provide a thick green canopy in the summer.

A survey of the vegetation in the district found that the principal hard wood trees are tulip poplars, white oaks, red oaks, box elders, and sugar maples. Ornamental trees include dogwoods, Japanese red maples, and red buds. In addition, a number of evergreens, such as cedars, hemlock, and southern pine, are used to delineate boundaries and to serve as hedges,

Many of these trees, particularly the hard woods, are in excess of 10 inches in diameter and are mature, stately trees that significantly contribute to the rural appearance of the lane and its sense of separateness from the surrounding urban landscape. In addition, these trees serve as a major source of food and shelter for the over 35 species of birds that may be observed in the confines of the historic district. Their preservation is a sine qua non of the district's ambience.

The naturally uneven topography of the district has been retained, particularly on Hawkins Lane, further adding to its rural character.

Guidelines:

Existing trees and major shrubs within the historic district should be maintained.

Plans for new development should provide for the retention of existing vegetation.

Plans for new development or alterations to existing buildings and sites should provide for the retention of the natural topography of the land.

Where trees or major shrubs must be removed (because of natural causes or construction damage), provision should be made for their replacement.

Roads and Sidewalks

Access to the district is from Hawkins Lane, a narrow, two-lane, partially-unpaved, dead-end street which is very rural in appearance and from Jones Bridge Road, a busy four-lane thoroughfare which connects Connecticut Avenue and Rockville Pike. Hawkins Lane, which is a private roadway maintained by district residents, follows the path of the original road cut by Samuel Hawkins, one of James H. Hawkins' sons, in the early decades of the twentieth century.

The Lane begins at the entrance to the district on Jones Bridge Road, runs some 225 yards up a slight incline, and dead-ends at parkland owned by the Maryland-National Capital Park and Planning Commission. Because of the relatively small number of residences on the Lane and the fact that it is a dead-end street with little traffic, existing pedestrian access is adequate. Its rural character is accentuated by the absence of sidewalks and gutters.

Jones Bridge Road (which is shown on early 19th century maps of the area) is a busy arterial road measuring approximately 48 feet wide from curb to curb; the sidewalks on either side are approximately 4 feet in width. Right-of-way standards for arterial roads allow for a total width of 80 feet, for road pavement and sidewalks. Sufficient right-of-way exists, therefore, to widen Jones Bridge Road further, but widening of the northernmost lane, in particular, would have an extremely detrimental effect on the district.

Guidelines:

In order to protect the district's rural character, the existing appearance and configuration of Hawkins Lane should be maintained.

The Lane should not be paved or widened or have curbs, gutters, or sidewalk added.

If there is new construction, driveway cuts onto Hawkins Lane should be kept to a minimum in order to preserve the Lane's existing character and to reduce traffic.

Plans for alterations to Jones Bridge Road (particularly an increase in the number of lanes) should take into account the potentially adverse impact on district residences on the north side of the Road. Road widening projects should be limited to the south side.

Open Space

The rural character of the district is enhanced by the large proportion of open space created by vacant lots on Hawkins Lane and Jones Bridge Road, the generous "side-lots" between buildings on the west side of the Lane, and, (as noted above) the fact that rear yards "now into" adjoining properties which are largely undeveloped.

Much of the vacant land in the district is part of the 2.5 acre parcel which investors have targeted for development, but the Ad Hoc Committee would like to see some of it used for other purposes. On the east side of Hawkins Lane, for instance, the large, overgrown lot between 8815 and 8823 was once a well-tended garden. Because of its central location in the district, the Committee has discussed acquiring the lot for use as a community park and garden, utilizing both private and public funds, where possible (i.e.: state "Green Space Program" monies).

Similarly, the vacant lot at the northern end of the district on the west side of Hawkins Lane (not part of the 2.5 acre parcel mentioned above) is now used as a parking area and car "turn-around" by district residents. The Committee has also discussed the possibility of community acquisition to continue this use, since such a step would provide additional off-street parking and preserve existing open space.

The west side of Hawkins Lane is more densely developed, with only one vacant lot at the north end of the road. The east side (as noted above) has considerably more vacant land, a small part of which is heavily overgrown while the rest is relatively clear of vegetation.

Guidelines

Every effort should be made to preserve existing open spaces since they contribute to the rural quality of the district.

New construction should be designed and sited so as to maximize the amount of open space retained.

The size of existing side-lots on the west side of Hawkins Lane should be approximated if there is new construction on the Lane.

Site Details

"Site Details" are those visual features associated most directly with district buildings and the sites on which they are located. Site details include building architecture or style, materials, scale, and massing; building siting and setback; fences and other property markers; residential driveways, parking areas, and walkways; and landscaping. Building "side-lots" and rear yards (discussed above, under "open space") are also noteworthy site details.

On Hawkins Lane, the rural character of the district is reinforced by the fact that property boundaries are, for the most part, unmarked except by shrubs and other vegetation; landscaping around buildings is informal, and, in some cases, minimal; and there are a significant number of unpaved driveways and walkways, where they exist at all. In addition, the buildings are small-scale and exhibit a range of styles, materials, and massing more frequently associated with the unplanned development of rural areas than

with the suburbs. The "patterns" created by building siting and setback also contribute to the visual character of the historic district.

Site details must be taken into account in planning for changes to buildings and/or the landscape or for new construction, if the visual character of the historic district is to be preserved.

Driveways, Parking Areas and Walkways

Both paved and unpaved driveways and parking areas can be found on Hawkins Lane, with the majority being unpaved and covered with gravel; the two driveways serving houses in the district on Jones Bridge Road are paved. On the Lane, driveways range from 10-20 feet in width, with the average being 14 feet. On Jones Bridge Road, one driveway is approximately 8 feet wide, the other approximately 12 feet.

The entrances to some district residences are served by short, paved walkways and, in two instances, houses are surrounded on three sides with a walkway. The general absence of walkways, however, reinforces the rural character of the district.

Guidelines:

New driveways, parking areas, and walkways on Hawkins Lane and Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and walkways.

The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.

Buildings: Architecture and Materials

Architectural style is, of course, very important to determining the historic district's visual character. Stylistically, the residential structures in the district are early-to-mid-twentieth century "vernacular" buildings, that is, they incorporate architectural elements from a wide range of styles rather than being of any single style or type. Such structures have been labeled "American folk housing" by one architectural historian, since they reflect local materials and craftsmanship but differ in appearance from region to region.

There are fifteen residences in the district, twelve on Hawkins Lane and three on Jones Bridge Road, and one or more "outbuildings" (sheds or garages) behind some of the houses. Simple in design, with little architectural ornamentation, district residences are one to three stories in height, with low hipped or gabled roofs. They are covered in a wide variety of materials, including wood shingle, aluminum and wood siding, and brick and stucco. On the whole, they have retained their original appearance and setting, with alterations generally limited to deck or room additions at the rear or side and changes to front porches.

A few of the buildings exhibit a more specific architectural style. Some are much-simplified versions of mid-nineteenth century rural cottages; others are characteristic of the bungalows and so-called "four-square" houses popular in the early decades of the twentieth century. In addition, one of the Jones Bridge Road structures is an excellent example of an early twentieth

century Victorian vernacular farmhouse of the type once widely found in the rural parts of the county. Characterized by strong vertical lines, a front-gabled metal-covered roof, and a front porch with turned and bracketed posts, few such structures remain in the Bethesda-Chevy Chase area. At the rear of this structure is a partially-demolished wood shed which is historically significant because it appears to date from the same early period as the house.

The remaining garages and sheds (primarily of wood or metal) are all of more recent vintage, dating from the mid-late twentieth century and (except in one case) detached and located at the rear of lots. The outbuildings contribute to the overall character of the district by creating a particular "pattern" of building placement and style (ie: detached rather than attached garages).

Buildings: Scale and Massing

Building scale is one of the most important factors in determining the character of the historic district. While a building's "size" can be defined as its dimensions in whole or in part, building "scale" is the size of a building "in proportion to" neighboring buildings, or to a passing pedestrian, or to its surroundings in general. That is, building scale is determined not by actual size but by how large it appears in relationship to people, other buildings, and the community.

Based on this definition, the buildings in the Hawkins Lane Historic District are decidedly "low-scale" or "small-scale" in appearance and are "in proportion" to their surroundings. Their small scale is important in contributing to the intimate, rural quality of the district.

Residents of the historic district are particularly concerned at the large scale of recent residential construction on the south side of Jones Bridge near Hawkins Lane. Incompatibly-scaled new construction in the district would destroy its visual character. It is extremely important, therefore, that scale be considered in planning for new construction and that new buildings be in scale with existing structures and the district as a whole.

Similarly, it is essential that additions to existing buildings or new construction be compatible in "massing" with existing structures and the district as a whole (massing can be defined as the "shape" or "form" of a building or its parts). Does the massing of an addition, for example, obscure or radically alter the form of the original structure or is a new building incompatible in massing with other buildings in the district? These are important considerations in planning for changes in the historic district.

New Construction

New construction should be compatible in scale, massing and materials with existing structures, particularly those which are adjacent or in close proximity to the construction.

New construction should take into account the vernacular character of existing structures and the wide variety of materials used.

New garages should be detached in keeping with the prevailing style in the district.

Where a new outbuilding is erected, every effort should be made to ensure that it is compatible with residential buildings in terms of scale, massing, and materials.

Siting and Setback

Building siting and setback are important because (as noted above) they help establish a "pattern" of buildings and open spaces in the historic district.

Historic district residences are sited to face the road, both on Hawkins Lane and Jones Bridge Road, an important consideration in planning the siting of new buildings. Outbuildings are generally sited at the rear of lots and garages are, in general, detached. Two exceptions to the latter are the built-in garages at the rear of 8818 and 8822 Hawkins Lane; neither garage is now used for its original purpose.

Distances between buildings on the west side of the Lane are generous, varying from approximately 23 to 60 feet. On the east side, the four small houses at the north end of the lane are approximately 20 feet apart, but large vacant lots currently separate the remaining structures on that side and on Jones Bridge Road east of Hawkins Lane.

Hawkins Lane setbacks range from 10 to 30 feet, with the average approximately 18 feet. On Jones Bridge Road, setbacks vary from approximately 25 to 40 feet.

Guidelines:

New construction should maintain the approximate setback and siting patterns established by existing buildings in the district, particularly those which are adjacent to or in close proximity to the new construction.

Existing outbuilding siting patterns should be maintained, with new garages and other structures placed at the rear of lots.

New construction should take the siting and setback of adjoining buildings into particular account.

Landscaping

Landscaping in the historic district is informal, with most lots having small front lawns and a variety of foundation or boundary plantings.

Guideline:

Landscaping around new construction or existing buildings should be informal, in keeping with existing landscaping.

Fences and Other Property Markers

Hawkins Lane residences are generally separated from one another and from the road by bushes and other vegetation rather than fences or walls. In a few instances, property lines are marked by low fences in a variety of materials and styles, the most prevalent being wood picket. There are also

several metal fences and, in front of one house, a low, stuccoed concrete block wall.

On Jones Bridge Road, property lines are marked only by vegetation and there are no fences or walls separating houses from each other or from the road.

Guidelines:

Property owners should be encouraged to use shrubs and trees to mark boundary lines, where such marking is desired.

Where fences are erected, they should be low and inconspicuous, and preferably wood picket or rail.

County Zoning and Land Use Recommendations

As noted above, new development in the historic district can damage or destroy the district's character if it is not carefully planned, both in design and setting. The Bethesda-Chevy Chase Master Plan (adopted April, 1990) indicates that there is a 2.5 acre parcel in the district which is a potential development site. Under existing R-90 zoning (Single-Family Detached Residential), approximately three new single family detached homes could be constructed on the parcel; under the R-90 "Cluster Development" option, which is the recommended development alternative in the Master Plan for new subdivisions in the historic district the number could be as high as nine. (See Appendix 1.)

"Clustering" is an innovative approach to land use planning which allows for higher density in return for the preservation of open spaces and trees. In a cluster subdivision (unlike a subdivision governed by traditional zoning), lots can be of varying shapes and sizes and variations in setbacks are permitted. This flexible approach encourages increased preservation of open spaces, trees, and the natural topography of the land. It is an alternative method of development, not a different zoning category.

Proposals for cluster development are subject to the same review procedures as other subdivision plans. The Montgomery County Planning Board, in reviewing such plans, will be guided by existing site plan review procedures and any conditions for development which may have been laid down in the Master Plan.

Guidelines:

In reviewing proposed new subdivisions it should be noted that R-90 Cluster is the development alternative preferred by district residents and recommended in the Bethesda-Chevy Chase Master Plan.

Both cluster and non-cluster subdivision plans should be compatible with the siting, setback, scale, and massing of existing buildings and should preserve the maximum amount of open space, vegetation, and the existing topography.

In a subdivision plan, road cuts onto Hawkins Lane should be kept to a minimum and the existing character (width and paving) of the Lane retained. Curbs, gutters and sidewalks should not be considered for Hawkins Lane.

The number of new units permitted should be determined by the compatibility of the site plan with surrounding structures and the visual character of the district, not by the maximum number of units allowed under existing zoning regulations.

In order to accommodate new development in a manner compatible with the character of the district, it may be necessary for the County Planning Board to waive certain development regulations (such as the requirement for 25 feet of frontage on a public street for each new lot).

New construction should not include the relocation of existing structures, since relocation is not compatible with the preservation of the district's existing character.

The Secretary of the Interior's Standards for Rehabilitation:

Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

Standard #2: The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Standard #9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Standard #10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

STAFF DISCUSSION

Chapter 24-A 8 (d) states "In the case of an application for work on an historic resource located within an historic district, the **commission shall be lenient in its judgment of plans** for structures of little historical or design significance or for plans **involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district.**" [emphasis added]

The *Design Guidelines for Historic Sites and Districts in Montgomery County, Maryland*, which are to be used as general guidance but not as review criteria, state:

DESIGN OF ALTERATIONS, NEW OR INFILL CONSTRUCTION

While the alteration of historic properties may be proposed, the goal should be to design these changes such that they have no – or little – effect on the integrity of the property. Design any alterations to be compatible with the historic character of the property. Avoid alterations that would hinder the ability to interpret the original design character of the house, as well as those that imply an earlier historic period than that of the building. Design alterations such that damage to historic features or materials is minimal, or avoided entirely. These approaches are generally inappropriate. Design alterations such that damage to historic features or materials is minimal, or avoided entirely.

Similarly, new or infill construction should be designed to fit within the setting of the historic site or district. This requires some planning, as well as an understanding of the development site. The Montgomery County historic preservation program recognizes that while historic districts and sites convey a certain sense of time and place associated with their history, they also remain dynamic, with alterations to existing structures and construction of new buildings occurring over time.

The design guidelines that follow were written to help assure that, when new building occurs, it will be in a manner that reinforces the basic visual characteristics of an area. The guidelines do not require that new buildings must look old. In fact, imitating historic styles found in Montgomery County is generally discouraged. Some people may be confused about this concept; for many, the initial assumption is that any new building should appear to be old. But rather than imitating older buildings, a new design should relate to the traditional design characteristics of a neighborhood while also conveying the stylistic trends of today. New construction may do so by drawing upon some basic building features—such as the way in which a building is located on its site, the manner in which it relates to the street and its basic massing, form and materials—rather than applying conjectural historic detailing to a new building. When these design variables are arranged in a new building to be similar to those seen traditionally in the area, visual compatibility results. Therefore, it is possible to be compatible with the historic context while also producing a design that is distinguishable as being newer.

Overall, the review criteria allow for new construction on this vacant lot in the historic district. This house will front Jones Bridge Road - not Hawkins Lane - so the impact is primarily to the adjacent resources more than the houses along Hawkins Lane.

Staff had initially raised concerns about the width and overall size of the proposed house but at the second Preliminary Consultation the majority of the Commission stated their support for the scale and massing of the house as proposed and recommended that the applicants submit a Historic Area Work Permit application.

Staff discussed with the applicants two noticeable changes from the second preliminary design to the final design for this application. Staff raised concerns about the high brick foundation / water table that will go up to the first floor window sills and also with the use of brick for the front porch wall and the bottom of the screened porch. The applicants' architect supported this feature as creating a strong horizontal line around the house that would be in keeping with the other craftsman elements of the house. Staff notes that a traditional front porch railing may be more compatible with the other houses in the Hawkins Lane historic district. However, using a lenient level of review, staff does not find that the new house as proposed will seriously impair the historic or architectural value of surrounding historic resources or impair the character of the historic district. If the HPC finds that these changes to the house are incompatible with the historic district, a condition for a specific design change(s) can be added to the approval decision.

The applicants are aware that the standing seam metal roofing should not be a heavy pre-fabricated panel system but should be designed to replicate traditional standing seam metal roofs, like the 5V crimp metal roof with a narrow and low seam.

The applicants have minimized the pavement behind the house as much as possible and are proposing to protect and replace trees on the site. While a straight driveway might have been more in keeping with other driveways in the historic district, the applicants had to work around Pepco poles that couldn't be relocated. The garage and shed accessory structure takes cues from the house in materials and design, which the Commission had recommended.

STAFF RECOMMENDATION

Staff recommends that the Commission **approve** the HAWP application as being consistent with Chapter 24A-8(b)(2) and (d);

and with the *Secretary of the Interior's Standards for Rehabilitation*;

and with the general condition that the applicant shall present the **3 permit sets of drawings, if applicable, to Historic Preservation Commission (HPC) staff for review and stamping** prior to submission for the Montgomery County Department of Permitting Services (DPS) building permits;

and with the general condition that the applicant shall notify the Historic Preservation Staff if they propose to make **any alterations** to the approved plans.



HISTORIC PRESERVATION COMMISSION
301/563-3400

**APPLICATION FOR
HISTORIC AREA WORK PERMIT**

Contact Person: ROY ABREU
Daytime Phone No.: (202) 693-4324

Tax Account No.: 00425147
Name of Property Owner: ROY M. & LILLIAN C. ABREU Daytime Phone No.: (202) 693-4324
Address: 2202 LINDEN LANE, SILVER SPRING, MD 20910
Street Number City State Zip Code

Contractor: _____ Phone No.: _____
Contractor Registration No.: _____
Agent for Owner: _____ Daytime Phone No.: _____

LOCATION OF BUILDING/PREMISE

House Number: 4115 Street: JONES BRIDGE ROAD
Town/City: CHEVY CHASE Nearest Cross Street: CONNECTICUT AVE./JONES BRIDGE RD.
Lot: _____ Block: _____ Subdivision: 0502
Liber: _____ Folio: _____ Parcel: P916 MAP: HP41

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CHECK ALL APPLICABLE: Construct Extend Alter/Renovate Move Install Wreck/Raze Revision Repair Revocable

CHECK ALL APPLICABLE: A/C Slab Room Addition Porch Deck Shed Solar Fireplace Woodburning Stove Single Family Fence/Wall (complete Section 4) Other: _____

1B. Construction cost estimate: \$ _____
1C. If this is a revision of a previously approved active permit, see Permit # _____

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. Type of sewage disposal: 01 WSSC 02 Septic 03 Other: _____
2B. Type of water supply: 01 WSSC 02 Well 03 Other: _____

PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. Height _____ feet _____ inches
3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:
 On party line/property line Entirely on land of owner On public right of way/easement

I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

Roy Abreu
Signature of owner or authorized agent
7/5/2013
Date

Approved: _____ For Chairperson, Historic Preservation Commission
Disapproved: _____ Signature: _____ Date: _____
Application/Permit No.: 040902 Date Filed: 7/5/13 Date Issued: _____

7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS

VICTORIA VAN RODEN

4107 JONES BRIDGE ROAD
CHEVY CHASE,
MARYLAND 20815

THOMAS ALBRECHT

4117 JONES BRIDGE ROAD
CHEVY CHASE,
MARYLAND 20815

1. b. WRITTEN DESCRIPTION OF PROJECT

General Description of Project and its effects on the historic resource(s), the environmental setting, and, where applicable, the historic district:

My wife and I, Lillian Abreu and Roy Abreu, are applying for a Historic Area Work Permit to construct a single family home and outbuilding at 4115 Jones Bridge Road, Chevy Chase, Maryland 20815 (Hawkins Lane Historic District).

At our 2nd Preliminary Consultation with the Montgomery County Historic Preservation Commission (HPC), held on May 8, 2013, we received preliminary support for the new construction from a majority of the HPC.

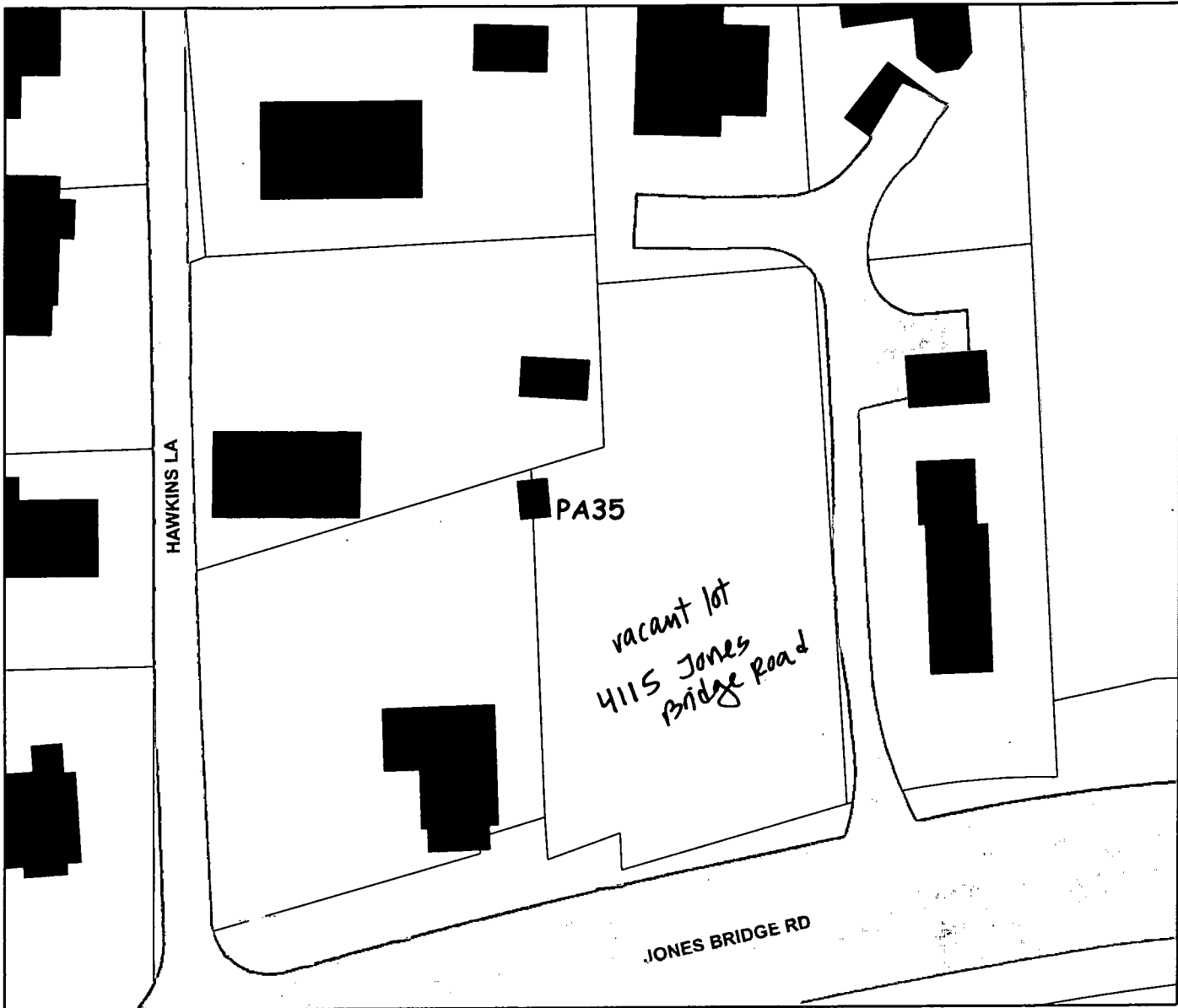
The proposed home is a simplified version of a plan designed by the architect Sarah Susanka. It is a two-story building with a basement, a front porch and a rear screened porch, and is surfaced with stucco. The home has an asphalt shingle (or standing-seam metal) hipped roof. The porches have standing-seam metal roofs. The basement is externally accessible.

The proposed outbuilding is a combination garage/shed. It has an asphalt shingle (or standing-seam metal) hipped roof and stucco walls that match the upper level of the main house. In general, this outbuilding uses details, materials, and framing that match the main house.

The driveway is made of exposed aggregate concrete, which is a material compatibility with the Historic District. We have had to curve the driveway entryway to work around the Pepco light pole located just outside the South-East corner of the property. We were informed by the Senior Engineer at the Montgomery County Traffic Control and Lighting Engineering Team, Division of Traffic Engineering and Operation: "That Montgomery County installed these streetlights along Jones Bridge Road as part of the BRAC (Base Relocation and Closure) project in 2011 and within the Montgomery County public Right-Of-Way. These streetlights were placed in accordance with the Montgomery County streetlight spacing policy. These streetlights were placed at or near the property lines as per policy. Because these streetlights have been installed per current

policy and accepted by the Department of Transportation - Traffic Operations, Montgomery County is unable to relocate the streetlight at this time."

We have paid careful attention to the Architecture, Materials, Placement, Scale and Massing of the new construction that we are proposing. We believe that they are all compatible with the Historic District's Developmental Guidelines. Finally, we are interested in using, environmentally friendly construction methods and materials- passive solar strategies, a highly insulated envelope, radiant heating, Insulating Concrete Forms, and Structural Insulating Panels.



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- Buik
- Park
- Mas
- Loca
- Loca
- Park
- Nati
- Nati
- Nati
- Montgon**
- Marker_c**
- gree
- red
- Parks**
- STATUS**
- Exis
- Prop
- To
- St

0 0.01 0.02 Miles



existing





VICINITY MAP
 JACK MAP PAIR 38, GRID C-8
 SCALE 1" = 200'

GENERAL NOTES:

- CURRENT OWNER OF RECORD: HELEN T. FAIRFAX
- DEED REFERENCE: DEED 2007-04-18-0001
- PROPERTY IS SHOWN IN MONTGOMERY COUNTY TAX ASSESSMENT BOOK, MAP PAGE HP-41 P.14.
- PROPERTY IS RECORDED AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MD IN LIBER 5935 AT FOLIO 116.
- R.C.P. INDICATES REBAR AND CAP FOUND.
- U.F.P. INDICATES UNDERGROUND UTILITY.
- I.F.P. INDICATES IRON PIPE FOUND.
- S.F. INDICATES STONE FOUND.

TOPOGRAPHIC INFORMATION NOTES:

- THE ELEVATIONS SHOWN HEREON HAVE BEEN ESTABLISHED BASED UPON HOUSING VERTICAL DATUM OBTAINED FROM THE HOUSING INTEREST GIS FOR CONTRACT 64195 AS SHOWN ON MISC. 2007-04-18-0001. THE DATUM FOR THIS DATUM HAS BEEN ASSIGNED THE FOLLOWING ELEVATION: 39.00'.
- THE TYPE AND NATURE OF ALL UTILITIES SHOWN HEREON ARE BASED UPON RECORDS AND FIELD SURVEY DATA. ANY UTILITIES SHOWN SHOULD BE VERIFIED WITH ANY UTILITY COMPANY AS-BUILT PLANS OR RECORDS.
- TOPOGRAPHY BY SNIDER & ASSOCIATES

PROPERTY LINE NOTES:

- THE SURVEY, BEARS, AND BOUNDS INFORMATION SHOWN HEREON IS IN THE DATUM OF MONTGOMERY COUNTY, MARYLAND NO. 0711 JONES BRIDGE ROAD RIGHT OF WAY CONSTRUCTION PLANS AND IN THE DATUM OF L. 1924 F. III AND L. 3425 F. 28.
- THE RIGHT OF WAY SHOWN FOR JONES BRIDGE ROAD IS THE RIGHT OF WAY OF THE JONES BRIDGE ROAD P. III AND L. 3425 F. 28 TO MONTGOMERY COUNTY, MARYLAND.

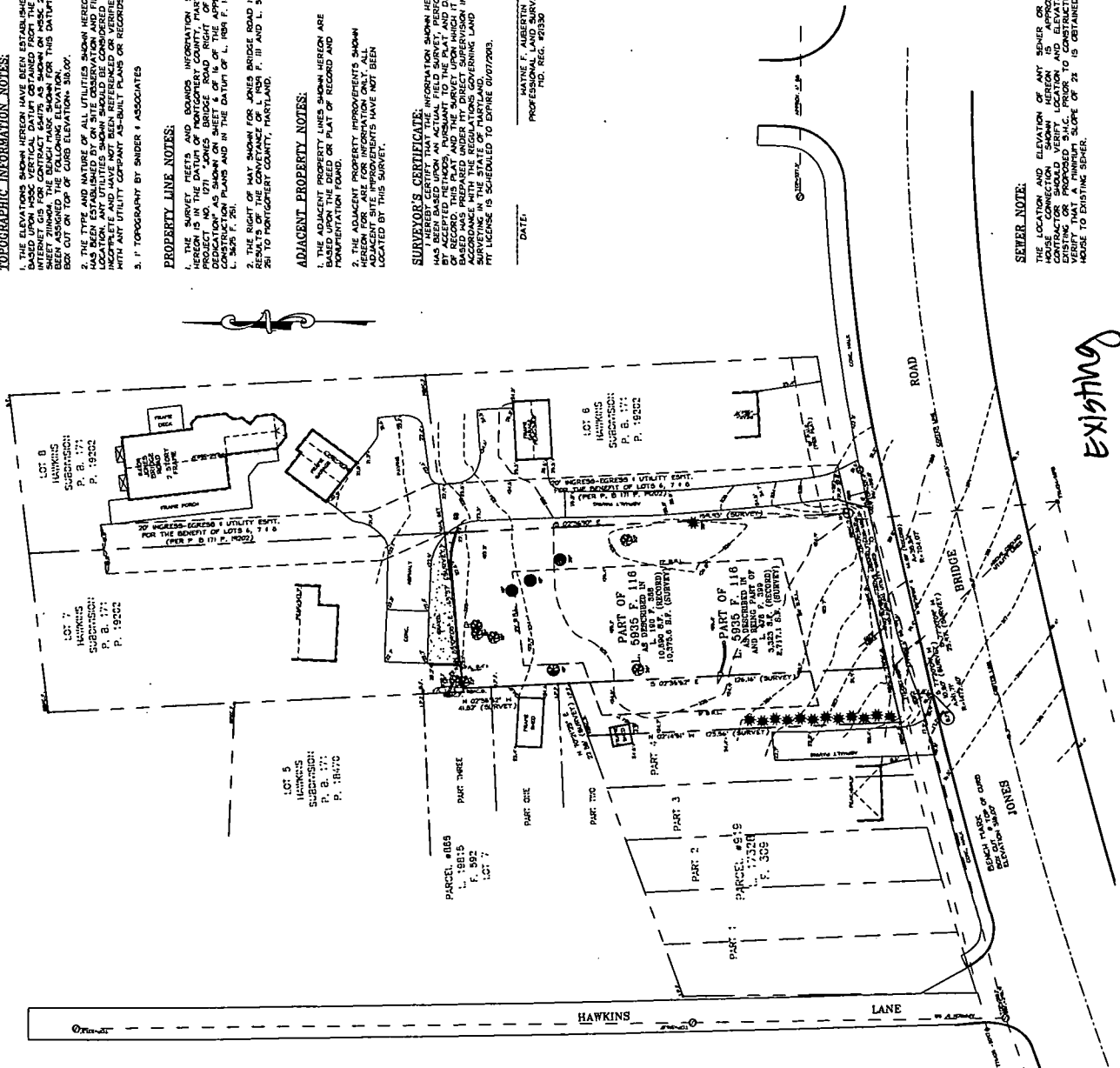
ADJACENT PROPERTY NOTES:

- THE ADJACENT PROPERTY LINES SHOWN HEREON ARE BASED UPON RECORDS AND PLAT OF RECORD AND FIELD SURVEY DATA.
- THE ADJACENT PROPERTY OWNERS/PRIESTS SHOWN HEREON ARE FOR INFORMATION ONLY. ALL ADJACENT SITE IMPROVEMENTS HAVE NOT BEEN LOCATED BY THIS SURVEY.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE INFORMATION SHOWN HEREON WAS OBTAINED FROM THE RECORDS OF THE PLAT AND DEED RECORDS OF MONTGOMERY COUNTY, MARYLAND AND THAT THE SAME WERE PREPARED UNDER THE DIRECT SUPERVISION OF ME AND IN ACCORDANCE WITH THE REGULATIONS GOVERNING LAND SURVEYING IN MONTGOMERY COUNTY, MARYLAND. MY LICENSE IS SCHEDULED TO EXPIRE 09/07/2013.

DATE: _____
 MAYNE F. ALBERTINI
 PROFESSIONAL SURVEYOR
 MD. REG. #27330



SEWER NOTE:

THE LOCATION AND ELEVATION OF ANY SEWER OR WATER HOUSE CONNECTIONS UPON PERSON AND APPROPRIATE EXISTING OR PROPOSED S.H.C. PRIOR TO CONSTRUCTION TO MAINTAIN A MINIMUM SLOPE OF 2% IS OBTAINED FROM HOUSE TO EXISTING SEWER.

Existing

21

ESTABLISHED BUILDING LINE NOTES:

- THERE IS NO ESTABLISHED BUILDING LINE FOR THE PROPERTY SHOWN HEREON. THE BUILDING LINE IS DETERMINED BY THE CONDITIONS FOR METHODS 1, 2, 3, 4 FOR DETERMINING ESTABLISHED BUILDING LINES.
- METHOD 1 (AVERAGE OF ALL HOUSES WITHIN 300') N/A
- METHOD 2 (AVERAGE OF TWO ADJOINING LOTS) N/A
- METHOD 3 (EXISTING HOUSE) NOT APPLICABLE
- METHOD 4 (CORNER LOTS) NOT APPLICABLE
- THE FOLLOWING LOTS WERE EXCLUDED FROM THE CALCULATIONS.

TOPOGRAPHIC SYMBOLS:

- CHERRY TREE
- LOCUST TREE
- MISCELLANEOUS TREE
- PINE TREE
- POPULAR TREE
- GAS VALVE
- ELECTRIC CONNECTION BOX
- LIGHT POLE
- PERCO POLE
- SANITARY SEWER HOUSE CONNECTION
- SANITARY SEWER MANHOLE
- SIGN
- WATER VALVE

ZONING INFORMATION NOTES:

THE ZONING DISTRICT SHOWN HEREON IS ZONED P-40 (RESIDENTIAL). THE ZONING DISTRICT IS SUBJECT TO VERIFICATION BY MONTGOMERY COUNTY ZONING AUTHORITIES.

BUILDING RESTRICTION LINES:

- ESTABLISHED SETBACK: N/A
- FRONT S.R.L.: 30'
- REAR S.R.L.: 30'
- SIDE S.R.L.: 25'
- TOTAL: 25'

1. THE SIDE BUILDING RESTRICTION LINES SHOWN HEREON ARE FOR INFORMATION ONLY AND MAY CHANGE DEPENDING ON FINAL HOUSE PLACEMENT.

**PLAT OF SURVEY,
 ESTABLISHED BUILDING LINE
 AND TOPOGRAPHIC WORKSHEET
 LIBER 5935 FOLIO 116**

LESS AND EXCEPTING
 LIBER 1838 FOLIO 111 AND LIBER 3825 FOLIO 251
 4115 JONES BRIDGE ROAD

H. T. FAIRFAX PROPERTY
 BETHESDA (7th) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 SEPTEMBER, 2012



SCALE: 1" = 20'

SNIDER & ASSOCIATES
 SURVEYORS

80270 GOLDENROD LANE, SUITE 110
 GERMANTOWN, MARYLAND 20876
 301/948-0100 • Fax 301/948-1888

DRAWING PROJECT	C.A.T. 02-2518	COMPUTATION APPROVAL	C.A.T. J.E.S.
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CALL "MISS UTILITY" AT 1-800-257-7777 FOR UTILITY LOCATION AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

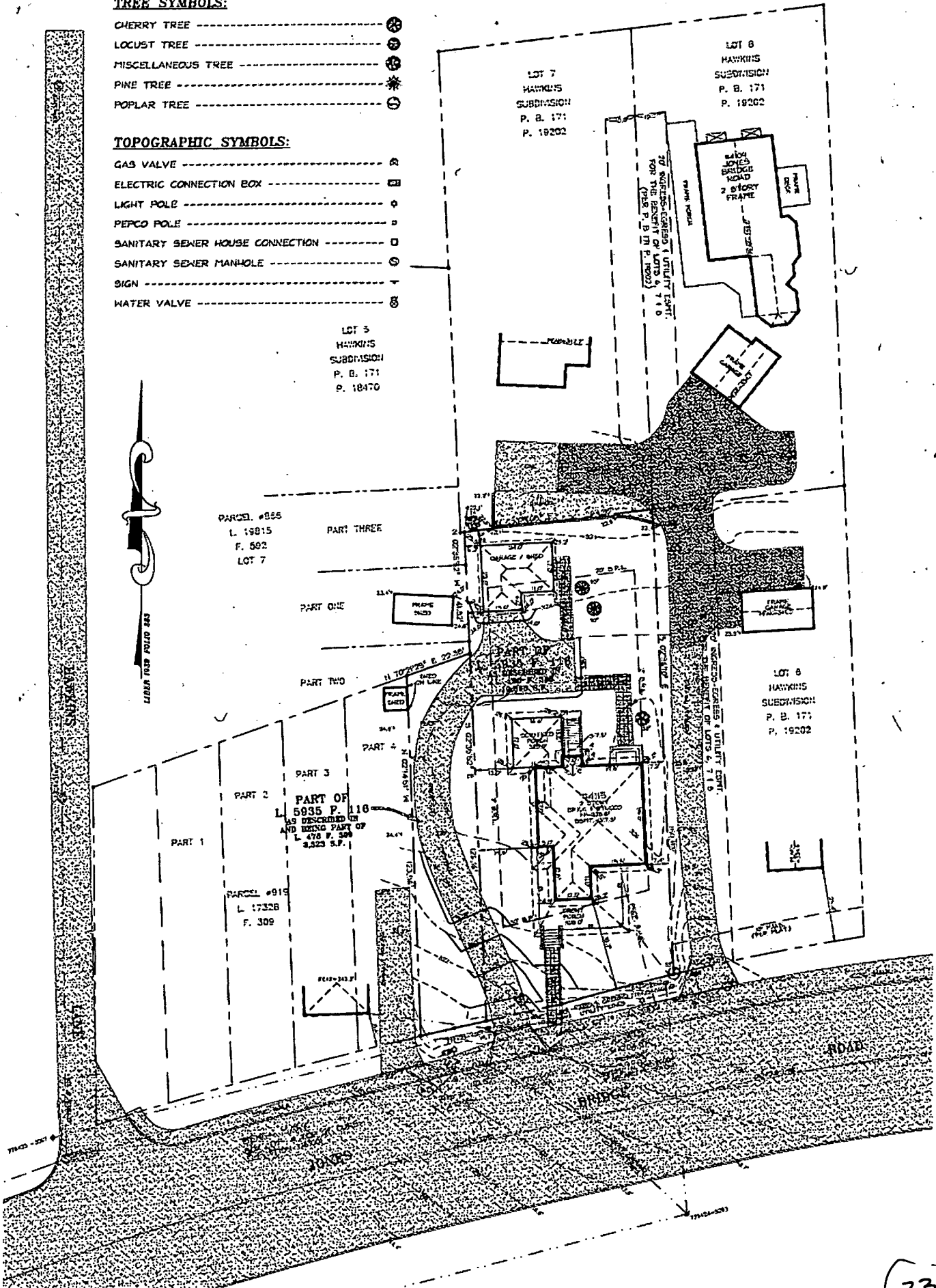
DATE	REVISED
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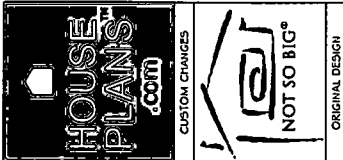
TREE SYMBOLS:

- CHERRY TREE ----- (Symbol)
- LOCUST TREE ----- (Symbol)
- MISCELLANEOUS TREE ----- (Symbol)
- PINE TREE ----- (Symbol)
- POPLAR TREE ----- (Symbol)

TOPOGRAPHIC SYMBOLS:

- GAS VALVE ----- (Symbol)
- ELECTRIC CONNECTION BOX ----- (Symbol)
- LIGHT POLE ----- (Symbol)
- PEPCO POLE ----- (Symbol)
- SANITARY SEWER HOUSE CONNECTION ----- (Symbol)
- SANITARY SEWER MANHOLE ----- (Symbol)
- SIGN ----- (Symbol)
- WATER VALVE ----- (Symbol)



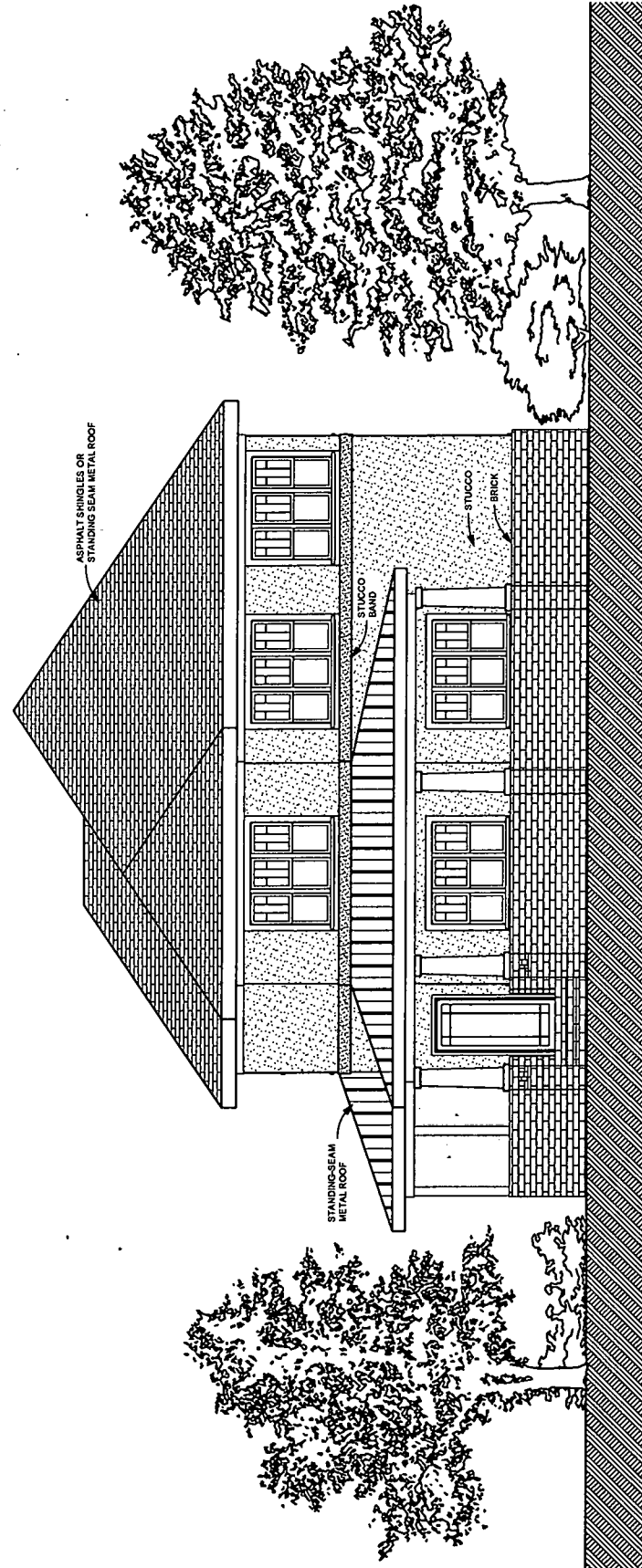


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Roy and Lillian Abreu

DATE: 1/20/20
 DRAWN BY: JCS
 PROJECT: JCS-004
 SHEET: C1.0

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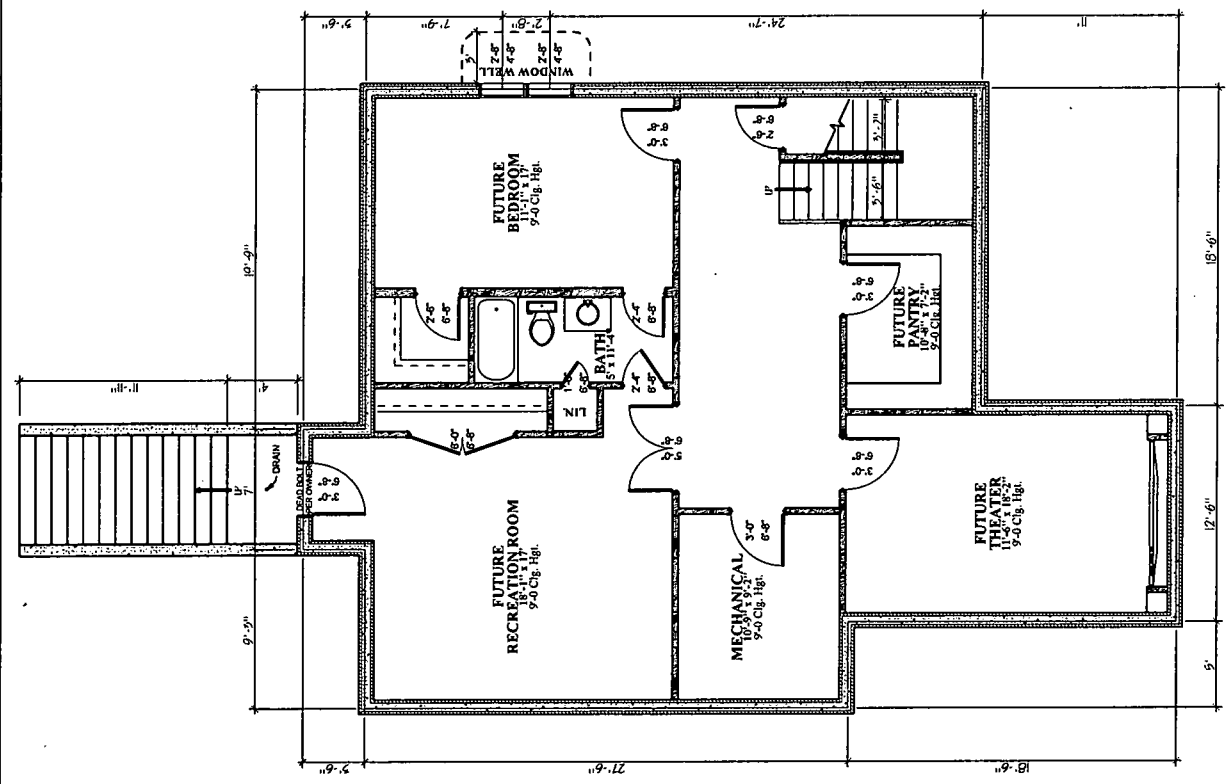
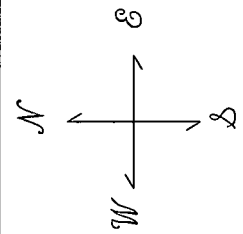
INDEX OF DRAWINGS	
SHEET #	TITLE
C1.0	COVER SHEET
A1.0	BASEMENT FLOOR PLAN
A1.1	MAIN FLOOR PLAN
A1.2	UPPER FLOOR PLAN
A1.3	ROOF PLAN
A1.4	GARAGE / SHED PLAN
A2.0	SOUTH ELEVATION
A2.1	WEST ELEVATION
A2.2	NORTH ELEVATION
A2.3	EAST ELEVATION
A2.4	GARAGE ELEVATIONS

SQ. FOOTAGE	
MAIN FLOOR	1,217 Sq Ft
UPPER FLOOR	1,175 Sq Ft
GROSS LIVING AREA	2,392 Sq Ft
BSMT FLOOR	1,193 Sq Ft
FRONT PORCH	488 Sq Ft
SCREENED PORCH	278 Sq Ft

LIVING AREA ROOMS	
BEDROOMS	3
BATHROOMS	3
GREAT ROOM	1
KITCHEN	1
DINING	1
STUDY	1
LAUNDRY	1
MUD ROOM	1
MECHANICAL	1

DIMENSIONS	
MAIN HOUSE	
WIDTH	36 FT
DEPTH	49.5 FT
HEIGHT	33 FT
GARAGE	
WIDTH	13 FT
DEPTH	23 FT
SHED	
WIDTH	11 FT
DEPTH	17 FT
GARAGE / SHED	
HEIGHT	15 FT

1 COVER SHEET
 NOT TO SCALE



1 BASEMENT FLOOR PLAN
SCALE: 3/32" = 1'-0"

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ROY AND LILLIAN ABREU

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DATE	: 2/1/20
REVISION	: AS NOTED
PROJECT	: 2000-004
SHEET	

A1.0

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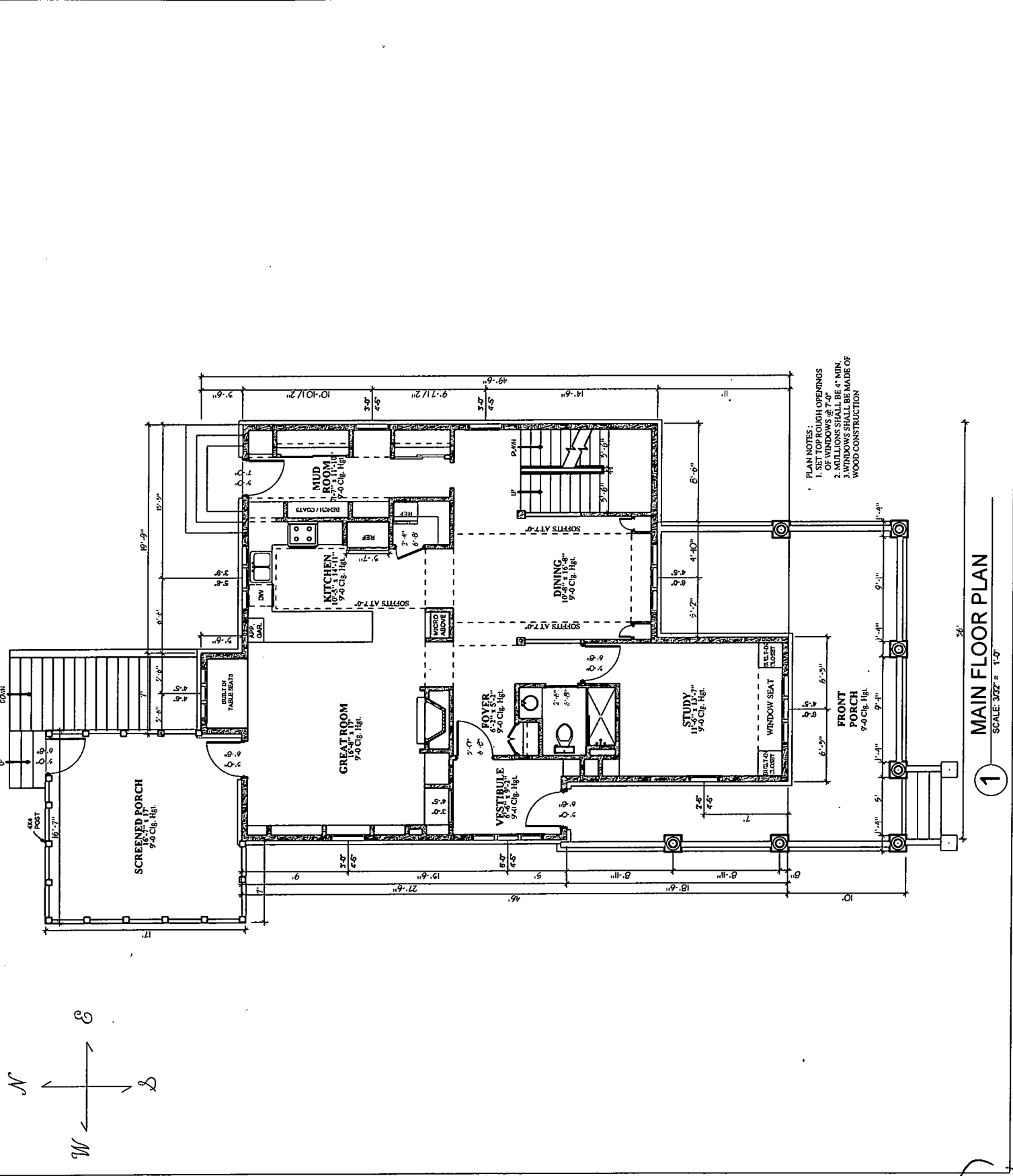
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DATE	: 10/20/04
SCALE	: AS SHOWN
DRAWN BY	: DCB
PROJECT	: Anna 04A
SHEET	

A1.1

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1 MAIN FLOOR PLAN
 SCALE: 3/32" = 1'-0"

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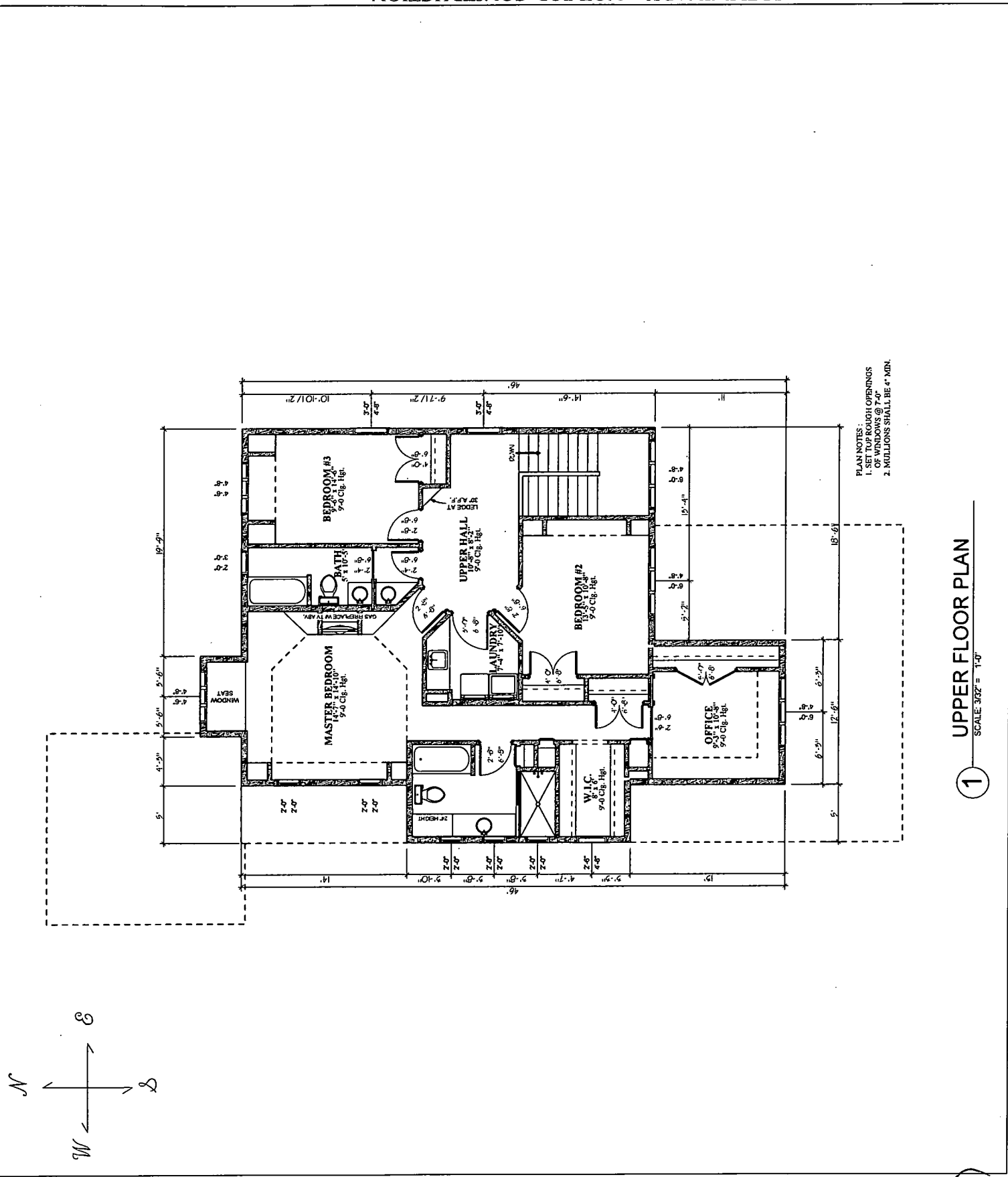
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Roy and Lillian Abreu

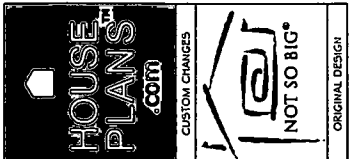
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DRAWN BY	: DCS
PROJECT	: Abreu 0041
SHEET	

A1.2

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1 UPPER FLOOR PLAN
 SCALE: 3/32" = 1'-0"



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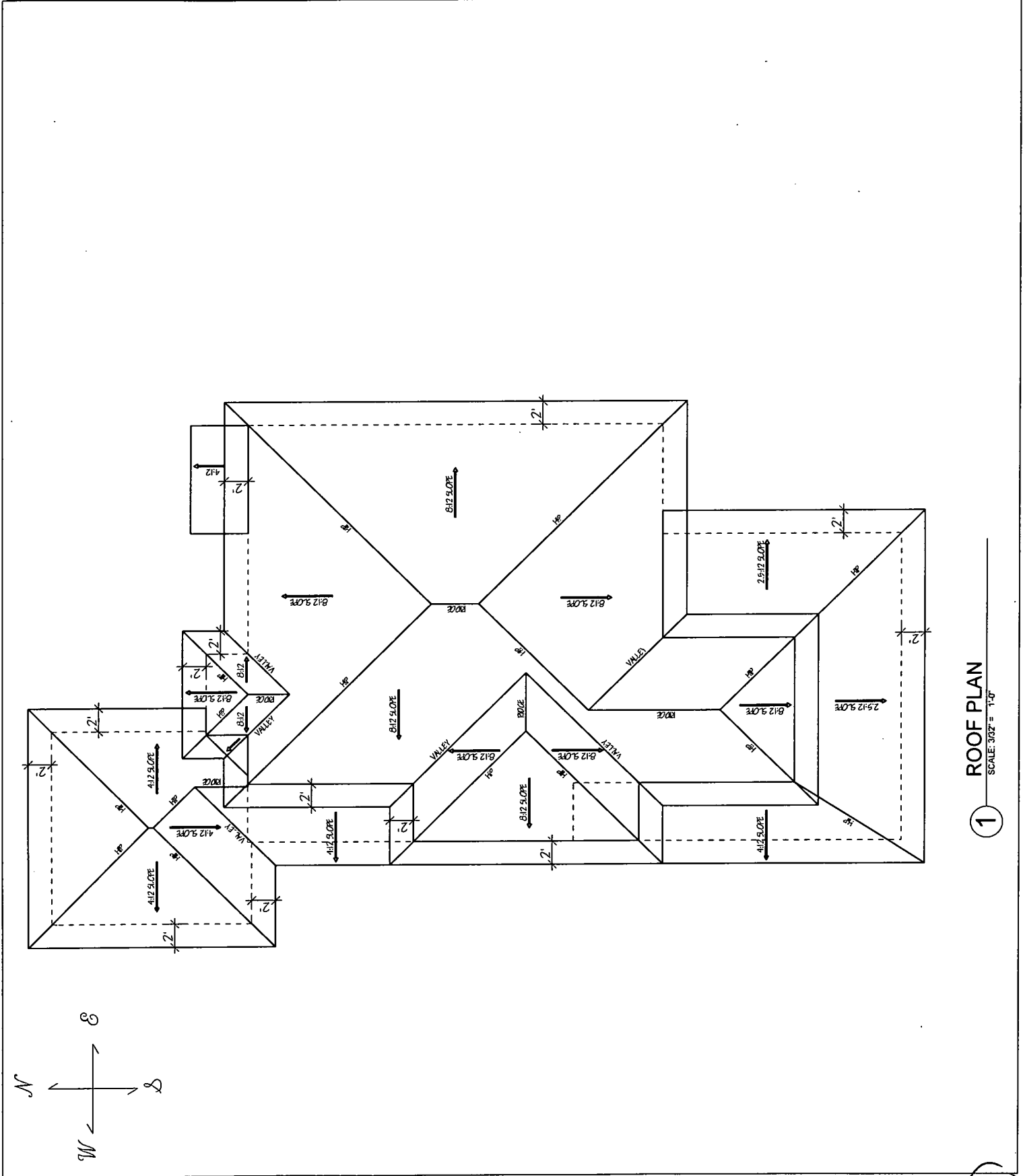
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Roy and Lillian Abreu

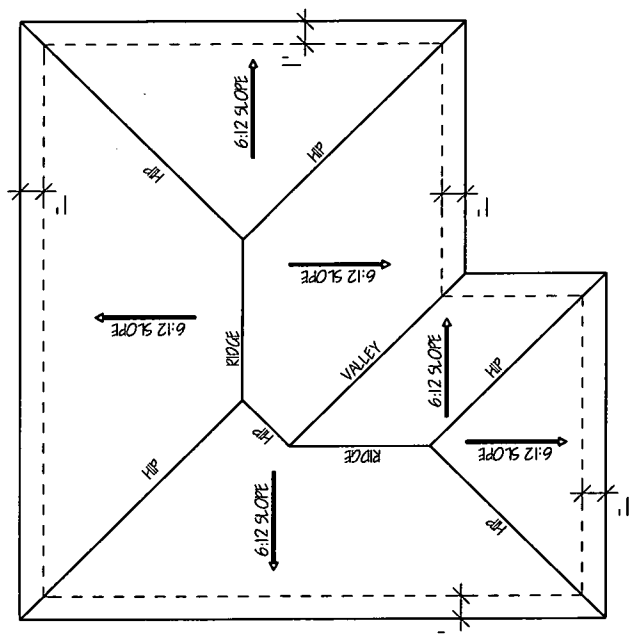
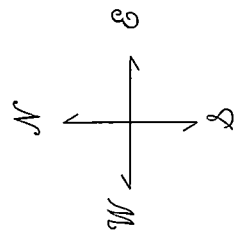
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A1.3

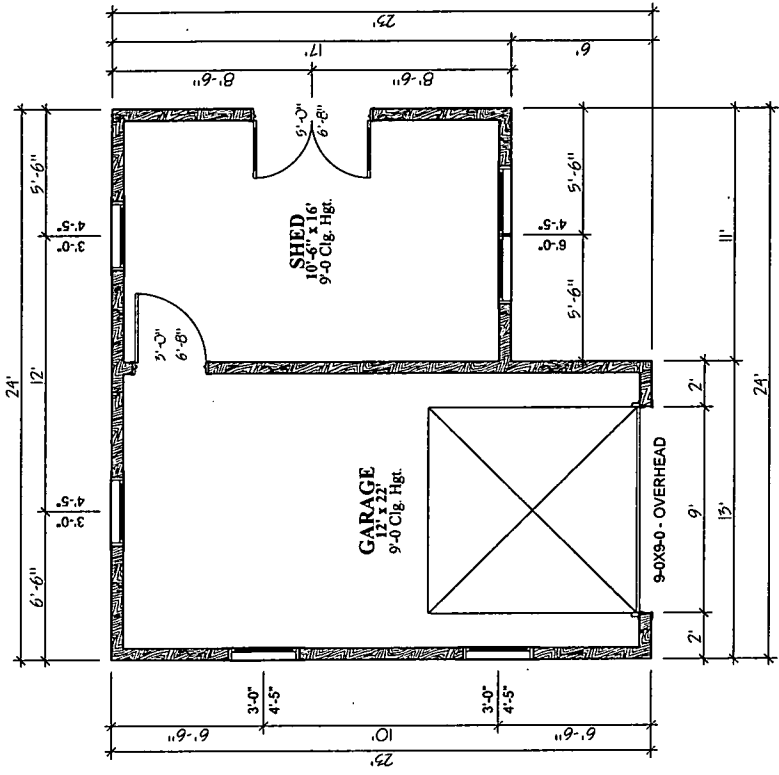
PRELIMINARY - NOT FOR CONSTRUCTION



1 ROOF PLAN
 SCALE: 3/32" = 1'-0"



2 GARAGE / SHED ROOF
SCALE: 1/8" = 1'-0"



1 GARAGE / SHED FLOOR PLAN
SCALE: 1/8" = 1'-0"

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ROY AND LILLIAN ABREU

Roy and Lillian Abreu

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PROJECT	: JAMES G4
SHEET	

A1.4

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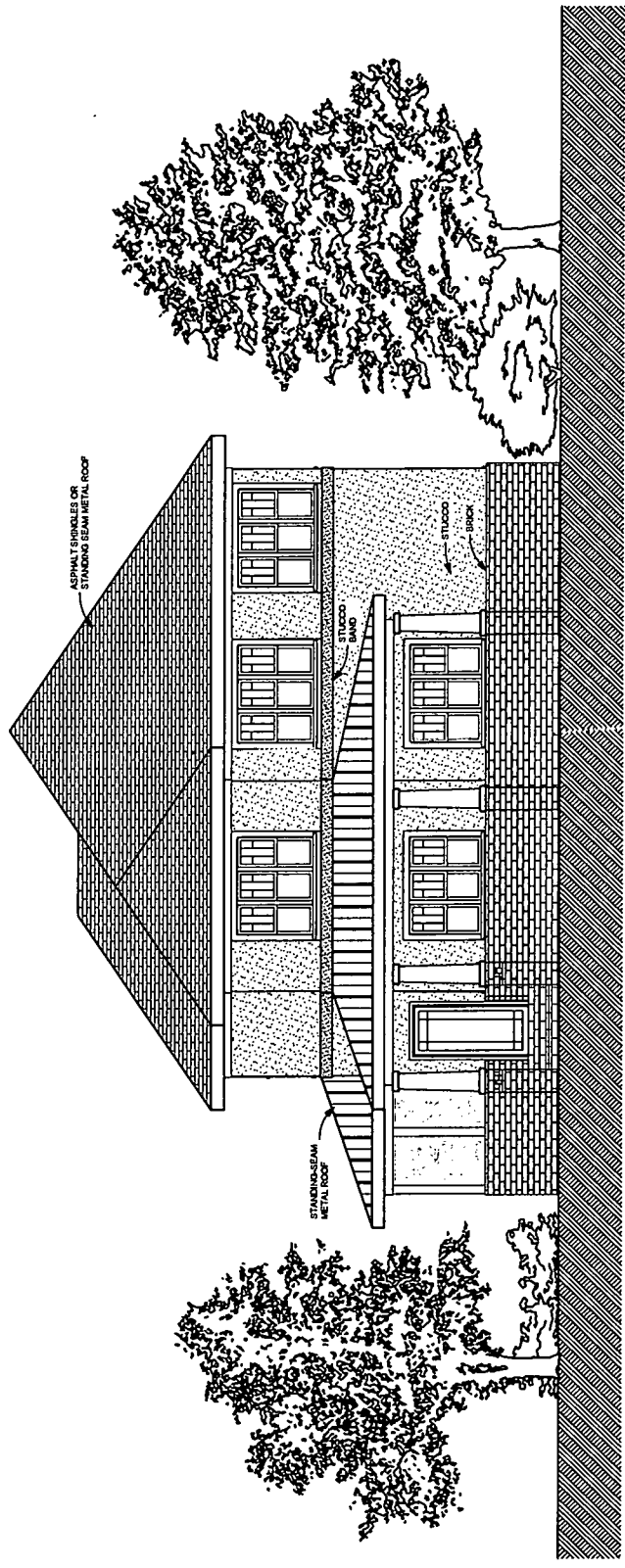
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Roy and Lillian Abreu

DATE	: 11/12/20
SCALE	: AS SHOWN
DESIGNED BY	: DCB
PROJECT	: A2.0

A2.0

PRELIMINARY - NOT FOR CONSTRUCTION



1 SOUTH ELEVATION
 SCALE 3/32" = 1'-0"

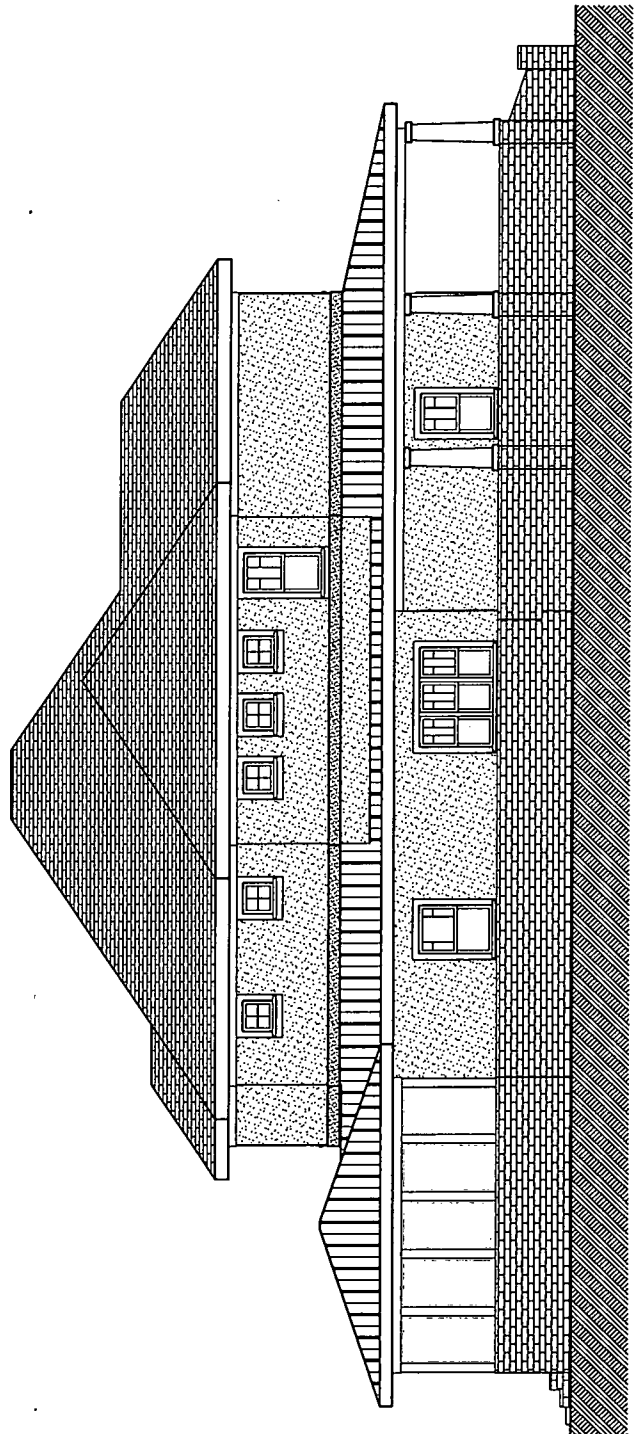
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 PROJECT: 3027 - 1-07
 DATE: 01/15/11
 DRAWN BY: J. D. COX
 PROJECT: A2.1
 SHEET: 31

Roy and Lillian Abreu

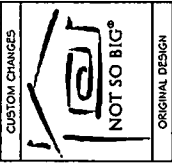
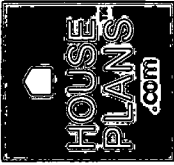
DATE : 01/15/11
 SCALE : A3/NOT
 DRAWN BY : J. D. COX
 PROJECT : A2.1
 SHEET : 31

A2.1

PRELIMINARY - NOT FOR CONSTRUCTION



1 WEST ELEVATION
 SCALE: 3/32" = 1'-0"



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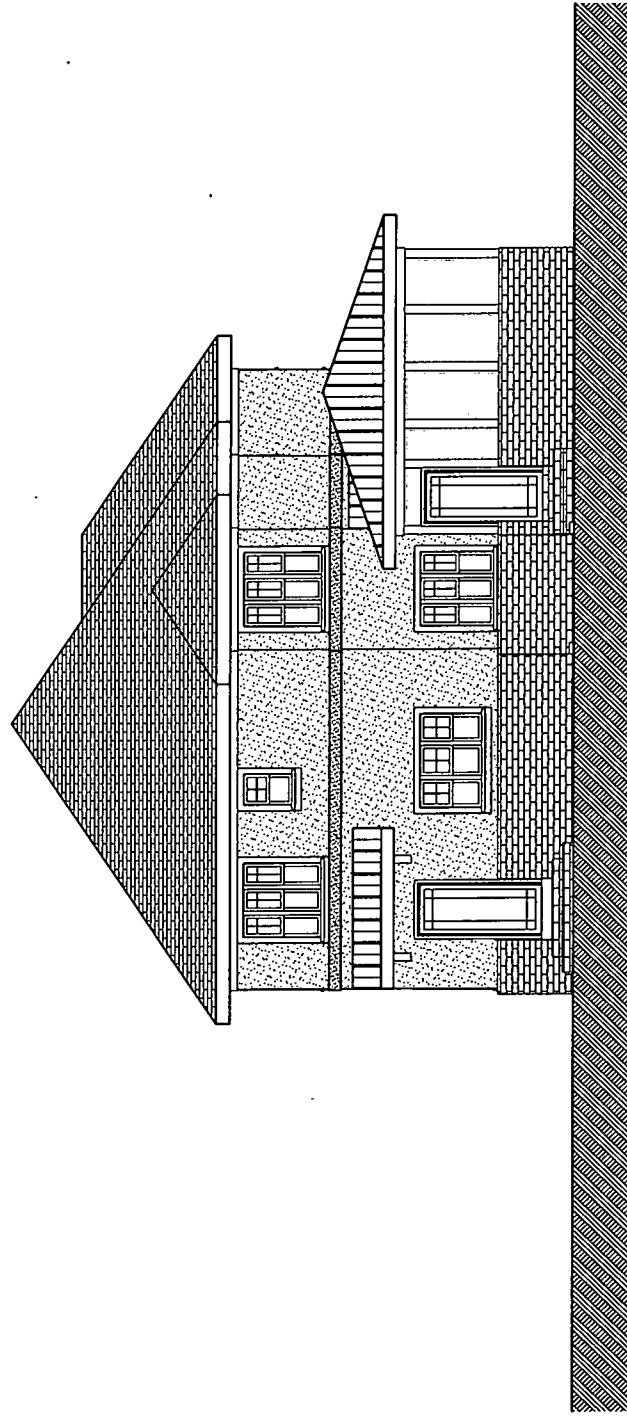
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Roy and Lillian Abreu

DATE	: 11/20/08
DESIGNER	: A2.2
PROJECT	: 302
PROJECT	: JAMES GIL
PROJECT	: STREET

A2.2

PRELIMINARY - NOT FOR CONSTRUCTION



1 NORTH ELEVATION
 SCALE: 3/32" = 1'-0"

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 ORIGINAL DESIGN

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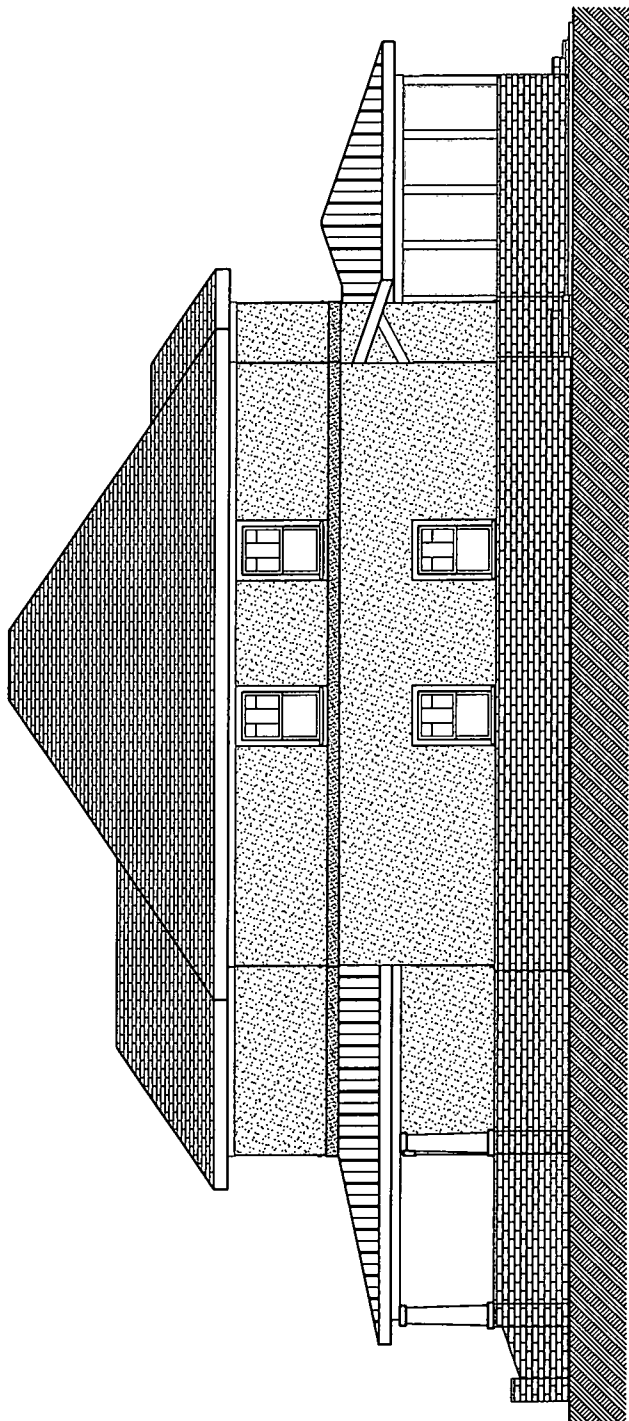
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Roy and Lillian Abreu

DATE	: 2/17/20
SCALE	: AS NOTED
DRAWN BY	: DCD
PROJECT	: Avon-044
SHEET	

A2.3

PRELIMINARY - NOT FOR CONSTRUCTION



1 EAST ELEVATION
 SCALE 3/32" = 1'-0"

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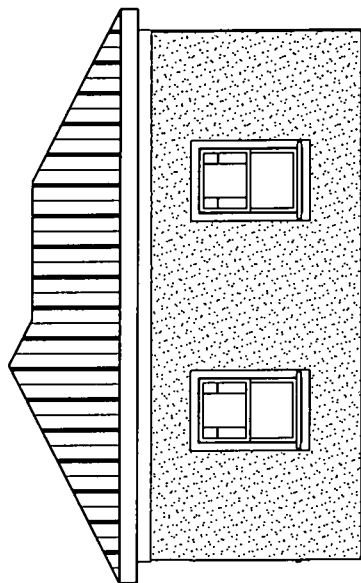
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Roy and Lillian Abreu

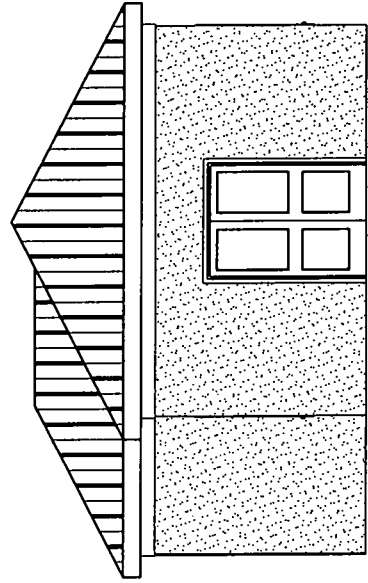
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DRAWN BY	: DCS
PROJECT	: ABRU-004
SHEET	

A2.4

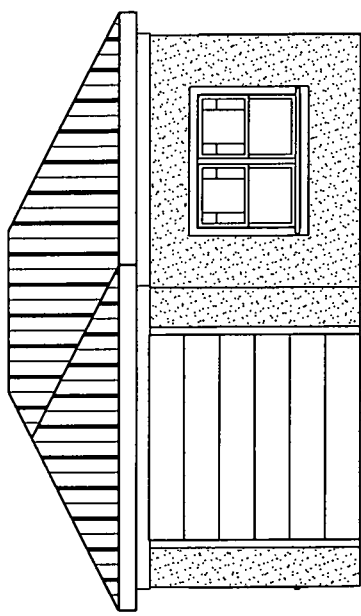
PRELIMINARY - NOT FOR CONSTRUCTION



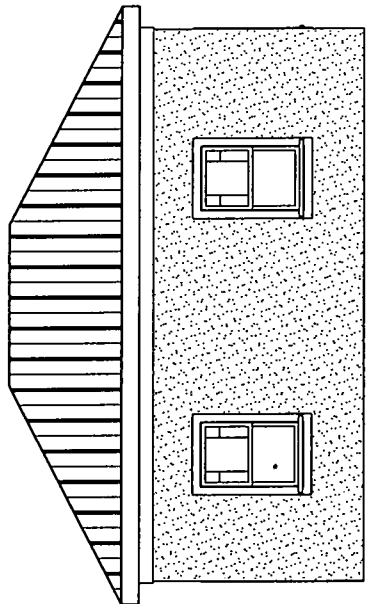
2 WEST ELEVATION
 SCALE: 1/8" = 1'-0"



4 EAST ELEVATION
 SCALE: 1/8" = 1'-0"



1 SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION
 SCALE: 1/8" = 1'-0"

RATIOS

8826
(Parcel)

8822
CR = 13.74%

8818
CR = 13.66%
FR = 58.40%
WCR = 134.00%

8816
CR = 14.25%

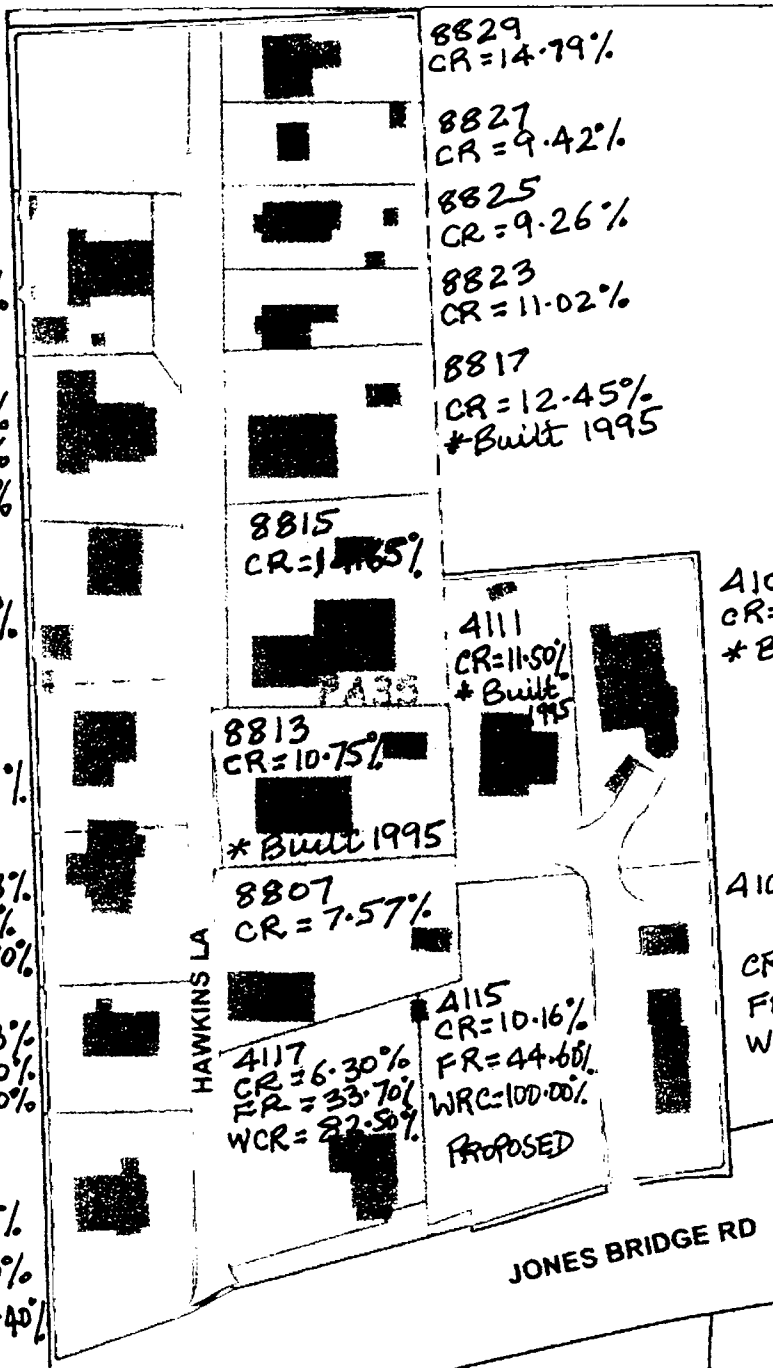
8812
CR = 17.91%

8810
CR = 20.33%
FR = 58.90%
WCR = 123.70%

8806
CR = 18.03%
FR = 44.30%
WCR = 69.60%

4201

Coverage Ratio = 11.74%
Frontage Ratio = 45.70%
Width Comparison Ratio = 95.40%



35
~~81~~
~~30~~

*

Tree Replacement and Protection Plan

Keith C. Pithford, an International Society of Arboriculture (ISA) certified arborist and Maryland licensed tree expert and forester, surveyed the trees on our property on April 8, 2013. He prepared the Tree Site Plan, Tree Inventory and Report that I have included in this package.

He found that, *in general, the trees on the site are not desirable due to their species and condition.* However, of the 22 trees he surveyed, he identified nine (9) trees as *preservation candidates.* In particular, he has labeled these trees on the Tree Site Plan as numbers 9, 14, 15, 16, 17, 19, 20, 21 and 22. Of these, our plans call for:

- Replacing numbers 9, 14, 15, 16, and 17.
- Protecting numbers 19, 20, 21, and 22.

Tree Replacement Plan

For the five (5) trees we propose to replace, our Replacement Plan calls for selecting replacements from species that are native to Montgomery County, thrive naturally in the County, and are relatively disease resistant. The Town of Chevy Chase has published a list of acceptable replacement canopy trees—Oaks, American Beech, Maples, Ash, Sweet Gum, Black Gum, Tulip Poplar, and American Elm. We propose to use this list as a guide. We will consult with Mr. Pithford to ensure that the trees are selected with the site in mind. We intend to have the trees planted in the, relatively open, North East and South East corners of the site. We will use planting services provided by a professional landscaping company. To meet the applicable requirements, we propose a one-to-one replacement; however, we fully intend to plant other desirable trees, shrubs and flowers.

Alternatively, if the option to pay into a "replacement tree" fund is available, we would like to consider this option to satisfy our obligations in this matter.

Tree Protection Plan

For the four (4) trees that we mean to preserve, we propose to activate our Protection Plan once we have finalized the Site Plan for the home, outbuilding, driveway and walkways. This plan will be designed to offset or mitigate the impacts of the home construction activities; thereby protecting the trees identified above. I have already discuss this with Mr. Pithford and he has agreed to work with the builder that we contract with to develop and implement a "tree save" plan.

PARCEL #855
L. 19815
F. 592
LOT 7

PART THREE

PART ONE

PART TWO

PART 3

PART 2

PARCEL #919
L. 17328
F. 309

PART 4

PART OF
L. 5935 F. 116
AS DESCRIBED IN
L. 190 F. 388
10,890 S.F. (RECORD)
10,375.8 S.F. (SURVEY)

PART OF
L. 5935 F. 116
AS DESCRIBED IN
AND BEING PART OF
L. 478 F. 399
3,323 S.F. (RECORD)
2,717.1 S.F. (SURVEY)

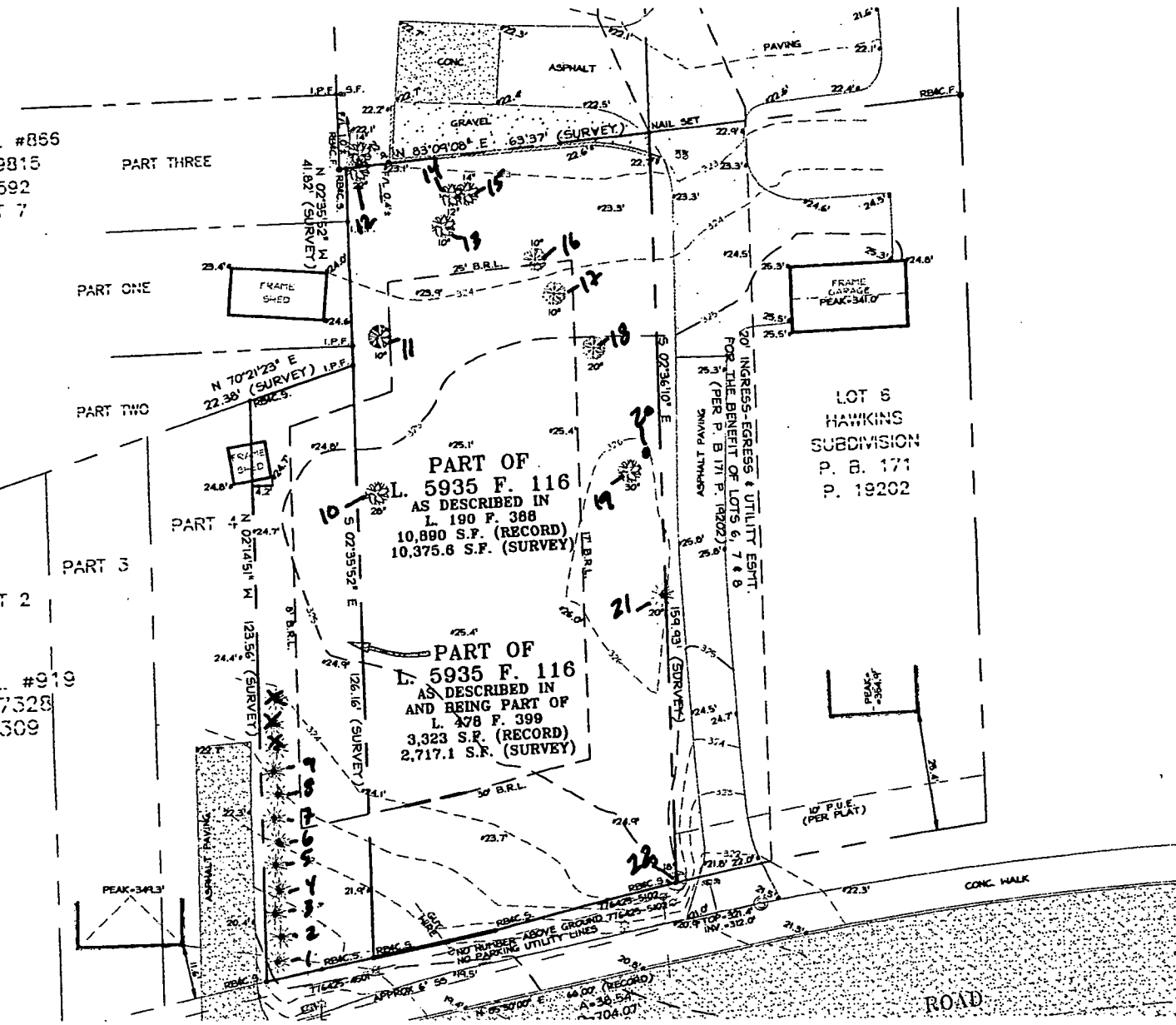
LOT 6
HAWKINS
SUBDIVISION
P. B. 171
P. 19202

10' INGRESS-EGRESS & UTILITY EIGHT.
FOR THE BENEFIT OF LOTS 6, 7 & 8
(PER P. B. 171 P. 19202)

10' P.U.E.
(PER PLAT)

CONC. WALK

ROAD



6. TREE SURVEY (and Tree Replacement and Protection Plan)



PITCHFORDASSOCIATES
arboriculture + environmental consulting

April 8, 2013

Mr. Roy M. Abreu
4115 Jones Bridge Road
Bethesda, MD 20815

Dear Mr. Abreu:

At your request, I have surveyed the trees on the property that were identified on the site map prepared by Snider & Associates Surveyors. I conducted this survey in your presence, on 8 April 2013.

This survey identifies 21 trees for which I have determined their diameter size (in inches at breast height), the common and scientific names, their condition and comments on the trees health. You will see that I have also included a column for preservation potential. I have simply commented here on whether the tree is worth of preservation consideration.

In general, the trees on this site are not desirable due to either their species, or condition. However, there are a few that I identified as preservation candidates. These are the trees that have a condition rating of "Good/Fair," or better. In particular, these are trees #9, 14, 15, 16, 17, 19, 20 and 22. Once you have finalized a site plan for your house, I can work with the engineering firm to complete a tree save plan.

Unfortunately, the row of Leyland cypress to the left of the lot is in fair to poor condition. They have received quite a bit of storm damage, and there is also a lot of dead wood in most of the trees. The only tree here that is in decent condition is tree #9, all of the others are not preservation candidates.

Thank you for the opportunity to provide this survey. Please let me know if you have any other questions.

Sincerely,

Keith C. Pitchford
ISA Certified Arborist, MA-0178
ISA Certified Tree Risk Assessor, #922
MD Licensed Tree Expert, #589
MD Licensed Forester, #675



PITCHFORDASSOCIATES
arboriculture + environmental consulting

TREE SURVEY - ABREU PROPERTY
4115 JONES BRIDGE ROAD, BETHESDA, MD
April 8, 2013

Tree #	Common name	Scientific name	Diameter (in)	Retention potential	Condition	Comments
1	Leyland cypress	x <i>Cupressocyparis leylandii</i>	11, 7, 4	No	Fair/Poor	Seiridium canker, dead wood
2	Leyland cypress	x <i>Cupressocyparis leylandii</i>	11	No	Fair/Poor	dead wood in lower canopy
3	Leyland cypress	x <i>Cupressocyparis leylandii</i>	13, 8	No	Fair/Poor	storm damage, d/w
4	Leyland cypress	x <i>Cupressocyparis leylandii</i>	8, 6, 4	No	Fair/Poor	storm damage, d/w
5	Leyland cypress	x <i>Cupressocyparis leylandii</i>	13	No	Fair/Poor	storm damage, d/w
6	Leyland cypress	x <i>Cupressocyparis leylandii</i>	13	No	Fair/Poor	storm damage, d/w
7	Leyland cypress	x <i>Cupressocyparis leylandii</i>	10, 5.5, 4	No	Poor	storm damage, d/w
8	Leyland cypress	x <i>Cupressocyparis leylandii</i>	10	No	Fair/Poor	storm damage, d/w
9	Leyland cypress	x <i>Cupressocyparis leylandii</i>	10, 7	Yes	Good/Fair	some d/w, better tree
10	White mulberry	<i>Morus alba</i>	10, 14, 15	No	Poor	falling apart
11	Black cherry	<i>Prunus serotina</i>	10	No	Poor	falling apart, almost dead
12	Black locust	<i>Robinia pseudoacacia</i>	27.5	No	Poor	hazardous, falling apart
13	White mulberry	<i>Morus alba</i>	10	No	Fair/Poor	major deadwood
14	White mulberry	<i>Morus alba</i>	11.5	Yes	Good/Fair	better tree, remove ivy
15	White mulberry	<i>Morus alba</i>	13	Yes	Good/Fair	better tree, remove ivy
16	Black locust	<i>Robinia pseudoacacia</i>	11	Yes	Good/Fair	major deadwood
17	Black locust	<i>Robinia pseudoacacia</i>	13.5	Yes	Good/Fair	major d/w, remove ivy
18	Black locust	<i>Robinia pseudoacacia</i>	19	No	Fair	phototropic lean, d/w, included bark
19	White mulberry	<i>Morus alba</i>	19, 12	Yes	Good/Fair	remove lead over lot, keep other, major d/w
20	White mulberry	<i>Morus alba</i>	10	Yes	Good/Fair	lean over drive, ivy, d/w
21	Eastern white pine	<i>Pinus strobus</i>	15	Yes	Good	nice tree
22	Tulip poplar	<i>Liriodendron tulipifera</i>	12.5	Yes	Good/Fair	vines, but okay



HISTORIC PRESERVATION COMMISSION

Isiah Leggett
County Executive

Leslie Miles
Chairperson

May 9, 2013

Mr. Roy Abreu
4115 Jones Bridge Road
Bethesda, Maryland 20815

Re: Removal of (8) leyland cypress 11", 11", 13", 8", 13", 13", 10", 10"; black cherry 10"; (2) white mulberry 10, 10"; (2) black locust 27", 19"; tree(s) in the Hawkins Lane Historic District

Dear Roy Abreu,

I have received your arborist's report dated 4/8/2013 regarding the above-referenced tree(s), which documents the assessment that this tree(s) is dead/dying or a hazard and in severe decline.

Therefore, due to the health and hazard of the subject tree(s), the Historic Preservation Commission authorizes the removal of the tree.

This letter serves as your permission to remove the tree(s) without further review by the HPC. If you have any additional questions, please do not hesitate to contact me at 301-563-3400.

Sincerely,



Kevin Manarolla

Kevin Manarolla,
Senior Administrative Specialist
Historic Preservation Section, M-NCPPC



5. Photographs





Hawkins Lane

4117

★
4115
Lot

4107

P.O.



Hawkins Lane

4117

★
4115
Lot

4107

North Chevy Chase Park

vacant lot at 4115



4107

44
~~39~~

4117



4B

35



46
36



4117

47

~~37~~



4107

48

~~38~~



view from Hawkins Lane through to back of
lot at 4115 Jones Bridge Road

49
~~39~~

Houses in Hawkins Lane Historic District



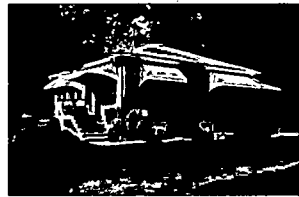
4109 Jones Br Rd 10-20-11 C



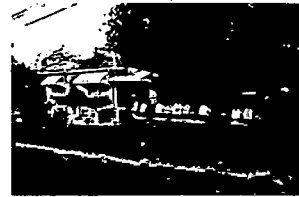
BR Rd from Hawkins Ln 10-20-11 CLKell



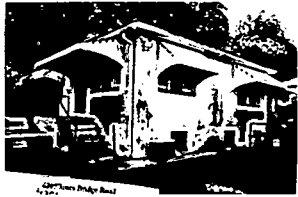
Jones Br Rd 10-20-11 CLKell



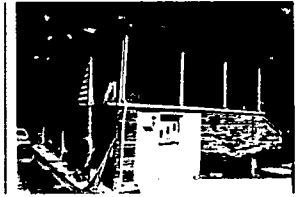
Jones Br Rd 10-20-11 CLKell



Jones Br Rd 10-20-11 CLKell



Samuel Hawkins Hse (1954) 6



8806 Hawkins Lane 001



3 Hawkins Ln 10-20-11 CLKell



Hawkins Ln 10-20-11 CLKelly



8807 Hawkins Lane 001



7 Hawkins Ln 10-20-11 CLKell



7 Hawkins Ln 10-20-11 CLKell



8810 Hawkins Lane 002



Hawkins Ln 10-20-11 CLKelly



8812 Hawkins Lane 002



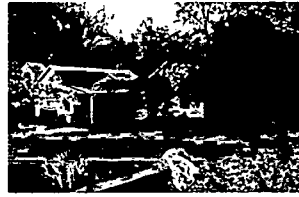
Hawkins Ln 10-20-11 CLKelly



Hawkins Ln 10-20-11 CLKelly



5 Hawkins Ln 10-20-11 CLKell



15 Hawkins Ln 10-20-11 CLKelly



3815 Lulu Hawkins Hse (1928)



816 Hawkins Lane- late 1950:



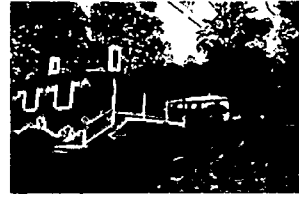
Hawkins Ln 10-20-11 CLKelly



Hawkins Ln 10-20-11 CLKelly



17 Hawkins Ln 10-20-11 CLKelly



8822 Hawkins Ln 10-20-11 C



818 Ella Hawkins House (1928)



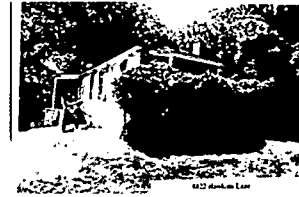
8818 Hawkins Lane 001



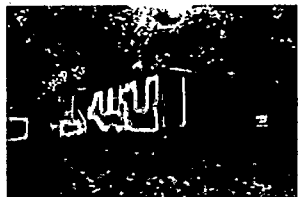
3 Hawkins Ln 10-20-11 CLKell



18 Hawkins Ln 10-20-11 CLKelly



8822 Hawkins Lane (1928)



22 Hawkins Ln 10-20-11 CLKelly



8823 Hawkins Lane (1938)



25 Hawkins 10-20-11 CLKelly



25 Hawkins 10-20-11 CLKelly



825 Hawkins 10-20-11 CLKell

(50) (40) (45)



8825 Hawkins Lane (1938)



8825 Hawkins 10-20-11 CLK



8825 Hawkins 10-20-11 CLK



& 8825 Hawkins 10-20-11 CL



8827 Hawkins Lane (1938)



8827 Hawkins Ln 10-20-11 CLKell



8827 Hawkins Ln 10-20-11 CLKell



8823 Hawkins (LtoR) 10-20-11



8823 Hawkins (LtoR) 10-20-11



8829 Hawkins 10-20-11 CLKell



8829 Hawkins Lane (1938)



driveway across Hawkins Lane



driveway down Hawkins Lane



similar house design (but not same)



Frank Lloyd Wright house



4 houses in Takoma Park Historic District







57

May 8, 2013 HPC Meeting Transcript

MR. KIRWAN: Thank you. Okay. The next case tonight is Case 2A. It's a preliminary consultation at, sorry, 4115 Jones Bridge Road in Chevy Chase. We can have a staff report.

MS. FOTHERGILL: Sure. This is the second preliminary consultation for new construction in the Hawkins Lane Historic District. We do have three new commissioners here tonight who had the benefit of reviewing the transcript and the previous plans; so everyone can weigh in tonight. But one thing that was noted in the previous staff report and is not as clear in this one is that, for those of you who are new and not familiar with the Hawkins Lane Historic District, this lot fronts Jones Bridge Road as opposed to Hawkins Lane, and so the impact to the historic district is different, in staff's opinion, than new construction along Hawkins Lane, and we can talk more about that as we go through the slides. But here is the lot. It is between two, between two contributing resources in the historic district. You can see the one to the right. There's also two new houses built behind it, and you can see one of them in the background of this photo. This is the house to the left, and to the left of this house is Hawkins Lane. This is closer of the lot. The -- this is from Hawkins Lane, looking through to where the new house would be constructed and just to give you a sense of the visibility from Hawkins Lane of the new house.

So the applicants came to the Commission for their first preliminary consultation on March 27th, and the plans from that discussion are in your staff report. Circle 73, 81 of the transcript, as I mentioned, is in your staff report. The original site plan, which is on page 72, you will see -- and you can see it in the dotted lines here -- had two outbuildings, which the applicants have now combined into one garage/shed building, which was definitely a suggestion made at the preliminary, first preliminary consultation. And the other significant change that you can see here is that the screened porch has been pushed almost entirely to the rear with a small amount extending beyond the side plane, and whereas before it was further forward and more, more side extension.

The applicants are proposing a two-story house, you can see in this streetscape view. It's approximately 33 feet tall from grade to the roof ridge, with a footprint of approximately 1200 square feet, which doesn't include the porches. The proposed house is brick on the first floor and stucco on the second floor. None of -- and none of the materials, I don't believe, have changed from the first preliminary consultation. It has an asphalt shingle hipped roof, has a front porch, a rear screened porch. The porches have metal roofs. The front porch has a traditional wooden porch railing, and then they're proposing wood double-hung windows and doors with simulated divided lights.

The applicants, as I mentioned, are also proposing to construct an L-shaped detached 13 by 23 single-car garage connected to an 11 by 17 shed. The garage/shed outbuilding will have a metal hipped roof and materials to match the house. The driveway, there was some discussion about material of the driveway at the first preliminary consultation, and the applicants are now proposing exposed aggregate concrete, which was one of the materials that was suggested for durability and walkability and also compatibility with the historic district. It's 12 feet wide, which we determined in the first preliminary consultation is an appropriate width within this historic district. And the applicants are proposing to remove four trees for the construction of the garage and nine trees along the driveway, and they are -- they have submitted an arborist report and a tree protection and replacement plan, which the Commission had discussed with them at the first preliminary consultation.

The applicants also provide an explanation of the changes they made, specific changes in response to the Commission's comments, and those are in Circles 19 and 20. The overall comments at the first preliminary consultation were generally supportive of new construction in this location and then a concern about the scale since the Hawkins Lane guidelines do talk specifically about the scale and massing of houses in the historic district. So there were suggestions made by the Commission on how to break up and push back the massing so that the house would read as more narrow. It wasn't, wasn't every commissioner, and some commissioners suggested that the scale was okay and that, with some minor tweaking, the new house could be approvable using the guidelines, and the applicants have

narrowed the house. The overall width has been narrowed by three feet, and so that is the main significant difference that they have made, and then we'll talk about the other ones, the other changes that they've made.

Here are the revised elevations, and the -- here, I'll show you. This is the front. So this is facing Jones Bridge Road; this is the one that people will see as they're driving by. This is the east, and then the west is the one that you can, you will partially be able to see from Hawkins Lane, as I showed you in that photo. And then this is the rear, and here is the first-floor plan.

Another change that the applicants made is, you can see in that front room, which comes off the front porch or it extends into the front porch adjacent to the front door, it has been pulled forward which actually then allows the bulk of the massing to be pushed further back, and that was a discussion point that the Commission had made, about pushing the bulk of the massing back. So -- and then, again, it is three feet narrower, which you can see in that first site plan, and I can go back to that. Here is the L-shaped outbuilding, the garage and shed combination, which was a result of the commissioners' concerns, and here is an aerial shot of the lot.

The, in the first preliminary consultation, the discussion about the location of the house, the setbacks was all supportive and the materials, and so -- and then the main concerns were about the massing and the scale. There were some concerns about the height, but it was not -- the majority of the Commission did not speak about the height of the building. The -- and the garage/shed, the two buildings and reducing them in size and combining them, which the applicants have done; the driveway material.

So the applicants feel they have responded to the Commission's concerns. It is narrower three feet, and it is pushed slightly farther back. The L-shaped garage has a smaller impact on the site. So, at this point, the Commission needs to determine whether these changes have responded to their concerns, that the scale and the massing and no -- overall house is in keeping with the review

criteria and that the Commission -- if the Commission can support it, then the applicants can proceed to a Historic Area Work Permit and, you know, with minor tweaking that the Commission may suggest tonight. However, the applicants, as they discussed with the Commission previously, cannot make this house any narrower using the plans that they are using. So if the Commission feels strongly that the house needs to be either narrower or lower in height, then that needs to be made clear to the applicants because they will have to do some figuring out of what their next step will be. And I think that's my last slide, yes, and the applicants are here and their architect.

MR. KIRWAN: All right. Do you have any questions for our staff? I have a question. Anne, do we have a dimensional width for the two neighboring contributing resources? Do we know how wide those are?

MS. FOTHERGILL: The, I think the applicant does, and then also in the first preliminary consultation, the applicant, in Circle 81, the last page of your staff report, they did a lot coverage and frontage width comparison ratio. So I think that means they have the exact number. So you could ask them. I do not know it.

MR. KIRWAN: Okay. All right. Thank you. Any other questions? Okay. I'm going to ask the applicant to please come forward and give us a brief presentation. You'll have seven minutes to do so. And, again, you've done this before; so make sure you identify who you are when you, before you speak. Thank you.

MR. ABREU: Good afternoon, commissioners and members of the staff. I'm Roy Abreu. Thank you for inviting us to a second preliminary meeting. This is my wife, Kathy, who you met the last time, and Steve Breslin, who you all know. Steve is helping us with our plans and is here to answer any questions you have about the particular drawings that he's done.

I have provided a memo to you all where I have explained in some detail the changes that we've made in response to the synopsis that was sent to us by Anne after the first preliminary. And what I've done in that document is I have titles -- for example, "Scale and Massing" -- under which I have

the comment that Ms. Fothergill made followed by the work that we've done. So I can very quickly go through these items and expand on some of the items.

So, to begin with, I'd point out that the majority of the Commission recommended the massing of the house be broken up, and the main suggestion was the house should be narrower at the front and then wider and deeper at the rear. And what we've done in response to that is we narrowed the house from 39 feet to 36 feet. I do want to clarify that these are Sarah Susanka home designs, and the 36-foot design that we're now proposing was a home that she designed in 2004. She modified this house in 2005 to produce the 39-foot design, which we had proposed in the last go-around. So, actually, it's the same kind of house; so it suits our purposes.

We did check -- the commissioner asked about a comparison with the neighboring homes, and the home to our west is 32 feet wide, which is 90 percent of what we're proposing, and the home to the left of that is actually 37 feet wide, which is one foot wider than ours. Also, on Jones Bridge Road I sampled the width of a few homes, and one of them is 52 feet wide and another is 48 feet wide. I do acknowledge that it's on Jones Bridge Road and it's not immediately adjoining the home that we are proposing.

We narrowed the front porch by three feet. We narrowed the visibility of the side porch from about 13 feet to seven feet and moved it entirely to the rear. I think you had mentioned that that might be an approach that we should take. Also, we deepened the house by four feet by, in fact, increasing the depth of the front room by four feet. So we've done that as well, and taken together, what that does is it breaks up the proportions; so the side elements are moved further back by four feet each.

The garage and shed. I think, almost uniformly, you all had suggested that the two structures were too much and we should try and combine them and that's exactly what we've done. You all can see that it's a significant improvement from what we had suggested earlier.

The driveway, staff recommended exposed aggregate concrete, so did most of the commissioners, and we've decided to go with that.

Finally, you all had asked for a tree replacement and protection plan; so we hired an arborist. We identified the arborist through a society that is involved with the protection of trees, and his report is included here. And his report suggests that of the trees that he evaluated, there were only nine trees that were up for preservation consideration; the others were pretty far gone. So, of those nine trees, our proposal, which I've detailed in this tree replacement and protection plan, is to replace five of the trees and protect four.

Now, to replace five of the trees, we are making a selection of trees with this arborist from a list of trees that have been put forth by the Town of Chevy Chase. So we'll select from that with the arborist and place them at appropriate locations on the side. In fact, now that we don't have that shed on the northeastern corner of the lot, that seems to be a good place for the replacement trees. Also, the southeastern corner of the lot is available for replacement trees.

Now, I've suggested a one-to-one replacement, but we clearly intend to add additional planting of trees and shrubs. Also, in terms of the tree protection plan, I've already talked to the arborist, and he will work with our builder to make sure that what he calls a tree-safe plan will be developed.

That's essentially what I have, and Steve would actually just like to talk to the specific drawings that he's done in terms of modifying the size of the structures.

MR. BRESLIN: Yes. If you look at the floor plan --

MR. WHIPPLE: Can you turn the microphone?

MR. BRESLIN: I'm sorry. The floor plan, which I can't seem to find right now -- there we go. It's page 29. You can see what that is. This is Sarah Susanka's floor plan, and what we're doing is we've modified the back porch, we've modified the front porch and the front room, but we really don't

want to modify the plan itself. You know, she's a very prominent architect. I personally like her work very much, admire her, and I think this is a really interesting opportunity to work with a prominent architect and have a, you know, a known design in a prominent place like Jones Bridge Road, especially since she's known to be sympathetic to smaller neighborhoods and well-detailed houses.

So, you can see, we modified what we thought we could, but we left the mass of the house intact just out of respect to this architect, who will ultimately be doing the drawings. So when you see my drawings, like my elevations, for instance, they're pretty sketchy, and they're meant to be sketchy. They're supposed to convey the intent of the size, the massing, everything else, but ultimately Sarah Susanka is going to be doing these drawings. And when Roy comes to you with the final presentation, you will not see my drawings, you'll see her drawings, although, if this is looked on favorably, it'll be this massing and this arrangement but the details and the final drawings will be by her. Anyway, so I think it's very interesting, you know, to work with a, you know, a renowned architect and have their, her design go up here.

MR. KIRWAN: Is that the end of your testimony?

MR. ABREU: Yes. Thank you.

MR. KIRWAN: Okay. All right. Do we have any questions for the applicants, commissioners?

MR. CORATOLA: I have two questions, or Paul, do you want to go ahead?

MR. TRESEDER: Just real quickly, is the material proposed on the garage stucco?

MR. BRESLIN: Yes, stucco to match the upper half of the house.

MR. CORATOLA: The two questions I have, when the house was narrowed three feet, did that all come from the left side of the house? Is that where the dimension changed?

MR. BRESLIN: It came from the left side of the house, yes.

MR. CORATOLA: Okay. And now, you talked about Sarah doing the house drawings. Is she also doing the garage drawings, or is that separate?

MR. ABREU: No, the garage drawings have been completely revised to accommodate what was said in the last go-around. The original proposal actually did have a garage that was designed by her but that was found to be too much and we made alterations accordingly.

MR. CORATOLA: So, Mr. Breslin, are you completing the design drawings for the garage?

MR. BRESLIN: The garage?

MR. CORATOLA: Yes.

MR. BRESLIN: Well, I haven't asked Roy about that --

MR. CORATOLA: No? Okay.

MR. BRESLIN: -- but I mean, I think what, I imagine what Roy will do is -- so I'll speak for Roy, he'll correct me -- these, assuming these are viewed favorably, these will be sent to her office to say, you know, these are the modifications that we'd like to see and it has to look very much like this in order to go through the process, and I don't know if he'll ask her to do the garage at the same time.

MR. ABREU: That would be the plan. You know, she's authorized an Internet company to work on her behalf that has architects that work with her, and we would send the plans, like Steve has mentioned, all the elevation drawings, for them to have a concrete sense of what we want changed.

MR. CORATOLA: So, if we have comments about the garage component, in other words, matching the details of the main house, we'll see those coming back in some form -- and I don't want to speak for anybody, whether it's a HAWP or another preliminary; again, I don't know -- we would see those responded to back from her office?

MR. ABREU: That's correct.

MR. CORATOLA: Okay.

MR. TRESEDER: I have another question. We didn't get into this level of detail at the previous meeting; so that's why I'm asking. Are the windows proposed double-hung or casement

windows? Do you know?

MR. ABREU: Double-hung windows.

MR. TRESEDER: I'll just make a note that -- this is something that we've sort of routinely asked of applicants on these houses, is to ensure that the, when you have a traditional-style house such as this, when you have double-hung windows grouped together, that the mulling -- pay careful attention to the mulling space and not have them directly mulled to each other because that sort of ruins the historic effect.

MR. BRESLIN: Right, and that's a level of detail, quite frankly, that these drawings don't reflect.

MR. TRESEDER: Exactly.

MR. BRESLIN: The point was to reflect the general arrangement, the general massing, the roof line, the height, the width --

MR. TRESEDER: Right.

MR. BRESLIN: -- and I wouldn't want to impose that level of detail. You will see that when --

MR. TRESEDER: Okay. Well, that's a detail we look for. That's what --

MR. BRESLIN: Oh, absolutely, and I think that was -- when Roy told me he was looking at Sarah Susanka's work, I said that's good news, because from what I've seen, you know, her detailing is very well thought through and very, very -- specifically with an eye toward the traditional.

MR. ABREU: If I might comment, the home that she designed was actually designed for an inner suburb neighborhood of homes that were built in the 1920s, and I think it was designed with a view to fit into that kind of style. Thank you.

MR. RODRIGUEZ: I have questions about the tree plan.

MR. ABREU: Yes.

MR. RODRIGUEZ: There is only -- he only identifies a few trees to be retained and

identifies a few trees to be replaced or removed but doesn't say anything about the rest of the trees. Like, from one to 13 doesn't say anything about it. So, when I -- where you are placing the garage and the shed, I made it, Tree No. 13 and Tree No. 12 and Tree No. 11 need to go. Can you explain a little more about what trees are going to be retained, what trees are going to be removed?

MR. ABREU: Yeah, I'll certainly do that. The information actually starts on page 32, where there's a cover letter from the arborist where the details are specified. Also, on the following page, he has a spreadsheet that he designed, and the spreadsheet lists the trees by number, and those numbers correspond with the numbering on the site plan that he's done.

So, essentially, if you look down the spreadsheet, the fifth column talks about retention potential, where he has a no or a yes, the no indicating that he doesn't think that they should be retained, and he has a comment in the last column that talks about the various situations that he's encountered. So, the ones with preservation potential are the ones with a yes, and there are nine of them. Of those nine -- if you look, I have a tree replacement plan on the following page, and in the first paragraph, I indicate in the bullets what we're proposing to replace, which are Nos. 9, 14, 15, 16, and 17, and what we're trying to protect, which is 19, 20, 21, and 22. The others are in such bad shape that they need to be removed.

MS. FOTHERGILL: And, in fact, I would just point out, because the applicants haven't done this before, if the arborist has determined that some are hazardous or dead or dying, they don't need a Historic Area Work Permit for their removal. So, in the total count, ultimately we won't, you know, we won't, we won't approve all of these trees to be removed as through a HAWP. Some can get the waiver; so just so everyone is aware. But, for example, I see, you know, the certified arborist found one hazardous, one almost dead, which I think means dying, and so those two and maybe others would not be considered part of this application. They still go through a process, but it's not the whole process.

MR. KIRWAN: Okay. I have a question. Anne, could you bring up Circle 31, please?

When you responded to the question of the width of the adjoining properties, the dimensions I heard do not seem to correlate to this drawing. The house to the east of your property, if your house is 36 feet in width, just by a crude scaling, would be approximately 18 feet in width. You stated it was 37 feet in width.

MR. ABREU: No, I said to the east -- to the west of the house to the east. It's the one that's not shown in the picture. It's on --

MS. FOTHERGILL: He discussed the house to the left and then the house further left, not

--

MR. KIRWAN: Okay. So what is the dimension of the house to the left, the front projecting, main body of the house? What is that width?

MR. ABREU: I don't know that dimension, but I think you're actually very, probably very close when you say 18 to 20 feet. It clearly is a very narrow house, and I think it should, to some extent, in my opinion, be treated as an exception because it's one of the narrowest houses around.

MR. KIRWAN: Okay, thank you.

MR. ABREU: Thank you.

MR. KIRWAN: Any more questions for the applicants? Do we have any additional testimony here tonight? Okay, thank you. Then I'm going to ask you to turn off your microphones. You're welcome to stay at the table if you'd like, and we're going to deliberate on this preliminary. I'm going to start on my right this time and put Commissioner Coratola on the hot seat and let him begin the discussion. Thank you.

MR. CORATOLA: I have to commend you on responding to our comments in this form, taking a fair amount out of the house. Seeing that the design is pretty much the same -- and I've actually looked on the Web site at, on her house -- so, I guess, assuming those are the details we're going to get, then those are at a level that we would expect, as far as Commissioner Treseder was talking about window spacings, how everything is put together.

I would encourage you to make sure that the garage -- you've definitely reduced the size; you've responded to our comments about making that a smaller-scale structure -- I would encourage, however that discussion takes place or whoever ends up doing them, that the details for that structure are pulled directly from the main house. It's very important, because the sketches that we're looking at, they're not quite to the level of detail that we're seeing from her -- that I'm seeing from her plans.

You know, I didn't feel strongly before about -- I didn't react negatively to the size of the house before. I think you've even gone further, beyond that, in the reduction. So, you know, I would have no problem approving a HAWP, assuming the details are worked out.

MR. FIRESTONE: I wasn't on the Commission when you did your first presentation, but it appears to me that you have definitely worked with and answered a lot of the concerns, and the detailing, as I saw in the photographs, looked to me like it would be, this house would definitely be a good asset to the area. And I don't really have any other comments beyond that at this point.

MS. HEILER: Yes, I would agree with the other commissioners. I think you've responded admirably. You've retained a very nice design. It looks like you haven't lost that, but you have responded to all of the concerns about the massing. And if the details on both structures are similar to the ones that are shown on her Web site, then I would have no problem in approving this.

MR. RODRIGUEZ: I agree. I think you have listened and addressed some of the concerns that we had the last time. I won't have any problem supporting this when it comes as an application, as long as the details from the accessory building, the garage, match the house, and I think that's very important.

The only observation -- and this is more like a recommendation on the side, because I remember last time you mentioned you have an elderly parent living with you -- is that you check the plan to make sure there is handicap issues with somebody in a wheelchair. From what I see in the plan, I can tell you, as from my own experience, I don't think that other details, as shown, will be, will work well

for somebody in a wheelchair.

MS. BARNES: I look forward to seeing the final plan when you come to propose, and I appreciate the fact that you've taken into account the comments of the commissioners in the past. Thank you.

MR. CARROLL: And I, too, was not here when you came originally. What I can say after having read this and read all the transcript is I really appreciate the level of detail that you've gone into and the effort that you've put into making this a real asset to the neighborhood, and I'm looking forward to seeing the plans as much, to see Sarah Susanka's drawings, as, as anything. But I just want to say thank you, and I think this is, this is going to be a nice house. I'm not going to have any problem supporting this, again, given, given the details. Thank you.

MR. TRESEDER: I'll just agree with the previous commissioners, but I'll make a note that your -- this, this report from the arborist was very thorough and professional, really, really is helpful. I don't think we've ever had anything that thorough in a project like that before, so thank you.

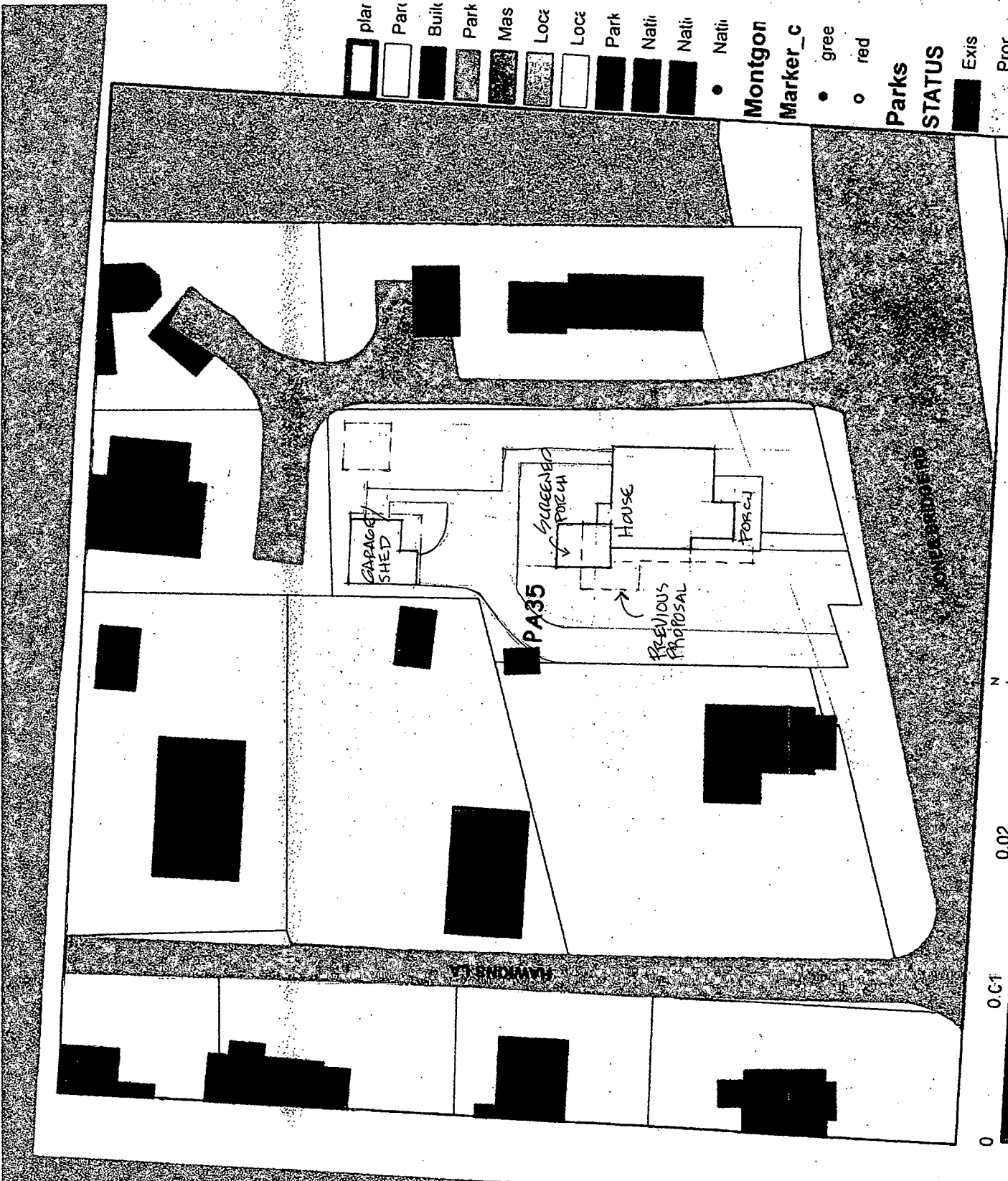
MR. KIRWAN: All right, thank you. I, unfortunately, am going to be the lone dissenter in this group. I am particularly struck by the Hawkins Lane guidelines on a couple of particular sentences they talk about. In their section on building scale and massing and Circle 10, they talk about the concern over "the incompatibly scaled new construction in the district would destroy its visual character." And then they go further, on Circle 11, in talking about new construction, that "new construction should be compatible on scale, massing, and materials with existing structures, particularly those that are adjacent or in close proximity to the construction." I mean, this is why, both at the first preliminary and the second preliminary, I've raised concerns about the relationship of this house to the two neighboring contributing resources.

You know, I still believe this house is too wide. I think it should be longer than narrower. I think we're a little too caught up in the star quality of the architect who designed the building originally and we don't really know what that neighborhood was like that she designed that building for, and I

suspect that if she was to custom design a home in a neighborhood like this, it wouldn't look like this house, it would be more in keeping with the neighboring, neighboring structures. But having said that, I am the lone dissenter in this, and so you have quite a majority on this matter before you and the direction that you should take this in. And I think what I'm hearing from the other, other commissioners is that you're ready to go forward with a HAWP, and you know, I offer you that opportunity to proceed that way, and we'll see how it goes with the HAWP.

MR. ABREU: Thank you. Thank you all. Thanks, Anne.

MR. KIRWAN: Thank you.



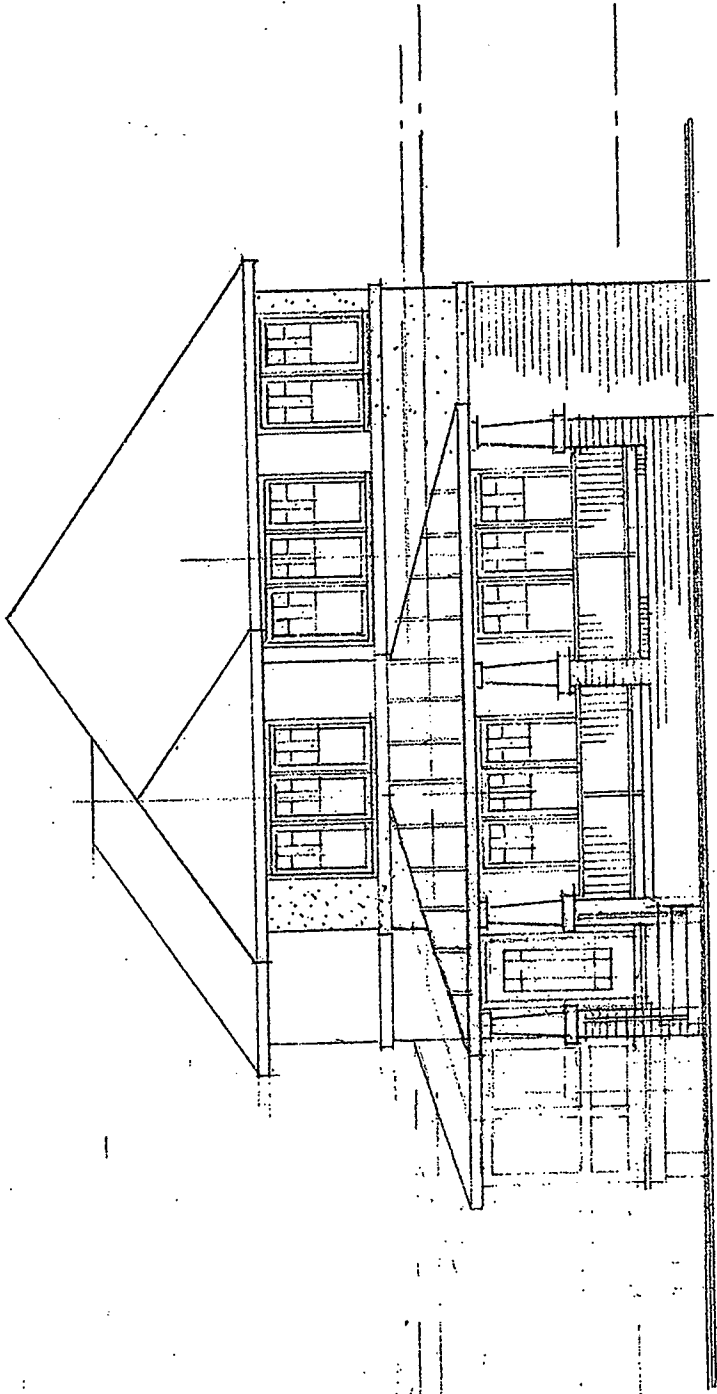
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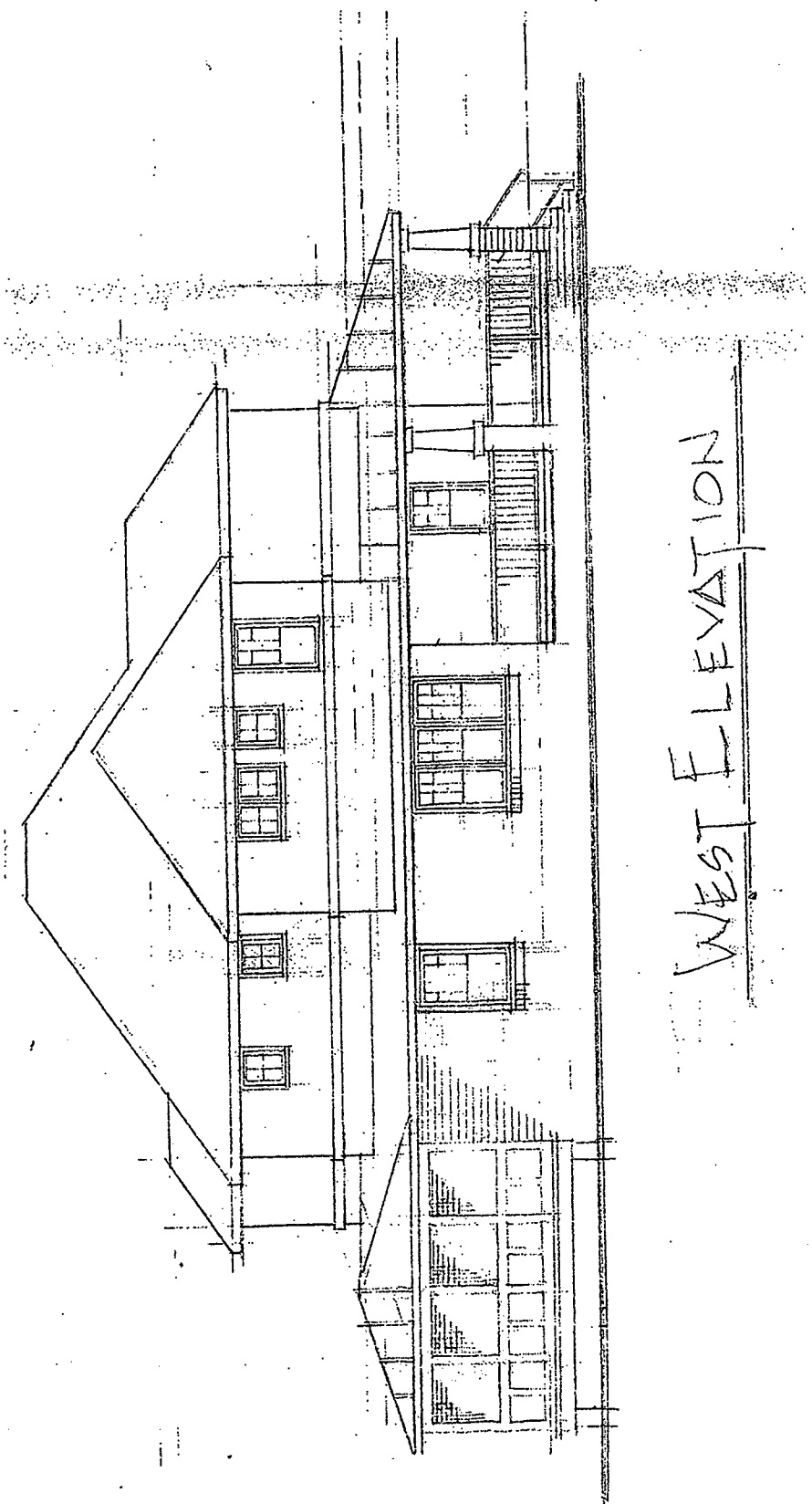


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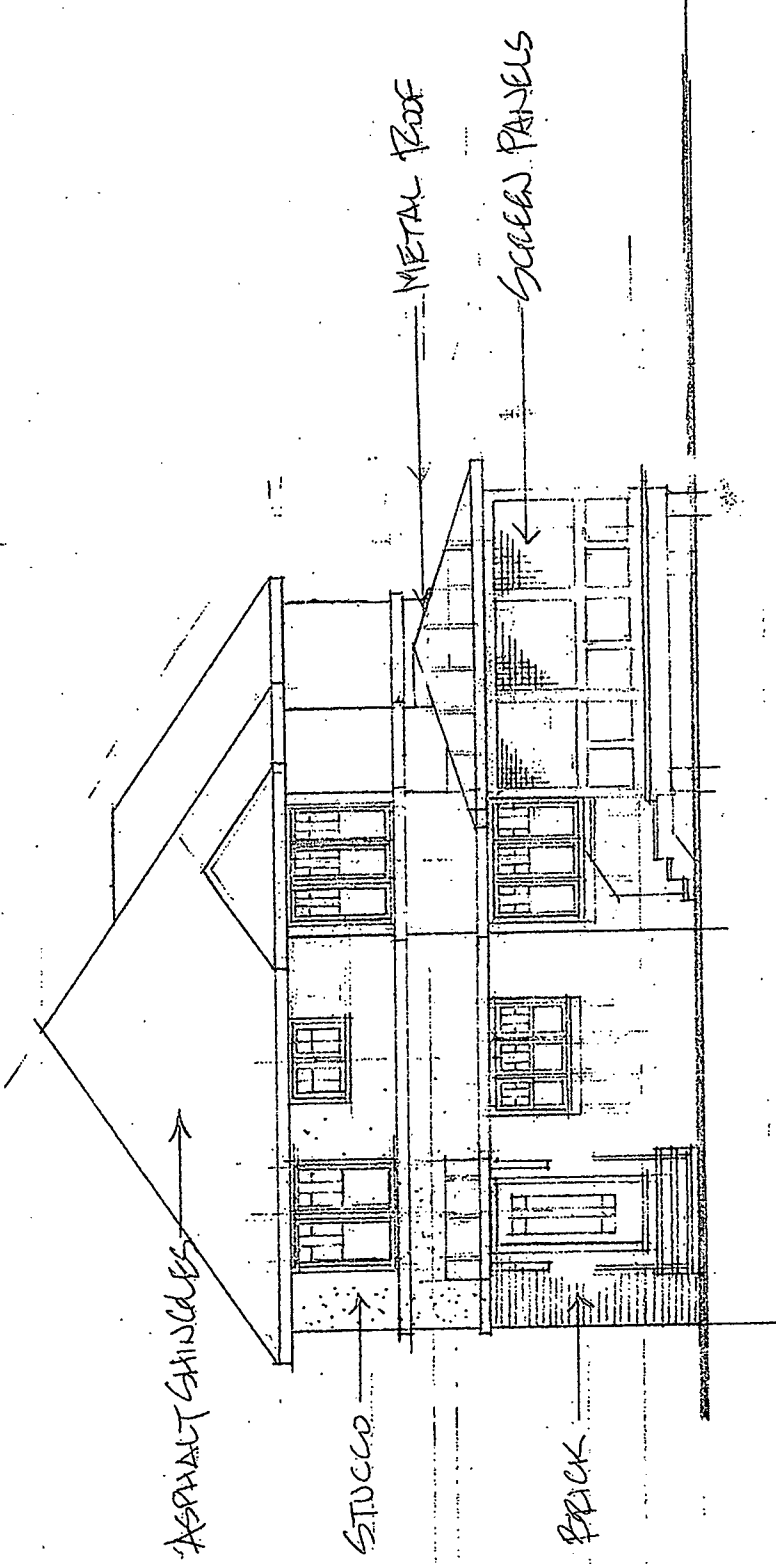
SOUTH ELEVATION

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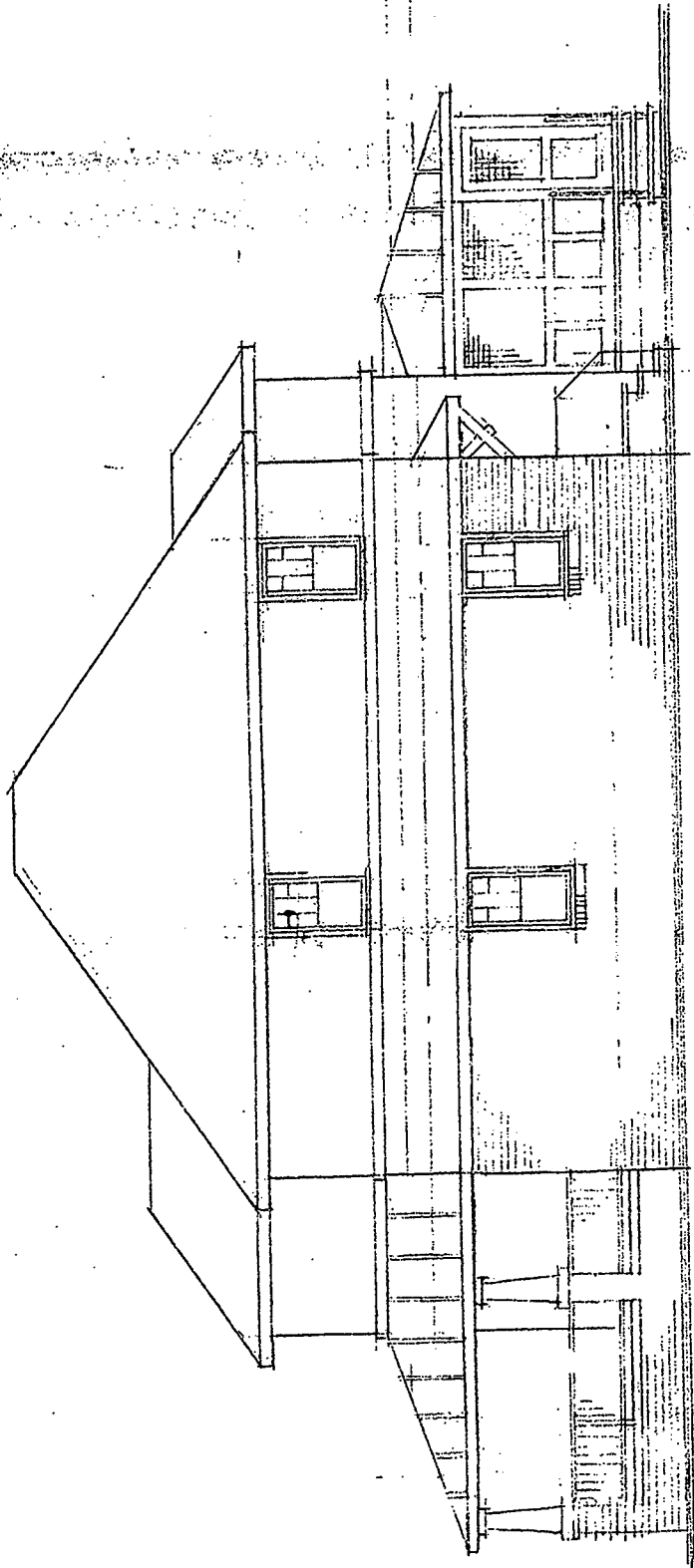
WEST ELEVATION

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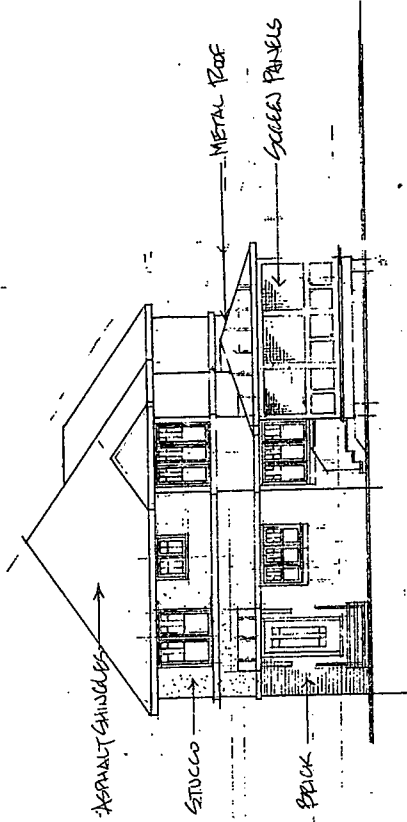


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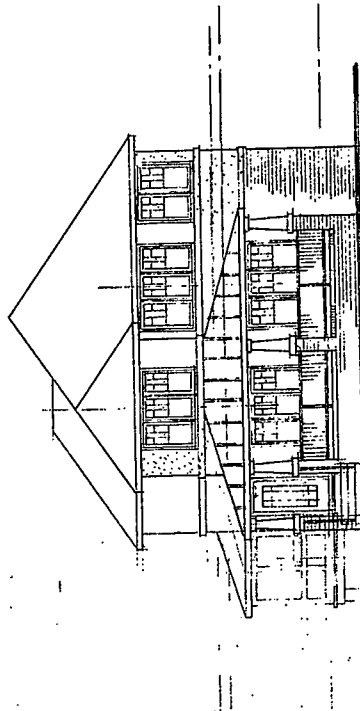
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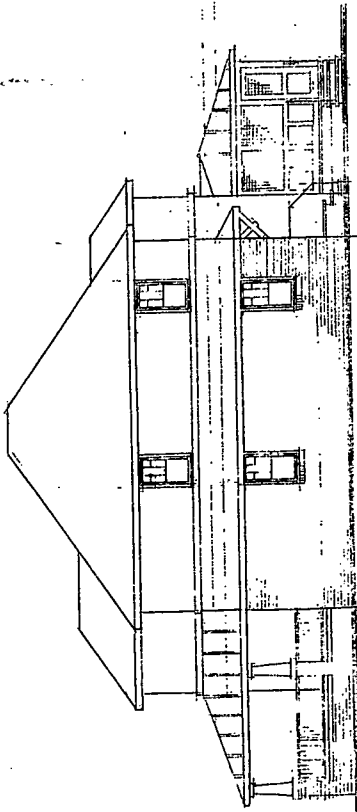
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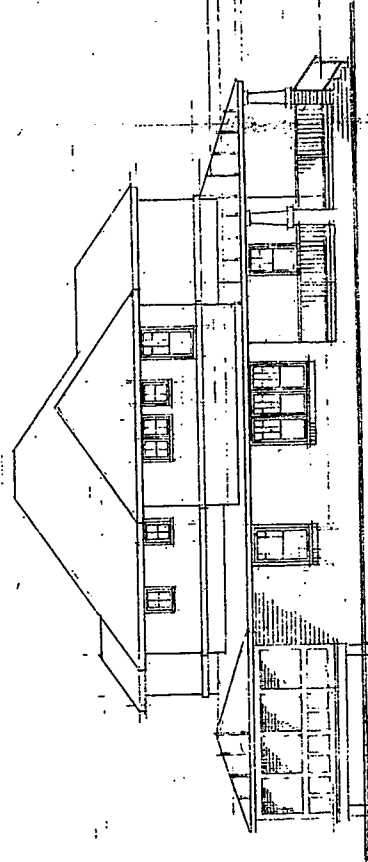
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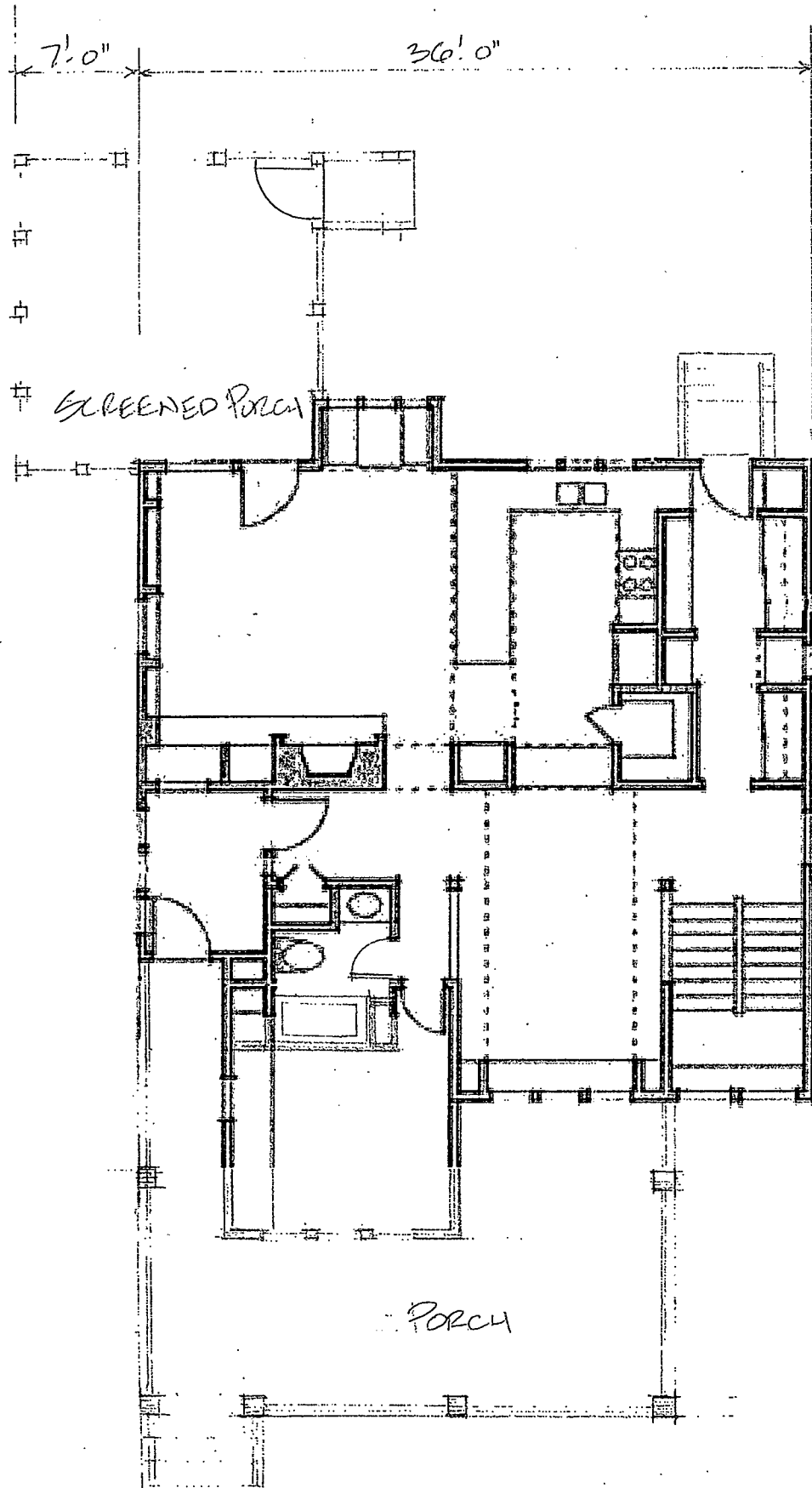
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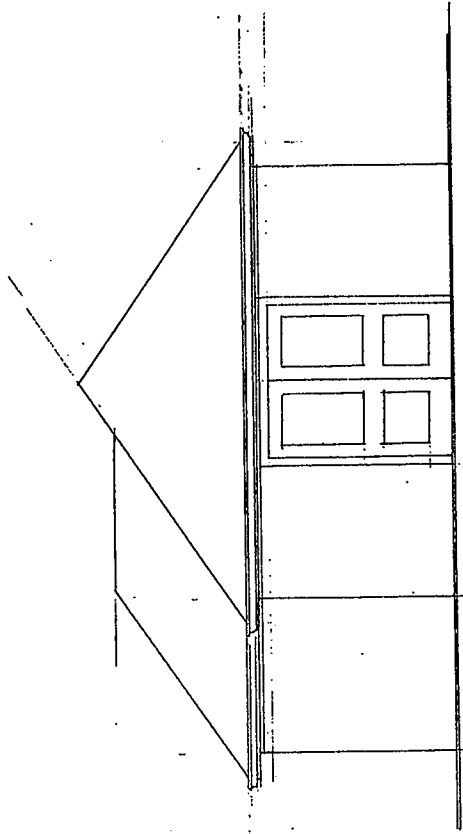
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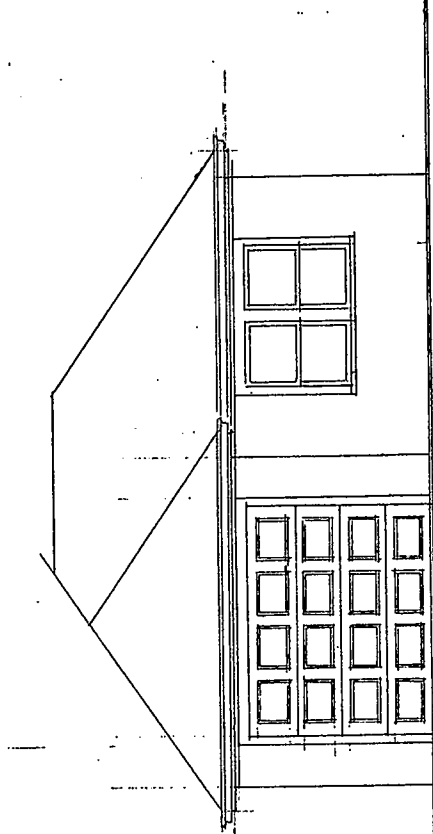
FIRST FLOOR PLAN

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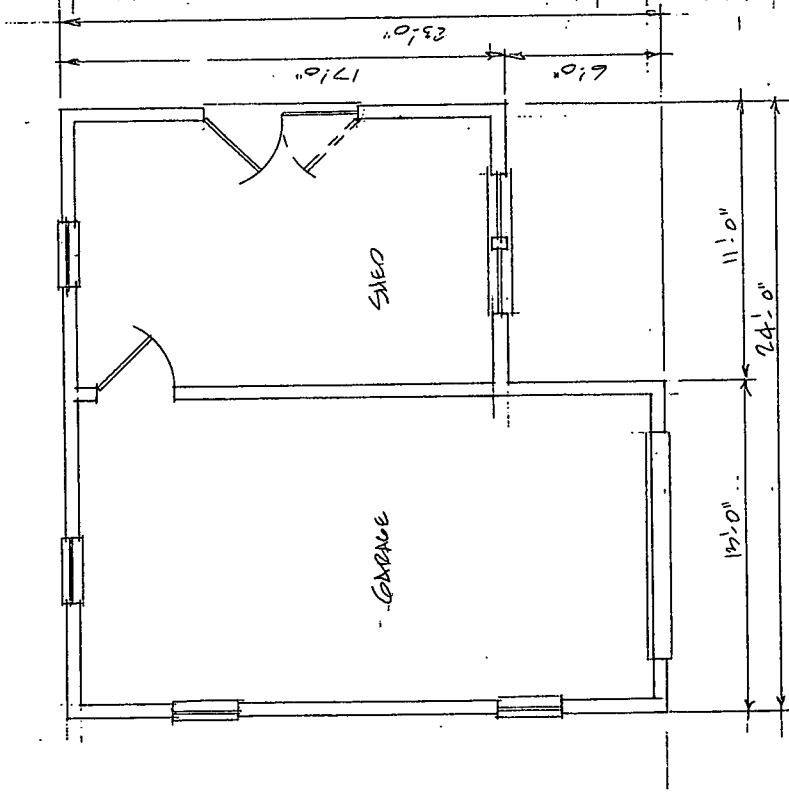
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EAST ELEVATION

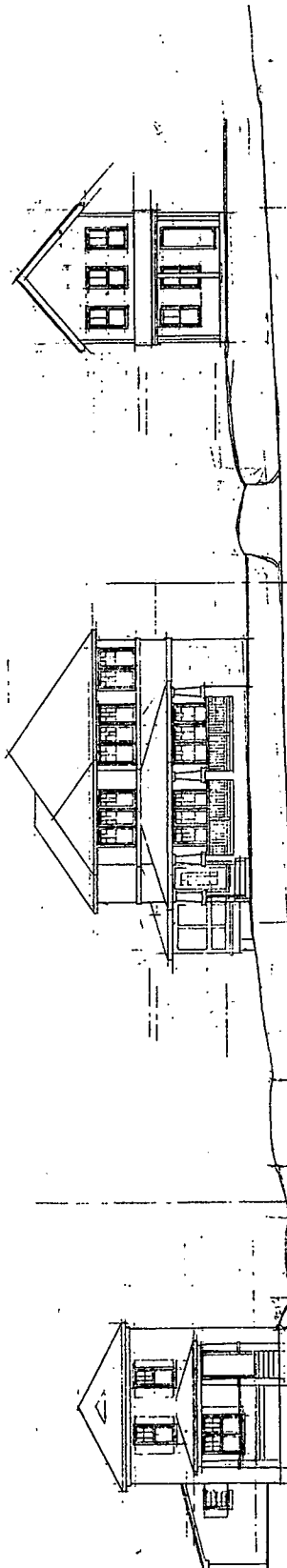


SOUTH ELEVATION



FLOOR PLAN

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JONES BRIDGE ROAD

4-10-13 ENTIRE ESCAPE 1/8" = 1'-0"

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MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	4115 Jones Bridge Road, Chevy Chase	Meeting Date:	5/8/13
Applicant:	Roy Abreu (Steve Breslin, Architect)	Report Date:	5/1/13
Resource:	Vacant lot Hawkins Lane Historic District	Public Notice:	4/24/13
Review:	2 nd Preliminary Consultation	Tax Credit:	None
Case Number:	N/A	Staff:	Anne Fothergill

PROPOSAL: Construction of new house, garage and shed

RECOMMENDATION: Revise and proceed to HAWP

PROPERTY DESCRIPTION

The Hawkins Lane Historic District is situated in a heavily wooded area off Jones Bridge Road in Chevy Chase. The district is bordered on the north and west by 180 acres of federally-owned property occupied by the U.S. Naval Medical Center (NMC) and the Uniformed Services University of the Health Sciences (USUHS) and the east by parkland owned by the Maryland-National Capital Park & Planning Commission. The Hawkins Lane Historic District was adopted to the county Master Plan in 1991, representing a Black kinship community.

BACKGROUND

The applicants came to the HPC for a Preliminary Consultation on March 27, 2013. The plans from that discussion are in Circles 70-81 and the transcript for that meeting is in Circles 47-69. Overall the HPC was very supportive of the construction of a new house in this location. There was some concern about the scale of the house and there were suggestions on how to break up and push back the massing so the house would read as more narrow. Some Commissioners suggested that the scale was okay and that with relatively minor tweaking the new house could meet the applicable guidelines. The Commission also provided feedback and suggestions on the site including driveway materials, trees, and the new garage and shed; more detail of this discussion is provided in the Staff Discussion section.

PROPOSAL

The applicant is proposing to construct a new single family home fronting Jones Bridge Road and located between two contributing resources. Behind this vacant lot are two non-contributing houses that were constructed in 1995. The proposed house is set back approximately 30' from the Jones Bridge right-of-way.

The proposed two story house is approximately 33 feet tall from grade to the roof ridge with a footprint of approximately 1,200 SF (not including the two porches). The proposed house will be brick on the first story and stucco on the second story with an asphalt shingle hipped roof. The house has a front porch and a rear screened porch - both porches have metal roofs and the front porch has a wooden porch railing. The double-hung windows and doors are wood with simulated divided lights.

The applicant is also proposing to construct an L-shaped, detached 13' x 23' single car garage connected to an 11' x 17' shed that will be located behind the proposed house in the rear left (northwest) corner of the property. The garage/shed building will have a metal hipped roof and materials to match the house. The applicants propose a 12' wide exposed aggregate concrete driveway along the west side of the property leading to the garage with a paved turnaround area behind the house. The applicants propose a concrete walkway from the garage to the back door and from the sidewalk to the front porch.

The applicants propose to remove four trees for the construction of the garage and the driveway and nine evergreen trees along the driveway. They propose to protect four of the trees during construction and plant five replacement trees on the property. They have submitted an arborist's report and a tree protection and replacement plan in Circles 32-35.

The applicants provided an explanation of the changes they made in response to the Commission's comments at the first Preliminary Consultation in Circles 19 + 20. See proposed site plan, elevations, and floor plans in Circles 23-30. The applicants provided a streetscape comparison of the proposed house and the adjacent properties in Circle 31.

APPLICABLE GUIDELINES

When reviewing alterations and new construction within the Hawkins Lane Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include *Montgomery County Code Chapter 24A (Chapter 24A)*, the *Secretary of the Interior's Standards for Rehabilitation (Standards)*, and the *Hawkins Lane Historic District Development Guidelines Handbook (Guidelines)*. The pertinent information in these documents is outlined below.

Montgomery County Code; Chapter 24A-8:

- (a) The commission shall instruct the director to deny a permit if it finds, based on the evidence and information presented to or before the commission that the alteration for which the permit is sought would be inappropriate, inconsistent with or detrimental to the preservation, enhancement or ultimate protection of the historic site or historic resource within an historic district, and to the purposes of this chapter.
- (b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to insure conformity with the purposes and requirements of this chapter, if it finds that:
 - (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or
 - (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter; or
 - (3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or
 - (4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or
 - (5) The proposal is necessary in order that the owner of the subject property not be deprived of reasonable use of the property or suffer undue hardship; or
 - (6) In balancing the interests of the public in preserving the historic site or historic resource located within an historic district, with the interests of the public from the

- use and benefit of the alternative proposal, the general public welfare is better served by granting the permit.
- (c) It is not the intent of this chapter to limit new construction, alteration or repairs to any one period or architectural style.
 - (d) In the case of an application for work on an historic resource located within an historic district, the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district. (Ord. No. 9-4, § 1; Ord. No. 11-59.)

The Hawkins Lane Historic District Development Guidelines Handbook:

Introduction

The Hawkins Lane Historic District is a very special place. Located in a heavily-developed area with a substantial number of large, expensive homes, the district has a quiet, rural atmosphere and its residences are modest in both size and price. District property owners, moreover, are concerned with preserving their community and protecting those features that make it such a special place in which to live.

In 1987, their concern led to the establishment of The Ad Hoc Committee to Save Hawkins Lane. The goal of the Committee (composed of historic district and area property owners) is to maintain and protect the district's existing character while, at the same time, allowing for compatible growth and change. The Committee has a vision of a community in which both the "new" and the "old" coexist compatibly, thanks to careful planning and extensive community involvement in the planning process.

The Hawkins Lane Historic District Development Guidelines Handbook was prepared to help the Committee achieve this vision and to assist district property owners and residents in preserving the quiet, small-scale, intimate character of their community. The Handbook describes those qualities which contribute to the district's visual character; includes information on the County's Historic Preservation Ordinance and the Historic Area Work Permit (HAWP) process; and provides guidelines for district property owners planning alterations or new construction and county agencies (such as the Historic Preservation Commission) which must review and approve such plans.

The development guidelines are general in nature, to allow for flexibility in application, and they are to be used in conjunction with county land use regulations and The Secretary of the Interior's Standards for Rehabilitation, previously adopted by the county's Historic Preservation Commission (HPC). The Ad Hoc Committee proposes that the Montgomery County HPC also formally adopt the Guidelines for use in reviewing Historic Area Work Permit applications in the Hawkins Lane Historic District.

Establishment of the Historic District

The request for the establishment of a Hawkins Lane Historic District was based on the fact that (as the amendment recommending the district's placement on the county's Master Plan for Historic Preservation notes), the district is "a unique and important historical resource in Montgomery

County -an outstanding example of a black 'kinship' community which reflects the heritage and lifestyle of black citizens at the turn of the century and in the early 20th century . There are few intact, early black communities left in the county and even fewer which so clearly demonstrate the determination and legacy of one family, the Hawkins. Although the structures in the district are modest, they clearly reflect a sense of historic time and place. The district, as a whole, is an essential part of the county's history to be preserved, remembered, and appreciated."

The Hawkins Lane Historic District includes several properties on nearby Jones Bridge Road as well as all of Hawkins Lane, for a total of 3.81 acres; it does not include the Gilliland/ Bloom House at 4025 Jones Bridge Road, or the Hurley/Sutton House at 4023 Jones Bridge Road, each of which has been separately designated as an historic site. The district consists of most of the original three acres acquired late in the nineteenth century by James H. Hawkins, the ex-slave who founded the community, plus several tracts of land acquired by Hawkins' sons in the early decades of the twentieth century.

The History of Hawkins Lane

County land records indicate that the site of the Hawkins Lane Historic District was once part of a 700 acre tract called "Clean Drinking", granted to Colonel John Courts in 1700 by Charles, Lord Baron of Baltimore. The tract was purchased by Charles Jones in 1750, and the association of Clean Drinking (which at one point included some 1400 acres) with the Jones family continued well into the twentieth century; it is memorialized in the names of two area streets, Jones Mill Road and Jones Bridge Road.

The first Hawkins to be associated with the property was a prosperous white farmer from Prince George's County named James Hawkins, who, in 1825, bought for \$10,000 " all that part of a tract of land called Clean Drinking, a total of 400 acres " from Clement Smith, who had acquired the property from a descendant of Charles Jones [Montgomery County Land Records, Y/80]. In 1867 Hawkins' relatives sold approximately 93 acres of the tract to the Reverend John Hamilton Chew of Washington, D.C., a prominent Episcopalian minister. It was the Reverend Chew's widow, Sophia, who, in February of 1893, sold three acres of Clean Drinking for \$300 to James H. Hawkins, an ex-slave who had been employed (as a freedman) by her husband; the sale set the stage for the development of a small black community on the site.

Although a relationship has not been definitely established between the "white" and the "black" James Hawkins, the 1853 Montgomery County Slave Census lists a white farmer, James Hawkins, Jr. (probably the son of the James Hawkins who acquired the property in 1825) as owning two slaves named James. It is conceivable that the younger of the two was the James H. Hawkins who bought three acres of Clean Drinking in 1893. (See page 4 of the Hawkins Lane Historic District Inventory Form for additional information).

By 1897, Hawkins had erected a two-story frame house for himself at the southwest corner of what later became Hawkins Lane and Jones Bridge Road. The first residence built on the Lane, it was destroyed by fire in the early 1920's.

After James H. Hawkins' death in 1928, his property was (in accordance with his will) divided equally among his twelve children; the Lane and the adjoining section of Jones Bridge Road were soon populated with homes built by members of the Hawkins family for themselves or for relatives and friends.

It is clear that James H. Hawkins (a truck farmer and part-time Methodist preacher) was determined that his children would be property owners. As a recent study of black communities in Montgomery County observes:

"The ability to own land was one of the most valued privileges among blacks in Maryland. Land ownership represented status, opportunity for prosperity, and potential stability for future generations." (Model Resource Preservation Plan for Historic Black Communities: Haiti-Martin's Lane, Rockville, MD, Draft, Peerless Rockville Preservation, Ltd., July, 1988, p.19.)

The history of the district's association with the Hawkins' family is a lengthy one, continuing to the present. All but six of the houses on the Lane were built by the children of James H. Hawkins for their own use, and they remained in the family for many years. Two of the Hawkins Lane properties are still owned by members of the Hawkins family, and James Hawkins' granddaughter, octogenarian Ella Hawkins, occupies one of them. On Jones Bridge Road, several properties still remain in the Hawkins family, while others were not sold to "outsiders" until the mid-1970's.

Established by a black, with the majority of dwellings built by --and for -- blacks, the Hawkins Lane Historic District remained a black residential enclave and "kinship community" for well over half a century, with the houses owned and occupied primarily by one family. Although the community is now racially mixed, a number of the properties are still black-owned and the Hawkins family is still represented in the district. And, in spite of changes in the racial composition of the district, it has retained the strong sense of community cohesiveness which was originally based on ties of kinship.

The district continues to be an important link to an earlier period in the county's history, and a tangible record of the efforts of the county's black citizens to establish themselves economically and socially.

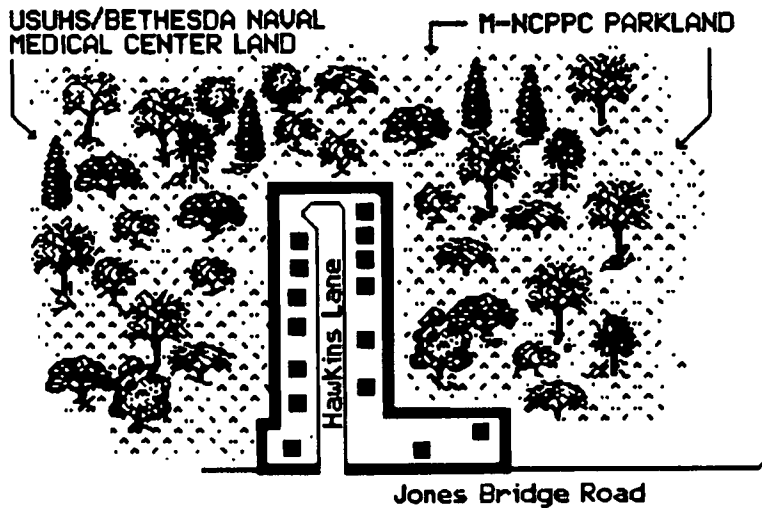
Historic District Characteristics and Development Guide

Every neighborhood, whether historic or not, has a visual character of its own. This section of the Handbook describes those features, both man-made and natural, which contribute to the visual character of the Hawkins Lane Historic District and sets forth guidelines for their retention and protection.

Setting: The Surrounding Area

The historic district is bounded on the north, east, and west by heavily-wooded, largely undeveloped, publicly-owned properties which provide a park-like setting and contribute to its quiet, rural character. The setting helps to mitigate, to some extent, the impact of heavily-trafficked Jones Bridge Road, which forms its southern boundary.

The district is located on the north side of Jones Bridge Road near the intersection of Jones Bridge and Connecticut Avenue in North Chevy Chase, Maryland. To the west and northwest are approximately 180-acres of federally-owned property occupied by the U.S. Naval Medical Center (NMC) and the Uniformed Services University of the Health Sciences (USUHS). A chainlink fence physically (but not visually) separates the rear yards of the residences on the west side of Hawkins Lane from the scenic USUHS campus.



Adjoining the federal property on the north and surrounding the district to the east are approximately 36 acres of wooded property belonging to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The property is undeveloped except for a recreation center which, in the summer, is screened by vegetation.

Setting: The Historic District

The character of the district is the result of a combination of factors, some natural and some man-made. As noted above, one of the most important is the pleasant setting provided by adjoining publicly-owned properties. In addition, within the district, such factors as vegetation, topography, open space, and the appearance of Hawkins Lane itself all contribute to the district's visual character.

Vegetation and Topography

The district's rural character is enhanced by an abundance of vegetation, particularly on Hawkins Lane, where, in the summer, trees and bushes screen residences from busy Jones Bridge Road and provide a park-like setting. On Jones Bridge Road, where there is less vegetation, heavily-treed rear lots provide a thick green canopy in the summer.

A survey of the vegetation in the district found that the principal hard wood trees are tulip poplars, white oaks, red oaks, box elders, and sugar maples. Ornamental trees include dogwoods, Japanese red maples, and red buds. In addition, a number of evergreens, such as cedars, hemlock, and southern pine, are used to delineate boundaries and to serve as hedges,

Many of these trees, particularly the hard woods, are in excess of 10 inches in diameter and are mature, stately trees that significantly contribute to the rural appearance of the lane and its sense of separateness from the surrounding urban landscape. In addition, these trees serve as a major source of food and shelter for the over 35 species of birds that may be observed in the confines of the historic district. Their preservation is a sine qua non of the district's ambience.

The naturally uneven topography of the district has been retained, particularly on Hawkins Lane, further adding to its rural character.

Guidelines:

Existing trees and major shrubs within the historic district should be maintained.

Plans for new development should provide for the retention of existing vegetation.

Plans for new development or alterations to existing buildings and sites should provide for the retention of the natural topography of the land.

Where trees or major shrubs must be removed (because of natural causes or construction damage), provision should be made for their replacement.

Roads and Sidewalks

Access to the district is from Hawkins Lane, a narrow, two-lane, partially-unpaved, dead-end street which is very rural in appearance and from Jones Bridge Road, a busy four-lane thoroughfare which connects Connecticut Avenue and Rockville Pike. Hawkins Lane, which is a private roadway maintained by district residents, follows the path of the original road cut by Samuel Hawkins, one of James H. Hawkins' sons, in the early decades of the twentieth century.

The Lane begins at the entrance to the district on Jones Bridge Road, runs some 225 yards up a slight incline, and dead-ends at parkland owned by the Maryland-National Capital Park and Planning Commission. Because of the relatively small number of residences on the Lane and the fact that it is a dead-end street with little traffic, existing pedestrian access is adequate. Its rural character is accentuated by the absence of sidewalks and gutters.

Jones Bridge Road (which is shown on early 19th century maps of the area) is a busy arterial road measuring approximately 48 feet wide from curb to curb; the sidewalks on either side are approximately 4 feet in width. Right-of-way standards for arterial roads allow for a total width of 80 feet, for road pavement and sidewalks. Sufficient right-of-way exists, therefore, to widen Jones Bridge Road further, but widening of the northernmost lane, in particular, would have an extremely detrimental effect on the district.

Guidelines:

In order to protect the district's rural character, the existing appearance and configuration of Hawkins Lane should be maintained.

The Lane should not be paved or widened or have curbs, gutters, or sidewalk added.

If there is new construction, driveway cuts onto Hawkins Lane should be kept to a minimum in order to preserve the Lane's existing character and to reduce traffic.

Plans for alterations to Jones Bridge Road (particularly an increase in the number of lanes) should take into account the potentially adverse impact on district residences on the north side of the Road. Road widening projects should be limited to the south side.

Open Space

The rural character of the district is enhanced by the large proportion of open space created by vacant lots on Hawkins Lane and Jones Bridge Road, the generous "side-lots" between buildings on the west side of the Lane, and, (as noted above) the fact that rear yards "now into" adjoining properties which are largely undeveloped.

Much of the vacant land in the district is part of the 2.5 acre parcel which investors have targeted for development, but the Ad Hoc Committee would like to see some of it used for other purposes. On the east side of Hawkins Lane, for instance, the large, overgrown lot between 8815 and 8823 was once a well-tended garden. Because of its central location in the district, the Committee has discussed acquiring the lot for use as a community park and garden, utilizing both private and public funds, where possible (i.e.: state "Green Space Program" monies).

Similarly, the vacant lot at the northern end of the district on the west side of Hawkins Lane (not part of the 2.5 acre parcel mentioned above) is now used as a parking area and car "turn-around" by district residents. The Committee has also discussed the possibility of community acquisition to continue this use, since such a step would provide additional off-street parking and preserve existing open space.

The west side of Hawkins Lane is more densely developed, with only one vacant lot at the north end of the road. The east side (as noted above) has considerably more vacant land, a small part of which is heavily overgrown while the rest is relatively clear of vegetation.

Guidelines

Every effort should be made to preserve existing open spaces since they contribute to the rural quality of the district.

New construction should be designed and sited so as to maximize the amount of open space retained.

The size of existing side-lots on the west side of Hawkins Lane should be approximated if there is new construction on the Lane.

Site Details

"Site Details" are those visual features associated most directly with district buildings and the sites on which they are located. Site details include

building architecture or style, materials, scale, and massing; building siting and setback; fences and other property markers; residential driveways, parking areas, and walkways; and landscaping. Building "side-lots" and rear yards (discussed above, under "open space") are also noteworthy site details.

On Hawkins Lane, the rural character of the district is reinforced by the fact that property boundaries are, for the most part, unmarked except by shrubs and other vegetation; landscaping around buildings is informal, and, in some cases, minimal; and there are a significant number of unpaved driveways and walkways, where they exist at all. In addition, the buildings are small-scale and exhibit a range of styles, materials, and massing more frequently associated with the unplanned development of rural areas than with the suburbs. The "patterns" created by building siting and setback also contribute to the visual character of the historic district.

Site details must be taken into account in planning for changes to buildings and/or the landscape or for new construction, if the visual character of the historic district is to be preserved.

Driveways, Parking Areas and Walkways

Both paved and unpaved driveways and parking areas can be found on Hawkins Lane, with the majority being unpaved and covered with gravel; the two driveways serving houses in the district on Jones Bridge Road are paved. On the Lane, driveways range from 10-20 feet in width, with the average being 14 feet. On Jones Bridge Road, one driveway is approximately 8 feet wide, the other approximately 12 feet.

The entrances to some district residences are served by short, paved walkways and, in two instances, houses are surrounded on three sides with a walkway. The general absence of walkways, however, reinforces the rural character of the district.

Guidelines:

New driveways, parking areas, and walkways on Hawkins Lane and Jones Bridge Road should be compatible, in width, appearance and surface covering, with existing driveways, parking areas, and walkways.

The preferred driveway / parking area / walkway surfacing material on Hawkins Lane is gravel or dirt, since these materials are more compatible with the rural character of the district.

Buildings: Architecture and Materials

Architectural style is, of course, very important to determining the historic district's visual character. Stylistically, the residential structures in the district are early-to-mid-twentieth century "vernacular" buildings, that is, they incorporate architectural elements from a wide range of styles rather than being of any single style or type. Such structures have been labeled "American folk housing" by one architectural historian, since they reflect local materials and craftsmanship but differ in appearance from region to region.

There are fifteen residences in the district, twelve on Hawkins Lane and three on Jones Bridge Road, and one or more "outbuildings" (sheds or garages) behind some of the houses. Simple in design, with little architectural ornamentation, district residences are one to three stories in height, with low hipped or gabled roofs. They are covered in a wide variety of materials, including wood shingle, aluminum and wood siding, and brick and stucco. On the whole, they have retained their original appearance and setting, with alterations generally limited to deck or room additions at the rear or side and changes to front porches.

A few of the buildings exhibit a more specific architectural style. Some are much-simplified versions of mid-nineteenth century rural cottages; others are characteristic of the bungalows and so-called "four-square" houses popular in the early decades of the twentieth century. In addition, one of the Jones Bridge Road structures is an excellent example of an early twentieth century Victorian vernacular farmhouse of the type once widely found in the rural parts of the county. Characterized by strong vertical lines, a front-gabled metal-covered roof, and a front porch with turned and bracketed posts, few such structures remain in the Bethesda-Chevy Chase area. At the rear of this structure is a partially-demolished wood shed which is historically significant because it appears to date from the same early period as the house.

The remaining garages and sheds (primarily of wood or metal) are all of more recent vintage, dating from the mid-late twentieth century and (except in one case) detached and located at the rear of lots. The outbuildings contribute to the overall character of the district by creating a particular "pattern" of building placement and style (ie: detached rather than attached garages).

Buildings: Scale and Massing

Building scale is one of the most important factors in determining the character of the historic district. While a building's "size" can be defined as its dimensions in whole or in part, building "scale" is the size of a building "in proportion to" neighboring buildings, or to a passing pedestrian, or to its surroundings in general. That is, building scale is determined not by actual size but by how large it appears in relationship to people, other buildings, and the community.

Based on this definition, the buildings in the Hawkins Lane Historic District are decidedly "low-scale" or "small-scale" in appearance and are "in proportion" to their surroundings. Their small scale is important in contributing to the intimate, rural quality of the district.

Residents of the historic district are particularly concerned at the large scale of recent residential construction on the south side of Jones Bridge near Hawkins Lane. Incompatibly-scaled new construction in the district would destroy its visual character. It is extremely important, therefore, that scale be considered in planning for new construction and that new buildings be in scale with existing structures and the district as a whole.

Similarly, it is essential that additions to existing buildings or new construction be compatible in "massing" with existing structures and the district as a whole (massing can be defined as the "shape" or "form" of a building or its parts). Does the massing of an addition, for example, obscure

or radically alter the form of the original structure or is a new building incompatible in massing with other buildings in the district? These are important considerations in planning for changes in the historic district.

New Construction

New construction should be compatible in scale, massing and materials with existing structures, particularly those which are adjacent or in close proximity to the construction.

New construction should take into account the vernacular character of existing structures and the wide variety of materials used.

New garages should be detached in keeping with the prevailing style in the district.

Where a new outbuilding is erected, every effort should be made to ensure that it is compatible with residential buildings in terms of scale, massing, and materials.

Siting and Setback

Building siting and setback are important because (as noted above) they help establish a "pattern" of buildings and open spaces in the historic district.

Historic district residences are sited to face the road, both on Hawkins Lane and Jones Bridge Road, an important consideration in planning the siting of new buildings. Outbuildings are generally sited at the rear of lots and garages are, in general, detached. Two exceptions to the latter are the built-in garages at the rear of 8818 and 8822 Hawkins Lane; neither garage is now used for its original purpose.

Distances between buildings on the west side of the Lane are generous, varying from approximately 23 to 60 feet. On the east side, the four small houses at the north end of the lane are approximately 20 feet apart, but large vacant lots currently separate the remaining structures on that side and on Jones Bridge Road east of Hawkins Lane.

Hawkins Lane setbacks range from 10 to 30 feet, with the average approximately 18 feet. On Jones Bridge Road, setbacks vary from approximately 25 to 40 feet.

Guidelines:

New construction should maintain the approximate setback and siting patterns established by existing buildings in the district, particularly those which are adjacent to or in close proximity to the new construction.

Existing outbuilding siting patterns should be maintained, with new garages and other structures placed at the rear of lots.

New construction should take the siting and setback of adjoining buildings into particular account.

Landscaping

Landscaping in the historic district is informal, with most lots having small front lawns and a variety of foundation or boundary plantings.

Guideline:

Landscaping around new construction or existing buildings should be informal, in keeping with existing landscaping.

Fences and Other Property Markers

Hawkins Lane residences are generally separated from one another and from the road by bushes and other vegetation rather than fences or walls. In a few instances, property lines are marked by low fences in a variety of materials and styles, the most prevalent being wood picket. There are also several metal fences and, in front of one house, a low, stuccoed concrete block wall.

On Jones Bridge Road, property lines are marked only by vegetation and there are no fences or walls separating houses from each other or from the road.

Guidelines:

Property owners should be encouraged to use shrubs and trees to mark boundary lines, where such marking is desired.

Where fences are erected, they should be low and inconspicuous, and preferably wood picket or rail.

County Zoning and Land Use Recommendations

As noted above, new development in the historic district can damage or destroy the district's character if it is not carefully planned, both in design and setting. The Bethesda-Chevy Chase Master Plan (adopted April, 1990) indicates that there is a 2.5 acre parcel in the district which is a potential development site. Under existing R-90 zoning (Single-Family Detached Residential), approximately three new single family detached homes could be constructed on the parcel; under the R-90 "Cluster Development" option, which is the recommended development alternative in the Master Plan for new subdivisions in the historic district the number could be as high as nine. (See Appendix 1.)

"Clustering" is an innovative approach to land use planning which allows for higher density in return for the preservation of open spaces and trees. In a cluster subdivision (unlike a subdivision governed by traditional zoning), lots can be of varying shapes and sizes and variations in setbacks are permitted. This flexible approach encourages increased preservation of open spaces, trees, and the natural topography of the land. It is an alternative method of development, not a different zoning category.

Proposals for cluster development are subject to the same review procedures as other subdivision plans. The Montgomery County Planning Board, in reviewing such plans, will be guided by existing site plan review

procedures and any conditions for development which may have been laid down in the Master Plan.

Guidelines:

In reviewing proposed new subdivisions it should be noted that R-90 Cluster is the development alternative preferred by district residents and recommended in the Bethesda-Chevy Chase Master Plan.

Both cluster and non-cluster subdivision plans should be compatible with the siting, setback, scale, and massing of existing buildings and should preserve the maximum amount of open space, vegetation, and the existing topography.

In a subdivision plan, road cuts onto Hawkins Lane should be kept to a minimum and the existing character (width and paving) of the Lane retained. Curbs, gutters and sidewalks should not be considered for Hawkins Lane.

The number of new units permitted should be determined by the compatibility of the site plan with surrounding structures and the visual character of the district, not by the maximum number of units allowed under existing zoning regulations.

In order to accommodate new development in a manner compatible with the character of the district, it may be necessary for the County Planning Board to waive certain development regulations (such as the requirement for 25 feet of frontage on a public street for each new lot).

New construction should not include the relocation of existing structures, since relocation is not compatible with the preservation of the district's existing character.

The Secretary of the Interior's Standards for Rehabilitation:

Standard #1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

Standard #2: The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Standard #9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Standard #10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

STAFF DISCUSSION

The Secretary of the Interior's *Standards for Rehabilitation* state that "the site, including its associated features, contributes to the overall character of the historic property... [and] the relationship between the buildings and landscape features within the site's boundaries should be considered in the overall planning for rehabilitation project work."

The *Standards* advise that it is important to identify, retain, and preserve the building and landscape features which are important in defining the historic character of the setting including woodlands and important views or visual relationships.

The *Standards* recommend that:

- any changes should retain the historic relationship between buildings and the landscape and its site features including trees.
- adjacent new construction should be designed to be compatible with the historic character of the site and preserve the historic relationship between the building or buildings and the landscape.

For new construction, the *Standards* recommend against:

- locating new construction on the building site where important landscape features will be damaged or destroyed
- Introducing new construction onto the building site which is visually incompatible in terms of size, scale, design, materials, color, and texture; which destroys historic relationships on the site; or which damages or destroys important landscape features.

Chapter 24-A states "In the case of an application for work on an historic resource located within an historic district, the **commission shall be lenient** in its judgment of plans for structures of little historical or design significance or for **plans involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district.**" [emphasis added]

The *Design Guidelines for Historic Sites and Districts in Montgomery County, Maryland*, which are to be used as general guidance but not as review criteria, state:

DESIGN OF ALTERATIONS, NEW OR INFILL CONSTRUCTION

While the alteration of historic properties may be proposed, the goal should be to design these changes such that they have no – or little – effect on the integrity of the property. Design any alterations to be compatible with the historic character of the property. Avoid alterations that would hinder the ability to interpret the original design character of the house, as well as those that imply an earlier historic period than that of the building. Design alterations such that damage to historic features or materials is minimal, or avoided entirely. These approaches are generally inappropriate. Design alterations such that damage to historic features or materials is minimal, or avoided entirely.

Similarly, new or infill construction should be designed to fit within the setting of the historic site or district. This requires some planning, as well as an understanding of the development site. The Montgomery County historic preservation program recognizes that while historic districts and sites convey a certain sense of time and place associated with their history, they also remain dynamic, with alterations to existing structures and construction of new buildings occurring over time.

The design guidelines that follow were written to help assure that, when new building occurs, it will be in a manner that reinforces the basic visual characteristics of an area. The guidelines do not require that new buildings must look old. In fact, imitating historic styles found in Montgomery County is generally discouraged. Some people may be confused about this concept; for many, the initial assumption is that any new building should appear to be old. But rather than imitating older buildings, a new design should relate to the traditional design characteristics of a neighborhood while also conveying the stylistic trends of today. New construction may do so by drawing upon some basic building features—such as the way in which a

building is located on its site, the manner in which it relates to the street and its basic massing, form and materials—rather than applying conjectural historic detailing to a new building. When these design variables are arranged in a new building to be similar to those seen traditionally in the area, visual compatibility results. Therefore, it is possible to be compatible with the historic context while also producing a design that is distinguishable as being newer.

Overall, the review criteria allow for new construction on this vacant lot in the historic district. This house will front Jones Bridge Road - not Hawkins Lane - so the impact is primarily to the adjacent resources more than the houses along Hawkins Lane.

In the staff report for the first Preliminary Consultation staff went over the proposed house in terms of its siting, materials, scale and massing, height, garage, driveway, trees. Staff determined that the house location and setbacks, materials, and driveway width were in keeping with the Guidelines. Staff expressed some comments and concerns about the proposal in terms of scale and massing and height. Staff also had concern about the size of the two new outbuildings, the driveway material, and tree protection, removal and replacement.

At the first Preliminary Consultation the Commission's main concerns and comments were:

- the massing of the house should be broken up and the house should be narrower at the front and then wider and deeper at the rear. [One suggestion was to limit the front width to the width of the front porch. Another suggestion was to move the screened porch to the rear.]
- the garage /shed should be reduced in size and could be combined into one outbuilding
- exposed aggregate concrete or tar and chip are allowable for the driveway material

At the meeting the applicants explained why they could not do a major redesign of this house. In response to the Commission's concerns, the applicants have made the following changes to the proposal (see Circles 19+20):

1. narrowed the house width from 39' to 36'
2. narrowed the front porch width by 3'
3. pulled the front room forward 4 feet so the bulk of the massing is pushed back 4 feet
4. narrowed the part of the screened porch that projects beyond the west side plane of the house from 12 ½' to 7' and pushed the rest of the porch behind the house
5. combined the garage and shed into one L-shaped building with a smaller footprint than the two separate buildings
6. changed the driveway material from asphalt to exposed aggregate concrete

The changes the applicants have made are improvements from the previous design - the house is now narrower and the bulk of the massing is pushed slightly further back. The L-shaped garage/shed building has a smaller impact on the site. If the Commission supports the scale and massing of this house, the applicants can proceed with the project and submit a Historic Area Work Permit application after making any relatively minor changes that the HPC recommends.

STAFF RECOMMENDATION

The HPC should provide the applicants with feedback on the changes the applicants have made to the proposed house and whether they support the new construction and find that the size, scale and massing of the house are in keeping with the applicable review criteria.



DPS - #8

HISTORIC PRESERVATION COMMISSION
301/563-3400

APPLICATION FOR
HISTORIC AREA WORK PERMIT

Contact Email: abreu.roy@dol.gov Contact Person: ROY ABREU
 Tax Account No.: 00425147 Daytime Phone No.: (202) 693-4324
 Name of Property Owner: ROY ABREU Daytime Phone No.: (202) 693-4324
 Address: 2202 LINDEN LANE, SILVER SPRING, MD 20910
Street Number City State Zip Code
 Contractor: _____ Phone No.: _____
 Contractor Registration No.: _____
 Agent for Owner: _____ Daytime Phone No.: _____

LOCATION OF BUILDING/PREMISE

House Number: _____ Street: 4115 JONES BRIDGE RD.
 Town/City: Cherry Chase Nearest Cross Street: Connecticut Ave. & Jones Bridge Rd.
 Lot: _____ Block: _____ Subdivision: 0502
 Liber: _____ Folio: _____ Parcel: P916 MAP: HP41
 Deed Reference: 45483/00383

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CHECK ALL APPLICABLE: Construct Extend Alter/Renovate Move Install Wreck/Reiz Revision Repair Revocable

CHECK ALL APPLICABLE: A/C Slab Room Addition Porch Deck Shed Solar Fireplace Woodburning Stove Single Family Fence/Wall (complete Section 4) Other: _____

1B. Construction cost estimate: \$ _____
 1C. If this is a revision of a previously approved active permit, see Permit # _____

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTERIOR ALTERATION

2A. Type of sewage disposal: 01 WSSC 02 Septic 03 Other: _____
 2B. Type of water supply: 01 WSSC 02 Well 03 Other: _____

PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. Height _____ feet _____ inches
 3B. Indicate whether the fence or retaining wall is to be constructed on one of the following locations:
 On party line/property line Entirely on land of owner On public right of way/easement

I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

Roy Abreu 3/4/2013
 Signature of owner or authorized agent Date

Approved: _____ For Chairperson, Historic Preservation Commission
 Disapproved: _____ Signature: _____ Date: _____
 Application/Permit No.: _____ Date Filed: _____ Date Issued: _____

Edt 6/21/99

SEE REVERSE SIDE FOR INSTRUCTIONS

17

HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFYING [Owner, Owner's Agent, Adjacent and Confronting Property Owners]	
Owner's mailing address ROY ABREU 2202 LINDEN LANE SILVER SPRING MD 20910	Owner's Agent's mailing address
Adjacent and confronting Property Owners mailing addresses	
VICTORIA VAN RODEN 4107 JONES BRIDGE RD. CHEVY CHASE MD 20815	MORRIS PETER H 4111 JONES BRIDGE RD. CHEVY CHASE MD 20815
THOMAS ALBRECHT 4117 JONES BRIDGE RD. CHEVY CHASE MD 20815	
HEFFERNAN MARK J & ANA-MARIA ARRIAGADA 427 N TATNALL ST. #96263 WILLMINGTON, DE 19801 (Owners of 4109 Jones Bridge Rd.)	

MEMORANDUM

DATE: April 30, 2013
TO: Historic Preservation Commission (HPC)
FROM: Roy and Lillian Abreu
SUBJECT: Changes made in Response to HPC's Observations

On March 27, 2013, we had our 1st Preliminary Consultation for the new construction we are proposing at 4115 Jones Bridge Road, Chevy Chase (Hawkins Lane Historic District). Soon thereafter, Anne Fothergill sent us her synopsis of the meeting which included HPC's concerns and recommendations. In what follows, we explain the changes we have made. In general, we have divided the document into sections and below each section title we have included relevant text from Ms. Fothergill's synopsis followed by our response:

SCALE & MASSING

Ms. Fothergill: The majority of the Commission recommended that the massing of the house be broken up and the main suggestion was that the house should be narrower at the front and then wider and deeper at the rear.

Our Response: We have,

1. Narrowed the house width, from 39' to 36', by switching from the 2005 version to the original 2004 version of this Sarah Susanka house. I have compared the widths of all 3 homes on Jones Bridge Road and a few others with that of our new proposal. Specifically, of the three homes on Jones Bridge Road, the adjoining home to our West is 32' wide (about 90% of our revised width) and the one next to it is 37' wide (one foot wider than our revised width). On Hawkins Lane, of the homes I measured, there is one home that is 52' wide and another that is 48' wide.
2. Narrowed the Front Porch width by 3'.
3. Narrowed the Side Porch Width visible from the street from about 13' to 7'. We have also moved it entirely to the rear by eliminating the portion of the Side Porch that wrapped around the West side of the main structure.

4. Made the house 4' deeper and in so doing have further broken up the massing and scale: We have "bumped out" the AWAY ROOM (the middle segment of the South Elevation) by 4'. The East plane, which was recessed by 7 feet in our original proposal, is now recessed by 11 feet from the Front plane and 41 feet from Jones Bridge Road. The West plane, which was recessed by 15 feet in our original proposal, is now recessed by 19 feet from the Front plane and 49 feet from Jones Bridge Road.

GARAGE & SHED

Ms. Fothergill: The majority of the Commission recommended that the garage/shed be reduced in size and could be combined into one outbuilding.

In our original proposal, the two-car Garage (24'X24') and Shed (16'X16') were located at opposite ends of the back yard. We have combined the two into one outbuilding which has a smaller footprint than the original two-car Garage. Our new proposal is for a single "L" shaped structure made up of a one-car Garage (13'X23') attached to a Shed (11'X17'). The height of the outbuilding is about 14 ½' and the slope of the roof matches that of the house.

DRIVEWAY & WALKWAY SURFACE

Ms. Fothergill: The majority of the Commission supported a solid material for the driveway based on your mother's need for a walkable surface; the materials suggested were exposed aggregate concrete or tar and chip (staff prefers the former).

As recommended by staff, we will use **Exposed Aggregate Concrete** for the driveway.

TREE REPLACEMENT AND PROTECTION PLAN

As required by the HPC, our revised proposal includes a Tree Replacement and Protection Plan. It is supported by a Tree Site Plan, a Tree Inventory and a Report prepared by Keith C. Pithford, an ISA certified arborist and Maryland licensed tree expert and forester. Mr. Pithford surveyed the trees on our property on April 8, 2013.

Thank you for your consideration of our revised proposal.



PITCHFORDASSOCIATES
arboriculture + environmental consulting

April 8, 2013

Mr. Roy M. Abreu
4115 Jones Bridge Road
Bethesda, MD 20815

Dear Mr. Abreu:

At your request, I have surveyed the trees on the property that were identified on the site map prepared by Snider & Associates Surveyors. I conducted this survey in your presence, on 8 April 2013.

This survey identifies 21 trees for which I have determined their diameter size (in inches at breast height), the common and scientific names, their condition and comments on the trees health. You will see that I have also included a column for preservation potential. I have simply commented here on whether the tree is worth of preservation consideration.

In general, the trees on this site are not desirable due to either their species, or condition. However, there are a few that I identified as preservation candidates. These are the trees that have a condition rating of "Good/Fair," or better. In particular, these are trees #9, 14, 15, 16, 17, 19, 20 and 22. Once you have finalized a site plan for your house, I can work with the engineering firm to complete a tree save plan.

Unfortunately, the row of Leyland cypress to the left of the lot is in fair to poor condition. They have received quite a bit of storm damage, and there is also a lot of dead wood in most of the trees. The only tree here that is in decent condition is tree #9, all of the others are not preservation candidates.

Thank you for the opportunity to provide this survey. Please let me know if you have any other questions.

Sincerely,

Keith C. Pitchford
ISA Certified Arborist, MA-0178
ISA Certified Tree Risk Assessor, #922
MD Licensed Tree Expert, #589
MD Licensed Forester, #675

TREE SURVEY - ABREU PROPERTY
 4115 JONES BRIDGE ROAD, BETHESDA, MD
 April 8, 2013



PITCHFORDASSOCIATES
 arboriculture + environmental consulting

Tree #	Common name	Scientific name	Diameter (in)	Retention potential	Condition	Comments
1	Leyland cypress	x <i>Cupressocyparis leylandii</i>	11, 7, 4	No	Fair/Poor	Seiridium canker, dead wood
2	Leyland cypress	x <i>Cupressocyparis leylandii</i>	11	No	Fair/Poor	dead wood in lower canopy
3	Leyland cypress	x <i>Cupressocyparis leylandii</i>	13, 8	No	Fair/Poor	storm damage, d/w
4	Leyland cypress	x <i>Cupressocyparis leylandii</i>	8, 6, 4	No	Fair/Poor	storm damage, d/w
5	Leyland cypress	x <i>Cupressocyparis leylandii</i>	13	No	Fair/Poor	storm damage, d/w
6	Leyland cypress	x <i>Cupressocyparis leylandii</i>	13	No	Fair/Poor	storm damage, d/w
7	Leyland cypress	x <i>Cupressocyparis leylandii</i>	10, 5.5, 4	No	Poor	storm damage, d/w
8	Leyland cypress	x <i>Cupressocyparis leylandii</i>	10	No	Fair/Poor	storm damage, d/w
9	Leyland cypress	x <i>Cupressocyparis leylandii</i>	10, 7	Yes	Good/Fair	some d/w, better tree
10	White mulberry	<i>Morus alba</i>	10, 14, 15	No	Poor	falling apart
11	Black cherry	<i>Prunus serotina</i>	10	No	Poor	falling apart, almost dead
12	Black locust	<i>Robinia pseudoacacia</i>	27.5	No	Poor	hazardous, falling apart
13	White mulberry	<i>Morus alba</i>	10	No	Fair/Poor	major deadwood
14	White mulberry	<i>Morus alba</i>	11.5	Yes	Good/Fair	better tree, remove ivy
15	White mulberry	<i>Morus alba</i>	13	Yes	Good/Fair	better tree, remove ivy
16	Black locust	<i>Robinia pseudoacacia</i>	11	Yes	Good/Fair	major deadwood
17	Black locust	<i>Robinia pseudoacacia</i>	13.5	Yes	Good/Fair	major d/w, remove ivy
18	Black locust	<i>Robinia pseudoacacia</i>	19	No	Fair	phototropic lean, d/w, included bark
19	White mulberry	<i>Morus alba</i>	19, 12	Yes	Good/Fair	remove lead over lot, keep other, major d/w
20	White mulberry	<i>Morus alba</i>	10	Yes	Good/Fair	lean over drive, ivy, d/w
21	Eastern white pine	<i>Pinus strobus</i>	15	Yes	Good	nice tree
22	Tulip poplar	<i>Liriodendron tulipifera</i>	12.5	Yes	Good/Fair	vines, but okay

PARCEL #856
L. 19815
F. 592
LOT 7

PART THREE

PART ONE

PART TWO

PART 4

PART 3

PART 2

PARCEL #919
L. 17328
F. 309

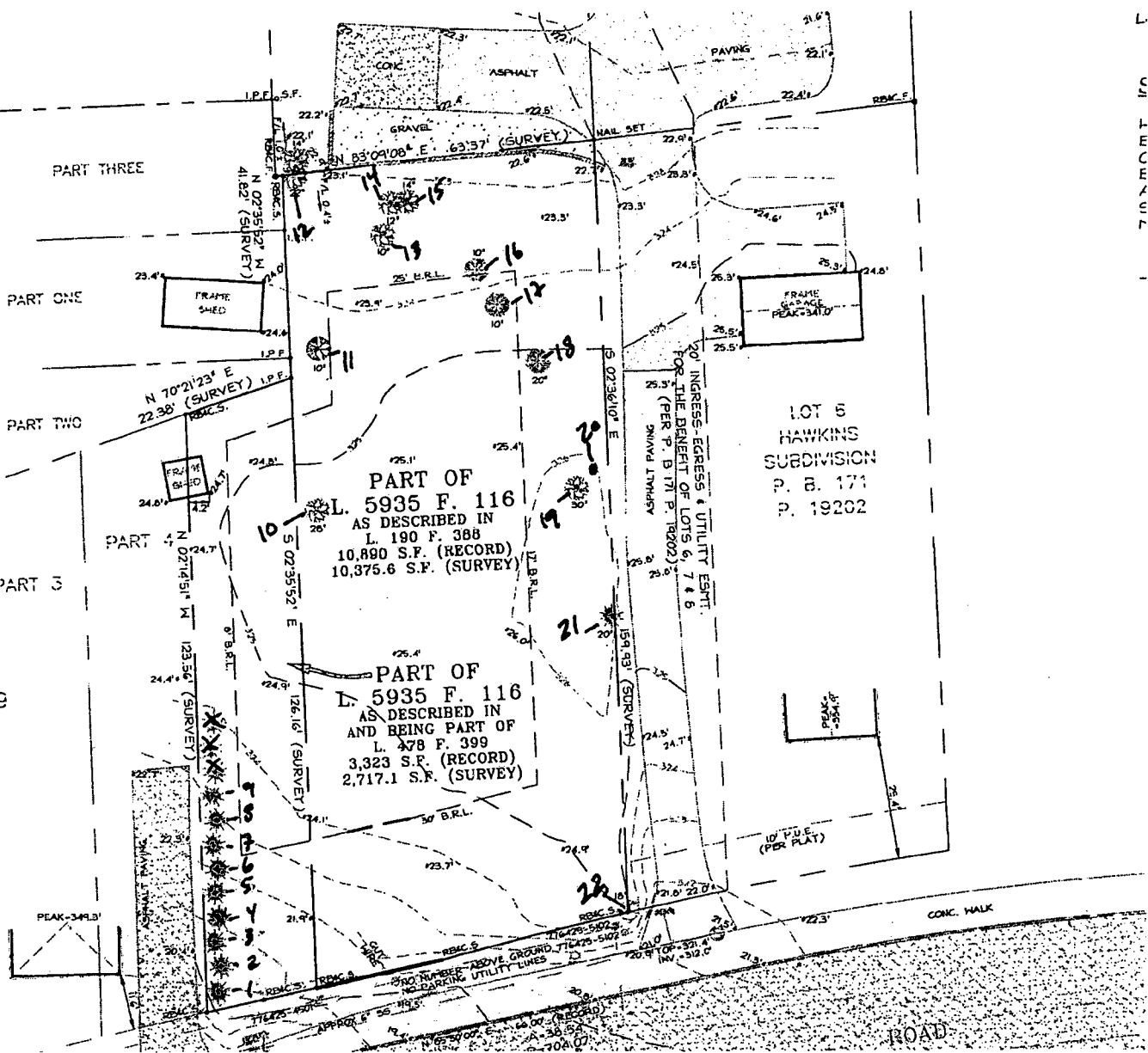
PART OF
L. 5935 F. 116
AS DESCRIBED IN
L. 190 F. 388
10,890 S.F. (RECORD)
10,375.6 S.F. (SURVEY)

PART OF
L. 5935 F. 116
AS DESCRIBED IN
AND BEING PART OF
L. 478 F. 399
3,323 S.F. (RECORD)
2,717.1 S.F. (SURVEY)

LOT 5
HAWKINS
SUBDIVISION
P. B. 171
P. 19202

20' INCREASE EGRESS & UTILITY ESMT.
FOR THE BENEFIT OF LOTS 6, 7 & 8
(PER P. B. 171 P. 19202)

10' P.U.E.
(PER PLAT)



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Tree Replacement and Protection Plan

Keith C. Pithford, an International Society of Arboriculture (ISA) certified arborist and Maryland licensed tree expert and forester, surveyed the trees on our property on April 8, 2013. He prepared the Tree Site Plan, Tree Inventory and Report that I have included in this package.

He found that, *in general, the trees on the site are not desirable due to their species and condition.* However, of the 22 trees he surveyed, he identified nine (9) trees as *preservation candidates*. In particular, he has labeled these trees on the Tree Site Plan as numbers 9, 14, 15, 16, 17, 19, 20, 21 and 22. Of these, our plans call for:

- Replacing numbers 9, 14, 15, 16, and 17.
- Protecting numbers 19, 20, 21, and 22.

Tree Replacement Plan

For the five (5) trees we propose to replace, our Replacement Plan calls for selecting replacements from species that are native to Montgomery County, thrive naturally in the County, and are relatively disease resistant. The Town of Chevy Chase has published a list of acceptable replacement canopy trees—Oaks, American Beech, Maples, Ash, Sweet Gum, Black Gum, Tulip Poplar, and American Elm. We propose to use this list as a guide. We will consult with Mr. Pithford to ensure that the trees are selected with the site in mind. We intend to have the trees planted in the, relatively open, North East and South East corners of the site. We will use planting services provided by a professional landscaping company. To meet the applicable requirements, we propose a one-to-one replacement; however, we fully intend to plant other desirable trees, shrubs and flowers.

Alternatively, if the option to pay into a "replacement tree" fund is available, we would like to consider this option to satisfy our obligations in this matter.

Tree Protection Plan

For the four (4) trees that we mean to preserve, we propose to activate our Protection Plan once we have finalized the Site Plan for the home, outbuilding, driveway and walkways. This plan will be designed to offset or mitigate the impacts of the home construction activities; thereby protecting the trees identified above. I have already discuss this with Mr. Pithford and he has agreed to work with the builder that we contract with to develop and implement a "tree save" plan.

March 27, 2013 HPC Meeting Transcript

The next case we will hear tonight is a preliminary review for Case II.A at 4115 Jones Bridge Road in Chevy Chase. Do we have a staff report?

MS. FOTHERGILL: We do. This is a vacant lot in the Hawkins Lane Historic District. This property fronts Jones Bridge Road, 4115 Jones Bridge Road, and you'll see in your staff packet, there are some photos along Hawkins Lane in Circles 40 and 41, which aren't in my slide show because we're really looking at the impacts to Jones Bridge Road. But you'll see in pages 40 and 41, the houses on Hawkins Lane are very small, a lot of cottages and capes, and it is a very unique historic district with a unique history. And that history is in your staff report, and I encourage you to read and get to know it. It's definitely a treasure within Chevy Chase, Maryland.

The applicants are proposing to construct a new home on this vacant lot, which as I said, fronts Jones Bridge Road. It is located between two contributing resources. And as you can see in Circle 30 of your staff report, there are only three lots to the east of Hawkins Lane along Jones Bridge Road, and then one to the west. This is the extent of the houses along Jones Bridge Road in the historic district; it doesn't extend any further east.

The applicants are proposing a house with an approximately 1,250 square foot footprint, which doesn't include the two porches. And we'll go into the house details in a minute. First, I want to show you some slides to orient you. This is looking slightly to the east at the vacant lot. You can see the contributing resource, which is a narrow three bay house, and this is the contributing resource to the west. And then there's Hawkins Lane further to the west.

This is a little closer on the lot. This is actually looking from Hawkins Lane into the site of the new house. And you can see that contributing resource right now, you can see through the site to that house. So obviously, this new house also would be visible from Hawkins Lane. Here is the proposed site plan. You can see that the house does have a front porch and screen porch at the

northwest corner. They are also proposing a two car garage and a 16 foot by 16 foot shed at the rear of the property.

The Guidelines are very detailed for Hawkins Lane, and then there is also the applicable guidance from 24A and the Secretary of Interior Standards for Rehabilitation. I will note that Chapter 24A does talk specifically about plans involving new construction. So it is to be noted that Chapter 24A states that when reviewing new construction that essentially the Commission shall be lenient in its review of plans involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district.

The Hawkins Lane Guidelines also talk specifically about new construction, driveways, changes to the site trees, and so those, we can discuss those tonight as well. So, the proposed house, as I mentioned, has an approximately 1,250 square foot footprint. It will be brick on the first floor and stucco on the second story with an asphalt shingle hipped roof.

This is a streetscape study that we asked the applicant to prepare so you would get a sense of the house's height and scale, and massing in comparison to the two adjacent recourse. We can come back to this later, if you would like to come back to this slide. Here is the front elevation. Again, you can see the front porch. That is the screened porch that is off on the rear corner. And, as I mentioned, the house is brick and stucco.

The porches have metal roofs. The front porch has a wooden front porch railing. The windows are double-hung, wooden windows and doors with simulated-divided lights. And this is the east elevation, west elevation, north elevation. Again, this is the rear. And then here is the first floor plan, and the second floor plan. We can come back to any of these if you have specific questions about them. And the proposed garage, just the front elevation, and here is an aerial view of the lot. The applications are proposing to remove those 12 trees that are along the driveway location on the west side of the lot, as well as four trees for construction of the building. And they will propose tree

replacement at the time of their application.

The house is set back approximately 30 feet from the Jones Bridge right-of-way, and is in line with the setbacks of the two adjacent resources. In terms of the Hawkins Lane and other applicable guidelines, the staff discussion goes through and pulls out all the relevant ones. The siting, as I just mentioned, is appropriate with the setback. The proposed materials are compatible with other houses in the historic district, the brick, the stucco, and the wood.

Scale and massing, the Guidelines, as I mentioned, discuss specifically the small scale of the buildings in the historic district, and they state that new construction should be compatible in scale, massing and materials with existing structures. I do think it should be noted that since this house is on Jones Bridge Road and not on Hawkins Lane, the main consideration is really how this house relates to and impacts the Jones Bridge Road streetscape, and not the smaller cottages along Hawkins Lane. But the Commission may see it differently and see the whole resource as a whole, and so that's to be discussed tonight.

The house is wider and appears larger in scale and more massive than the two adjacent resources, as you saw on that streetscape study. The house is not a very large house comparatively speaking. It's 2,400 square feet total, and the massing is broken up with projections and porches, but it is wide compared to the two adjacent resources. And, as I mentioned, that house to the east is significantly narrow.

It's also slightly larger than the two new houses that were built on the back lots in the 1990s. And you can see those sort of at the top of this aerial photo. The height is approximately 33 feet tall from grade to roof ridge, and as you can see in the comparison that was submitted, the land does slope up and the house will be on a higher grade than the house to the west, and so it will be taller than that house.

It is also slightly taller than the house to the east, and staff recommends that the height be reduced so the roof ridge is not taller than the house to the east. In terms of the garage, the

Guidelines do talk about maximizing the amount of open space to keep the rural feeling of this historic district, and staff's concern is with the large 24 by 24 square footprint combined with the 16 foot wide shed. So, perhaps there could be some discussion of maybe a one and a half garage with a shed incorporated into it, or some other design to break up the massing. And, if in fact it's going to be two buildings, that the shed perhaps could be reduced in size since 16 feet wide is a sizeable shed, and essentially a one car garage. And also, these buildings will be visible, as you saw from Hawkins Lane. I mean, you know, partially visible.

In terms of the driveway material, the Guidelines note that on Jones Bridge Road one driveway is eight feet wide and the other 12. This proposed driveway is 12 feet wide, so that's appropriate. But staff recommends that the driveway material be gravel or grasscrete or some material that's in keeping with the rural character, and not asphalt. And then we talked about the trees, and the Guidelines do note that the retention of trees is very important. So, tree replacement would be important if trees are proposed for removal.

Finally, I do want to note that the applicant has been very aware of this preciousness of this district and the small scale, and has really tried to be sensitive to that, and to propose a house that is not huge and overpowering to the historic district. So that's commendable, and so it's now figuring out if, in fact, this is still too big and what can be done to make sure it is compatible. Staff is asking that the Commission provide the applicants with feedback on the house, the garage, the shed, the driveway. I didn't write the trees there, but I would say the trees too, if that's of concern. So, specifically, the size, scale and massing of the house, the materials for the house, outbuildings, the driveway, and the size, scale and massing of the garage and shed. That concludes my staff report.

MR. KIRWAN: Thank you, Anne. Do any Commissioners have any questions for staff?

MR. RODRIGUEZ: Yes. Anne, can you pinpoint on the site plan which trees are being identified to be removed?

MS. FOTHERGILL: Sure. If you look in the lower left, there are trees along the new

driveway and you can see them in the aerial photo too. The evergreens, and they're all in a row. They have proposed those to be removed. And then if you look at the proposed garage, there are three in the footprint, and I believe the one that is between the garage and the driveway is the fourth.

MR. TRESEDER: Anne, in the photos, there's one fairly large tree that seems to be to the middle rear of the lot. Is that being retained, and is that a healthy tree, or is that something that is under stress?

MS. FOTHERGILL: I'm not sure if the applicants have had an arborist out yet, but we can ask the applicants. I'm not sure specifically about the trees, which are going and which are staying in terms of their condition.

MR. VAN BALGOOY: Ms. Fothergill, since we have this plan up, I wonder if you could interpret some of the drawing for me, because I can't read it at the scale I have here. The dashed lines, what do they mean?

MS. FOTHERGILL: Building restriction line, maybe. Setbacks.

MR. VAN BALGOOY: Okay, and then there's one that's, where the driveway is going down, that's part of the property or is that a separate parcel?

MS. FOTHERGILL: That is part of this owner's property.

MR. VAN BALGOOY: And why is there a dashed line then separating the driveway from the house?

MS. FOTHERGILL: Maybe for the building restriction line. Maybe they couldn't build on that side lot extension. Again, that would be a question for the applicant.

MR. WHIPPLE: I think that might be an old lot line that was erased in a resubdivision, perhaps.

MR. VAN BALGOOY: So the building restriction lines can be, are from the property line, right?

MS. FOTHERGILL: I think we should ask the applicant since he did recently buy it, and so

he's very familiar with what exactly is the property line.

MR. VAN BALGOOY: And then in the upper left hand corner, it appears that there's a building going over the property line, is that correct?

MS. FOTHERGILL: There was a shed that was relocated. I'm not sure if that's the shed. And again, we can ask him. I see what you're looking at.

MR. VAN BALGOOY: And then just to be clear, they're proposing to put a driveway in from Jones Bridge between the houses.

MS. FOTTEHRGILL: On the west side of the property.

MR. VAN BALGOOY: The driveway's on the west side of the house.

MS. FOTHERGILL: That's correct.

MR. VAN BALGOOY: They go behind or connect to the garage, and then does it go out to the other driveway?

MS. FOTHERGILL: No. The applicants did approach the neighbors to the east about possibly sharing that driveway, which is a shared driveway with those other new houses. And the neighbors did not want to go that route. So it does not connect to that driveway. It just goes to the garage and then, you know, probably has a turn around and comes back out.

MR. VAN BALGOOY: Okay, great, thank you.

MR. RODRIGUEZ: Anne, sorry. Can you clarify? At this moment there is an existing driveway in the same location is being widened or is new?

MS. FOTHERGILL: No, this is a vacant lot with no improvements.

MR. RODRIGUEZ: Oh, it's a vacant lot, okay.

MS. FOTHERGILL: The applicant has some photos that I'll put up, and then you can bring him up, because these are good questions that I just can't answer.

MR. KIRWAN: Any other questions for staff? No, okay. I'm going to ask the applicants to come up. Please come to the front table here and join us. And we're going to ask you to give a brief

presentation if you would like about your project. When you do speak, please introduce yourself with your name, and you have to touch the button on one of these microphones right here, when you do introduce yourself and speak. And they have how many minutes?

MS. FOTHERGILL: Seven.

MR. KIRWAN: Seven minutes for your presentation. Thank you. Please go ahead.

MR. ABREU: Hello. I'm a little nervous, you have to excuse me. This is my first time.

Good evening Commissioners, Anne Fothergill and staff. My name is Roy Abreu. It is a pleasure to be here this evening to present our proposal. Joining me is my wife, Cathy, and Steve Breslin, who has agreed to work with us on this project. Later, Steve would like to address some specific issues that have been raised in the staff report. Before going any further, I would like to specially thank Anne for her time, promptness and guidance.

In her book, Home By Design, Sarah Susanka, devoted a chapter to a house she designed for a client in 2004, specifically to blend into a 1920 suburban neighborhood. The following year she modified the original design. She added a wraparound front veranda, and converted the back porch into a wraparound side porch. Both these elements are especially important to us. They allow for a more dynamic interplay between the outside and the inside. They let us take advantage of the incredible views provided by the greens of the golf course across the street, and they help us feel more connected with our neighbors.

This, in essence, is our proposal for the main house. Ms. Susanka has authorized an online company called, houseplans.com, to sell her plans and make small non-structural modifications. Buying plans from an architect of international repute that have been field tested, that are well-suited to the site, that satisfy our needs and taste, that are available at a reasonable price, seems like a sensible approach for us to take.

On February 15th in preparation for this hearing, Steve and I met with Anne to discuss our proposal, which included the rudimentary floor plans and elevation drawings that houseplans.com

had sent me. Anne made several valuable recommendations. She suggested that two windows be removed from the south elevation, and one window be added to the east elevation. Steve has incorporated these suggestions into the streetscape and elevation drawings he prepared.

Earlier, when I had proposed a parking and turn around area in the front of the house, Anne had recommended that we eliminate the parking spots in the front, and move the turn around area to the rear of the house. These changes have also been made, and are shown in the Plat of Survey and Concept Plan drawing.

I wanted to show how our proposed home relates in scale and massing to the other homes in the district. I have computed three ratios and annotated the district's GIS drawing with my results. I computed the coverage ratio for all 19 homes in the historic district, plus our proposed home. I took my numbers from the tax records. The coverage ratio of our proposed home at 10.16 percent is at the low end, and it is lower than all the four homes built in 1995.

I computed the frontage ratio from measurements that I took of all three homes on Jones Bridge Road and a few others. Here again, the frontage ratio of our proposed home does not stand out. I also compared the width of all three homes on Jones Bridge Road and a few others with that of our proposed. Again, our proposed home whose width is 38.8 feet, is lower than some and higher than others. Specifically, of the three homes on Jones Bridge Road, the home to our immediate west is 32 feet wide, and the one next to it is 37 feet wide. Again, ours is 38.8.

On Hawkins Lane, of the homes I measured, there is one home that is 52 feet wide, and another that is 48 feet wide. Taken together, these results demonstrate great variability, and the numbers of our proposed home are not unusual. In fact, these results are completely consistent with this declaration from the district's Development Guidelines Handbook. It reads, the district's significance is based primarily on its history as a late 19th Century black kinship community, not on its architectural merit.

Next, I wanted to draw your attention to two of the design features of our proposed

home that relate to massing and scale. They make our building look narrower and smaller. First, and this relates to staff's comment that the massing of our proposed home, "is broken up with different projections". Here the staff is referring to the fact that the width of the proposed home is divided into three segments, meaning three planes. The middle segment constitutes the front plane. The second segment is recessed by about eight feet, and the third segment is recessed by about 15 feet from the front plane, and more than 45 feet from Jones Bridge Road. This configuration makes the building look narrower.

Second, and this relates to staff's comment about not exceeding the height of the roof ridge of the house to the east. That house has a gabled roof which makes for a ridge line that runs the entire depth of the house, and locates the maximum height of the structure at the front elevation. Our proposed home has a hipped roof that effectively moves the peak height of the structure farther from the road and towards the center of the building, thus reducing the overall sense of height and volume.

My final comment on scale and massing is that, as pointed out in the staff report, "the footprint of the proposed house is only slightly larger than the two new homes built on back lots in the 1990s." About outbuildings, driveway and trees, garage and shed. Our proposal for the garage is to have a simple detached two car garage, which is located at the back of the house and partially hidden from view.

We are also proposing a detached shed. However, in light of staff's recommendation, we are now proposing to reduce the footprint of the shed from 16 by 16 feet to 12 by 12 feet.

Driveway. My mother is 88 years old. She lives with us, and she's feeble. Any exercise she gets is around the house.

MR. KIRWAN: I'm going to ask you to bring it to closure.

MR. ABREU: Even assisted, she needs relatively smooth surfaces to walk on. It would be unworkable to use gravel for the driveway and stepping stones for the walkway. All three homes on Jones Bridge Road have asphalt driveway. Trees. We fully accept staff's recommendation. We will come

up with a replacement plan for the trees that we are proposing to cut, and protect the others. Give me one second. I think this is really important.

That our property is located in this historic district is serendipitous. It closely resembles the history of Cathy's family. Her family home was built by her grandfather. In a single line, between this home to the bottom of the hill, are four homes and church, all built by her grandfather and other members of the family. Several of whom, like James and Samuel Hawkins, were in construction trades. Separately, we see the building of this home as a worthy enterprise, a creative enterprise, one that we believe will add value to a district that we are committed to. We care very much what happens to it. This will surely be our last home. Cathy, my mother and I will live in it until we no longer can. Thank you so much for your consideration. I have some photographs, but I know I've run out of time.

MR. KIRWAN: I think we have those photographs in front of us, or staff has them?

MS. FOTHERGILL: You may want to hear his comments on the photos, but you can do it after you've stopped his initial presentation if you want, or do you want, can he just show the photos?

MR. KIRWAN: Yeah, just go ahead and show us the photos.

MR. ABREU: So we've spoken about the width of the homes on Jones Bridge Road, meaning their width from the perspective of foot traffic on that road. Here I wanted to give you a sense of what visitors to North Chevy Chase Park see of the district. For most of the year, there's likely to be more foot traffic in and out of the park than on Jones Bridge Road. What you're seeing here is the entrance to North Chevy Chase Park. That's the park that is home to the Bethesda Little League. It has a softball field. It has soccer fields. It has a baseball field. It has a multi-use field, tennis courts, basketball court. It has a playground, and it has recreation. center.

MR. KIRWAN: We are familiar with the district because we've seen other cases before us before, so go a little quicker.

MR. ABREU: So let me go then to the next picture. So this is what people going in and out of the park see. This is 4107, which is the home to our immediate east. You can see that the width

is much more significant than what one sees from Jones Bridge Road. Can we go to the next? This home is even larger than the first. Actually, my estimate is that it's about 60 feet to 65 feet in width in this east elevation. There's a very small dull piece to the left that you can't see, but that's the two car garage in the front. You see that in the next picture.

So this is a picture that's taken from our property, and you can see the two car garage in the front. And that little angular piece to the, attached to the house was built after 1997. It was an addition that was added by the homebuilder after purchasing the original house from the developer. You can also see the wraparound porch, which is a side porch that extends the whole depth of the house. The garage can also be seen from Jones Bridge Road. I was standing at the head of the private driveway and just took the picture.

This is the home opposite it, which is the home that's immediately behind our property. And that also has a side porch and a back deck. And this is the last home I wanted to show you, primarily to show you the two car garage. But I wanted to show you overall is, if you can get a sense of the massing and scale of these homes, it's not substantially different from what we're proposing. Thank you.

MR. KIRWAN: Thank you. Does anybody have any questions for the applicant?

MR. CORATOLA: The ratios that you did, did those include your garage and shed in those computations?

MR. ABREU: No, they did not. And they did not in any of the homes that the computation was made for. So they were made very, very consistently.

MR. CORATOLA: So it was all based on the County records, the footprint of the houses, not the accessory structures?

MR. ABREU: That's correct.

MR. CORATOLA: Thank you.

MR. TRESEDER: I have a question, and it's following up on what commissioner asked of

the staff about your building restriction lines on the side. Have you determined from DPS which, on the, I guess it's the west side, whether your setback is measured from that old property line or does it measure from the new site drawing?

MR. ABREU: Commissioner Treseder, I can explain that very clearly. Let me start by saying that we were sold this whole property as one entity, but when the detailed survey was done, it turned out that there were two parcels. The parcel to the right, which is the large parcel, which is about a quarter of an acre, and the smaller parcel to the left, which is just under 3000 square feet, where you see the driveway. It's the large parcel for which Park and Planning gave us an exemption because of the deed history. So they said we could immediately build a house on it, if approved, and when I went to the Department of Permitting Service, they told me not only could we build on it, but the restrictions that applied were seven feet on each side of the larger rectangle, is the side setback. And the front setback is actually 25 feet, but to align with the houses on the side we moved it to 30 feet. And we were also told, though we could not build on the smaller parcel, we were allowed to have a driveway on it, and that's how we came up with this configuration.

MR. TRESEDER: Okay. So the building restriction lines as shown on this plat are indeed the ones that you have to work within?

MR. ABREU: Yes. It's the dashed lines.

MR. TRESEDER: And the side porch encroaches over that because the zoning allows porches to encroach on side yard setbacks.

MR. ABREU: That's right, by three feet. Yes.

MR. TRESEDER: Okay, thank you.

MR. KIRWAN: Any other questions for the applicant? Do we have any additional testimony we're going to hear tonight, staff?

MS. FOTHERGILL: No.

MR. KIRWAN: Great. Well then I'm going to ask you to turn off your microphone, if you

would, and we're going to deliberate and give you our thoughts on your proposal. So I'd like to open this up to the commissioners, and whoever wants to start feel free to. What I would like us to try to do, on Circle 15 of the staff report, Anne has very clearly laid out for us the things that we should touch upon, and has given us staff concerns and recommendations on some of those points. So, if you could go through that list, I think it'd be very simple for us to just go through each one, siding, materials, scale and massing, and react to the staff's comments on that, and concerns, and share yours either in agreement or any other suggestions or concerns you have. Can I get a starter here, or do I just start on my left.

MR. RODRIGUEZ: I can go, I have no problem. I think it's a great idea, and I recommend you to look at not so big a house, and I think that's a good start. I have a hard time reconciling elevations with the floor plans. The two things don't match, and I couldn't understand exactly what was the idea. My biggest concern, and I agree with Anne, is the ridge line is too high. And the house, because of its configuration and massing looks much bigger than really it is. So, for me, I will have several recommendations.

One of them is probably the massing can be broken up in a better configuration. It could be a simple move. If you look at houses that are from this book, not so big a house, a lot of things the configurations are very simple. Because the more complicated the shape of the house, the more complicated the detailing and the more issues that you have, costly issues to resolve, turns, corners, etcetera. So, looking at that, I would definitely recommend that you look at how to reduce the scale because one thing that is very important, I'm very familiar with Hawkins Lane. I have a son who owns a home close by, and went to that park many, many times when my son was playing baseball, so I'm fairly familiar with that. But it's the smallest scale. A series of small buildings that, and how you can bring that to the house will be very important.

In general, I very much in agreement with the comments the staff has made. I think they are right on track. I think the materials need to look at exactly what is there and how they match

with the scale of the building, and I think the gravel for the driveway is the appropriate material. It should have and be close to the scale and details of a rural setting, so the gravel driveway I think is an appropriate suggestion for that. And my biggest concern is the garage, the garage and the large shed. I think you need to combine them and you need to compress the scale of those elements to a smaller footprint. The smaller footprint you can place inside. I think what is being proposed is not even in character with the house that you're showing us. The garage looks like something that was brought from somewhere else and put there. So I think the two things need to match, but also they need to combine. Maybe the garage become a one and a half story structure where the storage is above, and is a more smaller compact element. Apart from that, I touched all the elements that Anne wanted. So that's it.

MR. KIRWAN: All right. Anybody else down there?

MR. BRESLIN: Can we respond to some of these things?

MR. KIRWAN: Why don't you take notes while we're talking, and why don't we come back after and we'll take some questions or clarifications that you're looking for.

MS. HEILER: I would agree, definitely, with the staff report on the materials, I think are quite appropriate, and I think as Commissioner Rodriguez has said, the garage just doesn't look in style like it matches the house, and it's very large. I think the suggestion of making it one and a half stories and getting rid of the shed is a good one. And, you know, anything that you do to this house, I think, that to either structure that makes it narrower but maybe longer, is more compatible with the district. I think the big problem of the house is not the footprint. I think it's not a large house. I think it's quite appropriate size for the district. I think the massing suggests that it's bigger than it is. And I think although there are setbacks that reduce the effective widths, it doesn't make it narrower enough. Compared to the houses on either side, it looks much wider. Some of that is the horizontal lines of the porches. The hipped roof is a little bit higher than the other houses, and reducing that would have, you know, a beneficial effect on the massing.

But I think, I did look at all the other plans on this website as well, and you know, I commend you for selecting this architect and this style. I think you're dealing with a long skinny lot, and neighbors on both sides that have these narrow long houses, and I would suggest to you in any way that you can, rearrange the components so that you end up with a lot of these architectural details that this plan has, which are very, I think, compatible with the district and also very attractive, to make the effective width of the house narrower and just move stuff to the back to be more compatible with the houses on either side.

MR. KIRWAN: Commissioner Treseder.

MR. TRESEDER: Well, I also think the staff focused on the key issues here, the four key issues, and I'm glad they did. I don't really have any problem with the height because of the hipped roof, because of the way the house is set back far enough, I really think it's okay the way it is. And even though the house is obviously wider than the adjacent ones, I think this is the house the owners had chosen and the lot can accommodate it. So I have no problem with the height.

The garage, I agree with Commissioner Rodriguez, that it would be a great opportunity to combine the shed and the garage into one unit and break up the mass. There's lot of opportunity to make a nice little structure there. The driveway, I think the driveway and the walks, I'm sure that working with staff that there are lots of walkable products out there that I'm sure you can come up with a solution that will satisfy the staff and at the same time serve your purposes. So I would just suggest to work with staff on that. But, I would personally be flexible on that as well.

The trees, I think, are important. I would like to have a more thorough understanding of the trees, which ones are coming down, what condition they're in. I understand that you are probably planning on doing that anyway. Thank you.

MR. KIRWAN: Commissioner Treseder, could you talk about the scale and massing of the house, you know, do you think it's appropriate the way it is now.

MR. TRESEDER: Oh, I see. I'm sorry. I started at height. I should have started sooner at

the top of the page. I'm sorry. No, I think the scale and massing is okay. I'm okay with it. I know it's not as, it's not like the other ones, but given today's requirements, I think it's rather modest, and fits the lot.

MR. VAN BALGOOY: Going through the items on page 15, I also wanted to commend the applicant for picking a really good design, I think. I appreciate that you thought about Sarah Susanka and her approach to design, not building such a big house. I'm glad you're not proposing a very large house because that's what many people want. So I appreciate very much your sensitivity to this neighborhood, and choosing this design.

The siting I think is appropriate, that's aligned with the front setbacks of the adjacent houses. That was an option, they didn't have to do that, and I appreciate the applicant doing that. I think the materials are fine. This is what they selected, and I think they're compatible with the other houses in the district. On the scale and massing, initially I have some concerns about the width, and I actually want to think about that more. If we can make it a little narrower, I think it might make it easier for me to support this, but I certainly don't have strenuous objections to that simply because you're on a wider lot than most of the houses next to you, and looking at the streetscape elevation, that makes me feel more comfortable.

On the height, that's in the same way, I'm a little concerned about that, but this house is broken up. I need to study that a little bit more, and perhaps look at a roof plan to understand that better. On the garage and the shed, I also concur with the other commissioners that it's probably too much outbuilding. That one of the key elements of this district is a lot of open space, and that puts these outbuildings right in the middle of a sort of a green area in the back of the house. If you could figure out a solution to that, combining those, reducing those in some way, would make it easier for me to support this proposal.

The driveway, I do concur with staff's recommendation to look at another material than asphalt. I do understand your concern about your mother being able to walk around outside, but maybe that can be done on a sidewalk or doing a mix of, we've seen other historic areas mixing concrete and

gravel as well. Staff could show you some examples of that. I would be open to that. And I'm sorry that the neighbors wouldn't allow you to share that other driveway that goes back that. It just seems like a natural solution, and I don't quite understand that.

And then on the trees, yes, retention of the trees is very important but, I understand you're going to be developing some sort of design for figuring out how to replace trees that are to be taken out, and I'd love to see that. Otherwise, I think you're on the right track. I feel very good about your application, and I just have a few reservations, but I can be convinced.

MR. KIRWAN: Commissioner Coratola.

MR. CORATOLA: I don't need to add too much. You know, I agree with what the commissioners previous to me have said. On top of that, in the discussions on the materials, I would look at your details as well. Looking at Sarah Susanka's plans and elevations, especially the house you were looking at. Look how she detailed those windows. They were separated with a four inch mullion. They weren't modern stacked. Look at how the roof line hits that top plate. There probably should be some kind of trim separating it so it doesn't look like it's sitting right on the windows. And then on the front porch, I would look at putting in some kind of beam to make it look like those heavy columns are holding something up other than the facial line of the roof line.

You know, I agree mostly with what the staff has said here, and maybe one of the pieces as they had mentioned, swinging that screen porch to the rear, might reduce the massing a bit. But, you know, again, I don't have a strong feeling on that. As far as the driveway, I don't have a strong feeling of it. Most of the driveways on that street are asphalt. I'm sure we can come up with some compromise, you know, a chip and tar kind of driveway that would make a suitable surface for your mother or mother-in-law to move about. While it's not a direct asphalt component, nor is it gravel. I don't feel gravel is an appropriate modern use today. I know that the Hawkins Lane has that gravel drive. I grew up in the sticks in Connecticut, you know, it's the hardest surface to work with. But there are compromises to that in between the two.

And then I agree with staff about the trees, coming up with a tree protection plan on how you're working with it. Again, I'm just echoing what the previous commissioners said.

MR. KIRWAN: Commissioner Coratola, could I ask you to just clarify one point. We're sort of, what I'm hearing so far is there's a bit of a split on whether the building is too wide or is okay at its current width. Could you speak a little bit more about that so we can get some clear direction?

MR. CORATOLA: You could, I don't have a, you know, I think that looking at how you detail that roof, how you look at the massing, you could work with, close with what your plan has. The front facade, I'm looking at the south elevation, if there was a way to break up that right side massing a little bit, you could keep a hipped roof line, but the right side might have a different pitch. You know, that could alleviate a lot of the concerns about, you know, this large pyramid shape on the house. But again, know, I'm not, if it's detailed properly and you're swinging the porch, the screen porch to the back, I think it's starting to compact it. I don't have a strong feeling about reducing the scale. I think it can be done with the roof lines without having to change your plan around. Does that answer your question?

MR. KIRWAN: Yes, thank you. Commissioner Swift.

MR. SWIFT: I'll start my comments on that same issue since it seems to be the key here. I do think that the size of the house is appropriate. I don't think the height is unreasonable. I do think it ought to be a rectangular shape instead of the square in general that it is as far as, from a plan view. And really for me the issue comes down to relation to the houses on either side. I think the width of the porch as shown here on the south elevation is appropriate. And I think if you -- can we go to, yes, exactly -- I think the appropriate relation to these houses, you see that the porches are the width of the front facade of the house, and I think going back to the south elevation, Anne can we go back to the south elevation, that cutting the width of the front facade of the house back to match the porch as you've shown here is really going to be the right relationship to the houses on Jones Bridge, so if it comes down to me, I think that's the best way to handle it and fit in well with the district.

Otherwise, I think, running through the list, the siding is fine, the materials are fine. I've touched on scale and massing and height. I think cutting the garage down where possible makes the most sense. I do think that given that this is a property on Jones Bridge, and not off of the gravel Hawkins Lane, that I agree with Commissioner Coratola that some other solid surfaces would be appropriate, and I agree with wanting to see a tree plan. Obviously, some trees need to come down to make the site work for you, but something that puts them back in and use what's there as much as possible would be great. And, I think that covers it from my perspective. Thank you.

MR. KIRWAN: All right, thank you. To summarize my comments, I do think the staff did a very good job at sort of outlining the issues before us, and I agree with many of their recommendations and suggestions. I'm going to align myself with the comments we heard that were suggesting a narrower building, a narrower deeper building, or some combination of some narrowing at the street, then maybe it steps back to something larger toward the rear.

I think, to me, I think Commissioner Swift said it very well. It's really looking at that streetscape and the way the massing of those volumes on either side of you and their frontage in relation to the porch to that frontage really needs to, I think that's, to me that's where the solution begins. If you put some figure on the front facade of this which is very similar to your neighbors, and you step back to then a wider part of the site or a wider part of your building that can sort of handle that part of the site. I think it's always going to be difficult to take a house plan and try to drop into a historic district. I think that's, for me, is a tough leap and I think this has to be, this house plan, there may be some things there that we can work with. But I think it has to be modified to the scale of that streetscape that we see there.

So, I think for me that's the major point and major concern I have. I think the ~~siding~~ siding is appropriate. I think you've set it back from the street appropriately. I think the materials are okay. I would prefer to see less horizontal banding on this house. I think the other houses which use the same material, these two houses in front of us, on either side of you, use the same material from the ground

to the soffit. I wouldn't have a problem with seeing that in this case here but, you know, that's a detail that you can probably solve either way.

The height of the building I'm not overly concerned about. I think the distance between your neighbors can handle a slightly higher ridge line than either of the neighbors but, you know, again, you know, matching the ridge line is always an easier thing for us to handle, but I think if you do some of these other things, a slightly higher ridge is not going to be the objection.

The garage, I would agree with the other commissioners who suggested both in managing the scale of that better as well as combining it with the shed structure in some way is a better solution than what we're seeing here today. I believe the driveway is perfectly fine. I think the material choices, I agree with Commissioner Coratola, there's probably something that's between gravel and asphalt, like a tar and chip surface, that we find acceptable and then you would probably find can manage the issues you have with a purely gravel surface. And, I think the staff has appropriately addressed the issues of trees and when we see, you come back we'll see a plan that handles the remediation you're going to do there.

So, why don't I just summarize real quickly what I heard tonight, to sort of help with some guidance. I think overall, you heard a bit of a split on this issue of massing. I think you heard some of us argue for a narrower, deeper building. You heard some of us say that it was okay the way it is. So, staff's going to have to help you with that in guiding you to the most appropriate solution. But I think there's a slight tip to the one who wanted it to be narrower and deeper. I think the ridge line issue; I think there was fair split between that. I don't think there was any really strong feelings about that either way. I think you did hear from us fairly consistently about the garage and the shed being combined, and the massing of that being brought under better control, to be tighter and smaller on the site.

I think you heard basic issues of materials being generally acceptable, and the driveway materials, you know, finding some compromise there between gravel and a more stable surface that can

handle the issues that you need it to handle. I think that generally puts it in a good summary. If there's any clarifications we can provide, certainly raise those now.

MR. BRESLIN: Yes, one clarification. As you know, this is a not so big house house. And so it's been pre-engineered and it's been built a couple of times, and that's one of the things that Roy thought was attractive about it. I'm not sure what the options will be to change the massing significantly without going to another plan, just because, like I said, it's pre-engineered, a certain amount of customization for you. I mean, one of the reasons Roy asked me to help him with the elevations is, you know, he wanted to add some windows, take out some windows, but the structure of the house is unchanged because it is a pre-engineered house. So, speaking for Roy, Roy can correct me, I think you can contact the company and see what the options are, but I think, at least our initial understanding is, is that they sell stock plans and if you ask them to move this here, push this in, it's something that they may not do. And if that's the case, I think our decision is to come back with this doing the kind of a surface massaging we can do, or coming with a new plan. It's not as if it's custom designed by the local architect who can massage it back and forth.

MR. KIRWAN: I think, I mean, to respond to that, I think that's the issue before you. I mean, that's the risk you're going to take walking in here with a standard plan that's not customizable. I think, when you're dealing with a historic district you're going to have to respond to the issues of the context of the historic district. I think it's going to be a challenge to just think you can find something in a catalogue and drop it into a site. I mean, I think what I heard tonight was that there are, that the overall size is not an issue, but it's the massing, the appropriateness of the massing on this block. And you heard maybe just a slight tip in the direction of wanting something different, narrower and deeper. But, you know, you're going to have to weigh whether that's a risk you want to take when you come back for a HAWP or you want to respond to that issue and do something that you might hear, you know, might be more of a majority opinion versus a minority opinion.

MS. HEILER: One of the things I think that you heard a number of people mention is

trying to address some of these problems of massing with the porches. And I don't know what your options are with these plans, but it may be possible to go a long way in the appearance of the sides by manipulating the porches. That may be an issue that's easier to deal with with the company that sells the plans than with moving rooms around, for example.

MR. ABREU: If I could respond. That is something we'd like to consider. Can you tell me specifically what you would like to have done to the porches? I will say this, you know, we very deliberately made the decision that we're going to go with an internet company that sells Sarah Susanka plans. All her plans that were available which had a front porch, this was the narrowest, that's why I selected it. Now the original house that was designed in 2004 did not have a front porch, it just had a rear porch. That's a modification she made for a showcase house she did. I'm happy to, as long as the fundamental structure, you know, and structurally the footprint can be retained, we're happy to accommodate suggestions that you have on the porches. I'm also very happy to consider what you said about the garage and combining the shed, the materials for the driveway. Those are things that I feel are within our purview and without our control, but it's very hard for us, you know, we've invested a fair amount of time, this stuff has been going on since August, that's when Anne and Josh initially met with us. So, I think where we are is, if you are not willing to consider the primary footprint outside of the porches, then I think the rode for us would be simply to start over, to be quite honest with you.

MR. KIRWAN: I don't think we can get into giving you specific direction tonight on how to solve the issues that you're hearing. So I think you're going to have to, you know, in consultation with staff, Anne will help you sort of interpret the comments you heard tonight and so you, you know, where we stood on various issues and how many of us, you know, leaned one way or the other. So, with her, I think you'll be able to get good guidance on what's the most appropriate direction for you to go in. I think after hearing this tonight, I think if you, it sounds to me like it would be very appropriate for you to come back for another preliminary as opposed to coming to us with a final historic area work permit, I would strongly suggest that, because I think there's enough divergence on what you heard tonight on

some major issues of massing that it might be good to test that again with us before you go forward with a HAWP.

MR. ABREU: We'd be happy to do that. Thank you.

MR. KIRWAN: Thank you.

APPLICATION FOR HISTORIC AREA WORK PERMIT

Description of Project

My wife and I, Lillian and Roy Abreu, are applying for a permit to construct a single family home at 4115 Jones Bridge Road.

The home we have in mind is a simplified version of a house plan designed by the architect Sarah Susanka. The house is discussed in some detail in her Not So Big House series whose central theme is to "build better, not bigger." We intend to purchase the plans through an online company that is authorized to sell these plans. We have selected a modified version of a house that she featured in the first chapter of her fourth book, *Home By Design*, and which she designed specifically to blend into a 1920's "inner ring" suburban neighborhood. Her modification to the original design (which immediately drew our interest) was the inclusion of a front porch. At the point at which we did our research, of the entire set of Sarah Susanka's homes that included a front porch, this was the narrowest.

We have paid careful attention to the Architecture, Materials, Placement, Scale and Massing of the new construction that we are proposing. We believe that they are all in alignment with the Historic District's Developmental Guidelines. Finally, we are interested in using, as far as our budget will allow, environmentally friendly construction methods and materials—passive solar strategies, a highly insulated envelope, radiant heating, Insulating Concrete Forms, and Structural Insulating Panels.

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TOPOGRAPHIC INFORMATION NOTES:

1. THE ELEVATIONS SHOWN HEREON HAVE BEEN ESTABLISHED BASED UPON M&S VERTICAL DATUM OBTAINED FROM THE M&S INTERNET GIS FOR CONTRACT MAPS AS SHOWN ON M&S 2007 CONTRACT MAPS. THE ELEVATION FOR THIS DATUM HAS BEEN ASSIGNED THE FOLLOWING ELEVATION: 39.00'.
2. THE TYPE AND NATURE OF ALL UTILITIES SHOWN HEREON HAS BEEN ESTABLISHED BY ON-SITE SURVEY. UNRECORDED UTILITIES HAVE BEEN ASSUMED TO BE AS SHOWN ON CONTRACT MAPS. UNRECORDED UTILITIES HAVE NOT BEEN REFERENCED OR VERIFIED WITH ANY UTILITY COMPANY AS-BUILT PLANS OR RECORDS.
3. 1' TOPOGRAPHY BY SNIDER & ASSOCIATES

PROPERTY LINE NOTES:

1. THE SURVEY, METES AND BOUNDS INFORMATION SHOWN HEREON IS IN THE DATUM OF MONTGOMERY COUNTY, MARYLAND PROJECT NO. 1711 JONES BRIDGE ROAD RIGHT OF WAY CONSTRUCTION PLANS AND IN THE DATUM OF L. 1934 F. III AND L. 3629 F. 29.
2. THE RIGHT OF WAY SHOWN FOR JONES BRIDGE ROAD IS THE ESTABLISHED RIGHT OF WAY OF MONTGOMERY COUNTY, MARYLAND TO PORT GAITHERS, MARYLAND.
3. THE ADJACENT PROPERTY OWNERS' INTERESTS SHOWN HEREON FOR ARE FOR INFORMATION ONLY. ALL ADJACENT SITE IMPROVEMENTS HAVE NOT BEEN LOCATED BY THIS SURVEY.

ADJACENT PROPERTY NOTES:

1. THE ADJACENT PROPERTY LINES SHOWN HEREON ARE BASED UPON THE DEED OR PLAT OF RECORD AND THE ADJACENT PROPERTY OWNERS' INTERESTS SHOWN HEREON FOR ARE FOR INFORMATION ONLY. ALL ADJACENT SITE IMPROVEMENTS HAVE NOT BEEN LOCATED BY THIS SURVEY.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE INFORMATION SHOWN HEREON WAS OBTAINED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED SURVEYOR IN THE STATE OF MARYLAND. THE INFORMATION SHOWN HEREON IS IN ACCORDANCE WITH THE REGULATIONS GOVERNING LAND SURVEYING IN MARYLAND. MY LICENSE IS SCHEDULED TO EXPIRE 04/07/2013.

DATE: _____

PROFESSIONAL LAND SURVEYOR
NO. 271330

GENERAL NOTES:

1. CORNER OWNERS OF RECORD:
34 DEERFIELD BLVD
44 WYCHERLY VA, 22844
2. THE PROPERTY IS SHOWN IN MONTGOMERY COUNTY TAX ASSESSMENT BOOK, MAP PAGE 49-41 P416.
3. PROPERTY IS RECORDED AT THE LAND RECORDS OF MONTGOMERY COUNTY, MD IN LIBER 1938 AT FOLIO 111.
4. PROPERTY IS RECORDED AT THE LAND RECORDS OF MONTGOMERY COUNTY, MD IN LIBER 1938 AT FOLIO 111.
5. R.C.P. INDICATES REBAR AND CAP FOUND.
6. S.F. INDICATES STONE FOUND.
7. S.F. INDICATES BOX PIPE FOUND.
8. HOUSE DIMENSIONS AND OFFSETS TO PROPERTY LINES ARE SUBJECT TO VERIFICATION AND FINAL ARCHITECTURAL DESIGN, SITE PLANNING AND RETAINMENT AGENT COMMENTS.

TREE SYMBOLS:

- CHERRY TREE
- MISCELLANEOUS TREE
- PINE TREE
- POPULAR TREE

TOPOGRAPHIC SYMBOLS:

- GAS VALVE
- ELECTRIC CONNECTION BOX
- LIGHT POLE
- PERGO POLE
- SANITARY SEWER HOUSE CONNECTION
- SANITARY SEWER MANHOLE
- SIGN
- WATER VALVE

ZONING INFORMATION NOTES:

THE PROPERTY IS ZONED R-40 (RESIDENTIAL). BUILDING RESTRICTION LINES HAVE BEEN TAKEN FROM TYPICAL R-40 ZONING CHARTS AND ARE SUBJECT TO VERIFICATION BY MONTGOMERY COUNTY ZONING AUTHORITIES.

BUILDING RESTRICTION LINES:

- ESTABLISHED SETBACK: N/A
- FRONT D.R.L.: 30'
- REAR D.R.L.: 20'
- SIDE D.R.L.: 20' ONE SIDE, 25' TOTAL

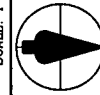
1. THE SIDE BUILDING RESTRICTION LINES SHOWN HEREON ARE FOR INFORMATION ONLY AND MAY CHANGE DEPENDING ON FINAL HOUSE PLACEMENT.

**PLAT OF SURVEY & CONCEPT PLAN
LIBER 5935 FOLIO 116**

LESS AND EXCEPTING
LIBER 1939 FOLIO 111 AND LIBER 3825 FOLIO 251
4115 JONES BRIDGE ROAD

H. T. FAIRFAX PROPERTY
BETHESDA (7th) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

SCALE: 1" = 20'
JANUARY, 2013



**SNIDER & ASSOCIATES
SURVEYORS**

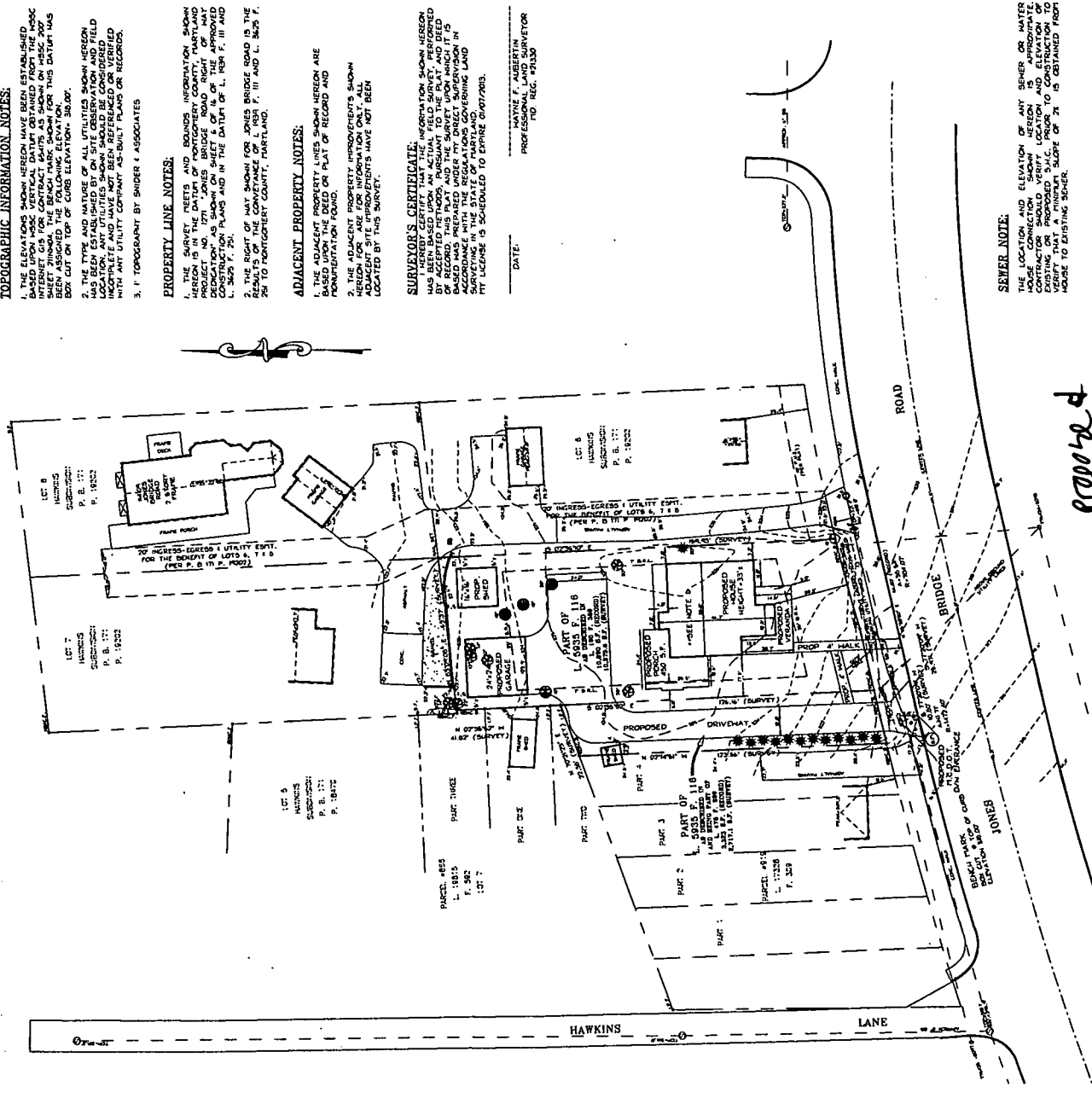
26270 COLLEENWOOD LANE, SUITE 110
GAITHERSBURG, MARYLAND 20878
301/946-5108 • FAX 301/946-1098

DRAWING	02-27011	DATE	J.E.S.
PROJECT	CONVERSIONS	APPROVAL	

CALL "MISS UTILITY" AT 1-800-257-7777 FOR UTILITY LOCATION AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

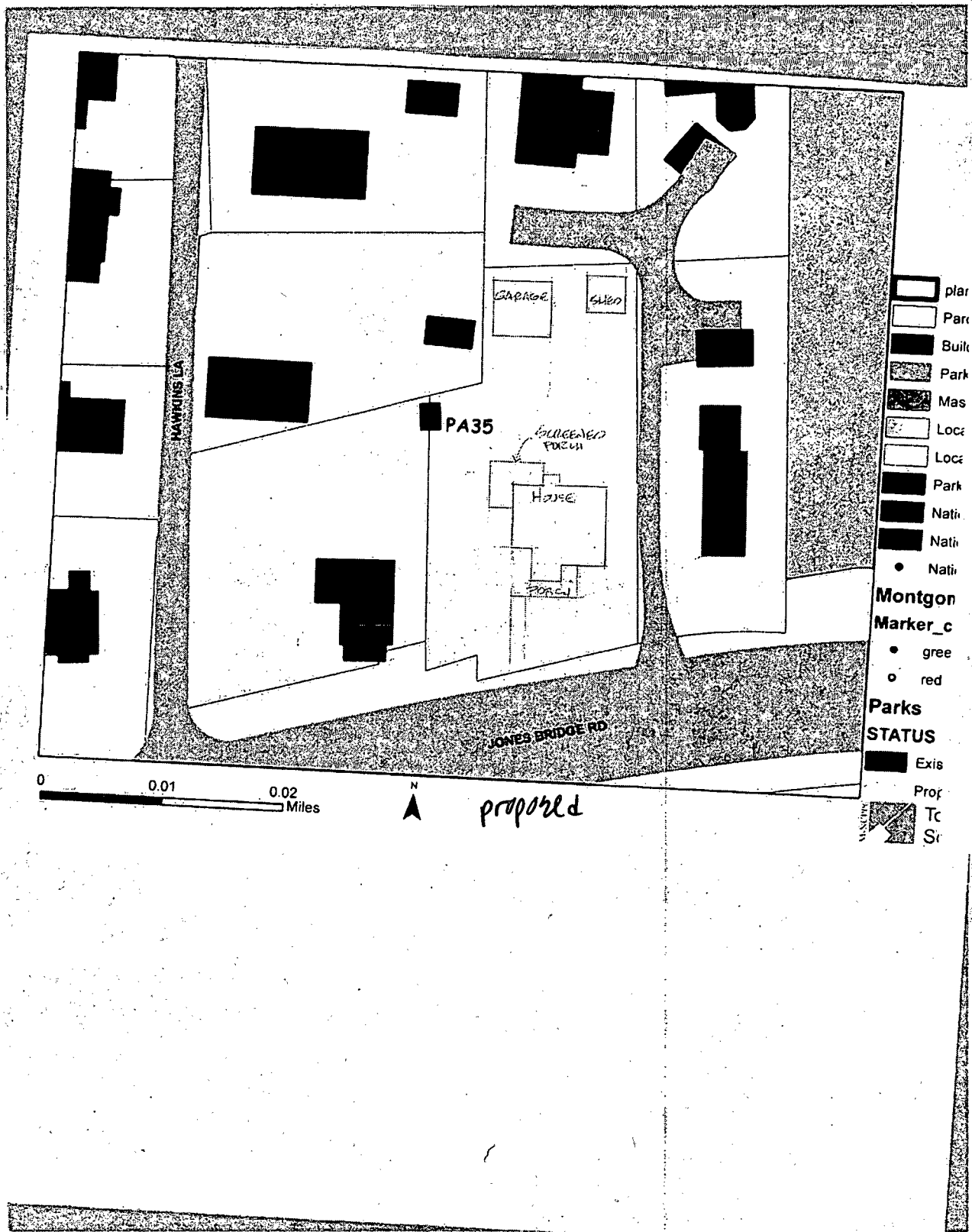
DATE	04-07-13	REVISED D.R.L. & LOCATION OF PROPOSED CHANGES
BY		REVISIONS

T:\0606-DIV\Projects\02-27011\02-27011.dwg 1/25/13 10:13 AM
PLAT DATE: 01/20/13



SEWER NOTE:
THE LOCATION AND ELEVATION OF ANY SEWER OR WATER CONNECTION SHOULD BE VERIFIED. LOCATION AND ELEVATION OF EXISTING SEWER MANHOLES SHOULD BE VERIFIED. ALL SEWER CONNECTIONS MUST BE MADE TO EXISTING SEWER.

71
23



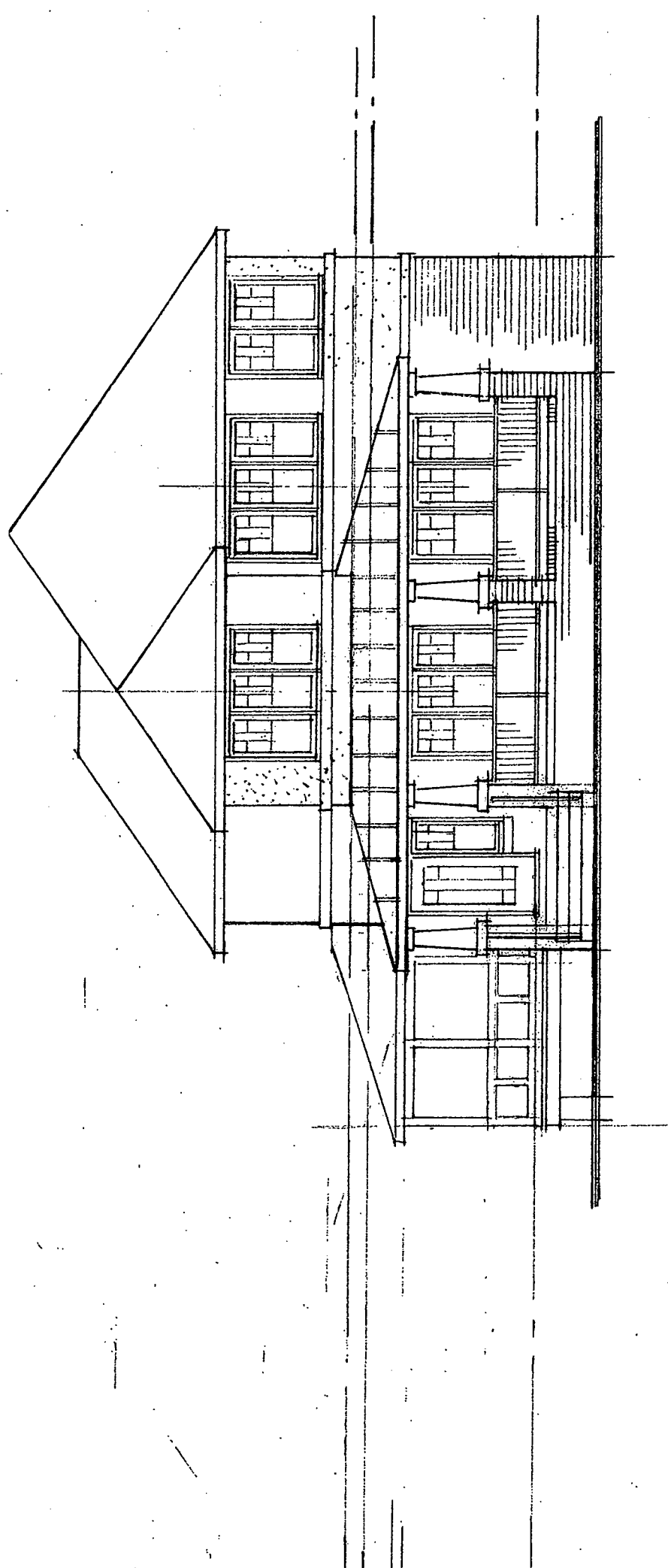
0 0.01 0.02 Miles



proposed

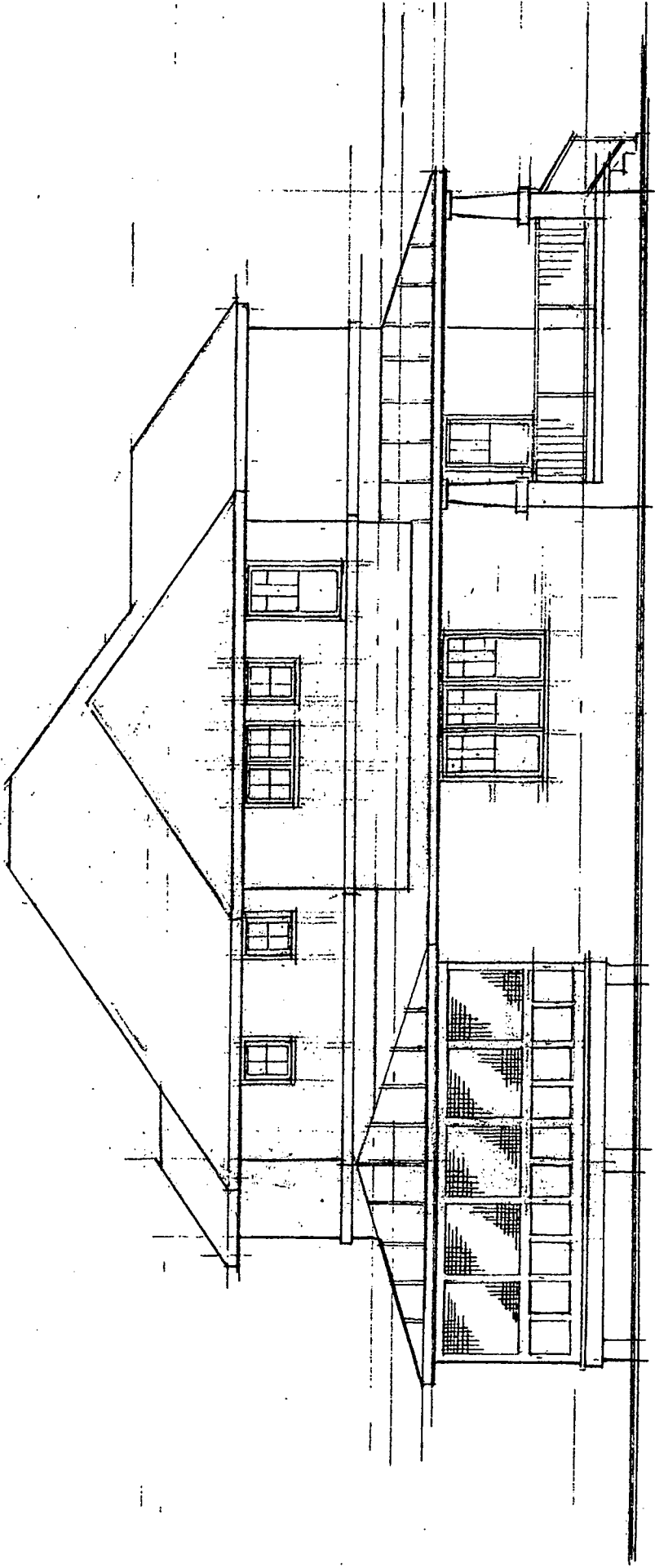
- plan
- Park
- Built
- Park
- Mas
- Loca
- Loca
- Park
- Nati
- Nati
- Nati
- Montgon**
- Marker_c**
- gree
- red
- Parks**
- STATUS**
- Exis
- Prop
- Tc
- St

72
71



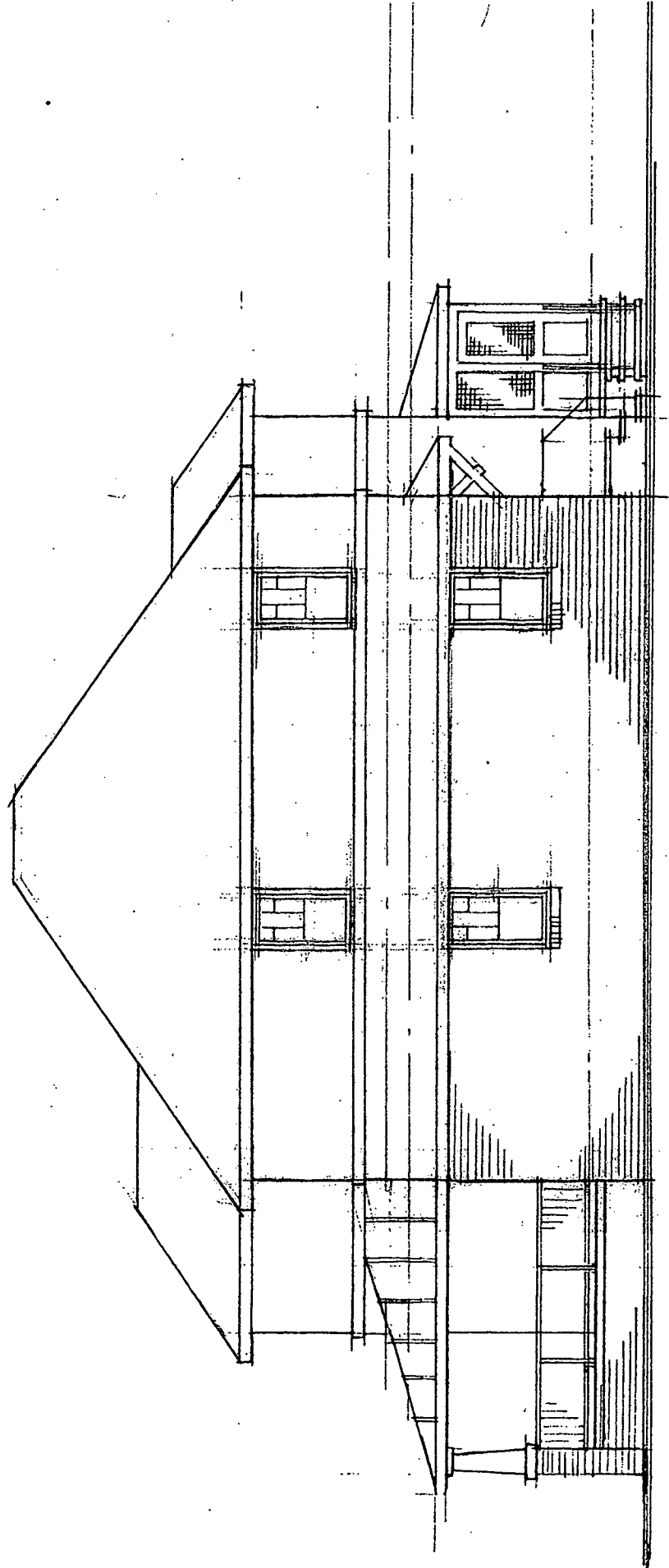
SOUTH ELEVATION

73
24



WEST ELEVATION

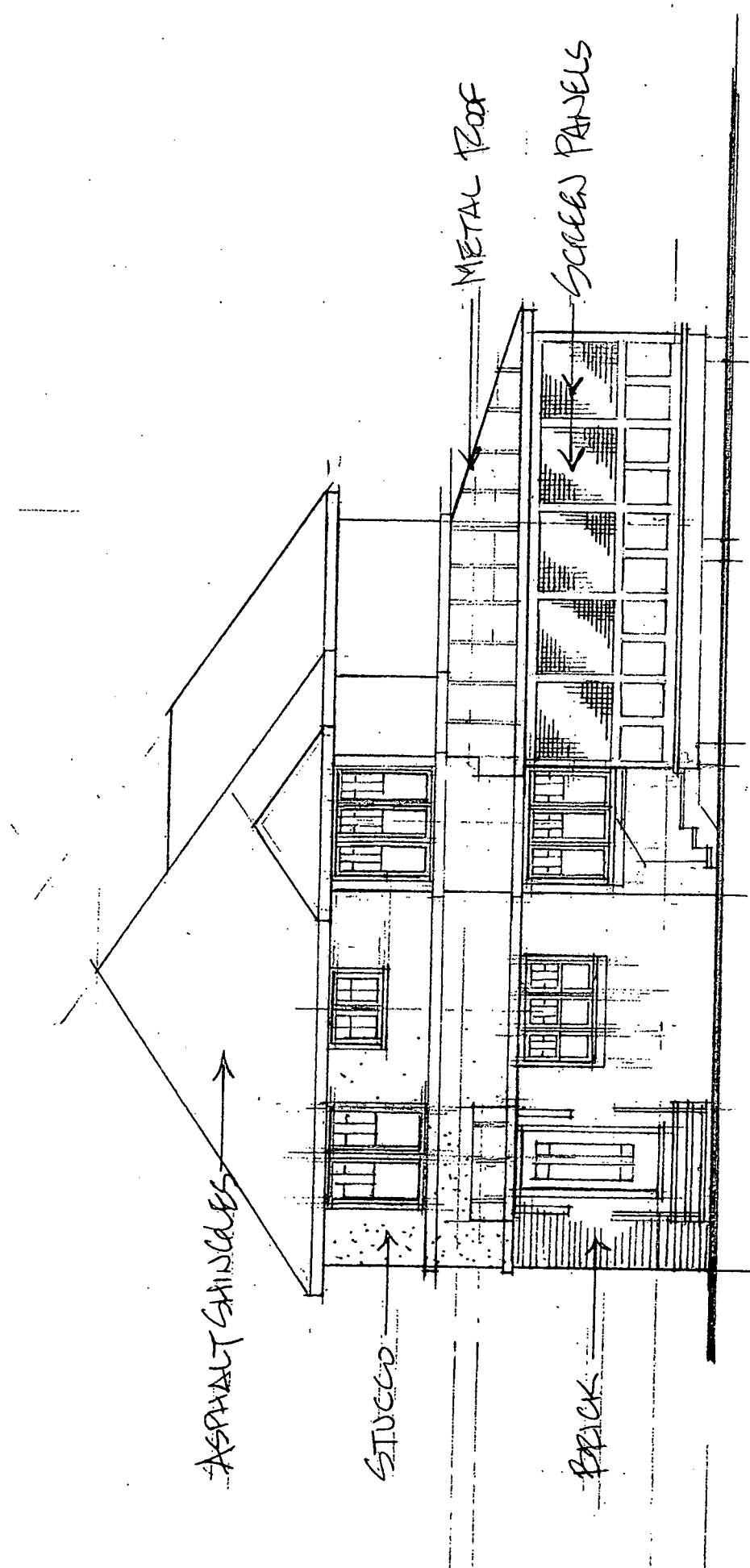
74
~~75~~



EAST ELEVATION

75

~~26~~



ASPHALT SHINGLES

STUCCO

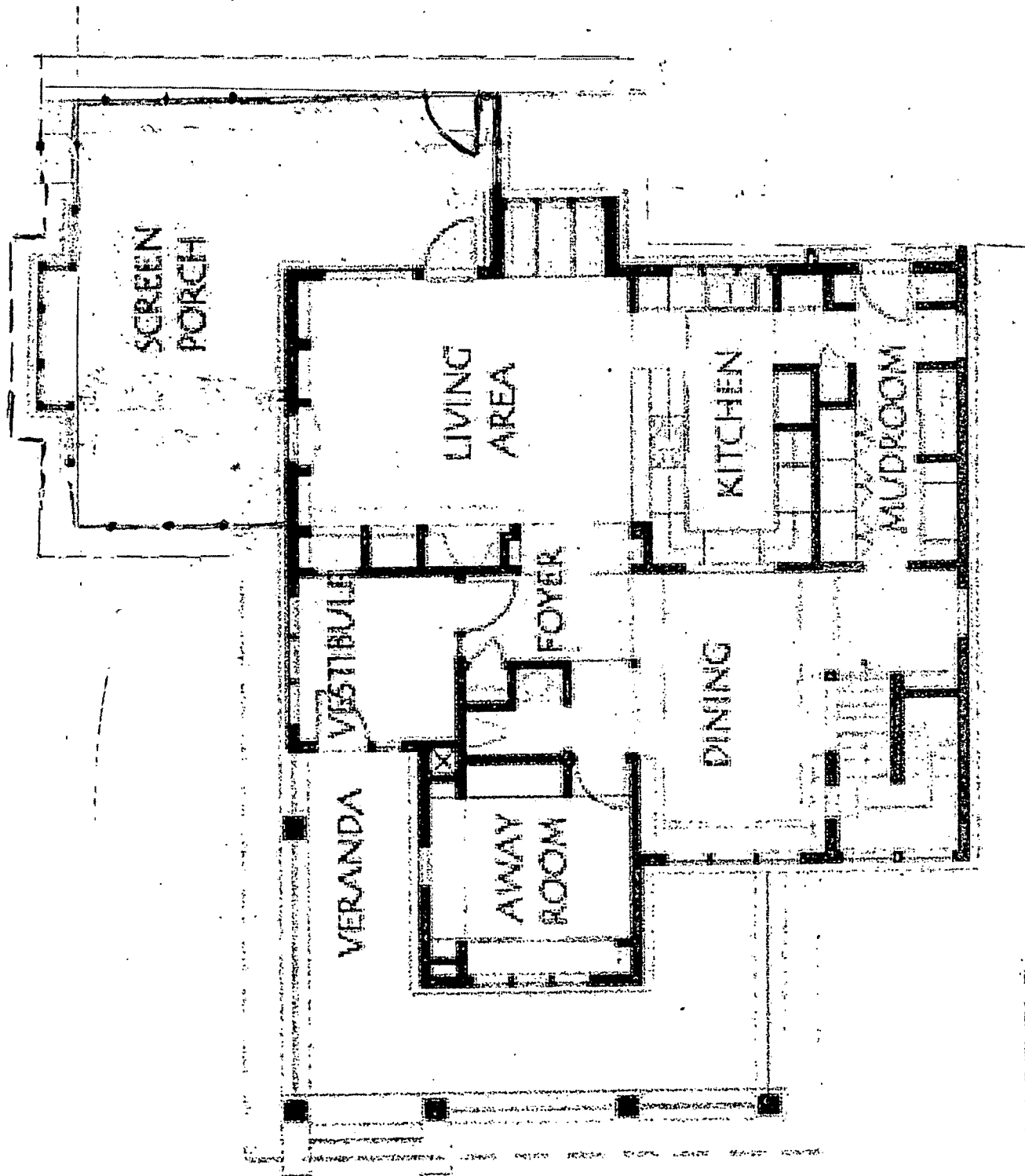
METAL ROOF

SCREEN PANELS

BRICK

NORTH ELEVATION

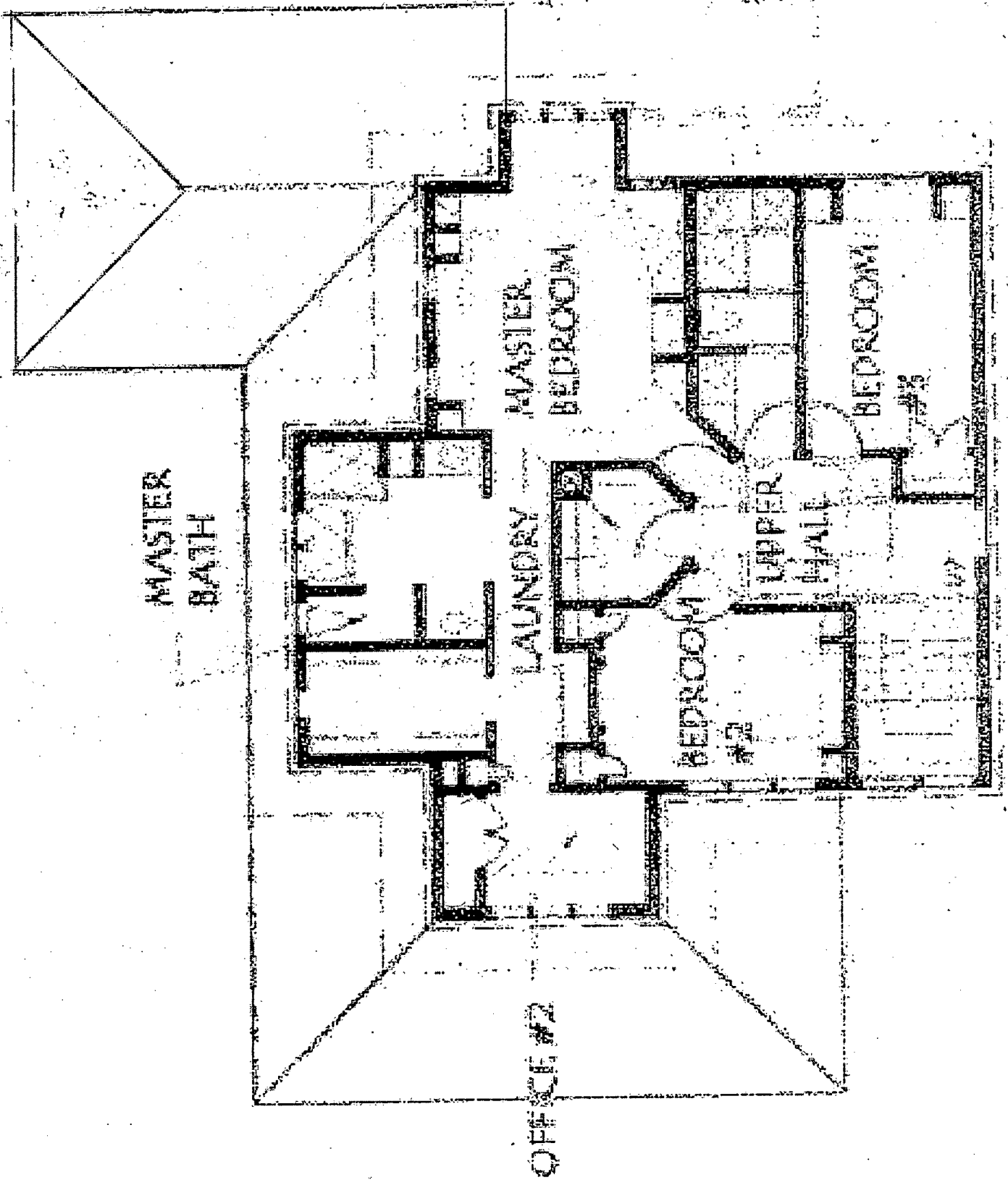
76
27

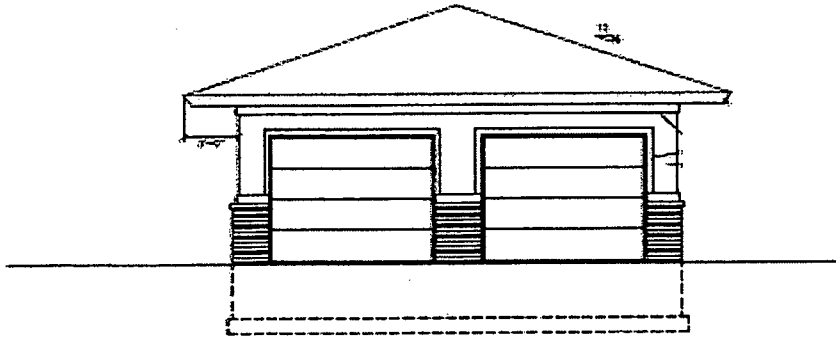


SOUTH

Lower Level

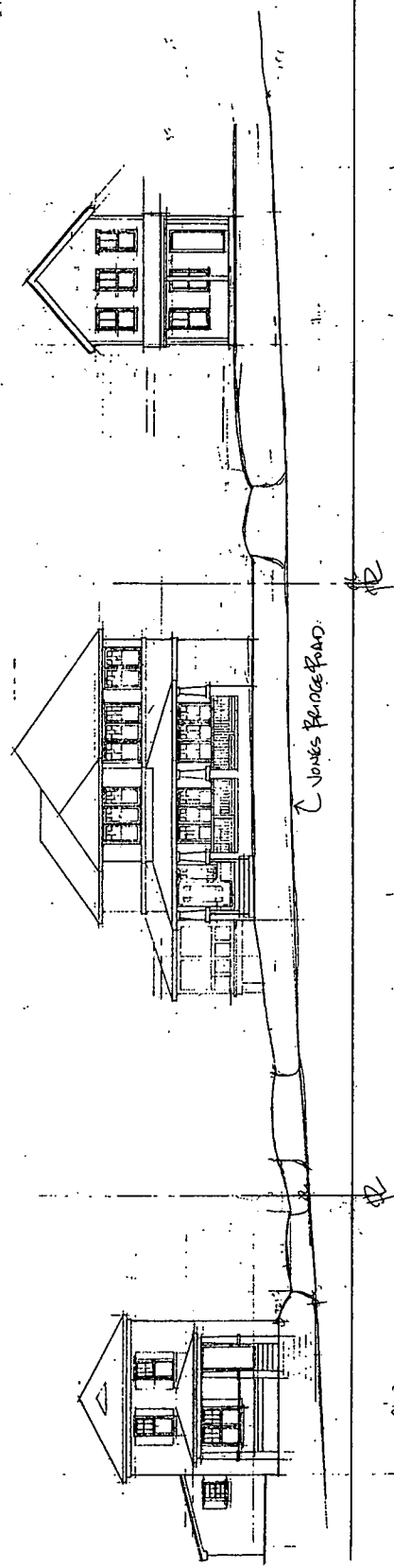
77





② GARAGE ENTRANCE ELEVATION

79
~~82~~



↑ Jones Range Road

2-9-13 ENTREPRENEUR 1/8" = 1'-0"

80
~~62~~