

**HISTORIC PRESERVATION COMMISSION STAFF REPORT**

<b>Address:</b>	37 Lenox St, Chevy Chase	<b>Meeting Date:</b>	8/16/2006
<b>Resource:</b>	Contributing Resource Chevy Chase Village Historic District	<b>Report Date:</b>	8/9/2006
<b>Applicant:</b>	Jerome Powell (Stephen Muse, AIA)	<b>Public Notice:</b>	8/2/2006
<b>Review:</b>	Preliminary Consultation	<b>Tax Credit:</b>	partial
<b>Case Number:</b>	NA	<b>Staff:</b>	Tania Tully

**PROPOSAL:** for alterations and additions

**RECOMMENDATION:** Revise and return for another Preliminary

**ARCHITECTURAL DESCRIPTION**

**SIGNIFICANCE:** Contributing Resource Within The Chevy Chase Village Historic District  
**STYLE:** Craftsman  
**DATE:** 1892-1916

The bowed roof, exposed rafters and wide eaves provide evidence of this residence's Craftsman style. Over the years, aluminum siding, additions, and other unsympathetic alterations have obscured other architectural details. The house is 2 ½ stories tall and sits on a .36-acre lot at the terminus of Cedar and Magnolia Parkways (Circle 29). The lot drops down to a walled stream near the rear property line adjacent to the Chevy Chase County Club. The adjacent property to the west functions as a park and has historically been somewhat landscaped by the owners of the subject property. It is actually the right-of way for the extension Cedar Parkway, long blocked by the Chevy Chase Country Club golf course.

The rear and east sides of the house have a number of awkward additions and decking. The west side has an attached garage that is not original, though the date of its construction is unknown. A covered patio sits atop the garage. (Photos Circles 15-21)

**HISTORIC CONTEXT**

(Excerpted from *Places from the Past: The Tradition of Gardez Bien in Montgomery County, MD*)

Chevy Chase Village was Montgomery County's first and most influential streetcar suburb planned and developed between 1892 and 1930. It was the most visionary investment in Montgomery County real estate in the late nineteenth and early twentieth century - representing the Chevy Chase Land Company's prototype for a planned suburb and setting the tone for early twentieth century neighborhoods throughout northwest Washington and southern Montgomery County. Architecturally, Chevy Chase Village contains the county's highest concentration of outstanding architect-designed and builder vernacular suburban houses rendered in post-Victorian styles of the period 1890-1930. Together, the surviving plan and architecture of Chevy Chase Village represents one of the most intact and important examples of suburban planning and architectural expression built in the region before World War II.

Chevy Chase is nationally recognized as a prototypical, turn-of-the-century streetcar suburb providing upscale residences in a comprehensively planned environment. The driving force behind the development of Chevy Chase was Senator Francis G. Newlands of Nevada. Newlands is recognized as one of the first entrepreneurs to appreciate the speculative implications of the streetcar. Chevy Chase gets its name from a 560-acre tract of land patented here in 1751 by Colonel Joseph Belt, known as "Cheivy Chace." The name has historic associations with a 1388 battle between England and Scotland that involved a border raid, or "chevauchee," of hunting grounds, known as a "chace."

Chevy Chase Village is an exceptional concentration of late nineteenth century and early twentieth century architectural styles, including the Colonial Revival, Neoclassical, Shingle, Tudor Revival, Italian Renaissance, and Craftsman. Locally and nationally known architects designed many of the houses.

Domestic architecture built between 1892 and 1930 is characterized by the combining of different academic architectural styles and forms. It is typical for buildings of this era to display elements of several different styles and types of ornamentation all on one structure. Academic Eclecticism is a term often used to describe this type of architecture - not meaning that buildings were designed with little forethought, but rather that the exuberance of the period led designers to break with rigid stylistic rules and freely combine the best of different forms and decorative motifs.

After [World War I], Chevy Chase benefited from the prosperity of the 1920s and the explosive growth of the federal government. As reflected in real estate advertisements of the period, Chevy Chase Village had emerged as an established, planned suburb by the early 1920s. Advertisements noticing sales of both new and existing houses identified the area as "Old Chevy Chase, Maryland" or the "Most Exclusive Section of Chevy Chase, Maryland." Lot sales were so good in Chevy Chase by 1922 that the Land Company struggled to keep up with demand by opening several new sections - including Section 5, Section 1, and Section 1-A. Chevy Chase Village gradually evolved from a scattering of exclusive seasonal houses for the well-to-do who built large country residences on spacious lots to a solid, middle-class residential district of upscale houses mixed with smaller, less costly Period houses.

Outstanding landscape features which bear testimony to Nathan Barrett's original landscape plan, include the arched canopy of trees framing West Irving Street, and triangular park-like lots at Magnolia Parkway and Chevy Chase Circle, and at Laurel Parkway and Kirke Street. A major landscape feature - Chevy Chase Circle, located on the DC-Maryland border - unites the two jurisdictions and provide a gateway to Chevy Chase. The sandstone Chevy Chase Circle Fountain, built in 1932 and dedicated to Newlands, was recently restored by the Chevy Chase Land Company.

Taken as a whole, the buildings in Chevy Chase Village - sited along the planned, curving street system and surrounded by mature landscaping - represent an important cultural expression of American wealth and power in the early twentieth century and reflect in their designs the optimism and comfort considered central to domestic architecture of the post-Victorian American suburb.

### **PROPOSAL:**

The applicants propose to: (Elevations Circles 37-44) (Plans Circles 46-53)

Rehabilitate the historic house by

- Removing the existing non-historic additions
- Removing the aluminum siding and replacing it with historically appropriate wood shingles and stucco
- Replacing the asphalt shingle roof with wood shingles
- Rebuilding the front porch and removing the closet "bump outs"

Lot Coverage

20.95%

25.81%

Impervious Surfaces

23.91%

30.51%

Enlarge the house by

- Constructing new more compatible additions
- Extend / raise roof to allow for more room on the third floor.
- Removing the existing garage and replacing with a recreation room and living/music room
- Constructing a pool and patio (future project)

Landscape the property by (Site Plan Circle 14) (Sections Circles 23-28)

- Relocating garage and driveway to the east end of the property
- Regrading the east side yard to allow for entry into a lower level garage
- Replacing the deck
- Regrading and landscaping the west side yard to include a lawn area surrounded by a seat-wall
- Adding a terrace that connects the lawn with the new deck
- Altering the front walk and entry, including tree removal and replacement
- Other miscellaneous alterations including tree removal and hedge replacement

### **APPLICABLE GUIDELINES:**

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

#### ***Chevy Chase Village Historic District Guidelines***

The *Guidelines* break down specific projects into three levels of review - Lenient, Moderate and Strict Scrutiny.

“**Lenient Scrutiny**” means that the emphasis of the review should be on issues of general massing and scale, and compatibility with the surrounding streetscape, and should allow for a very liberal interpretation of preservation rules. Most changes should be permitted unless there are major problems with massing, scale or compatibility.

“**Moderate Scrutiny**” involves a higher standard of review than “lenient scrutiny.” Besides issues of massing, scale and compatibility, preserving the integrity of the resource is taken into account. Alterations should be designed so that the altered structure still contributes to the district. Use of compatible new materials, rather than the original building materials, should be permitted. Planned changes should be compatible with the structure’s existing design, but should not be required to replicate its architectural style.

“**Strict Scrutiny**” means that the planned changes should be reviewed to insure that the integrity of the significant exterior architectural or landscaping features and details is not compromised. However, strict scrutiny should not be “strict in theory but fatal in fact” i.e. it does not mean that there can be no changes but simply that the proposed changes should be reviewed with extra care.

- Decks should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not
- Doors should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not.
- Dormers should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not.
- Driveways should be subject to strict scrutiny only with regard to their impact on landscaping,

- particularly mature trees. In all other respects, driveways should be subject to lenient scrutiny. Parking pads and other paving in front yards should be discouraged.
- Exterior trim (such as moldings on doors and windows) on contributing resources should be subject to moderate scrutiny if it is visible from the public right-of-way, lenient scrutiny if it is not. Exterior trim on Outstanding resources should be subject to strict scrutiny if it is visible from the public right-of-way.
  - Garages and accessory buildings which are detached from the main house should be subject to lenient scrutiny but should be compatible with the main building. If an existing garage or accessory building has any common walls with, or attachment to, the main residence, then any addition to the garage or accessory building should be subject to review in accordance with the Guidelines applicable to “major additions.” Any proposed garage or accessory building which is to have a common wall with or major attachment to the main residence should also be reviewed in accordance with the Guidelines applicable to “major additions.”
  - Gazebos and other garden structures should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not.
  - Lot coverage should be subject to strict scrutiny, in view of the critical importance of preserving the Village’s open park-like character.
  - Major additions should, where feasible, be placed to the rear of the existing structure so that they are less visible from the public right-of-way.
  - Porches should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not. Enclosures of existing side and rear porches have occurred throughout the Village with little or no adverse impact on its character, and they should be permitted where compatibly designed.
  - Roofing materials should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not. In general, materials differing from the original should be approved for contributing resources. These guidelines recognize that for outstanding resources replacement in kind is always advocated
  - Second or third story additions or expansions which do not exceed the footprint of the first story should be subject to moderate scrutiny, in view of the predominance of large scale houses in the Village. For outstanding resources, however, such additions or expansions should be subject to strict scrutiny if they are visible from the public right-of-way.
  - Siding should be subject to moderate scrutiny if it is visible from the public right-of-way, lenient scrutiny if it is not.
  - Tree removal should be subject to strict scrutiny and consistent with the Chevy Chase Village Urban Forest Ordinance.
  - Windows (including window replacement) should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not. Addition of compatible exterior storm windows should be encouraged, whether visible from the public-right-of-way or not. Vinyl and aluminum windows (other than storm windows) should be discouraged.
- The *Guidelines* state five basic policies that should be adhered to, including:
    - Preserving the integrity of the Chevy Chase Village Historic District. Any alterations should, at a minimum, perpetuate the ability to perceive the sense of time and place portrayed by the district.
    - Preserving the integrity of contributing structures. Alterations to should be designed in such a way that the altered structure still contributes to the district.
    - Maintaining the variety of architectural styles and the tradition of architectural excellence.
    - Design review emphasis should be restricted to changes that will be visible from the front or side public right-of-way, or that would be visible in the absence of vegetation or landscaping.
    - Alterations to the portion of a property that are not visible from the public-right-of-way should be subject to a very lenient review. Most changes to the rear of the properties should be approved as a matter of course.

*Montgomery County Code; Chapter 24A*

- A HAWP permit should be issued if the Commission finds that:
  1. The proposal will not substantially alter the exterior features of a historic site or historic resource within a historic district.
  2. The proposal is compatible in character and nature with the historical archaeological, architectural or cultural features of the historic site or the historic district in which a historic resource is located and would not be detrimental thereto of to the achievement of the purposes of this chapter.

*Secretary of the Interior's Standards for Rehabilitation (Circle 9):*

**STAFF DISCUSSION**

Because of the scale and complexity of this proposal, the applicants agreed to submit the project as a Preliminary Consultation. There are several challenges to this project. These include the tight lot due to a stream running along the rear of the property, the significant grade changes, the existing alterations, and the lack of historic photographs or plans. Staff has divided the project into three parts for ease of discussion and review. Staff annotated photographs are included in Circles 29-36.

➔ **Rehabilitation**

One of the most visible aspects of the proposal is the rehabilitation of the historic house. The rehab will return some original features – such as the historic siding – and architectural integrity back to the property (Circle 38). Removing the aluminum siding is commendable and Montgomery County Historic Preservation Tax Credit eligible. As seen in the 1979 photograph on Circle 21, the front porch proposed to be rebuilt is not historic. Historic photographs are not available to show what the original porch looked like, but the new entry is an excellent example of Craftsman design and is appropriate to the historic house.

➔ **Enlargement**

New additions on historic structures should be avoided, if possible, and considered only after it is determined that needs cannot be met by altering secondary, non-character-defining interior spaces. If, after a thorough evaluation of interior solutions, an exterior addition is still judged to be the only viable alternative, it should be designed and constructed to be clearly differentiated from the historic building and so that the character-defining features are not radically changed, obscured, damaged or destroyed.

The “differentiated yet compatible” dichotomy can be handled subtly or dramatically. The applicants have chosen to work with the Craftsman style of the house and make distinctions between the old and new in other ways. Rather than leaving this Contributing Resource with the incompatible additions, the applicant is proposing to remove them. The *Standards* and the *Guidelines* advocate locating additions at the rear of a property and much of the new construction is situated thusly. Additionally, this is a circumstance in which existing incompatible additions are being replaced by additions more compatible with the historic house and the Historic District. Circle 8 contains some of Staff’s specific notes on the proposed alterations. Below is a summary of those notations.

■ **Garage Replacement and Addition**

Although the date of the garage has not been determined, it was definitely added after the main portion of the house. It is very likely a mid- to late-20<sup>th</sup> century addition and its removal and replacement does not detract from the historic character of the house or the district. At issue is <sup>the</sup> ~~the~~ second or main level of the garage replacement (Circles 37-38, 43-44). A living/music room has replaced the partially covered patio/roof deck and extends the width of the house. The Commission typically discourages side additions

and the *Guidelines* places emphasis on putting additions to the rear of the property when feasible. Additionally, when looking at the west elevation the new chimney seems too massive for the property. Given the constraints of the site, the location of this room is not completely unsuitable, and the scale, style, and massing are compatible with the historic house. However, even with the material change, the addition is too integrated. Staff suggests that the applicants set this addition back from the corner to help differentiate it from the historic house and, more importantly, allow the form of the historic house to be expressed. As designed, the new work is beautiful, but it competes with historic house.

#### **Rear Addition/Roof Alteration**

Although the side and rear additions are integrated with the historic house internally, they are discussed separately in this report. Stylistically, the replacement addition is architecturally compatible with contemporary details for differentiation. However, there are two major concerns with the rear addition. The first is that there is quite a bit of mass and volume to the new rear addition. The rear addition does replace existing additions of varying size, but the new addition is significantly larger in scale and form. However, the rear addition is unlikely to be visible from the public right-of-way and is therefore subject to lenient scrutiny.

The second concern is that the expansion of the third level is dependant upon raising the height of the roof of the historic house (Circles 39-40, 43-44). While this change does not alter the pitch of the roof or the relationship of the front dormers to the historic roof, it does completely change the mass of the historic house and will be visible from the public right-of-way. Staff is unaware of any situation in which the Commission has approved this kind of change on a Contributing Resource in the Chevy Chase Village Historic District. The form of the historic house is completely obliterated and extending the eaves of the historic house onto the new addition is not enough to preserve the historic house. This part of the project is not in keeping with the applicable *Standards and Guidelines*. A side effect of this alteration is that the height of the new additions are based upon the new height and are therefore not lower than the height of the historic house as is typically preferred by the Commission.

Staff agrees that the existing additions are incompatible with the historic house and acknowledges that many of the proposed alterations will enhance its architectural character. However, the form and mass of an historic building is one of its primary character defining features. Staff cannot recommend that the applicant move forward with any proposal that includes raising the roof.

#### **East Side Addition**

The east side addition is less problematic (Circles 39-40). It is also replacing incompatible additions, but it pulls back from the historic house by reducing the front portion of it to one story. Admittedly the side addition becomes wider at the front, but it does not extend beyond the widest part of the existing addition. Staff's only suggestion for this part of the proposal would be to pull the base of the addition back and allow the entire height of the house to turn the corner.

#### **Landscaping**

##### **Drive and garage relocation**

In order to relocate the driveway, the applicants will first have to obtain approval from the Village to make a new curb cut and the *Guidelines* in Chevy Chase Village allow for leniency with regard to driveways except for their impact on landscaping and large trees. The decision to relocate the driveway was driven by the new integrated landscape plan for the site and does not appear to substantially change the amount of driveway hardscape (Circles 14 and 40). The new drive runs along the east side of the house and allows for the yard to be more efficiently utilized. In order to access the new garage under the house, the driveway will be flanked by a retaining wall as it descends. At the top of the driveway by sidewalk it curves around a large tree. Depending on what the arborist says about the tree, the driveway appears to

strict

meet the *Guidelines*. It is unclear if the current driveway location is original and an integrated garage similar to this one was recently approved for a property a few houses down the street. It will be minimally visible from the public right-of-way and poses no conflict with the *Guidelines*.

#### *Landscape Plan*

The relocation of the driveway allows for the removal of the current driveway and the creation of a walled lawn area. Natural stairs that lead to the park and stream and included as well as a terrace that makes the transition from the low lawn and the higher deck. The existing hedge will remain and the section removed for the new driveway will be placed in the gap at the current driveway. More detailed information is needed regarding the specific trees to be removed and their replacements, but it appears that most large trees are being retained. Sections showing the grade changes and the new landscape features are provided on Circles 23-28. The current design in Circle 14 is slightly different than what is shown in the sections, but the deck and terrace remain the same.

The applicant is seeking Commission input on this project. For clarity staff is requesting comments specifically on the following items:

- ✓ Driveway relocation
- ✓ West side addition (upper portion) - OK
- ✓ East side addition replacement - OK
  - Rear additions
- ✓ Ridgeline change - applicant OK w/ not doing
- Overall landscape proposal

scale will dig by 3' w/out ridge line

#### **STAFF RECOMMENDATION:**

Staff recommends that the applicant redesign without raising the roof and return for another Preliminary Consultation. The comments and suggestions made by staff in this report and by the Commission at the meeting should be used to help guide the redesign.

## Plans

### Basement

- Excavates more than existing, but does not increase footprint significantly.
- Increase in footprint is approximately 490 SF.
- The recreation room extends approximately 6' more towards the rear than the living/music room above.

### 1<sup>st</sup> Floor

- Appears to go into the building restriction line, but is actually cantilevered.
- Interior space on this level is increased approximately 1236 SF
- New living/music room (600 SF on its own)

## Elevations

### Front (south)

- Roof height increased approximately 4 feet
- Entry porch rebuilt with different craftsman design
- East addition is more compatible and has a 1-story section
- A living/music room with stone chimney has replaced the partially covered patio area on top of the garage
- Aluminum siding is removed and stucco is placed on 1st level of historic house and shingles put on 2nd level of historic house and the additions.

### East

- The rear addition is cantilevered approximately 4 feet beyond the garage wall.
- In terms of its architectural style, this elevation is more sympathetic.
- The front portion of the addition is only 1-story.
- Entry porch is rebuilt with steps extending beyond the roof.
- Two-car garage is under main part of the house.
- Although approximately 4 feet below the new higher ridgeline, the addition is barely a foot lower than historic ridgeline.
- The new additions have more mass and volume than the existing additions
- Historic and 1-story addition rooflines are expressed with applied eaves.

- East addition enlarged to the current widest point.

### 2<sup>nd</sup> Floor

- East addition is pulled back 10 feet to make part of it only 1 story (this reduces the usable space about 120 SF)
- Interior space on this level is increased approximately 700 SF

### 3<sup>rd</sup> Floor

- Roofline is moved and roof height increased approximately 4 feet
- Interior space on this level is increased approximately 240 SF

### Rear (north)

- This is a dramatic change, but the Guidelines allow for leniency for alterations not visible from the public right-of-way.
- The new additions are in keeping with the architectural style of the house.
- The trio of gables is obviously contemporary to today.

### West

- Roof height is increased approximately 4 feet and ridge shifted towards the rear of the house
- Historic roofline is expressed with applied eaves.
- Garage and patio are replaced by a recreation room and living/music room addition.
- The rear addition is 2 ½ stories tall and encompasses more mass than existing additions
- Although approximately 4 feet below the new ridgeline, the rear addition is less than one foot lower than historic ridgeline.
- At its deepest, the new addition extends 7 ½ feet beyond the existing additions.
- The glassy stairway creates a visual separation between the historic house and the rear addition.

The notes above are thorough, but not exhaustive – minor details were eliminated for clarity and to keep the focus at a level appropriate for a Preliminary Consultation. Overall interior space increases by approximately 2100 SF.



## Secretary of the Interior's Standards for Rehabilitation

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.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, space and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that has acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
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 proportions, and massing to protect the integrity of the property and its environment.
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.



RETURN TO: DEPARTMENT OF PERMITTING SERVICES  
255 ROCKVILLE PIKE, 2nd FLOOR, ROCKVILLE, MD 20850  
240777-6370

DPS - #8

428409  
PRELIM

HISTORIC PRESERVATION COMMISSION  
301/563-3400

# APPLICATION FOR HISTORIC AREA WORK PERMIT

Contact Person: STEPHEN MUSE, FAIA

Daytime Phone No.: 301-718-8118

Tax Account No.: 00458433

Name of Property Owner: JEROME POWELL Daytime Phone No.: 301-656-3760

Address: 37 WEST LENOX STREET CHEVY CHASE, MD 20815  
Street Number City State Zip Code

Contractor: T. B. D. Phone No.: \_\_\_\_\_

Contractor Registration No.: \_\_\_\_\_

Agent for Owner: STEPHEN MUSE, FAIA Daytime Phone No.: 301-718-8118

MUSE ARCHITECTS

### LOCATION OF BUILDING/PREMISE

House Number: 37 Street: WEST LENOX STREET

Town/City: CHEVY CHASE Nearest Cross Street: MAGNOLIA PARKWAY & CEDAR PARKWAY

Lot: P591 Block: 42 Subdivision: 9

Liber: \_\_\_\_\_ Folio: \_\_\_\_\_ Parcel: \_\_\_\_\_

### 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:

- AC
- Slab
- Room Addition
- Porch
- Deck
- Shed
- Solar
- Fireplace
- Woodburning Stove
- Single family
- Fence/Wall (complete Section 4)
- Other: \_\_\_\_\_

1B. Construction cost estimate: \$ T. B. D.

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 WALL HEIGHTS VARY, SEE GRADING PLAN

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.

[Signature]

7.25.06

Signature of owner or authorized agent  
FOR STEPHEN MUSE, FAIA

Date

Approved: \_\_\_\_\_ For Chairperson, Historic Preservation Commission

Disapproved: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Application/Permit No.: \_\_\_\_\_ Date Filed: \_\_\_\_\_ Date Issued: \_\_\_\_\_

**SEE REVERSE SIDE FOR INSTRUCTIONS**

M U S E . A R C H I T E C T S

*Principals*

Stephen Muse FAIA  
William Kirwan AIA

*Associates*

Kuk-Ja C. Kim AIA  
R. Warren Short AIA  
John M. Thorp AIA

26 July 2006

Powell Residence

Written Description for Historic Area Work Permit:

1a. This residence on West Lenox Street in Chevy Chase Village was built before 1916; the exact date is unknown. It has been significantly altered since its construction, not only by miscellaneous material alterations over the years but by various additions as well, the most recent of which was completed in 1974. Neither the material alterations nor the additions complement the original craftsman style of the house in any way.

1b. Our intention is to remove the existing additions, remove the material alterations, and return the house with new additions to a more sympathetic version of its original self. Wood shingle siding and stucco will replace the existing aluminum siding; wood shingle roofing will replace the existing asphalt shingles, etc. The existing garage – not original to the house – will be relocated to the east end of the property to the basement of the proposed addition, bringing the house in line with neighboring houses on the street.

**HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFYING**  
[Owner, Owner's Agent, Adjacent and Confronting Property Owners]

**Owner's mailing address**

Jerome H. Powell & Elissa A.  
Leonard  
37 West Lenox Street.  
Chevy Chase, MD 20815-4208

**Owner's Agent's mailing address**

Muse Architects  
Attn: Stephen Muse  
7401 Wisconsin Avenue  
Bethesda, MD 20814

**Adjacent and confronting Property Owners mailing addresses**

Scott W. Muller  
20 Magnolia Parkway  
Chevy Chase, MD 20815-4205

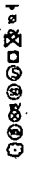
Jerome H. Powell & Elissa A.  
Leonard  
5921 Cedar Parkway  
Chevy Chase, MD 20815-4250

William C. Holder  
45 Goodwin Road  
Princeton, MA 01541

Donna J. Holverson  
35 West Lenox Street  
Chevy Chase, MD 20815

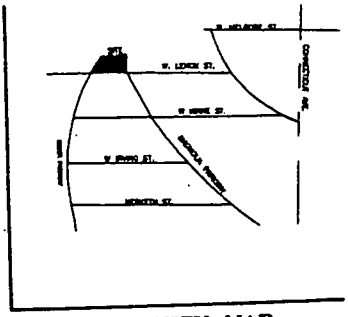
Cary M. Euwer, Jr.  
11111 Sunset Hills Road  
Suite 111  
Reston, VA 20190-5339

Chevy Chase Club  
Luke O'Boyle (General Mgr.)  
6100 Connecticut Avenue  
& Bradley Lane  
Chevy Chase, MD 20815

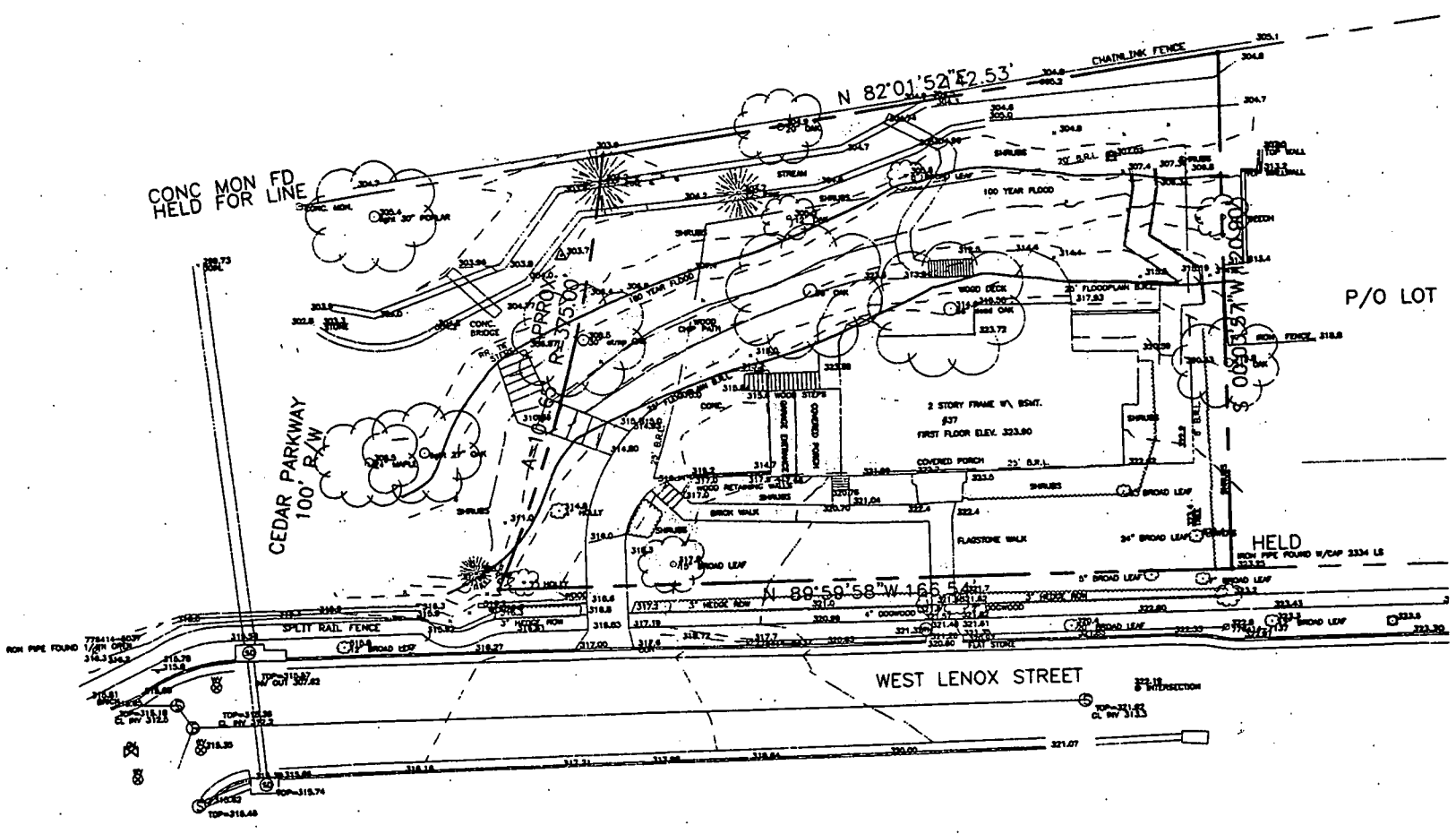


**LEGEND**

- SIGN
- POWER POLE
- GAS VALVE
- CLEAN OUT
- SANITARY MANHOLE
- STORM MANHOLE
- WATER VALVE
- WATER METER
- BROAD LEAF



VICINITY MAP



\*\*SUBJECT TO ESTABLISHED BUILDING LINE PER MONTGOMERY COUNTY CODE SECTION 59-A-5.33 AS FOLLOWS:

LOT NUMBER	EXISTING SETBACK
PARCEL P591	N/A (SUBJECT)
P/O LOT 9	NON CONFORMING LESS THAN MINIMUM.
LOT 8	NON CONFORMING LESS THEN MINIMUM.
LOT 19	35.20'

USE THE MINIMUM 25' AS THE SETBACK BECAUSE NOT MORE THAN 80% OF APPLICABLE HOUSES ARE SET BACK GREATER THAN THE MINIMUM.

VERTICAL DATUM 1929 DATUM  
HORIZONTAL DATUM PLAT No 22748

SURVEY OBSERVATIONS ARE LIMITED TO VISUALLY EVIDENT ABOVE GROUND ITEMS. NO CERTIFICATION IS MADE AS TO THE EXISTENCE OR EXTENT OF UNDERGROUND UTILITIES OR IMPROVEMENTS LOCATED ON THE SUBJECT PROPERTY.

THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT FOR THE SUBJECT PROPERTY. NO CERTIFICATION IS MADE AS TO THE EXISTENCE OR EXTENT OF EASEMENTS, RIGHTS-OF-WAY, OR OTHER TITLE MATTERS AFFECTING THE PROPERTY.

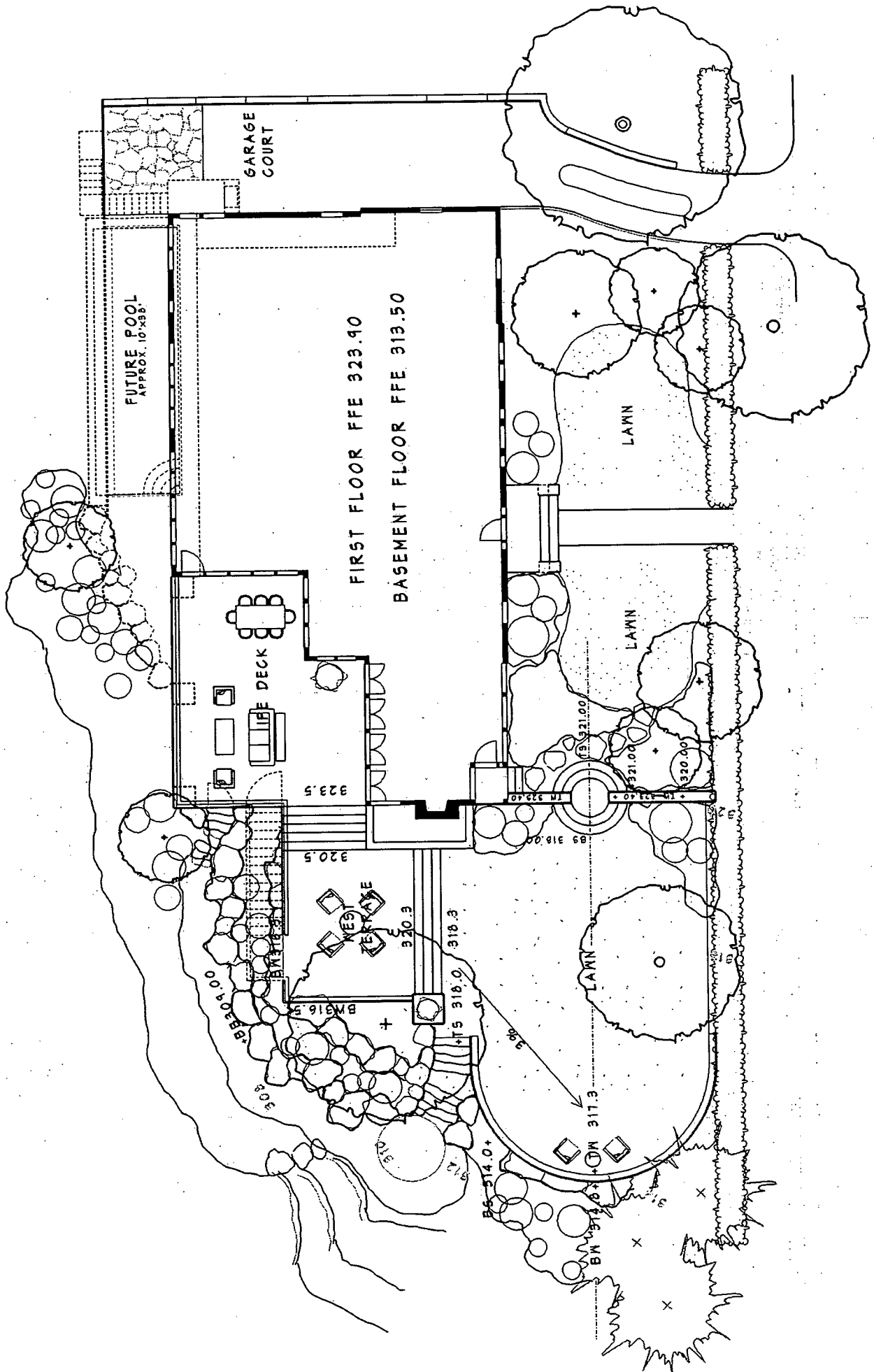
Some fields shown hereon are intentionally drawn out of scale for clarity.  
100-YEAR FLOODPLAIN AND ASSOCIATED BY FLOODPLAIN S.A.L. ARE TAKEN FROM AVAILABLE INFORMATION. FOR DELINEATION BASED ON WATER SURFACE ELEVATIONS REFER TO MAPS FILE NO. 8601300004 AS PREPARED BY MILDENBERG, BOEDNER AND ASSOCIATES INC., DATED JAN 1999

BOUNDARY & TOPOGRAPHIC SURVEY  
ON PARCEL 591 BLOCK 42  
LIBER 13700 FOLIO 109  
CHEVY CHASE

BETHESDA (7TH) ELECTION DISTRICT - MONTGOMERY COUNTY, MARYLAND  
SCALE: 1"=20' DATE: APRIL 2006

1" = 40'  
**Dewberry**

13





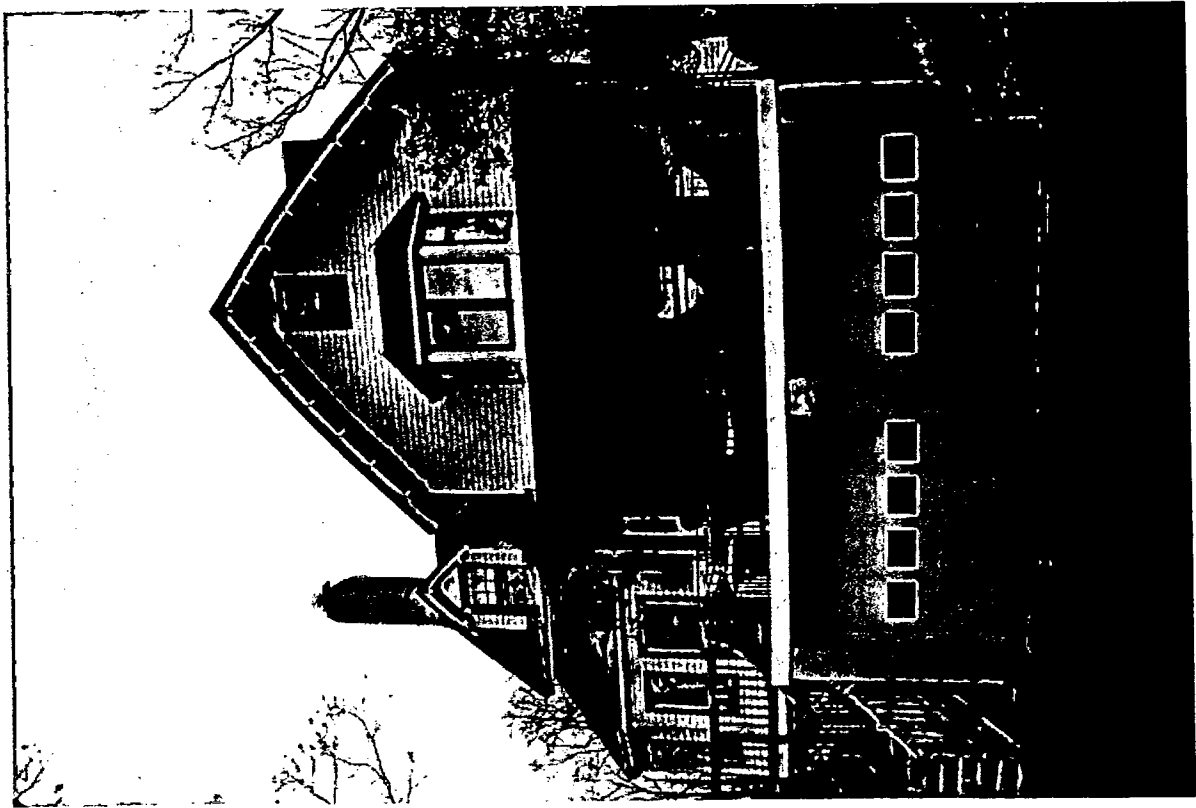
Front (south) elevation



Rear (north) elevation



Side (east) elevation



Side (west) elevation





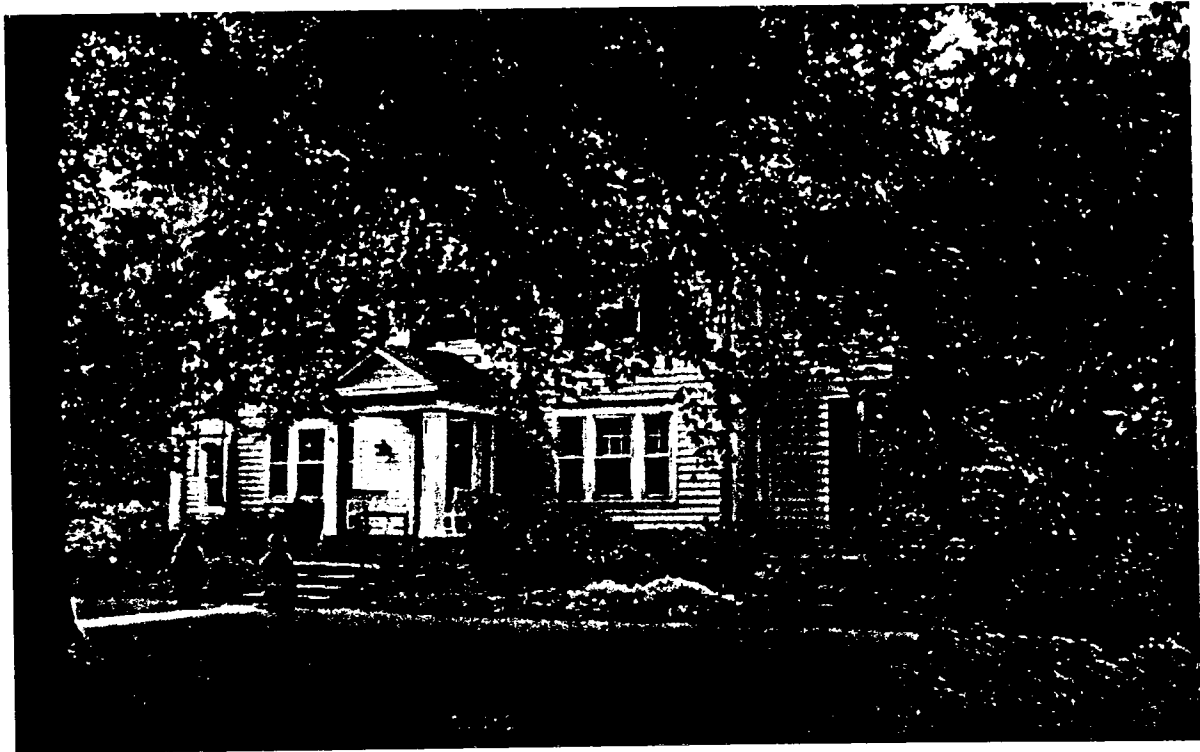
Side (west) elevation from public easement



43 West Lenox Street



20 Magnolia Parkway



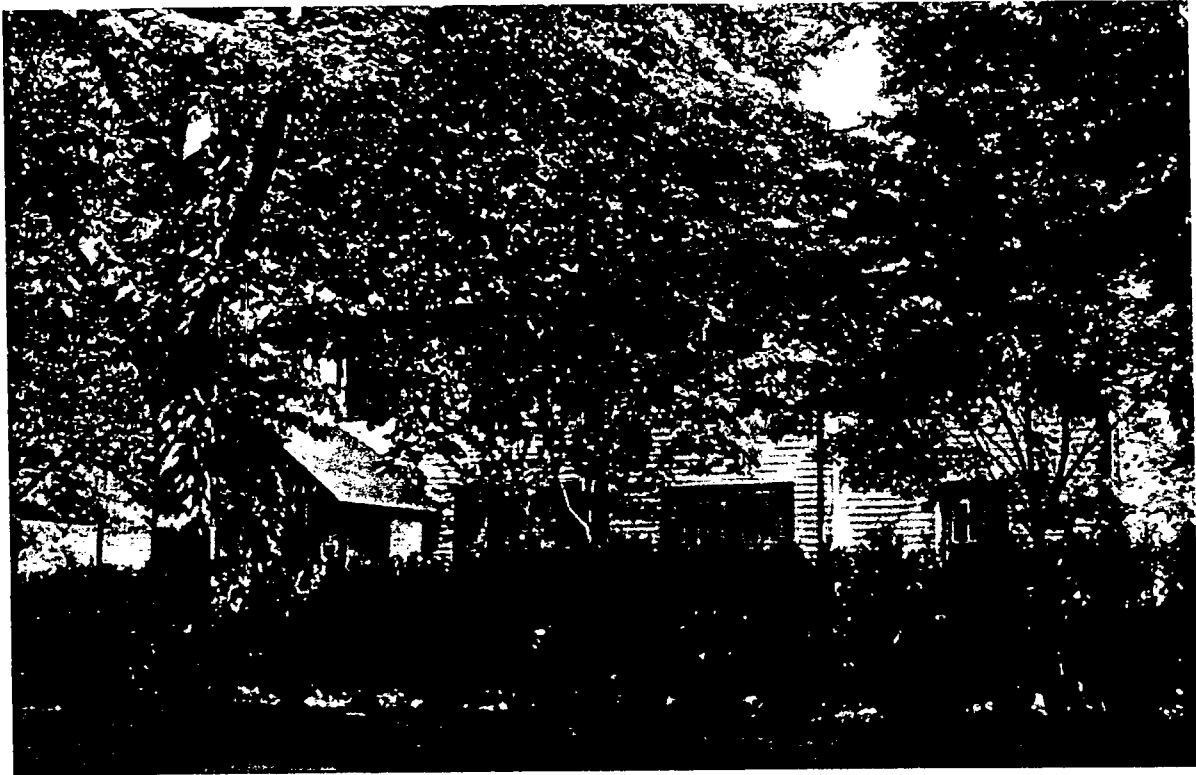
5921 Cedar Parkway



35 West Lenox Street



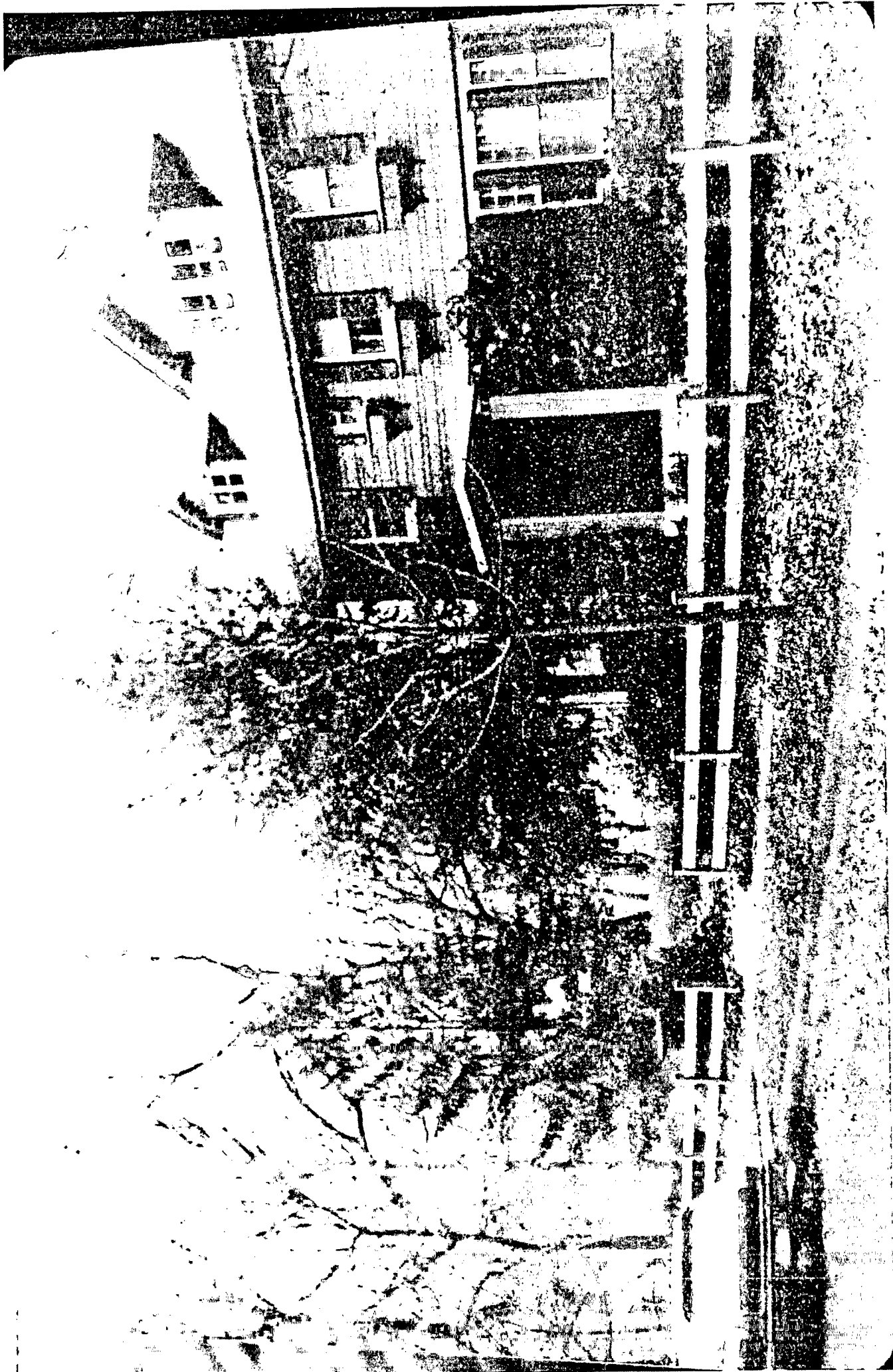
20 West Lenox Street

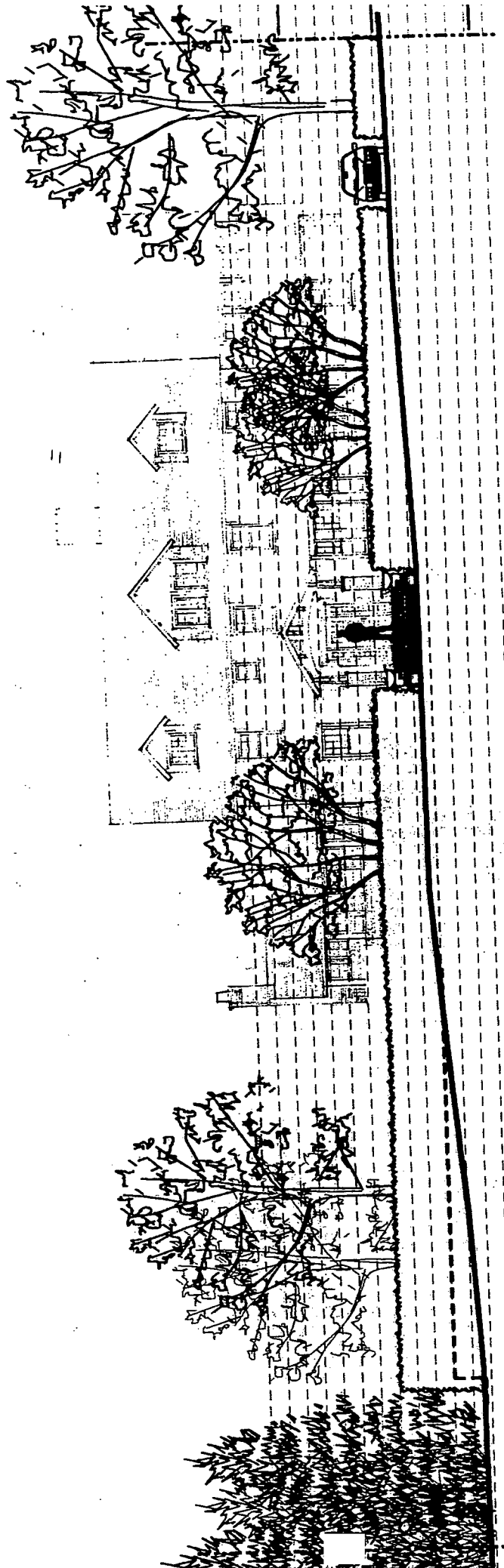


Front elevation (southeast) from public right-of-way

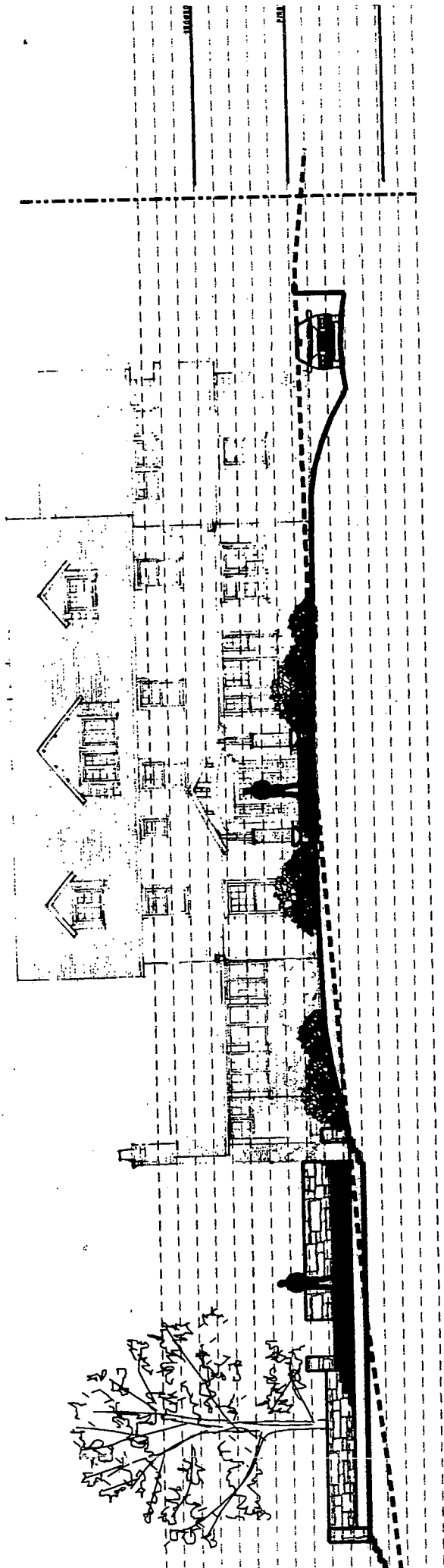


Front elevation (southwest) from public right-of-way

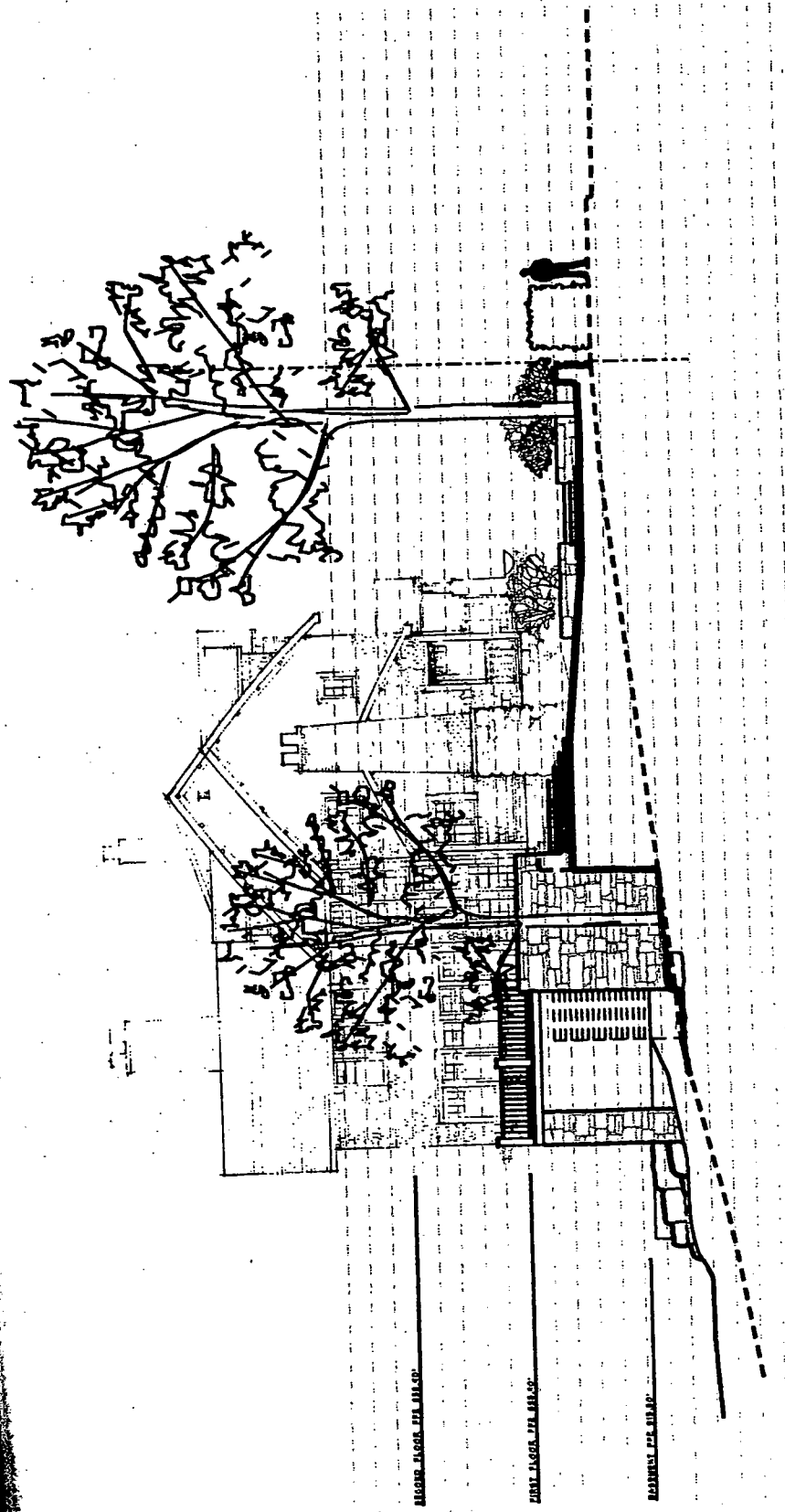




FUNCTIONAL ELEVATION FROM STREET



H SECTION ELEVATION THROUGH LAWN



SECOND FLOOR REF. DIM. 1/4"

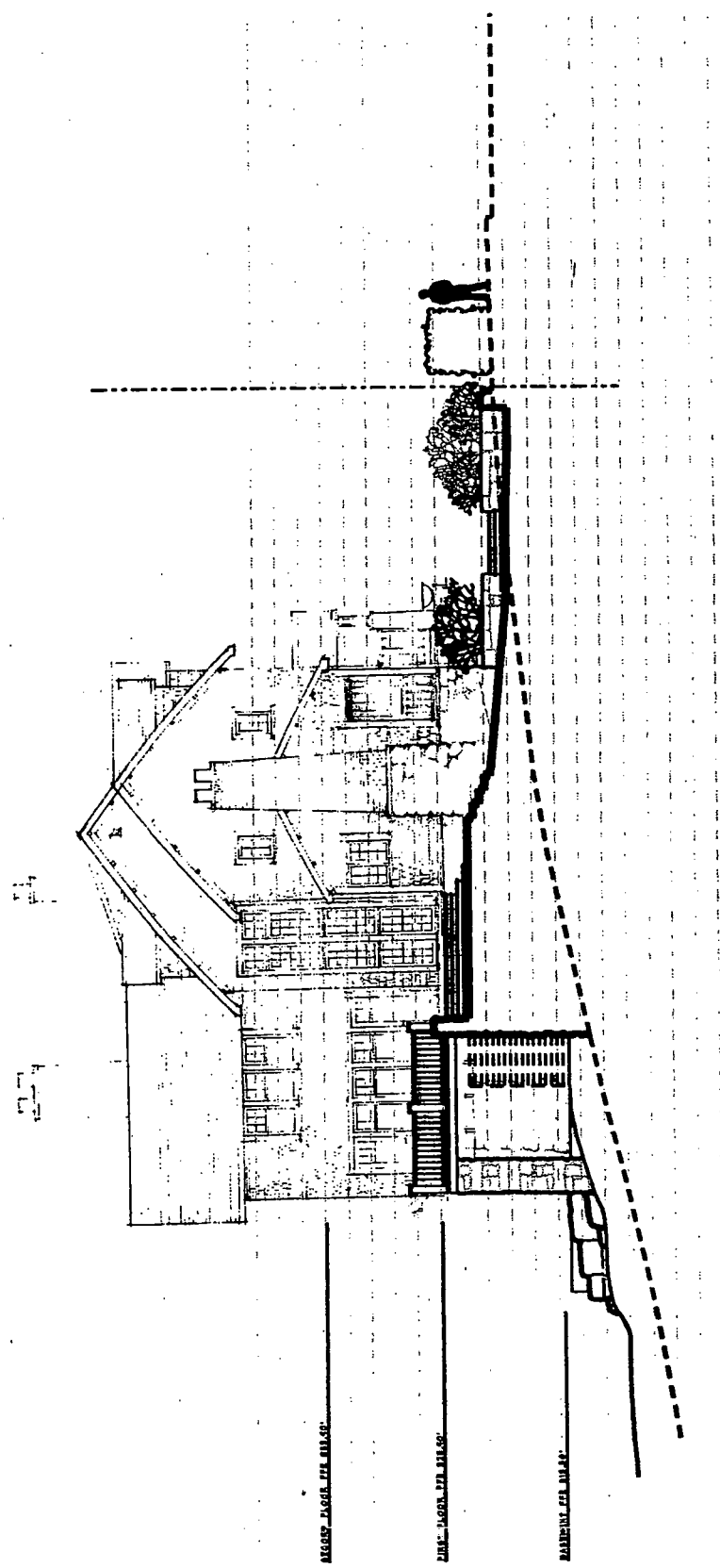
FIRST FLOOR REF. DIM. 1/4"

BASELINE REF. DIM. 1/4"

2 WEST SECTION ELEVATION THROUGH LAWN

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





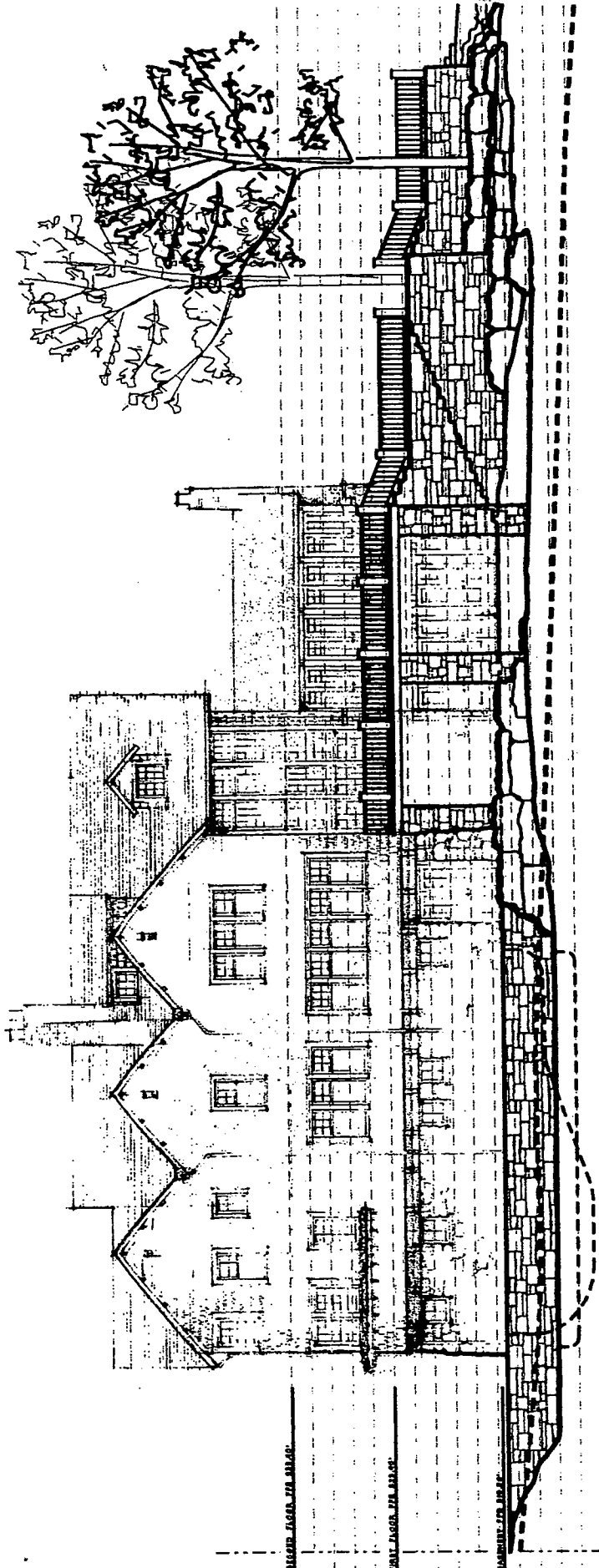
ALCOVE - 14'00" x 11'00"

CHIMNEY - 14'00" x 11'00"

PORCH - 14'00" x 11'00"

1 WEST SECTION ELEVATION THROUGH STONE TERRACE AND LAWN

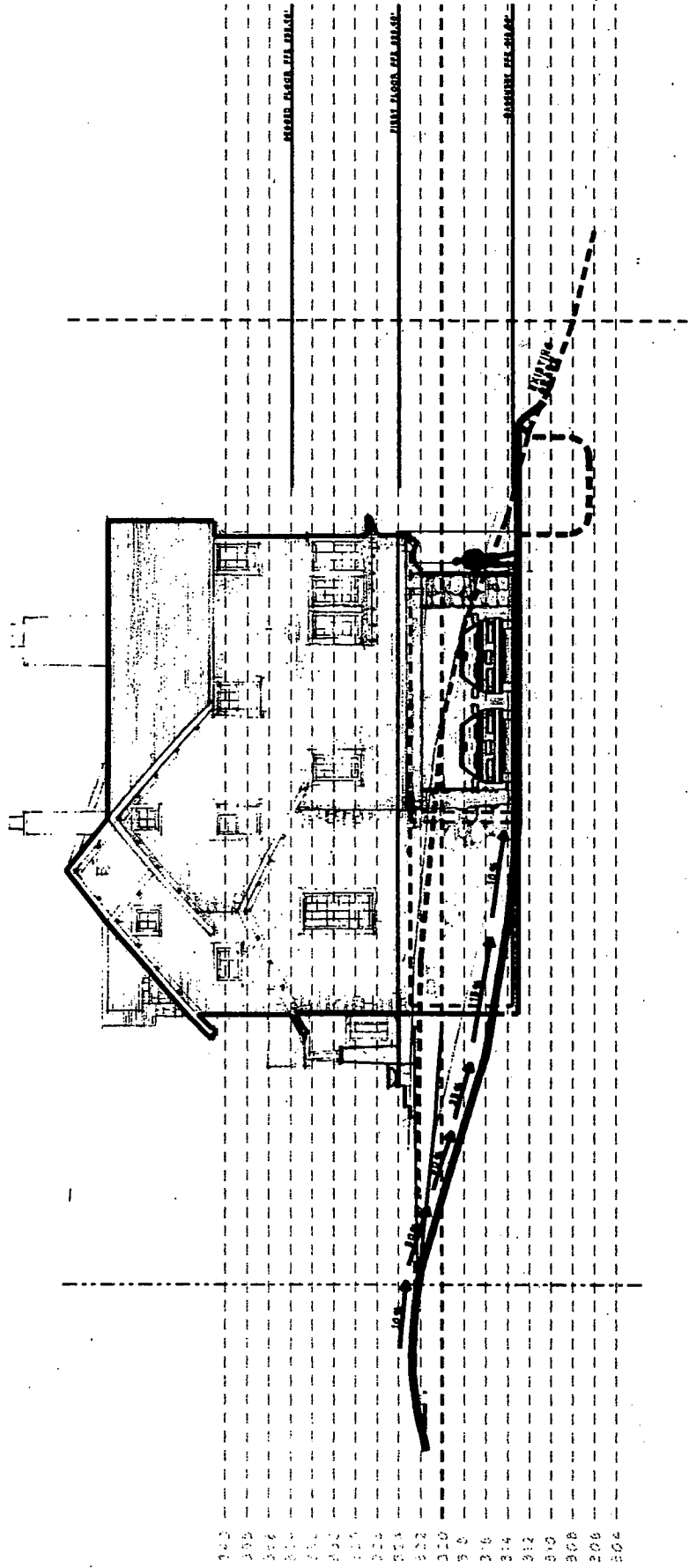
SCALE: 1/8" = 1'-0"



334 BASELINE ELEVATION 278.811.00  
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 330 BASELINE ELEVATION 278.811.00

1 REAR NORTH SECTION ELEVATION

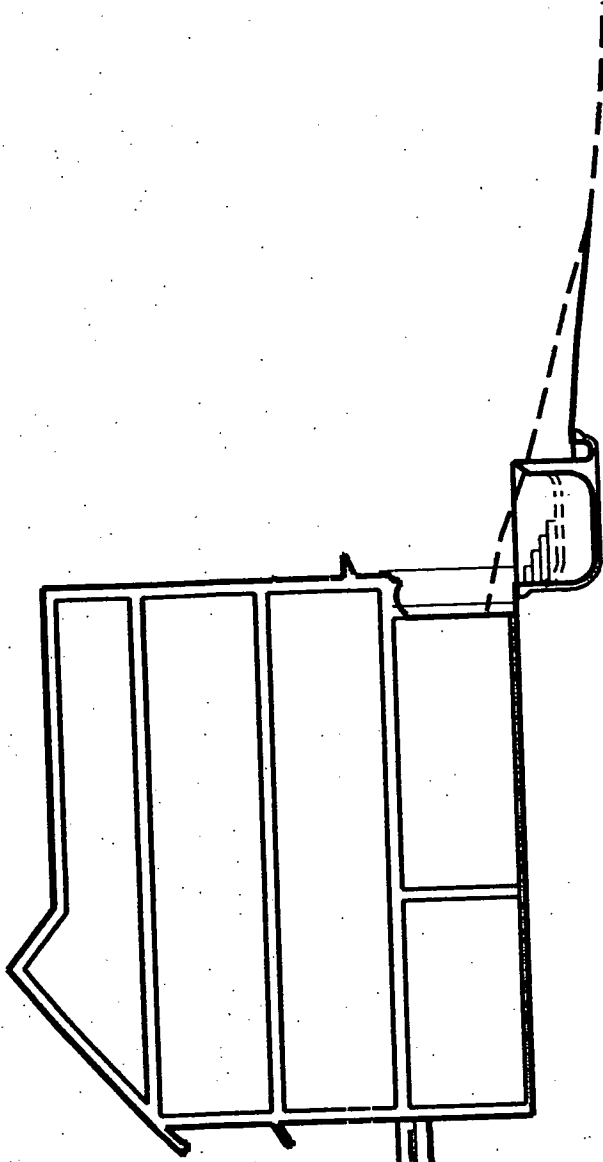
SCALE 1/8" = 1'-0"



1 EAST SECTION ELEVATION THROUGH DRIVEWAY

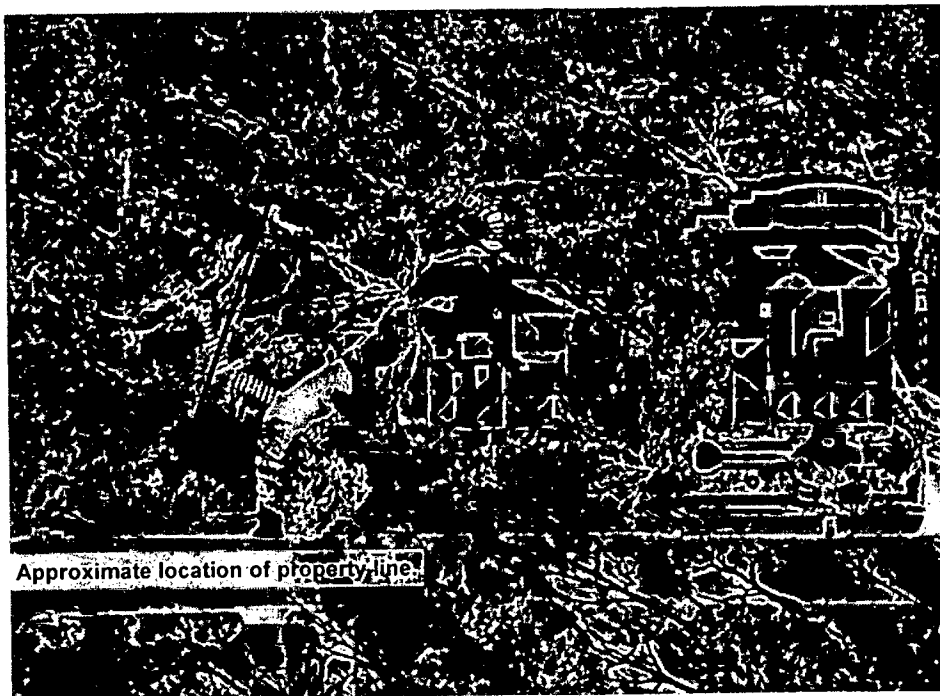
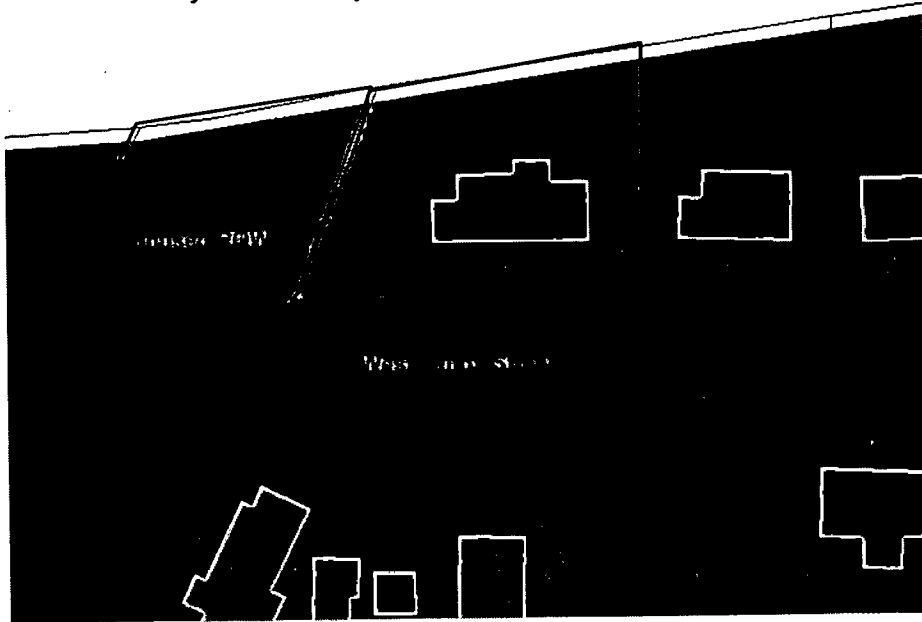
SCALE 1/8" = 1'-0"

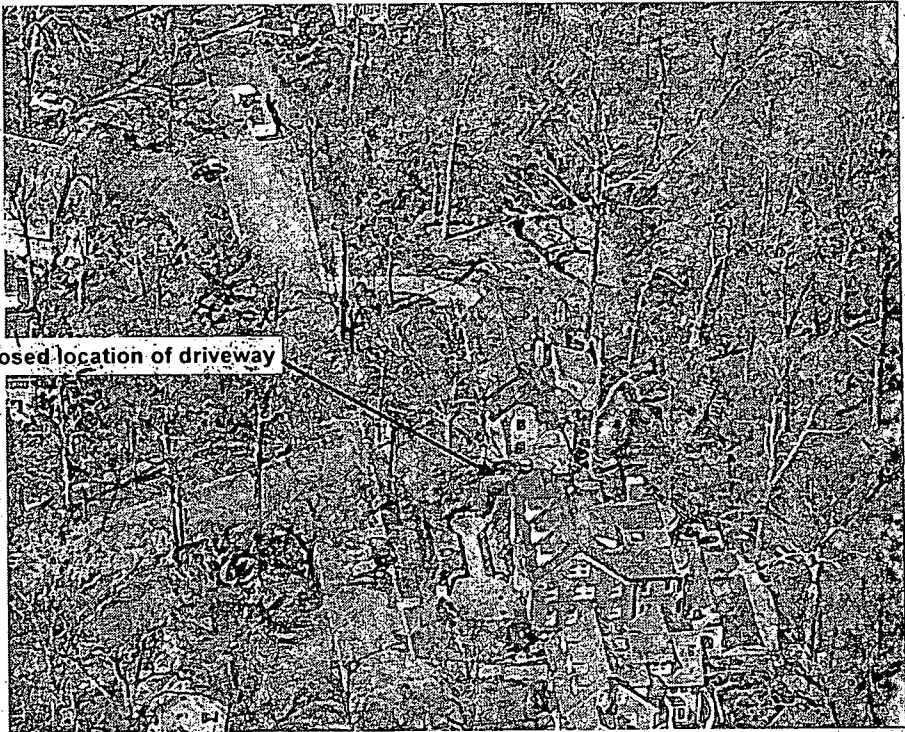
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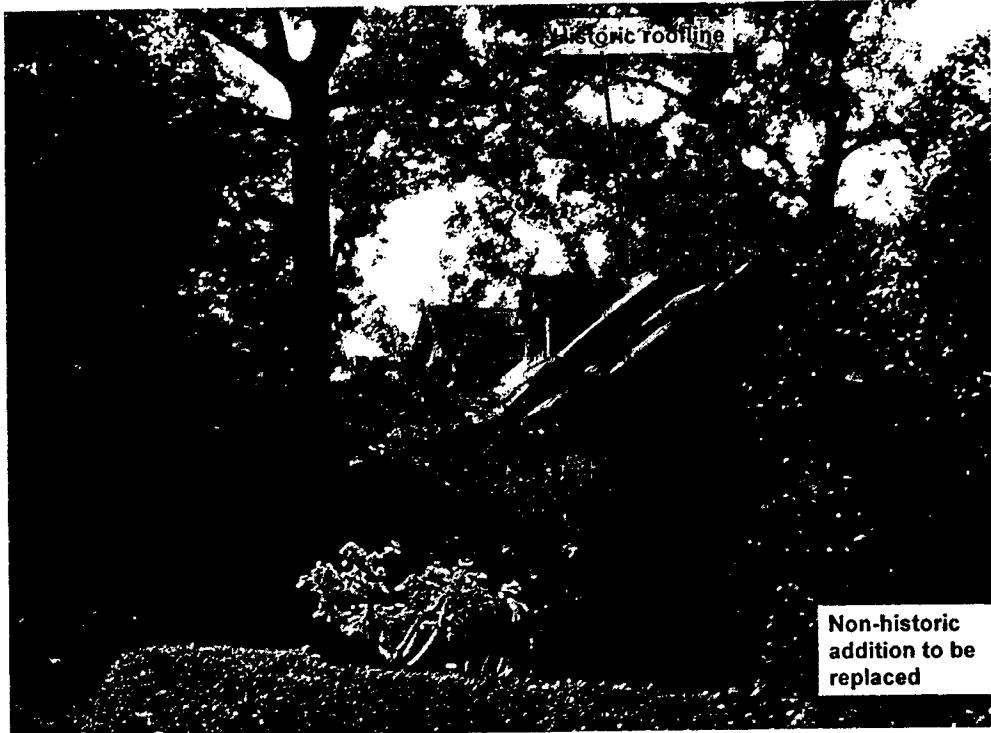


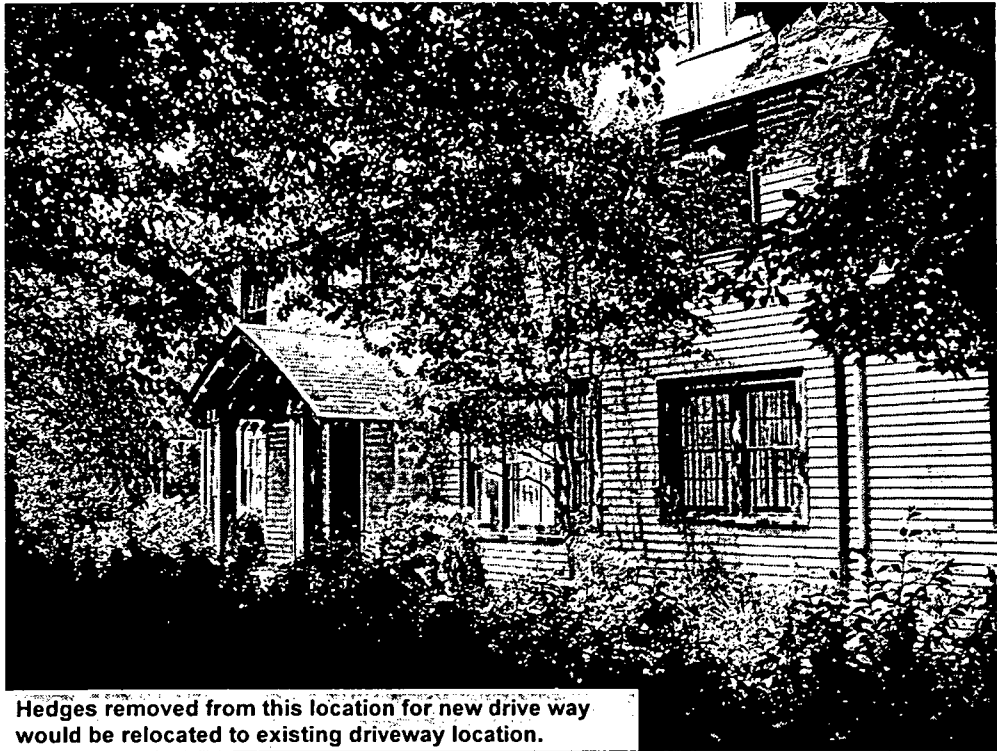
SECTION THROUGH HOUSE AND POOL

Chevy Chase Country Club

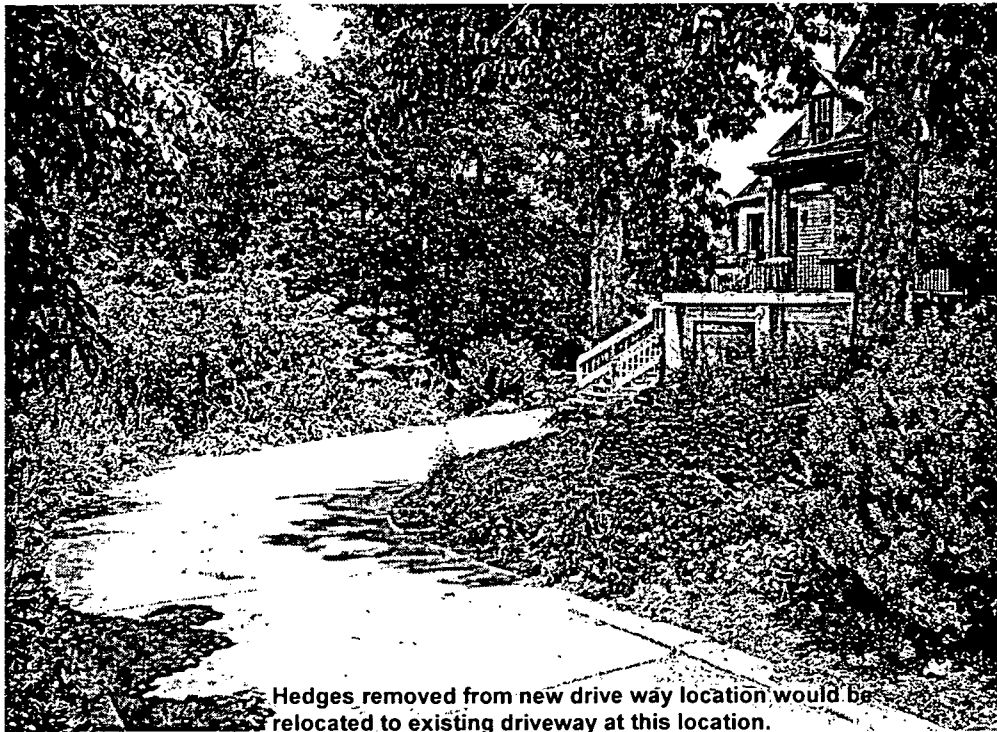






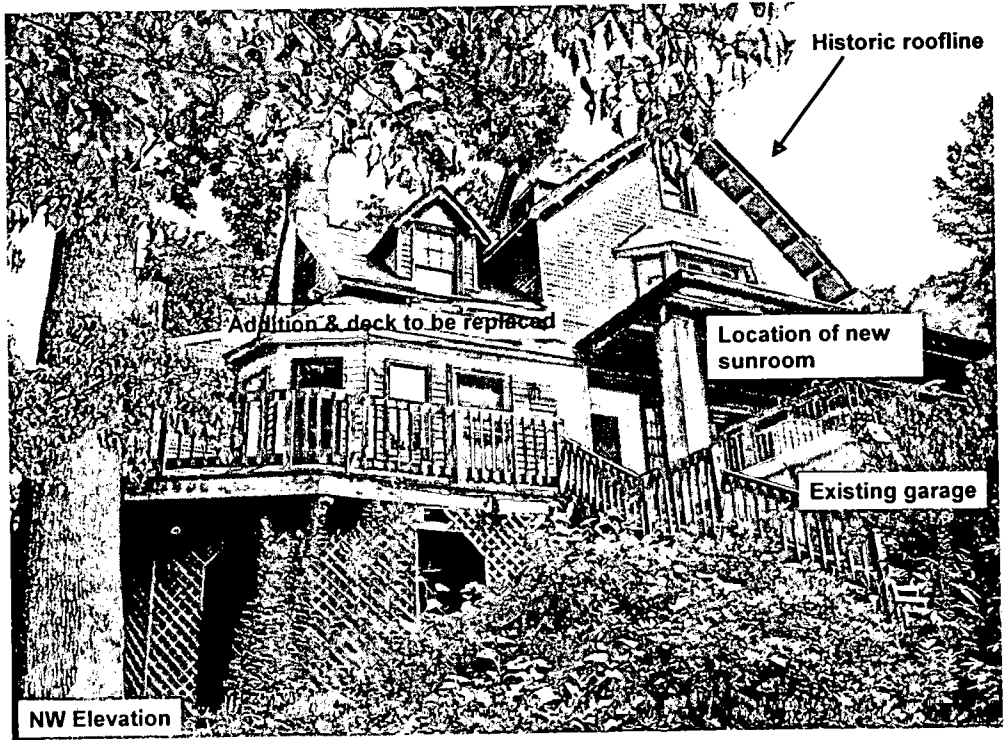
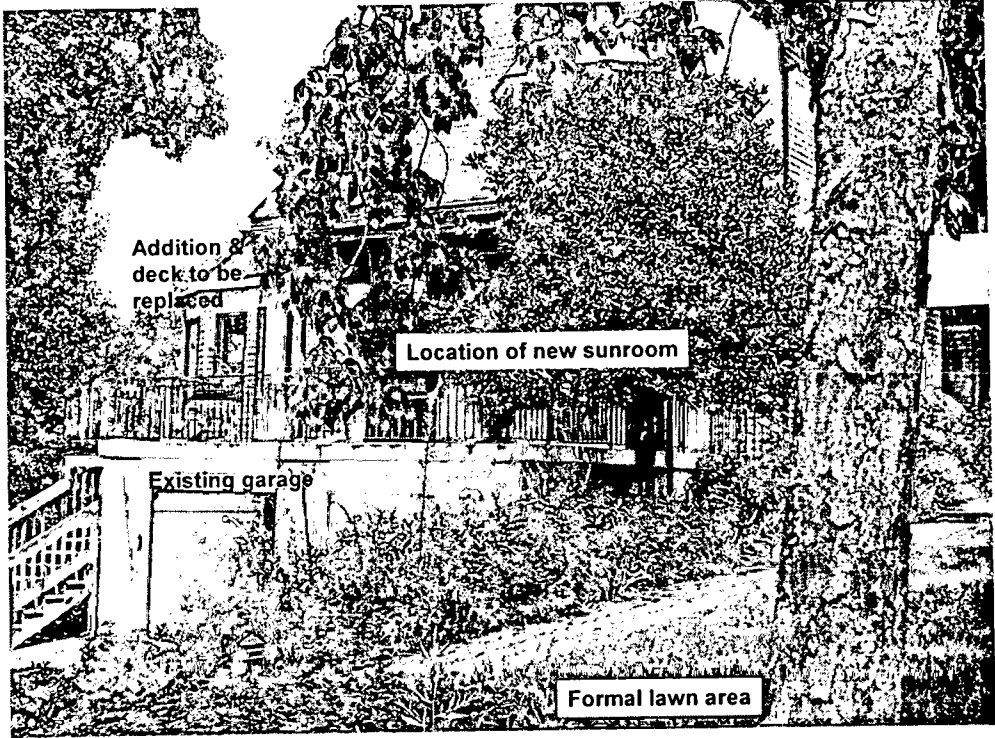


Hedges removed from this location for new drive way would be relocated to existing driveway location.



Hedges removed from new drive way location would be relocated to existing driveway at this location.







Location of lawn surrounded by a low seat wall.

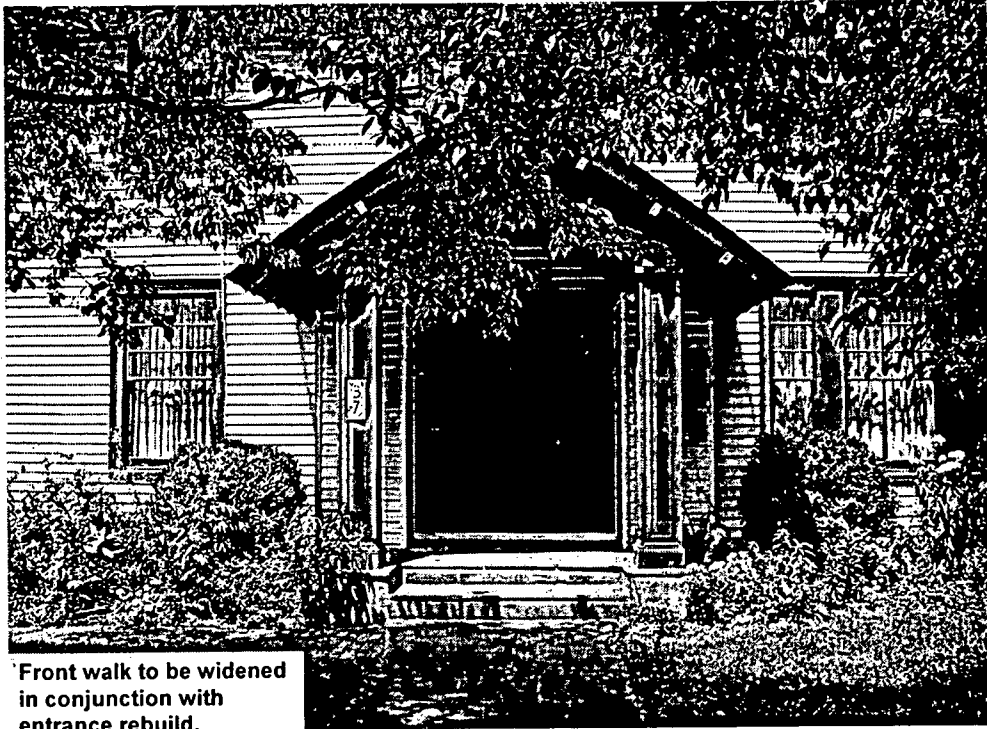
Aluminum siding to be removed

Closet bump-outs to be removed



Brick walk to be removed

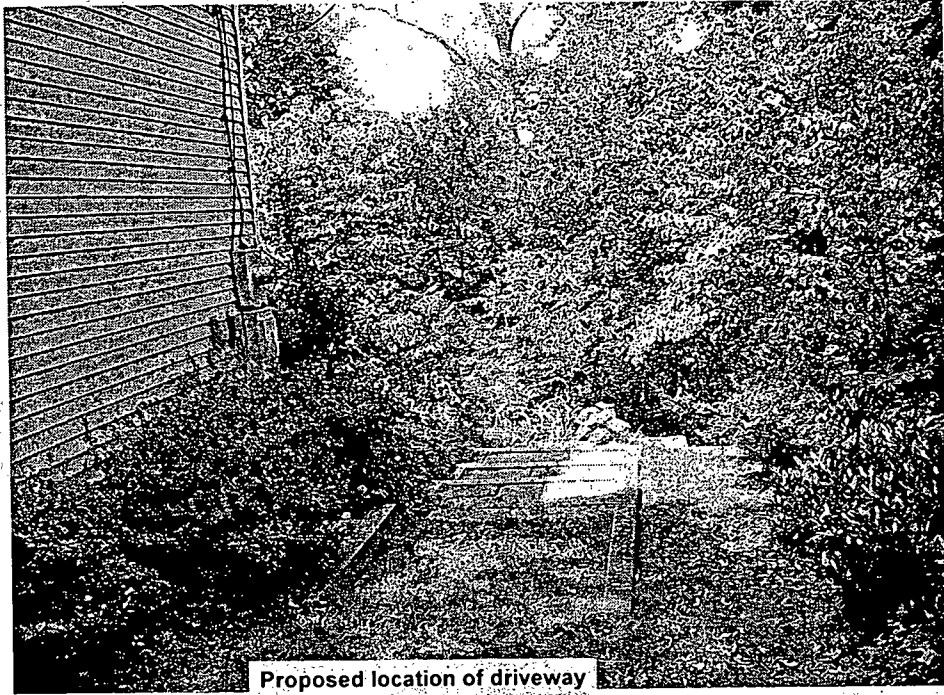
Entry structure to be rebuilt



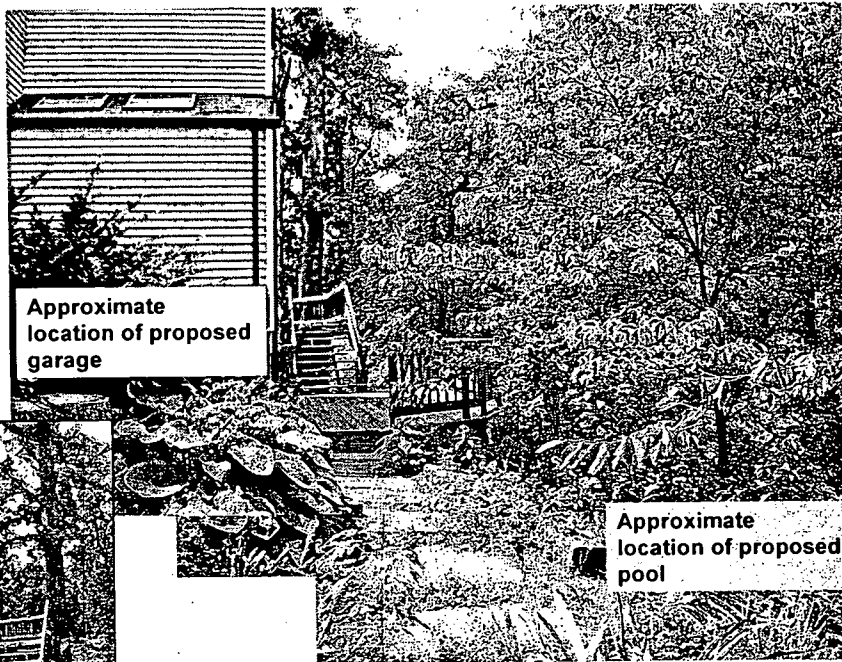
Front walk to be widened  
in conjunction with  
entrance rebuild.



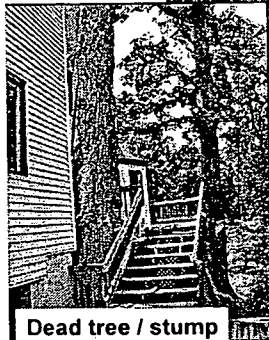
Proposed location of driveway



Proposed location of driveway



Approximate location of proposed garage



Dead tree / stump

Approximate location of proposed pool

**LETTER OF TRANSMITTAL**

**MUSE ARCHITECTS, P.C.**  
 7401 Wisconsin Avenue, Suite 500  
 Bethesda, MD 20814

1223

DATE	15 Aug 2006
JOB NO.	
ATTENTION	TANIA TULLY
RE:	POWERLL RESIDENCE
	37 WEST LENOX STREET

TO  
 MONTGOMERY COUNTY PARK & PLANNING  
 HISTORIC PRESERVATION OFFICE  
 1109 SPRING STREET, SUITE 801  
 SILVER SPRING, MD 20910

WE ARE SENDING YOU  Attached  Under separate cover via the following items:

- Shop drawings
- Plans  Plans
- Prints
- Samples
- Specifications
- Copy of letter
- Change order

COPIES	DATE	NO.	DESCRIPTION
1	5/8/12/73	8	18 x 24 WIN FARLNER'S DRAWINGS FOR PETTY RESIDENCE
1	2/74	2	24 x 36 "

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- For BIDS DUE
- PRINTS RETURNED AFTER LOAN TO US
- Approved as submitted
- Approved as noted
- Returned for corrections
- Return corrected prints
- Resubmit copies for approval
- Submit copies for distribution

REMARKS

TANIA -  
 WHEN THE POWELL PURCHASED THE PETTY PROPERTY AT 37 WEST LENOX  
 THEY RECEIVED THESE DRAWINGS. AS YOU KNOW, WE WERE NOT SO FORTUNATE  
 THIS TIME AS TO RECEIVE THE DRAWINGS FOR THE ORIGINAL HOUSE AS WELL.  
 HOWEVER, THESE DO TELL A LITTLE BIT OF THE STORY, SO I AM SENDING YOU  
 COPIES FOR YOUR INFORMATION.

COPY TO

If enclosures are not as noted, kindly notify us at once.

SIGNED:

MARK LANGHAMMER,

NOTES: 37 Lenox St - Prelim.

David - is 35 <sup>c. 1922</sup> contemporaneous w/ 37? - bookend drives

Tom - any historic view of drive loc?

Lee - how wide is drive @ 35 W Lenox

Tom - ~~at~~ has Village exp. prob. with drive + drag parkway

Julie - roof line

David - agrees w/ staff - need to see comparison w/ 35 W Lenox  
- dramatically changing the historic fabric of the house

Gwen - 15 W Lenox - large addition ok bec original form was being restored

Tom - agree w/ Gwen + D - preserve legibility of original form  
should be able to accommodate needs w/out raising ridge (1980s bay)

Apps - agree to compromise on the roof

Nurray - raising ridgeline is OK

Warren - agrees w/ Tom,

Lee - no prob. w/ roofline; drive seems overly wide + out of char.

Warren - no com.

David - ~~agrees w/ SR.~~ - problem w/ reloc. of drive; look @ Sanborn maps; changes char. of streetscape; must consider 35 W Lenox - not a vacuum - diminish integrity

Nurray - I.S. changes improve the h.p. + override driveway reloc.

Tom - pref. not move; but not deny based on this  
loss of trees is bigger concern - exactly which trees will come down bec. of drive

Julie - do not change ridgeline; driveway - big prob. w/ neighbor - prefer it not be moved

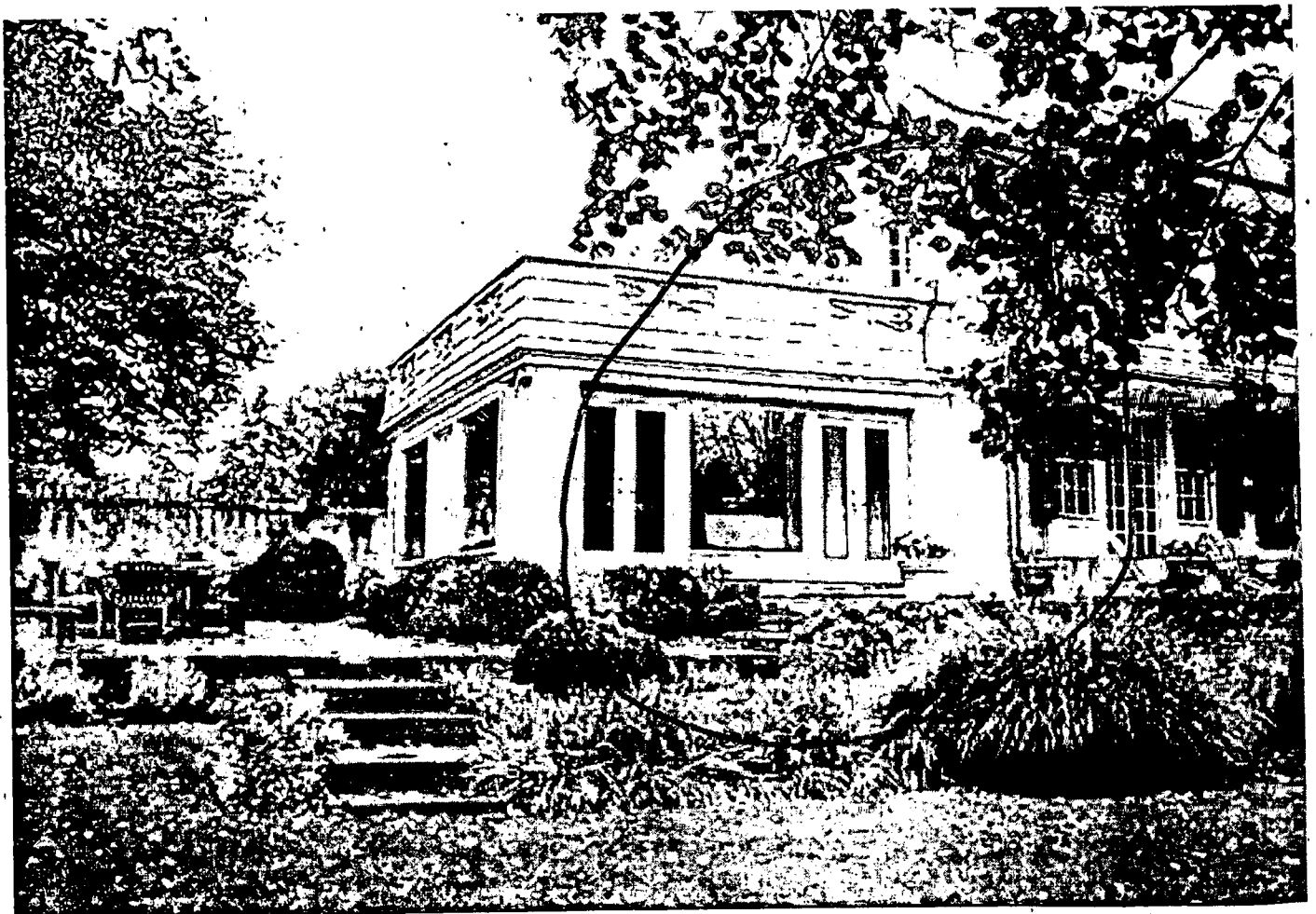
Tom - setback? both sides 1' set back  
David - no sig. issues w/ + of themselves - cumulative - all 3 sides envelop  
Nurray - is there a recessed side entrance? yes  
Orig. house will be lost

Lee - OK w/ West Side + E side  
Nurray is already lost

Tom - disagrees w/ David abt. enveloping

Julie - is E side one plane? - yes -

Tom - relief on E side would help



37 W Lenox

Stephen Muse -

Site: seems large, bldg is sm.

ROW is visually part of the site



zoned as a corner lot bec. of ROW ∴ front yard setback

Flood plane - BRL

Buildable site quite small

ex. garage located @ only place where there is a basement  
roofing may have been slate

1980s - some windows were replaced

Plans: 6'5 @ highest point currently  
raise ridge 3' to get legal height

Ex garage 18x18 w/ 7 1/2 doors - too sm.

showed a perspective from the west

Landscape: currently W & N have no connection w/ land

have been working w/ Geoff re: drive loc + regs  
Wall does not ex. 6'5' - quad roll

[Site plan / Ls plan do not show 35 W Lenox, but do show part of the ROW]  
Need to see streetscapes

drive comes out 15' from house

Brian Smith - 35 W Lenox (E adj neighbor)

- Maple & Beech straddle the prop. line
- Strict rev of drives w/ trees
- Streetscape - curb cut is 20' wide - 4' from their prop - directly across from Magnolia Ave
- retaining wall & severe grading - supposed precedent
- 4 7/8' from driveway prop line
- Trees - infestation not a death sentence.
- Green space b/w houses changed





Front/Street of house

Detail: Front of house (street side)

Tully, Tania

V-A  
PRELIM

**From:** Brian.Smith@lw.com  
**Sent:** Wednesday, August 16, 2006 9:33 AM  
**To:** Tully, Tania  
**Subject:** FW: 37 West Lenox Street, Chevy Chase, MD

TO: Historic Preservation Commission  
 Historic Preservation Commission Staff

FROM: Brian W. Smith and Donna J. Holverson  
 35 West Lenox Street, Chevy Chase, MD

Ladies and Gentlemen:

We are the residents and owners of the property located immediately to the East of 37 West Lenox Street. We understand that you are considering a preliminary proposal for a restructuring and addition to 37 West Lenox Street. The Commission Staff has provided us with its Staff Report to the Commission. Leading up to this letter we have had some conversations with our neighbors-the owners of 37 West Lenox - as to their plans but the drawings attached to the Commission Staff Report suggest that there have been changes from what we previously discussed. This morning, we were showed by the owners yet another 'plan' for this restructuring and the additions. Our comments are directed at the plans as they were reflected in the Staff Report dated 8/9/06 BUT we can confirm that the plan we saw today only reaffirms our objections as stated below.

Our principal concern is with the planned relocation of the driveway to the East side of the house (the side closest to us) and the regrading and construction of a retaining wall to accommodate this driveway relocation.

We first call your attention to the grossly disproportionate availability of useable space on the West vs the East side. (The aerial photo which was part of the Staff Report provides a good perspective on this.) The driveway is presently located on the West side of the house where there is an enormous amount of available space. To relocate the driveway to the East side is to cram the driveway in so that it is about 5 feet (today's plan shows it at 4 7/8 feet) from our property line. Please remember that the driveway relocation requires regrading and the creation of a retaining wall (which itself will require substantial footings and likely a fence atop it for safety reason). The retaining wall will slope steeply from the street to the driveway and appears from the drawings to be about 8 feet from base to top at its deepest point. This will place our house/property between a long standing shared driveway on the East side of our house and this new sunken driveway on the West side of our home (the East side of 37 West Lenox). The owners of # 37 have explained to us that the reason for relocating the driveway to our side of the lot from the wider open expanse on the other side is that way they won't have to look out over a driveway to see their yard.

From this we draw several concerns:

Neighbors

1/ Our home is a prime resource in the Chevy Chase Village Historic District and now, with this planned restructuring and addition at 37 West Lenox our home suffers in its situs on the street - the green space

8/16/2006

is grossly diminished - more on that in #2 and # 3 and # 4 below - and the street scape as it relates to our home as well as its relationship to # 37 will be significantly and adversely altered.

2/ To construct the retaining wall and driveway will a) require the elimination of at least one major/mature tree which is located on our property and potentially require the elimination of another major/mature tree at the front of the #37 property to accommodate the driveway and the regrading and b) from my own recent experience with retaining walls will cause serious damage to the mature plantings - shrubs and trees along the West side of our home (and the East side of # 37).

3/ The driveway and retaining wall will be visible from the front and side views from the street and from our yard and several rooms in our home.

4/ To create enough space to be able to turn into and out of the garage from the driveway the actual width of the driveway at its lowest point ( my comments on this are bred from my own shared driveway experience on the other side of my home ) will necessarily be wider and closer to our property ( we were told today it would be 20 feet ) compounding the effects discussed above. In this regard, I call your attention to how long the driveway is from street to the turn into the garage. From the drawings we were shown today it appears to go further into the backyard than other similar driveways in the area thereby dragging the negative affects further into our back yard.

5/ We are concerned that the plans, assuming this will go forward as proposed, will place the mechanicals - air conditioning, etc for #37 in the sunken driveway space thereby creating a noise amplifying effect - sound bouncing off the wall. Which will further diminish the green spaces so carefully nurtured and preserved over the years between our homes.

6/ The proposed curb cut - 20' wide at the street is directly opposite Magnolia Parkway which intersects Lenox Street at almost a right angle opposite 37 West Lenox. The effects of moving the curb cut to the proposed location are a) to compound further the deleterious effect of the alteration of the street scape in the neighborhood ( making the drive visible up Magnolia Parkway and b) to create an unnecessary safety issue at the new ' junction' of the driveway and Magnolia and Lenox Streets ( with the mature plantings, the on street parking ( in large measure due to the shared driveway between our home and the next one on the East side) and the vehicular traffic, it is quite obvious why the original designer planned the driveway at #37 to be on the West Side of the lot).

7/ Consulting experts have advised us that from a street scape, aesthetic and safety point of view it is always desirable to have the curb cuts as far apart from one another or from intersecting streets as possible. Moreover, we have been advised that the relocation of this driveway will have a negative effect on the resale value of our home. That such an unnecessary driveway relocation has such major negative impacts suggests to us that it should be rejected.

In conclusion, We object to the relocation of the driveway to the East side of #37 and the attendant regrading and creation of the retaining wall. There is plenty of space on the West side of #37 to accommodate a driveway - as it has for many years. The landscaping could be adjusted on the West side of #37 to minimize the owners concerns for how the driveway will appear from their home. When we bought our home the driveway for #37 was on the West side. When the Village was designated an Historic Area the driveway was on the West side of #37. To relocate it to the East side, diminishes the historic value of our home and its relationship to # 37, devastates the street scape from both the front on Lenox street and the view from Magnolia Parkway as well as from the East side ( the side from our home) on Lenox and because of its proximity to our home, creates a visual problem for us far greater than that presented to the owners of #37 by leaving the driveway as is.

As the standards for review issued by Chevy Chase Village require that Driveways require strict scrutiny with regard to their impact on landscaping and mature trees this proposal should be treated accordingly. Moreover, one of the Chevy Chase Village Historic Review Guidelines five basic policies states: " Design emphasis should be restricted to changes that will be visible from the front or side public right of way, or that would be visible in the absence of vegetation or landscaping. " The driveway relocation, the regrading, the retaining wall and their cumulative effects on the current streetscape and green space as well as the adverse effect it will have on our home's role and positioning in that streetscape within the historic district would seem to require that these plans for the driveway relocation to the East side of #37 West Lenox Street should be rejected.

Thank you for the opportunity to express our views.

\*\*\*\*\*

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\*\*\*\*\*

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Latham & Watkins LLP



"The Tree Preservation Company"

22830 Quicksilver Drive, Dulles, VA 20166; (703) 661-8001; Fx: (703) 661-8002 "ccowles@thecareoftrees.com"

## PROJECT MEMO

To: Richard Arentz, Arentz Landscape Architects

From: Chris Cowles, Senior Urban Forester, MD RP Forester, ISA Arborist

Project: **Powell Residence**

Date: August 15, 2006

Subject: **Norway Maple Assessment**

During a site meeting at the Powell Residence, 37 West Lenox Street, Chevy Chase, Maryland, we were asked to provide an assessment of a Norway Maple tree growing on the property line on the right side of the lot between the adjoining houses. The following is a concise report:

**Norway Maple, *Acer platanoides***; 23" diameter measured 4.5' above grade. The trunk has an area of decay 6"-12" wide and about 15" high visible on the east side of the trunk. Without invasive measures it is difficult to determine the depth of decay. There is also a basal scar. These conditions are very common for mature trees of this species. Trunk decay can often progress greatly over a short period time.

Major surface roots were observed which is common with most maples in compacted urban soils. The branching and foliage as witnessed from the ground level is in good condition although the possibility of unseen decay always exists unless and aerial inspection is done.

Various agencies have studied Norway Maples and have listed Maryland, DC, and Virginia as states where these trees have established themselves in the wild and classified them as "alien invasives" due to the ecological harm they pose. Rock Creek Park was listed as one of the local federal parks where it is a pest and control management is underway.

### **"Distribution and Ecological Threat**

Norway maple is found in 13 states in the eastern United States, from Maine to Virginia and west to Wisconsin. It is recognized as an invasive plant in many of these states. Norway maple has escaped cultivation and invades forests, fields, and other natural habitats. It forms monotypic stands that create dense shade and it displaces native trees, shrubs and herbs."

### Referenced from:

Swearingen, J., K. Reshetiloff, B. Slattery, and S. Zwicker. 2002. *Plant Invaders of Mid-Atlantic Natural Areas*. National Park Service and U.S. Fish & Wildlife Service, Washington, D.C. 82 pp.

While it is our opinion this tree may not appear to pose an immediate risk of failure from its visible defects its health and condition are such that increased decay will inevitably occur and removal at this point as a part of the site renovations is recommended. Should a second opinion from another certified arborist be desired to probe the depth and extent of the trunk decay with a tool called a "Resistograph Drill" a more accurate estimation of current weakness and risk can be made.

Please feel free to call should you have questions or concerns.



"The Tree Preservation Company"

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## PROJECT MEMO

To: Richard Arentz, Arentz Landscape Architects

From: Chris Cowles, Senior Urban Forester, MD RP Forester, ISA Arborist

Project: **Powell Residence**

Date: August 16, 2006

Subject: **Preliminary Tree Preservation Report**

We have been asked to provide an assessment of the specimen and significant trees at the new Powell residence at 37 West Lenox Street, Chevy Chase, Maryland, as well as review proposed site plans for potential impacts to these trees, recommend modifications to plans or construction, and prescribe protection and stress reduction measures for these trees.

The following is a concise report:

**1. Norway Maple, *Acer platanoides*; 23" diameter measured 4.5' above grade.** The trunk has an area of decay 6"-12" wide with a basal scar also. These conditions are very common for mature trees of this species and often progress greatly over a short time. Major surface roots were observed which is common with most maples in compacted urban soils. The branching and foliage as witnessed from the ground level is in good condition although the possibility of unseen decay always exists unless and aerial inspection is done. Norway Maples are classified by most agencies in the Mid Atlantic as an exotic / invasive and caution is given against planting near natural areas. Condition rating- "Poor". *Recommendation-* Remove tree as part of renovations due to weak species and poor condition.

**2. White Oak, *Quercus alba*; 23" diameter measured at 4.5' above grade located in the front right side.** The canopy is in good shape with some small deadwood and small tip decline-possibly from last years droughts or cicada damage. Over all condition rating is "Good". Obvious surface roots. Design for the proposed driveway indicates grade cut of a foot or more requiring a dry laid stone retaining wall. Excavation from the trunk center is about 4-4.5'. At the formula of 3 X trunk diameter (3X23"= 69") tells us that the proposed excavation is a little inside the comport range for good % survivability.

*Recommendation-* Given the young age of the tree, its species is typically hardy, the overall health is good we recommend attempting to retain the tree in spite of high impact. Protection measures include Root Pruning and temporary fencing. Stress reduction measures, which can begin now with supplemental watering (100-200 gallons per week when temperatures over 80 and little rain), Soil Conditioners, Wetting Agents, Tree Growth Regulator, and Composted Mulch Ring. The Root Pruning will need to be done with the SSAT (Supersonic Air Tool) and hand tools due to the large size roots needing a clean cut.

Some of the stress reduction measures will continue into the second and possibly third year. Water during the growing season will be the most critical. Periodic monitoring will be needed for construction as well as IPM measures for inspect and disease.

**3. Littleleaf Linden, *Tilia cordata*, 18" diameter measured at 4.5' above grade.** Located on the Right of Way. Tree is rated in "Good" condition with no observable long term defects in canopy, trunk, or roots aside from the curb constraints.

Design indicates a proposed driveway / curb cut 10-12' from the trunk. Also, overhead electric and telecommunications are proposed to be buried across the house frontage.

*Recommendations* Directional boring of the underground utility will minimize impact. The tree should survive root loss with appropriate protection and stress reduction measures taken. These will include root pruning with Supersonic Air Tools, protection fence, mulching, supplemental watering, soil amendments, biostimulant, and periodic monitoring.

**4. Beech, *Fagus sp.*, 14.5" diameter at 4.5' above grade located in the adjoining property close to the line. The tree has minor tip decline due to landscape renovations and/ or retaining wall installation 6' away. Proposed grade fills for drive and possible retaining wall 4'-6' away. Rated in "Fair" condition due to minor decline.**

*Recommendations-* tree is stressed currently but young and capable of adjusting to high impacts to roots. Root Pruning, Protection Fence to include Silt Fence, stress reduction measures to include Mulching, Soil Amendments, Biostimulant, Compost Teas, Tree Growth Regulator, and Supplemental Watering.

**5. Horse Chestnut, *Aesculus hippocastanum*, 18" diameter measured 4.5' above grade, located in the front left side. Rated in "Good" condition except to note a scar at the soil line which could indicate subsurface root injury during landscape renovations.**

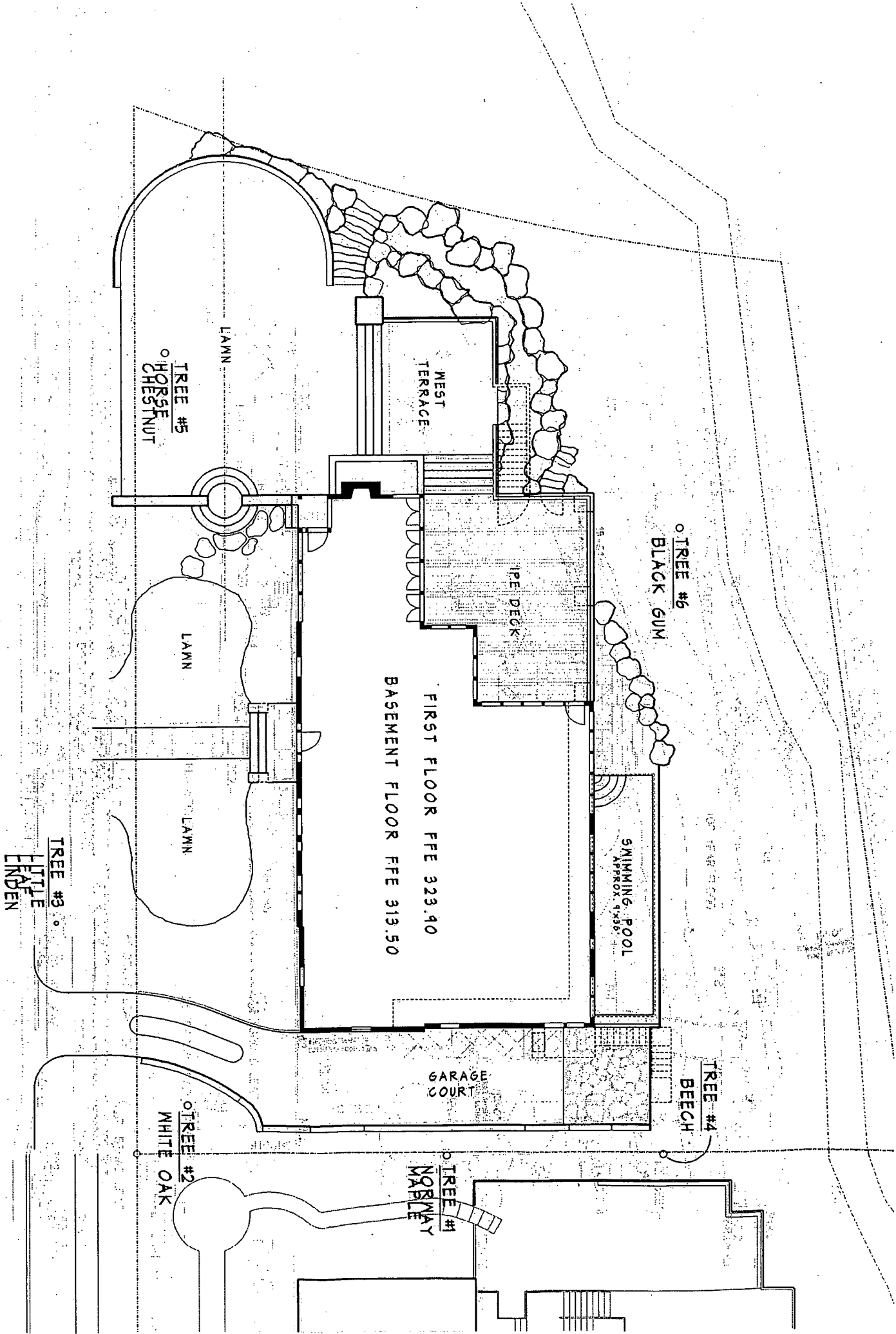
Proposed renovations call for demolition of existing drive and installation of minor grade fills.

*Recommendations-* Radial Mulching under the driveway prior to Root Aeration Mat, Mulching, Soil Amendments, Biostimulant, and Supplemental Watering are recommended as well as Construction Monitoring including IPM Treatments.

**6. Black Gum, *Nyssa sylvatica*, 14" diameter, located in the rear adjacent to the 36" White Oak due to be removed due to major trunk decay and decline. The tree is rated "Fair" due to the one-sided crown but should fill out once the White Oak is removed.**

*Recommendations-* protect with Silt Fence and stress reduction measures to include Soil Amendments, Biostimulant, and Mulch.

Please feel free to call should you have questions or concerns.



WEST TERRACE

IPE DECK

SWIMMING POOL  
APPROX. 9' X 30'

FIRST FLOOR FFE 323.40  
BASEMENT FLOOR FFE 313.50

GARAGE COURT

TREE #5  
HORSE CHESTNUT

TREE #6  
BLACK GUM

TREE #4  
BEECH

TREE #1  
NORWAY MAPLE

TREE #2  
WHITE OAK

TREE #3  
LITTLE LINDEN

LAWN

LAWN

LAWN



