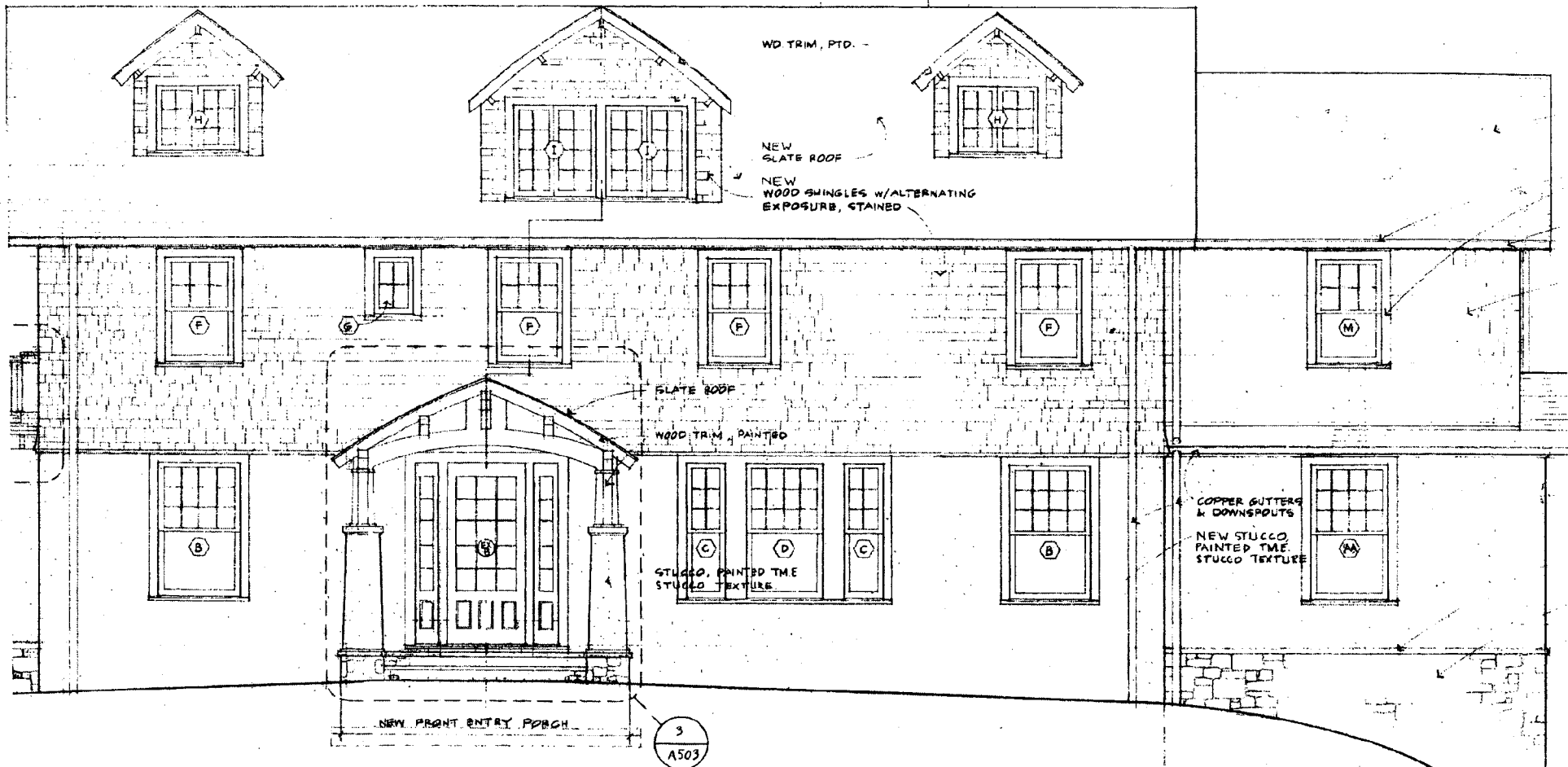


35/131-07C 37 LENOX ST
Chevy Chase Village Historic District

stamped
plans in
bill

AF

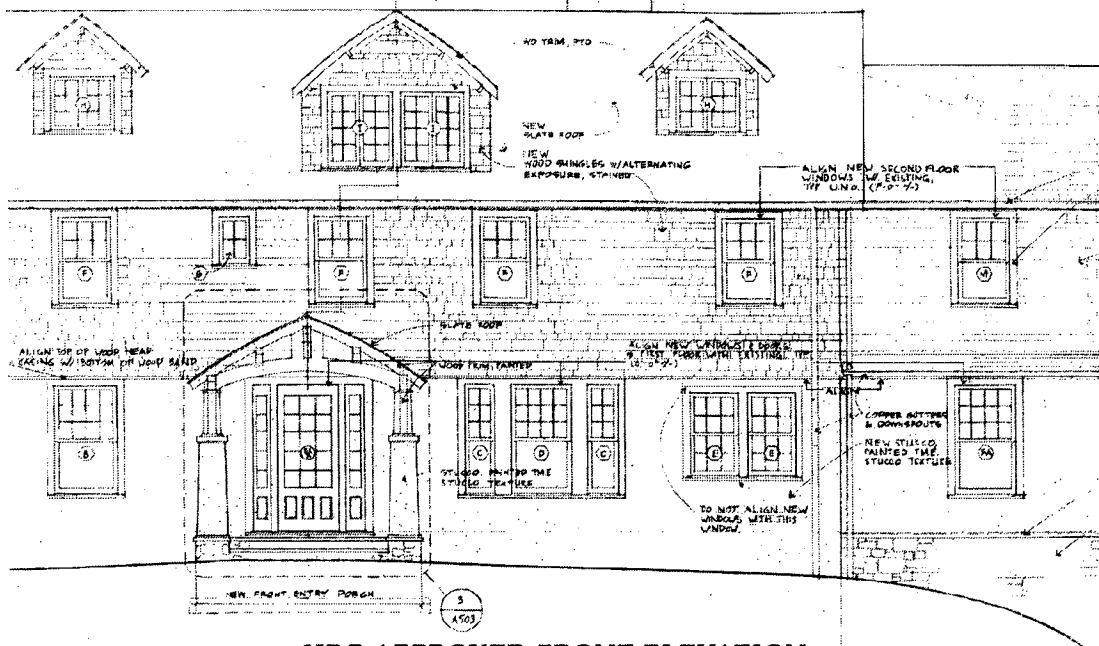
9-28-07



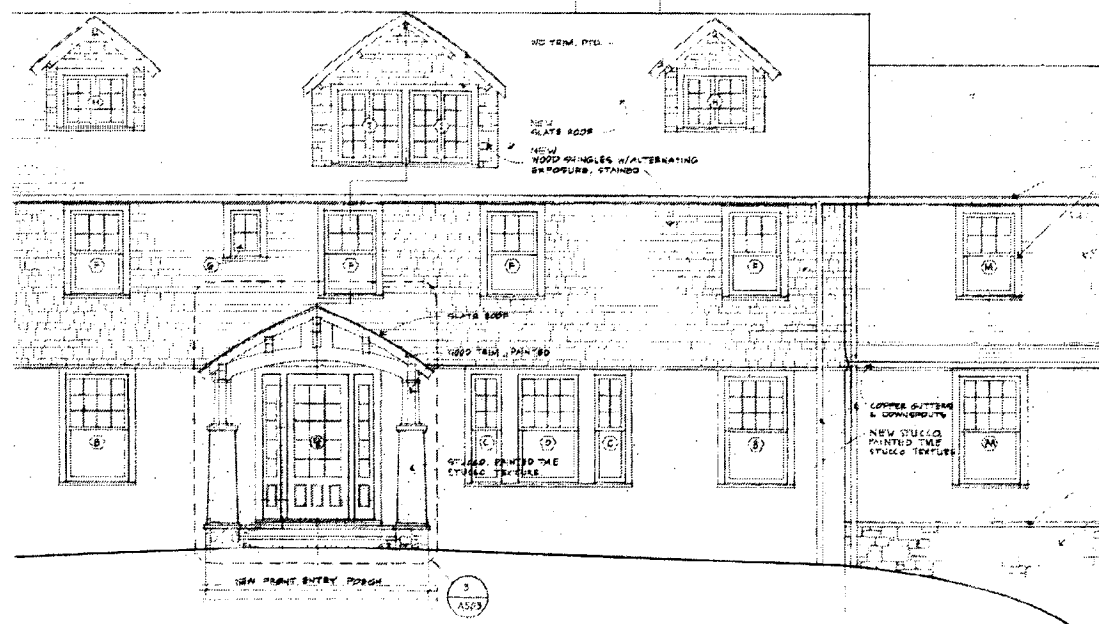
PROPOSED FRONT ELEVATION
 MUSE ARCHITECTS
 JUNE 16, 2008

APPROVED
 Montgomery County
 Historic Preservation Commission

6-26-08



HPC APPROVED FRONT ELEVATION
 MUSE ARCHITECTS
 W/ALTER 2008 FEB. 2007



PROPOSED FRONT ELEVATION
 MUSE ARCHITECTS
 JUNE 16, 2008

staff item

Fothergill, Anne

From: Joshua Hill [jhill@musearchitects.com]
Sent: Monday, June 23, 2008 4:53 PM
To: Fothergill, Anne
Subject: 37 West Lenox Street
Attachments: 37 W LEnox.JPG; Powell_FrontA.jpg; Powell_FrontB.jpg

ok ✓

Anne,

The project at 37 West Lenox Street is under construction, and we have made an interesting discovery. The pair of windows on the east side of the front elevation does not appear to be original judging by the size of the opening that they were framed into and the condition of the framing below the windows which appears to be newer (see attached photo).

It appears that this pair of smaller windows was added so that the previous owner could have a desk in this location and use this part of the house as a study. The new owners are using this smaller space and the space next to it as one large space - the dining room for the house. Since these windows are not original and the use of the space has changed, we think this would be a good opportunity to install a new window in this location that matches the other windows on the front elevation and better fits the new use of the space. The new window will be a custom window to match the existing windows on the house and it will be the same size as the other first floor windows on the south elevation. This window will only have muntin divisions in the top sash while leaving the bottom sash open without divisions, matching the original windows on the house.

Please review the attached drawings and let us know your thoughts.

Thanks,

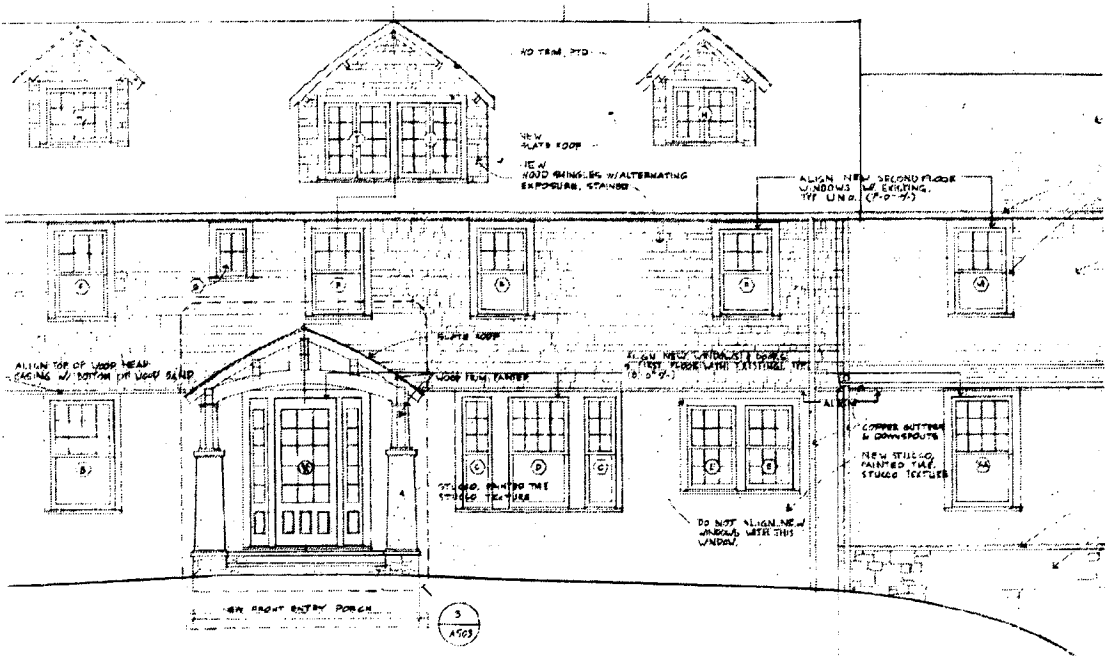
Josh

Joshua O. Hill, AIA

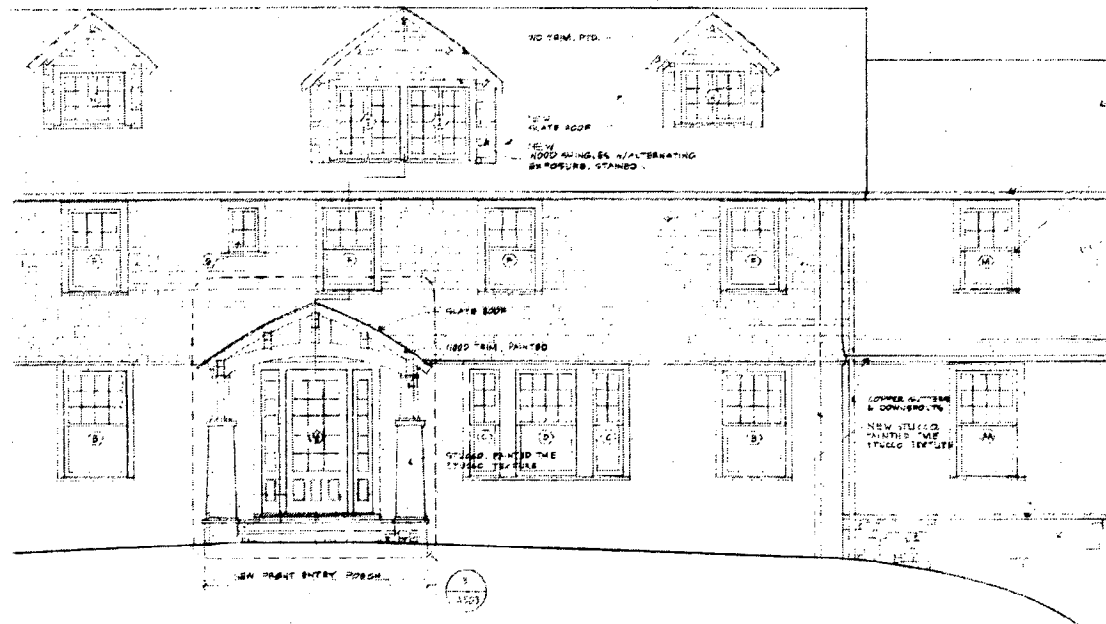
MUSEARCHITECTS

7401 WISCONSIN AVE, SUITE 500
BETHESDA, MD 20814
T. 301.718.8118
F. 301.718.8112

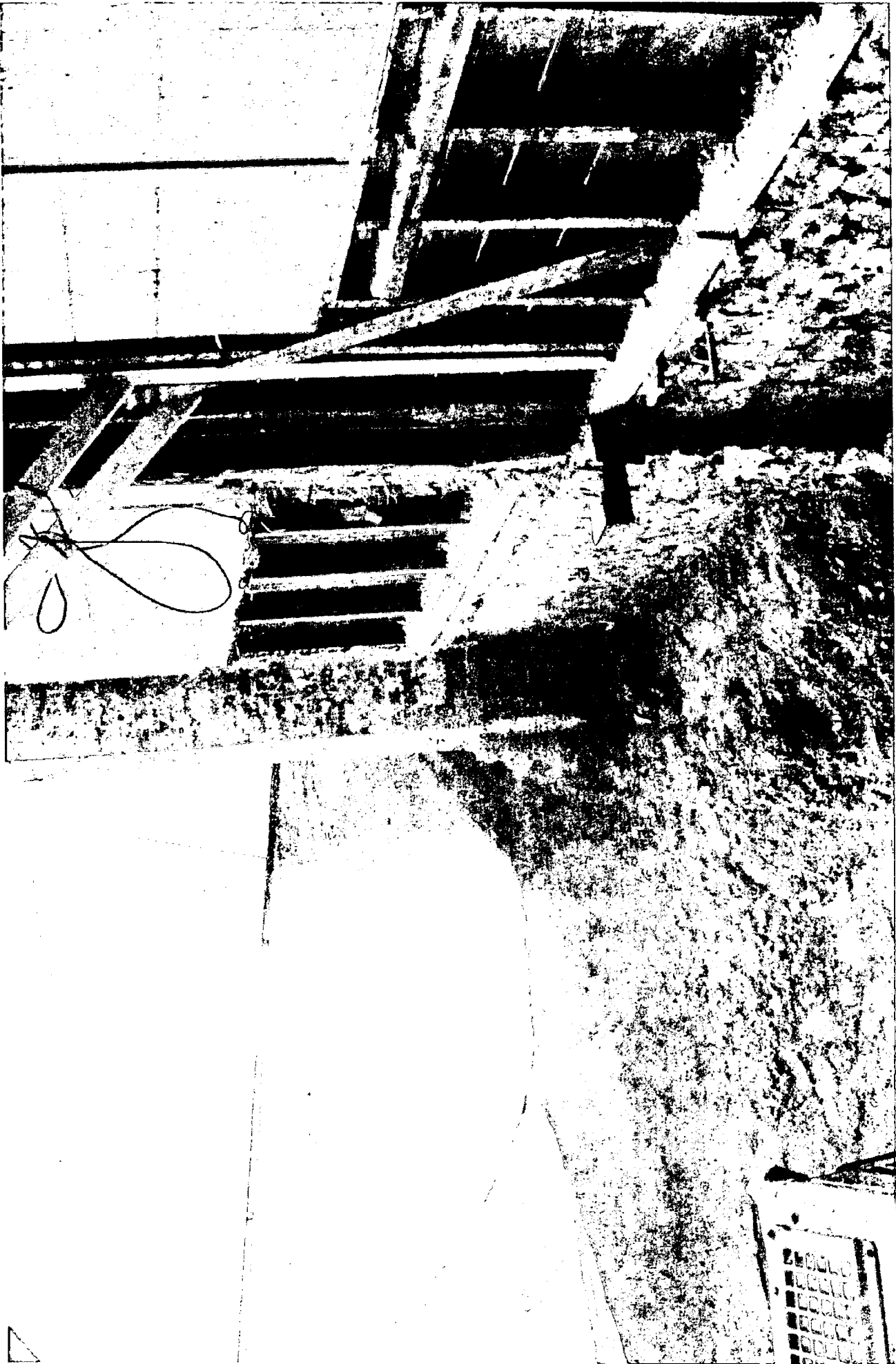
WWW.MUSEARCHITECTS.COM



HPC APPROVED FRONT ELEVATION
 MUSE ARCHITECTS
 W/REVISIONS FEB. 2007

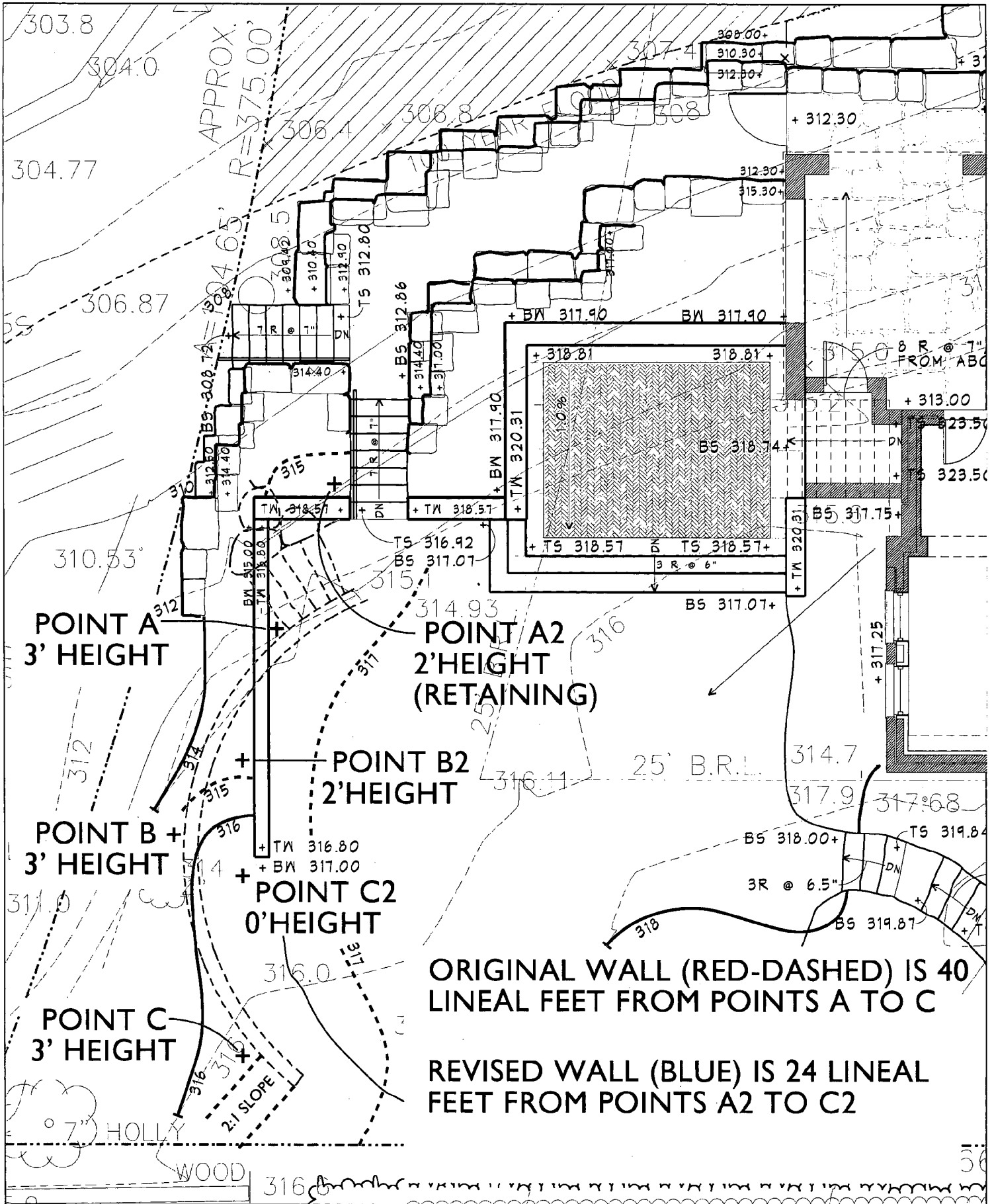


PROPOSED FRONT ELEVATION
 MUSE ARCHITECTS
 JUNE 16, 2008



28000
28001
28002
28003
28004
28005

AK 7-22-08



ORIGINAL WALL (RED-DASHED) IS 40 LINEAL FEET FROM POINTS A TO C

REVISED WALL (BLUE) IS 24 LINEAL FEET FROM POINTS A2 TO C2

Fothergill, Anne

From: Patrick Carter [pcarter@arentzdc.com]
Sent: Monday, July 21, 2008 11:28 AM
To: Fothergill, Anne
Cc: fast-track22@comcast.net; Michael Rossetti
Subject: RE: 37 West Lenox
Attachments: Powell_wall_analysis.pdf

I am sorry for the confusion. It is the WEST wall that is in question. The EAST wall has not changed at all. It is in the same location at the same heights, the same materials and the same length.

We have attached an analysis sheet for the WEST wall that I hope helps to illustrate our efforts to minimize the impact of the wall on the site.

Thanks,
Patrick

From: Fothergill, Anne [mailto:Anne.Fothergill@mncppc-mc.org]
Sent: Monday, July 21, 2008 10:02 AM
To: Patrick Carter
Subject: RE: 37 West Lenox

One clarification needed: at first you said the east wall and then in this email you said west. It appears to me you mean the formerly curved wall at the west terrace, right? Also, please email me actual numbers—for example the new wall is 2' shorter and 1' lower at the north end. And please send elevations if you have those. I am inclined to agree with you that these are minor changes but I need to understand the overall impact.

I know the neighbor to the east is very concerned about the driveway (east) wall, is there any noticeable change there?

Thanks,
Anne

From: Patrick Carter [mailto:pcarter@arentzdc.com]
Sent: Monday, July 21, 2008 9:32 AM
To: Fothergill, Anne
Cc: fast-track22@comcast.net; Michael Rossetti; Richard Arentz
Subject: RE: 37 West Lenox

Anne,
Welcome back. Thanks for the response so soon after your return.
I have attached a copy of the grading plan that was included with the HAWP. I have also attached a copy of the grading and lay-out pages that were included in the building permit submission. The main difference is the wall to the west. It was a longer and taller wall in the HAWP, we have managed to reduce its length and height in the plans submitted for a building permit. Please let me know if you have any questions.
Thanks again for your help!

Thanks,
Patrick

From: Fothergill, Anne [mailto:Anne.Fothergill@mncppc-mc.org]
Sent: Sunday, July 20, 2008 2:52 PM
To: Patrick Carter
Subject: RE: 37 West Lenox

I have been out of the office, but I will look into this tomorrow. Please email me PDFs of plans showing what was approved and what you are proposing now and I will take a look. Most likely this will not require another HPC hearing. thanks, Anne

Hello Anne,

Andrew Fernebok our permit expeditor for 37 W Lenox St. is trying to obtain a building permit for the retaining walls. He called me this morning from the county and they have stated that one of the walls has changed from the proposed wall included in the HAWP. There is one retaining wall in the east-north-east corner that went from a large curved wall that ran to the south-east corner. We were able to reduce the size of that wall by squaring it off which is reflected in our permit submission. Will this modification require us to return for another hearing even though it is in the same location and shorter than the proposed wall in the HAWP?

I appreciate your time to this matter. Please call me in the DC office @ 202.537.8020 with any questions.

Thanks,
Patrick C. Carter, RA
Arentz Landscape Architects
4201 Connecticut Ave, NW
Suite 407
Washington, DC 20008
p. 202.537.8020
f. 202.537.9910
e. PCarter@ArentzDC.com
w. www.ArentzDC.com

Warrenton Office
33 Culpeper Street
Warrenton, VA 20186
p. 540.341.4330
f. 540.341.4332

Please consider the environment before printing this e-mail.

-----Original Message-----

From: Fothergill, Anne [mailto:Anne.Fothergill@mncppc-mc.org]
Sent: Wednesday, June 25, 2008 3:48 PM
To: Patrick Carter
Subject: RE: 37 West Lenox

Sure, I will fax it to you now. It is HAWP #444902 and it shows as approved and finalized on the DPS web site so they should be all set.

<http://207.96.37.52/dpstmpl.asp?url=/status/AdPermits.asp&ID=89475>

thanks,
Anne

-----Original Message-----

From: Patrick Carter [mailto:pcarter@arentzdc.com]
Sent: Wednesday, June 25, 2008 2:18 PM
To: Fothergill, Anne
Subject: RE: 37 West Lenox

Anne,

I am going to submit the drawings for the building permit for the retaining walls at 37 W. Lenox St. The application asks for a copy of the HAWP. Is that something you can provide? I contacted Muse's office and they do not have a copy.

Thanks,

Patrick C. Carter, RA
Arentz Landscape Architects
4201 Connecticut Ave, NW
Suite 407
Washington, DC 20008
p. 202.537.8020
f. 202.537.9910
e. PCarter@ArentzDC.com
w. www.ArentzDC.com

Warrenton Office
33 Culpeper Street
Warrenton, VA 20186
p. 540.341.4330
f. 540.341.4332

Please consider the environment before printing this e-mail.

-----Original Message-----

From: Fothergill, Anne [<mailto:Anne.Fothergill@mncppc-mc.org>]
Sent: Wednesday, January 09, 2008 11:56 AM
To: Patrick Carter; smuse@mail.his.com; Stephen Muse
Cc: Joshua Hill
Subject: RE: 37 West Lenox

Thank you all very much for your quick response.

Anne

-----Original Message-----

From: Patrick Carter [<mailto:pcarter@arentzdc.com>]
Sent: Wednesday, January 09, 2008 10:46 AM
To: Fothergill, Anne; smuse@mail.his.com; Stephen Muse
Cc: Joshua Hill
Subject: RE: 37 West Lenox

Anne,
All of the attached drawings were exhibits in the HAWP application and at the hearing. Please let us know if there are any further questions.

Thanks,
Patrick

-----Original Message-----

From: Fothergill, Anne [<mailto:Anne.Fothergill@mncppc-mc.org>]
Sent: Wednesday, January 09, 2008 10:23 AM
To: smuse@mail.his.com; Stephen Muse; Patrick Carter
Subject: RE: 37 West Lenox

Thanks for getting back to me so quickly, Stephen.

I would appreciate it if one of you could email me back and let me know where we can find the driveway wall materials/height on the site plan or an elevation of the wall in the submission that went to the HPC last year. We have not had a chance to dig through three pretty dense files that Tania had on this application.

thanks,
Anne

-----Original Message-----

From: smuse@mail.his.com [<mailto:smuse@mail.his.com>]

Sent: Tuesday, January 08, 2008 6:11 PM
To: Fothergill, Anne; Stephen Muse; pcarter@arentzdc.com
Subject: Re: 37 West Lenox

Anne,

Our submission is fully consistent with what was approved.

SM
Sent from my Verizon Wireless BlackBerry

-----Original Message-----

From: "Fothergill, Anne" <Anne.Fothergill@mncppc-mc.org>

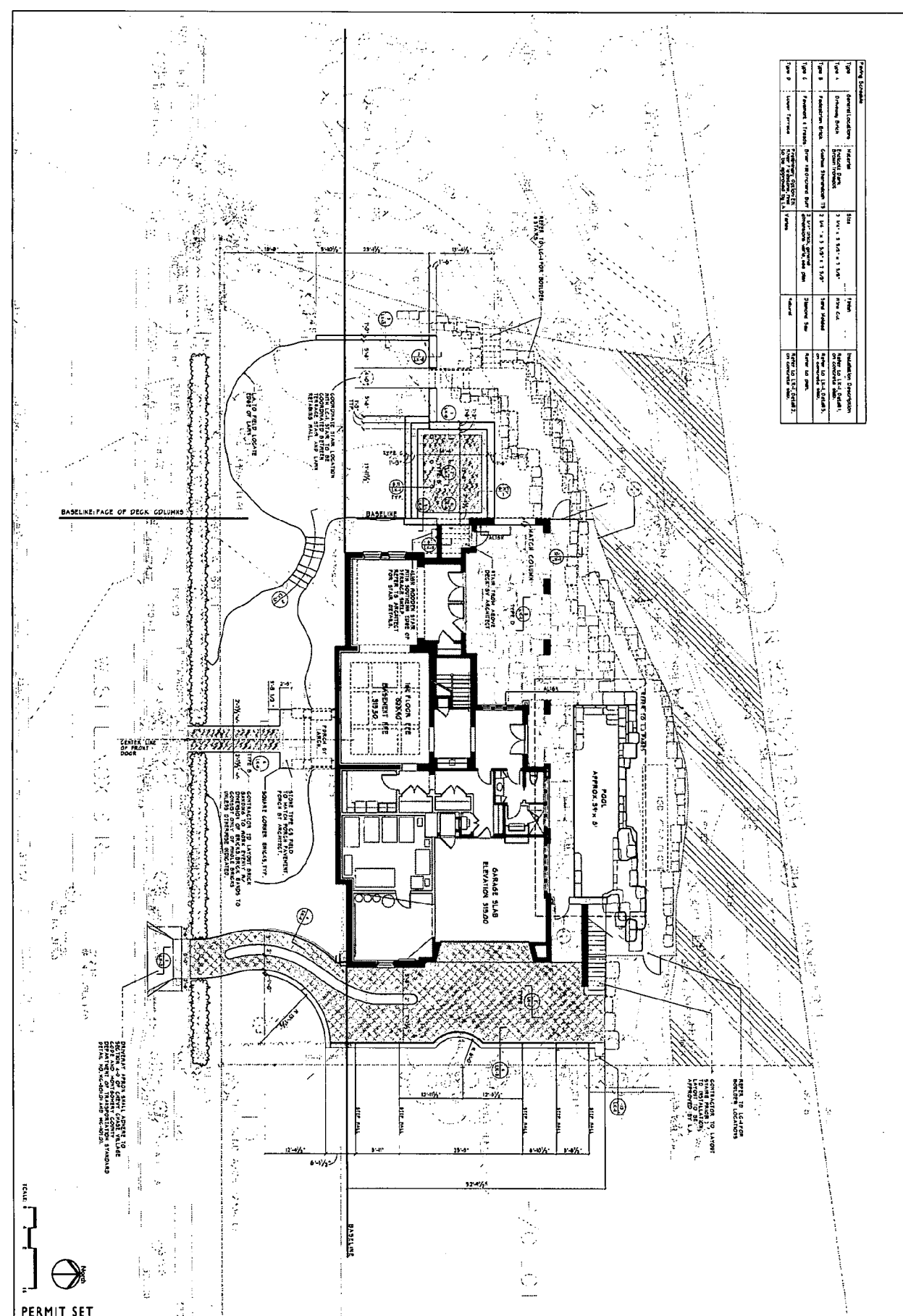
Date: Tue, 8 Jan 2008 16:57:07
To: "Stephen Muse" <smuse@musearchitects.com>, <pcarter@arentzdc.com>
Subject: 37 West Lenox

Hi Stephen and Mr. Carter,

We got a call about the Village's review of this project next week and a neighbor has some concerns about the proposed retaining wall along the relocated east side driveway. I am looking through the file since this wasn't my case and I am not that familiar with all the details, but can you confirm that this retaining wall was in the plans of February 2007 that the HPC reviewed and approved? If not, this wall may still need HPC approval. All I see so far in the file is what is shown in the front elevation but I don't see materials or height called out on the site plan or an elevation of the wall. If you can point me to where it is on the plan that the HPC reviewed I would appreciate it.

thanks, Anne

Anne Fothergill
Planner Coordinator
Montgomery County Planning Department
Countywide Planning--Historic Preservation Section
1109 Spring Street, Suite 801
Silver Spring, MD 20910
301-563-3400 phone
301-563-3412 fax
<http://www.mc-mncppc.org/historic/>



Notes	
Type 1	General Location
Type 2	Material
Type 3	Foundation
Type 4	Drainage
Type 5	Utility
Type 6	Other

PERMIT SET

DATE: 3-26-08

REVISIONS:

JOB NO. 101

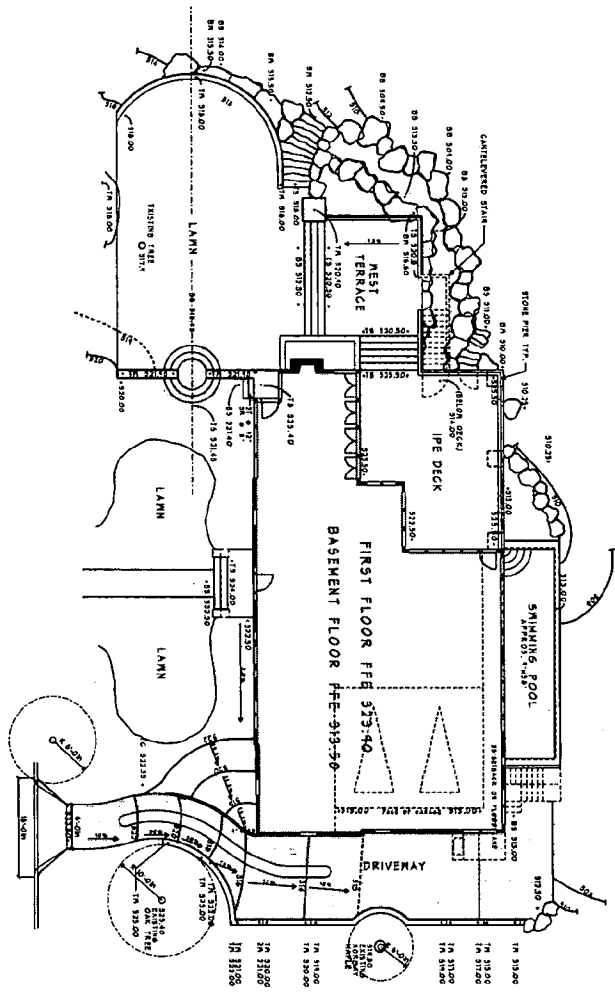
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POWELL RESIDENCE
 12 WEST LINCOLN
 CHEVY CHASE MD

arentz
 LANDSCAPE ARCHITECTS LLC
 2100 NEWCASTLE DRIVE, SUITE 200
 FALLS CHURCH, VA 22044
 703.761.9200

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FOR APPROVAL

JOB NO. 048	DATE	2-6-06
	SCALE	1"=10'

GRADING AND LAYOUT

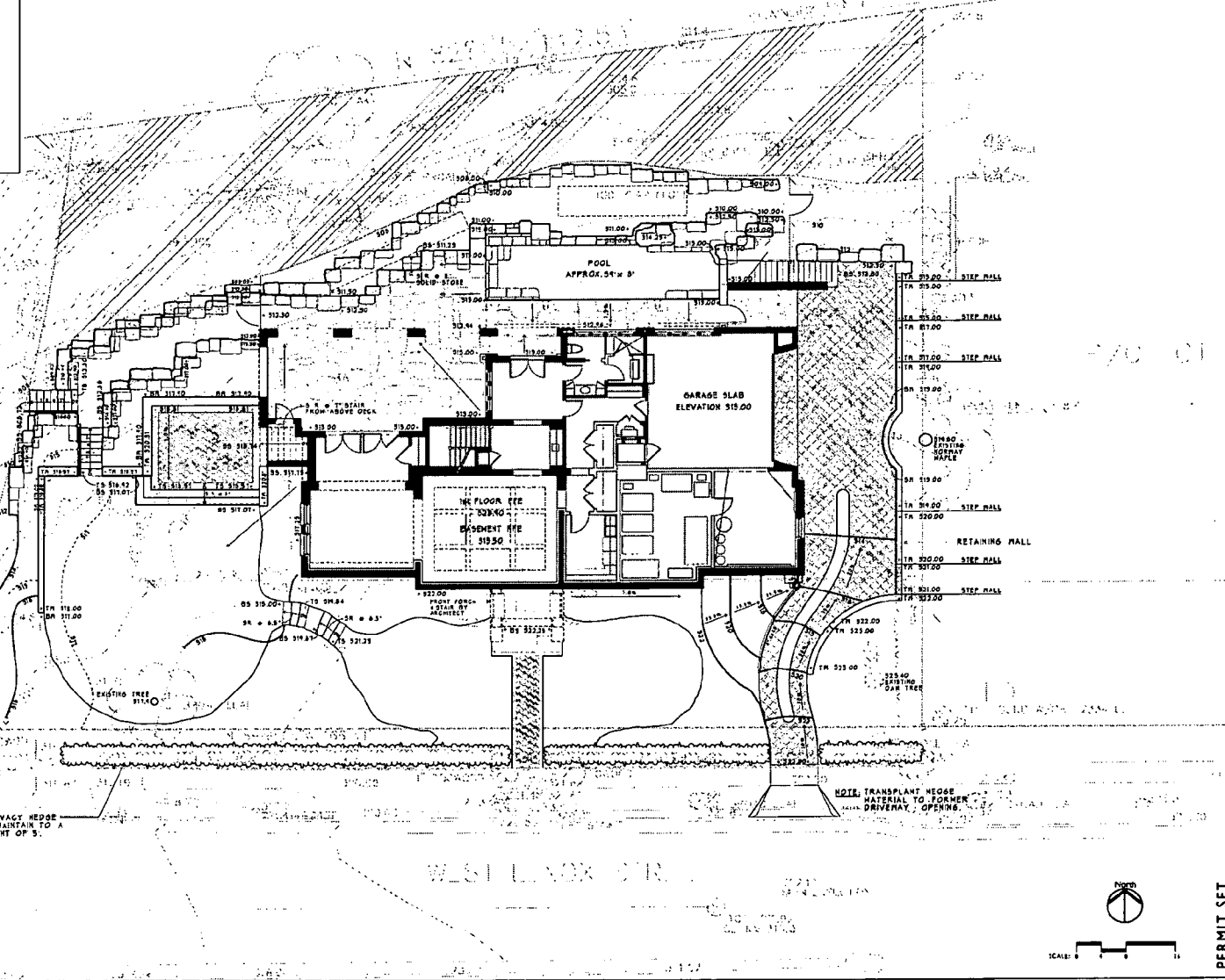
POWELL RESIDENCE
 12 WEST ENDY
 CHEVY CHASE MD

arentz
 LANDSCAPE ARCHITECTS, LLC
 10000 WOODBURN RD, SUITE 100
 WOODBURN, MD 21797
 TEL: 410-261-1100
 FAX: 410-261-1101
 WWW.ARENTZLANDSCAPE.COM

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LEGEND:

	EXISTING CONTOUR
	PROPOSED CONTOUR
	PROPOSED SPDT ELEVATION
	PROPOSED BOTTOM OF STEP
	PROPOSED TOP OF STEP
	PROPOSED BOTTOM OF MALL
	PROPOSED TOP OF MALL
	PROPOSED TOP OF BOULDER
	PROPOSED BOTTOM OF BOULDER



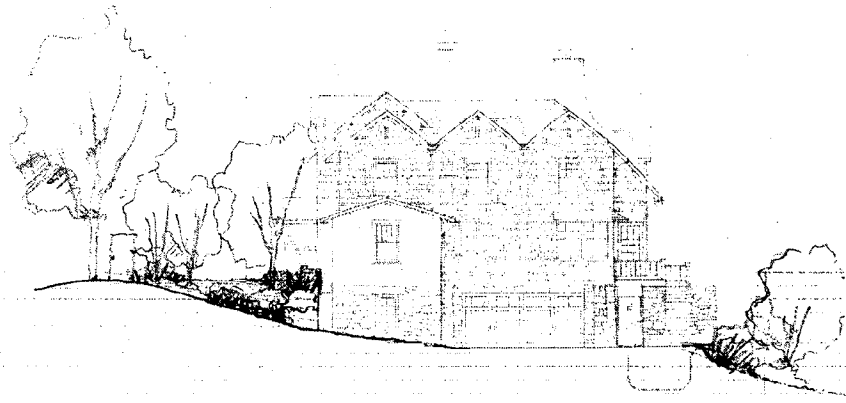
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 1000 WEST LENOX STREET
 CHICAGO, ILLINOIS 60614

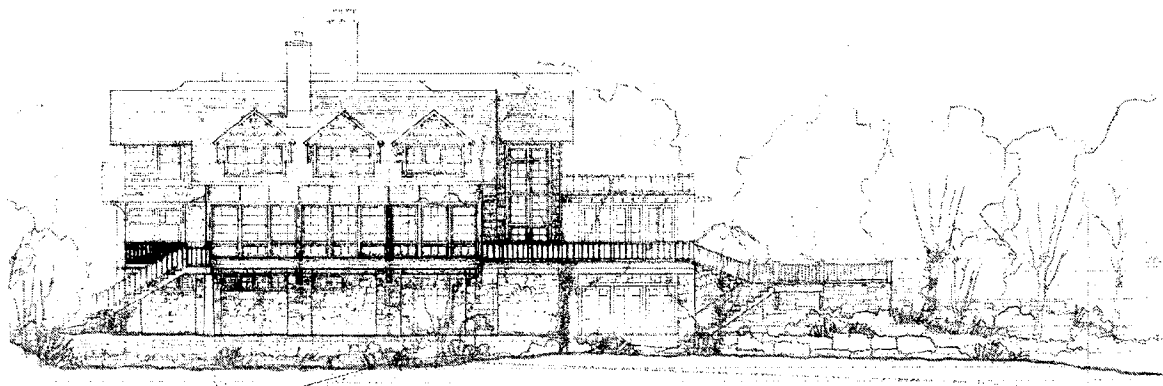
POWELL RESIDENCE
 37 WEST LENOX
 CHICAGO, ILLINOIS 60614

DATE: 3-26-08
 DRAWING: 3-26-08
 SCALE: 1/8" = 1'-0"

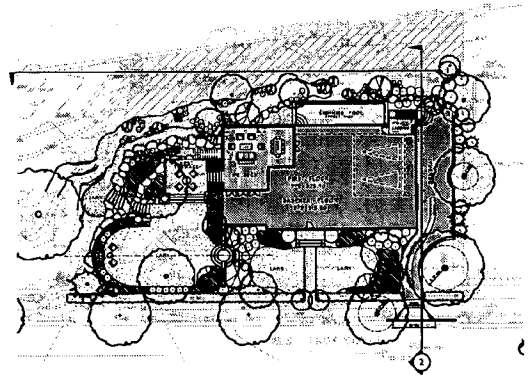
PERMIT SET
 LB-1
 PER NO. 144



1 EAST SECTION ELEVATION THROUGH DRIVEWAY
SCALE: 1/8" = 1'-0"



2 REAR/NORTH SECTION ELEVATION
SCALE: 1/8" = 1'-0"



SECTION LOCATIONS

This firm is not to be held responsible for the construction, safety, or other aspects of the project. The drawings are for informational purposes only and do not constitute a contract. The drawings are the property of the architect and shall remain confidential.

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7001 W. 10TH AVENUE, SUITE 100
DENVER, CO 80202

POWELL RESIDENCE
37 WEST LEMOX
CREEKY GRASS, MD

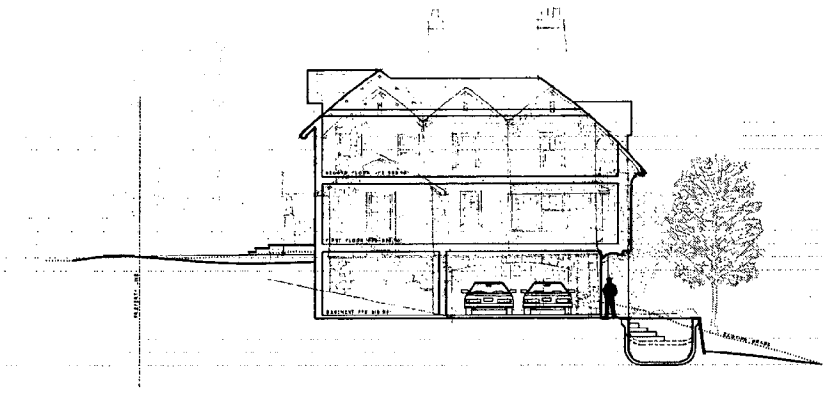
DATE: 2-28-07

SECTION ELEVATIONS

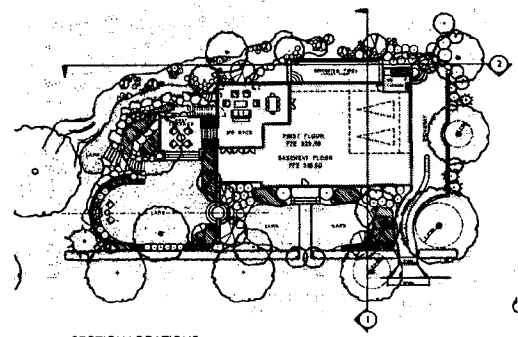
FOR APPROVAL

L-3

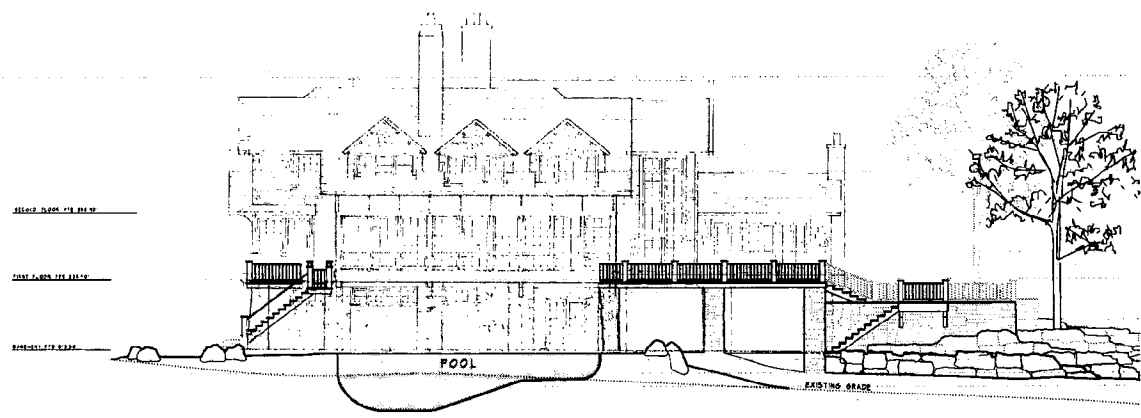
03 NO. 144



1 EAST SECTION ELEVATION THROUGH HOUSE AND POOL
SCALE 1/8" = 1'-0"



SECTION LOCATIONS



2 REAR/NORTH SECTION ELEVATION THROUGH POOL
SCALE 1/8" = 1'-0"

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ARCHITECTS, P.C.
1000 W. 10TH AVENUE, SUITE 100
DENVER, COLORADO 80202
TEL: 303.733.1100
WWW.POWELLARCHITECTS.COM

POWELL RESIDENCE
37 WEST 18TH AVENUE
DENVER, COLORADO, CO

ISSUED DATE: 2-28-07

SECTION ELEVATIONS

FOR APPROVAL

L-6

Staff item

Fothergill, Anne

From: Joshua Hill [jhill@musearchitects.com]
Sent: Monday, June 23, 2008 4:53 PM
To: Fothergill, Anne
Subject: 37 West Lenox Street
Attachments: 37 W LEnox.JPG; Powell_FrontA.jpg; Powell_FrontB.jpg

Anne,

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Thanks,

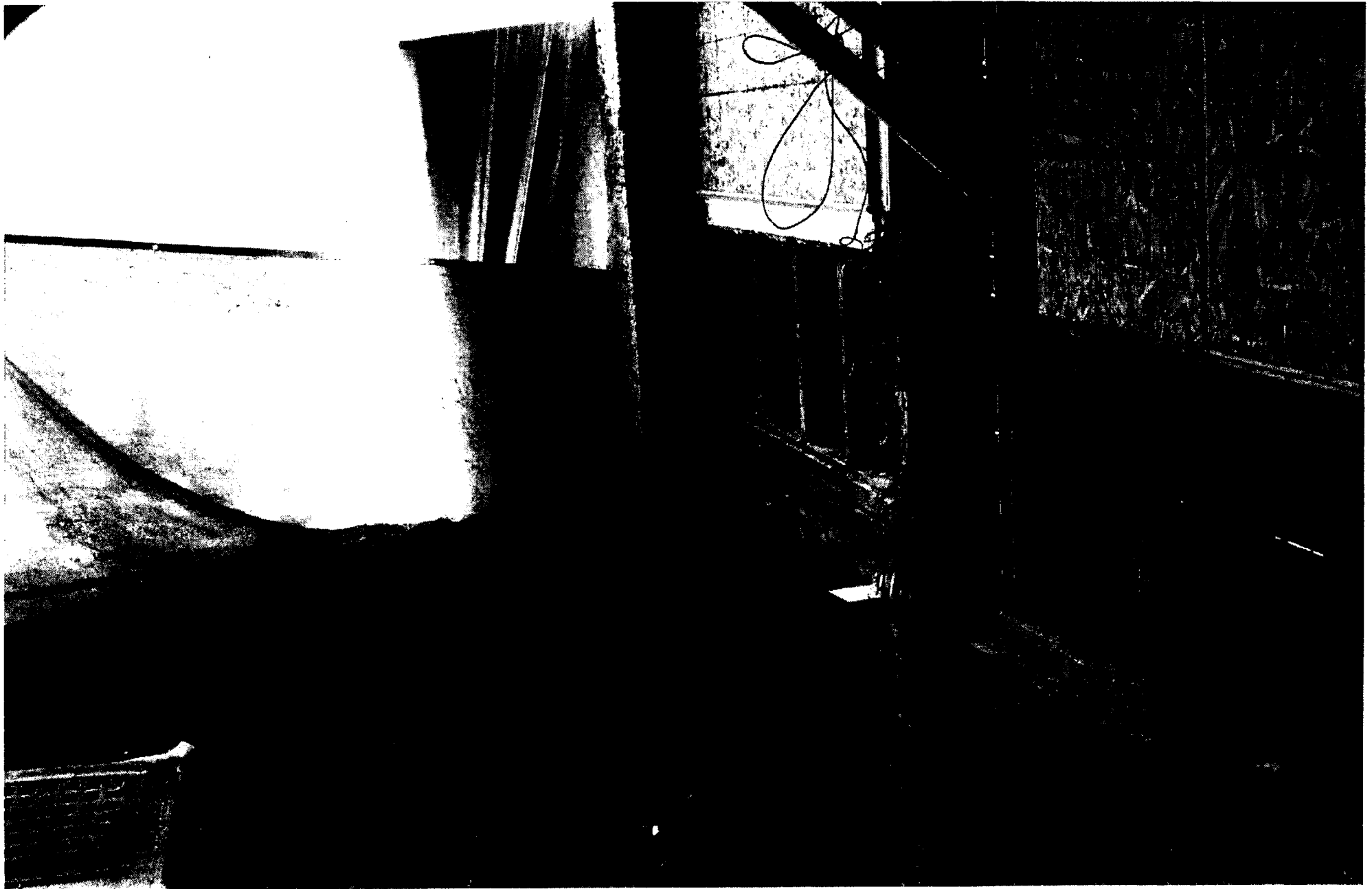
Josh

Joshua O. Hill, AIA

MUSE ARCHITECTS

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BETHESDA, MD 20814
T. 301.718.8118
F. 301.718.8112

WWW.MUSEARCHITECTS.COM



HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address:	37 Lenox St, Chevy Chase	Meeting Date:	2/28/2007
Resource:	Contributing Resource Chevy Chase Village Historic District	Report Date:	2/21/2007
Applicant:	Jerome Powell (Muse Architects)	Public Notice:	2/14/2007
Review:	HAWP	Tax Credit:	Partial
Case Number:	35/13-07C	Staff:	Tania Tully

PROPOSAL: additions and alterations

RECOMMENDATION: Approve

STAFF RECOMMENDATION:

Staff is recommending that the HPC approve this HAWP application.

BACKGROUND

At the August 16 and October 25, 2006 public hearings, the Commission reviewed and discussed preliminary applications for additions, alterations, and landscaping. Discussion at the first Preliminary was lengthy and included public testimony in opposition to the project. Revised drawings responding to the Commission's comments and neighbor concerns were presented at the 2nd Preliminary. As seen in the transcripts beginning on Circle M1, the Commission recommended that the applicants bring the same design in for a HAWP.

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. 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.

HISTORIC CONTEXT

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 "Chevy 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."

The Chevy Chase Land Company was incorporated in 1890 by Newlands and Senator William M. Stewart, also of Nevada. Newlands arranged for the purchase of land along the proposed extension of Connecticut Avenue from the built area of Washington on into the Maryland countryside. Under his plan, his associates, realtors Colonel George Augustus Armes and Edward J. Stellwagen, purchased the land that was then transferred to the Land Company. Landowners who appeared to be holding out for excessive profit were bypassed by a shift in the course of the road and trolley. This accounts for Connecticut Avenue's change in direction north of Chevy Chase Circle.

From the beginning, Newlands sought to develop a singular neighborhood of the finest quality. Newlands' comprehensive plan included zoning, architectural design guidelines, landscaping, and infrastructure. The Chevy Chase Land Company spent millions on infrastructure improvements, including the construction of the trolley line, known as the Rock Creek Railway. The company built trestle bridges over Rock Creek, graded Connecticut Avenue from Calvert Street to Chevy Chase Lake, installed water and sewer systems, and constructed a power house to provide electricity. The \$1,250,000 corporate investment in the infrastructure of the region was a remarkable statement of faith in the growth and progress of the national capital area and created the foundation for regional community building on an unprecedented comprehensive scale.

The Land Company hired talented designers, including architects and a landscape architect, to design the community. Nathan Barrett, a New York landscape architect, created wide streets, large lots, and parkland. Trees and shrubs were carefully selected to represent the best in contemporary style and taste. Leon E. Dessez, appointed the company's architect, prepared strict building regulations. Houses fronting on Connecticut Avenue were to cost at least \$5000 and had required setbacks of 35 feet. Houses on side streets had to be worth at least \$3000 and have 25 foot setbacks. Individual lots in both areas had to be at least sixty feet wide. Rowhouses, commercial buildings, apartments, and alleys were prohibited. In addition, Dessez reviewed plans for proposed houses within the village.

The first section of Chevy Chase to be developed was Section 2, now known as Chevy Chase Village, recorded in 1892 and opened for sale in 1893. Unfortunately, 1893 also marked the end of a real estate boom because of a national economic depression - the Panic of 1893 - and early sales in Chevy Chase were slow. By 1897, only 27 houses had been built and occupied. Most of the first houses were concentrated in the area immediately surrounding the Chevy Chase Circle. After the turn of the century, sales picked up. Approximately, 145 houses were constructed by 1916, and within the year, lots in Section 2 were largely sold out.

Civic and recreational amenities were integral to the planned development of Chevy Chase. In keeping with Newland's concern that the new subdivision have buildings of "community interest", a series of early efforts were made to plant educational, civic, and recreational institutions in this area. The Land Company built the Village Hall

at 5906 Connecticut Avenue in 1896. It accommodated the post office, library, and fire apparatus. In addition, Newlands and the Land Company supported the development of the Chevy Chase Club by subsidizing early fox hunting activities and, in 1894, acting as an intermediary in securing the lease of the original Bradley farmhouse as a headquarters for the club. Other efforts by the Land Company to provide full community amenities included construction of a two-room schoolhouse on Bradley Lane in 1898 and creation of a popular summer amusement park - Chevy Chase Lake.

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.

The Chevy Chase Land Company built the first few residences, setting the architectural tone for later houses. These houses were designed by Lindley Johnson, a successful, sophisticated Philadelphia architect known for his large country estates and resort structures. Several of these early buildings closely resemble the house sketches on an 1892 promotional map of Chevy Chase. The first house occupied in the community was the Prairie-influenced Stellwagen House at 5804 Connecticut Avenue, built for Land Company officer Edward Stellwagen around 1892. Another original Land Company house is the Tudor Revival Herbert Claude House, at 5900 Connecticut Avenue, which held the community's first post office from 1893-96. Finally, the Newlands-Corby Mansion (1894), 9 Chevy Chase Circle, was constructed as a gateway to the new planned community of Chevy Chase. Senator Francis Newlands built this mansion for his own residence. Its present Tudor Revival appearance is the work of Arthur Heaton, c1909-1914.

The residential architecture of Chevy Chase prior to World War I was characterized by large scale Shingle, Colonial Revival, and Tudor style houses usually built on sizeable lots. Many of the houses, owned by wealthy businessmen or professionals, were conservative and largely symmetrical shingled or stuccoed Four Squares or side-gabled Colonial Revival buildings with ample columned porches. With its maturing tree-bordered streets, the neighborhood conveyed an ideal spot for privacy and refuge from the city.

After the war, Chevy Chase benefitted 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:

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”

Enlarge the house by

- Constructing new more compatible additions
- Removing the existing garage and replacing with a recreation room and living/music room
- Constructing a pool and patio

Landscape the property by

- 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
- Other miscellaneous alterations including hedge relocation

The Site Plan and elevations are on Circles 10-19. The Chevy Chase Village approved Tree Protection Plan is on Circle 34. Plans are on Circles 26-33.

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.

- o Decks should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not
- o Doors should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not.
- o Dormers should be subject to moderate scrutiny if they are visible from the public right-of-way, lenient scrutiny if they are not.
- o 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.
- o 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.
- o 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.”
- o 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.
- o Lot coverage should be subject to strict scrutiny, in view of the critical importance of preserving the Village’s open park-like character.
- o 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.
- o 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.
- o 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
- o 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.
- o Siding should be subject to moderate scrutiny if it is visible from the public right-of-way, lenient scrutiny if it is not.
- o Tree removal should be subject to strict scrutiny and consistent with the Chevy Chase Village Urban Forest Ordinance.
- o 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 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 or to the achievement of the purposes of this chapter.

Secretary of the Interior’s Standards for Rehabilitation

STAFF DISCUSSION

As noted in prior staff reports, design of this project encountered many challenges including the tight lot, the significant grade changes, the existing alterations, and the lack of historic photographs or plans. The proposal submitted for this HAWP application is substantially the same as was seen in the last preliminary (Previous staff report is on Circles P1-P5). That design was well received by the Commission. The changes are discussed below.

Rehabilitation

There has been no change to this aspect of the project. Staff fully supports thoughtful rehabilitation of historic properties.

Landscape Plan

There has been no change to this aspect of the project. The new drawings now show the proposed pool and pool access. The Commission was supportive of this design.

Additions

The most noticeable change is the roof form on the addition over the garage and the elimination of the chimney on the same addition. Removing the chimney reduces the mass of the addition and allows for the conversion of the non-historic bay window into a set of French doors. The flat roof then becomes a deck. Other minor changes include window shifts, the shape of the garage door, a reduction in the roof pitch on the lower east addition, and siding material on the new additions. With these changes, this design is still compatible with the historic house and streetscape. Staff recommends approval.

STAFF RECOMMENDATION:

Staff recommends that the Commission **approve** the HAWP application as being consistent with Chapter 24A-8(b)(1) & (2);

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.

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

7 February 2007

Powell Residence

Written Description for Historic Area Work Permit

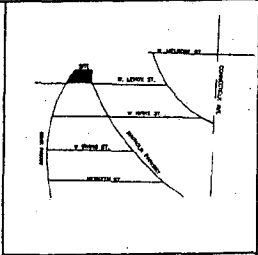
This residence on West Lenox Street in Chevy Chase Village was built before 1916; the exact date is unknown. It has been significantly altered since its construction, not only by miscellaneous material alterations over the years but by various additions as well, the most recent of which was completed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

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; slate 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.

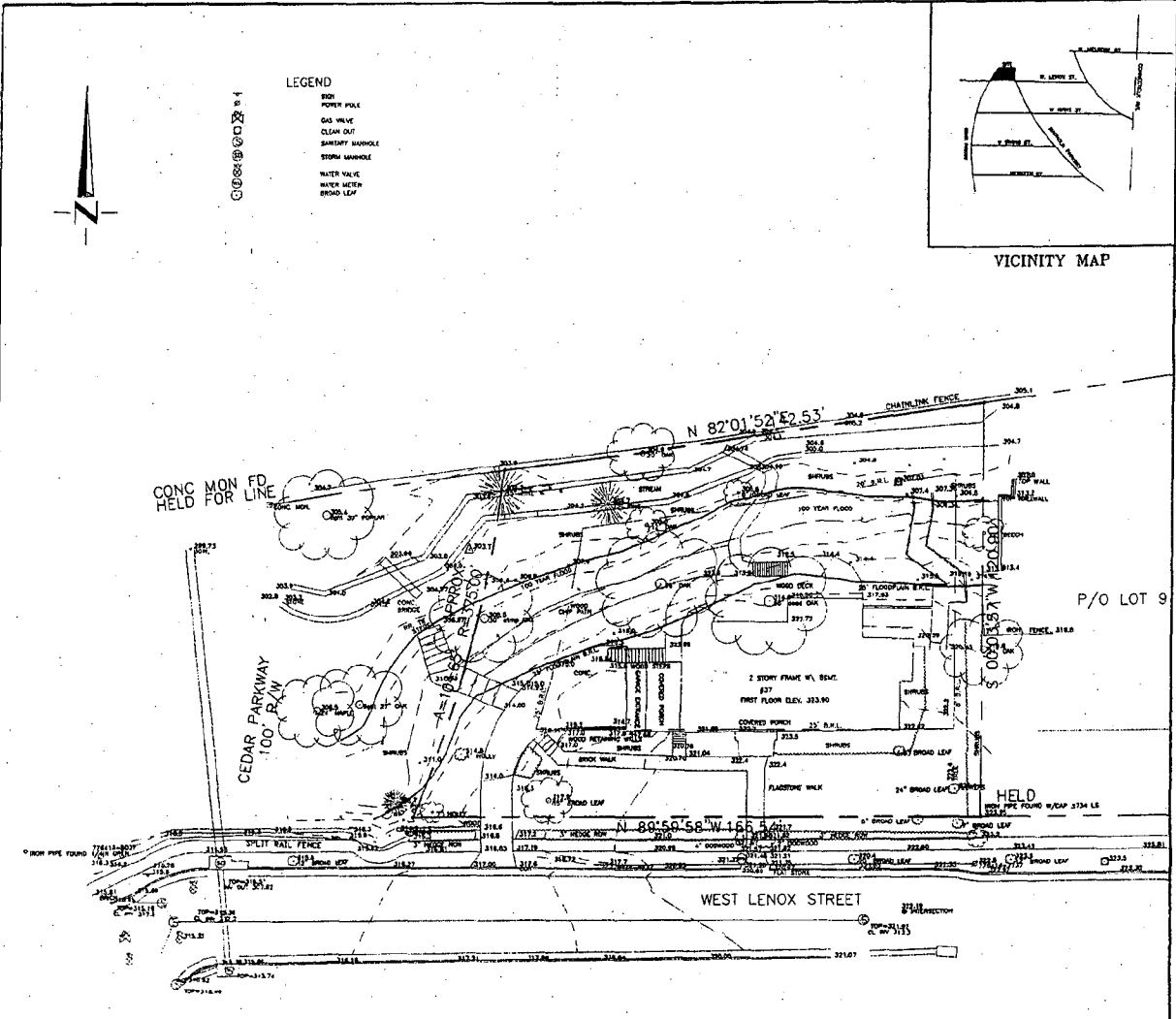


0.0086 @ 0.02 = 4

- LEGEND**
- 80# POWER POLE
 - 60# W/VE
 - 4" GAS W/VE
 - 4" SANITARY MANHOLE
 - STORM MANHOLE
 - WATER VALVE
 - WATER METER
 - BRAND 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 15	35.20'

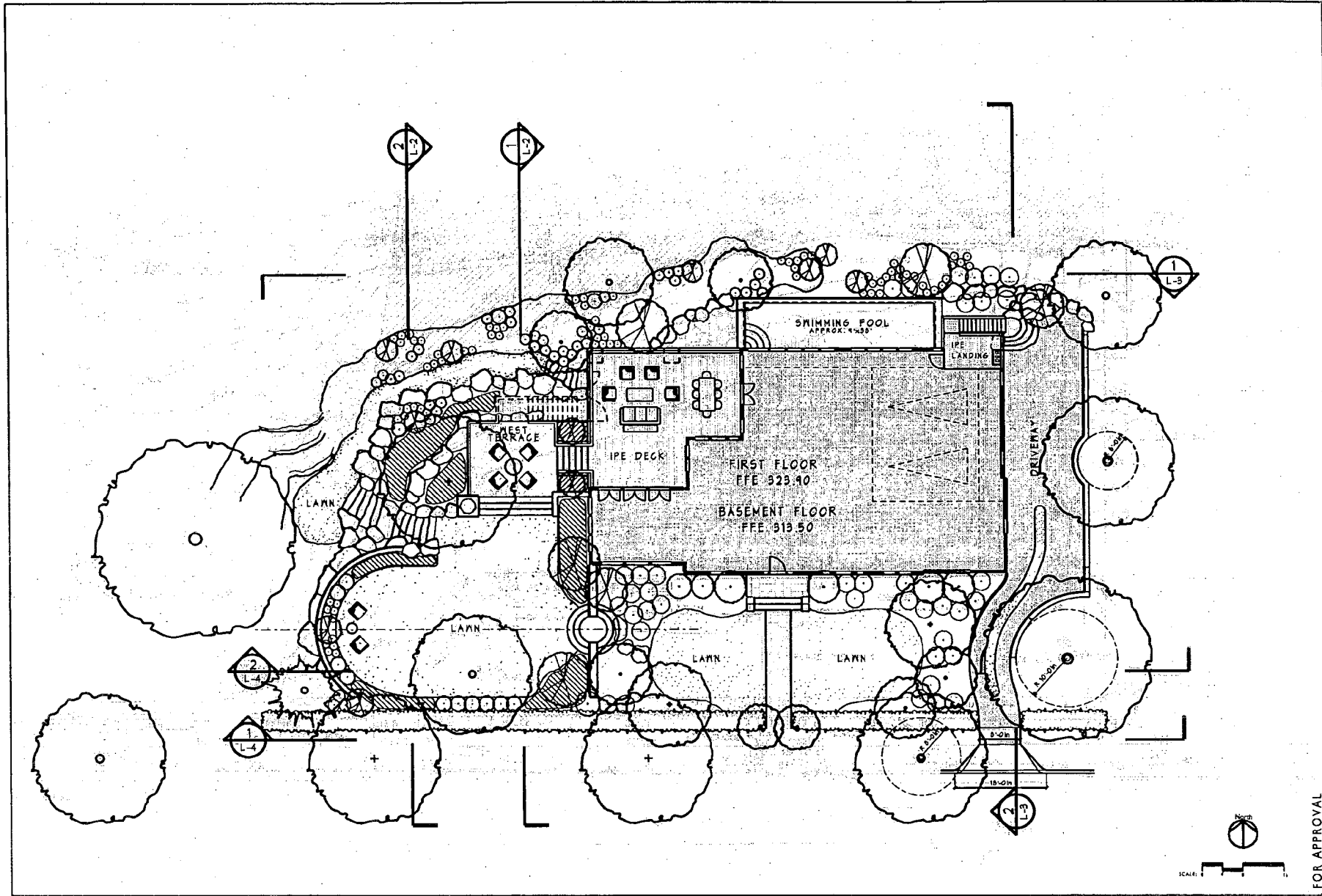
USE THE MINIMUM 25' AS THE SETBACK BECAUSE NOT MORE THAN 50% OF APPLICABLE HOUSES ARE SET BACK GREATER THAN THE MINIMUM.

VERTICAL DATUM 1929 DATUM
HORIZONTAL DATUM PLAT No 22748

1. 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.
2. 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.
3. SOME ITEMS SHOWN HEREON ARE INTENTIONALLY DRAWN OUT OF SCALE FOR CLARITY.
4. 100-YEAR FLOODPLAIN AND ASSOCIATED 2% FLOODPLAIN B.R.L. ARE TAKEN FROM AVAILABLE INFORMATION FOR DELINEATION BASED ON WATER SURFACE ELEVATION. REFER TO MDCPS FILE No. 9901300004 AS PREPARED BY MILDENBERG, BOENDER AND ASSOCIATES INC., DATED JULY 1996

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





...L-1_illustrative Plan.dgn 2/6/2007 5:09:47 PM

11

This drawing was prepared by the firm of
 arentz architects llc
 11111 111th Street, Suite 100
 San Diego, CA 92121
 Tel: 619.594.1111
 Fax: 619.594.1112
 www.arentz.com

arentz
 architects llc

POWELL RESIDENCE

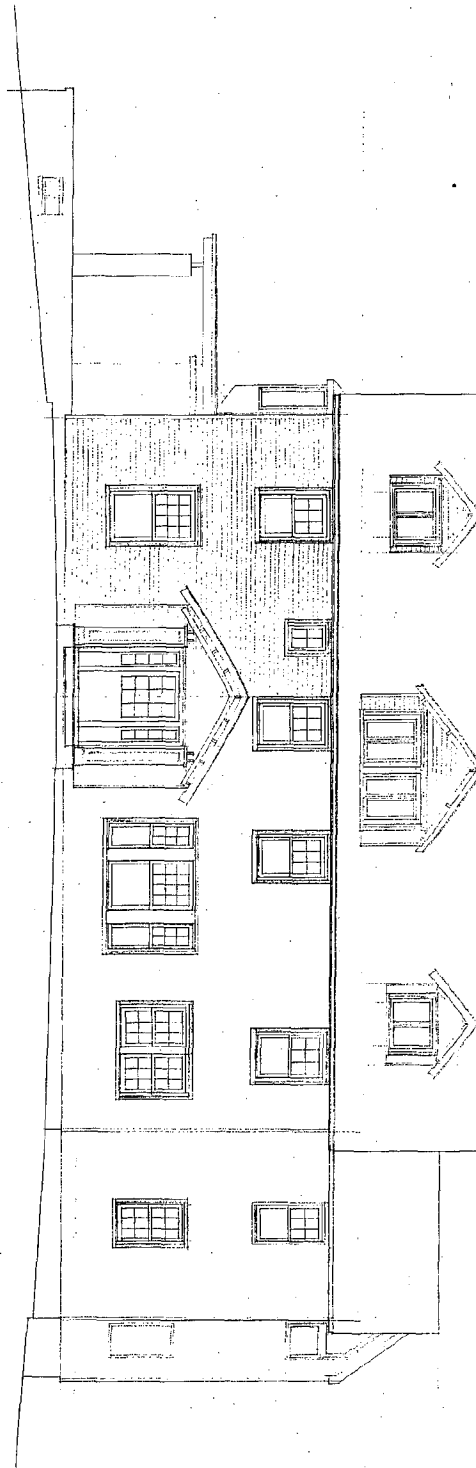
DATE: 11-28-06

ILLUSTRATIVE PLAN

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

FOR APPROVAL

12

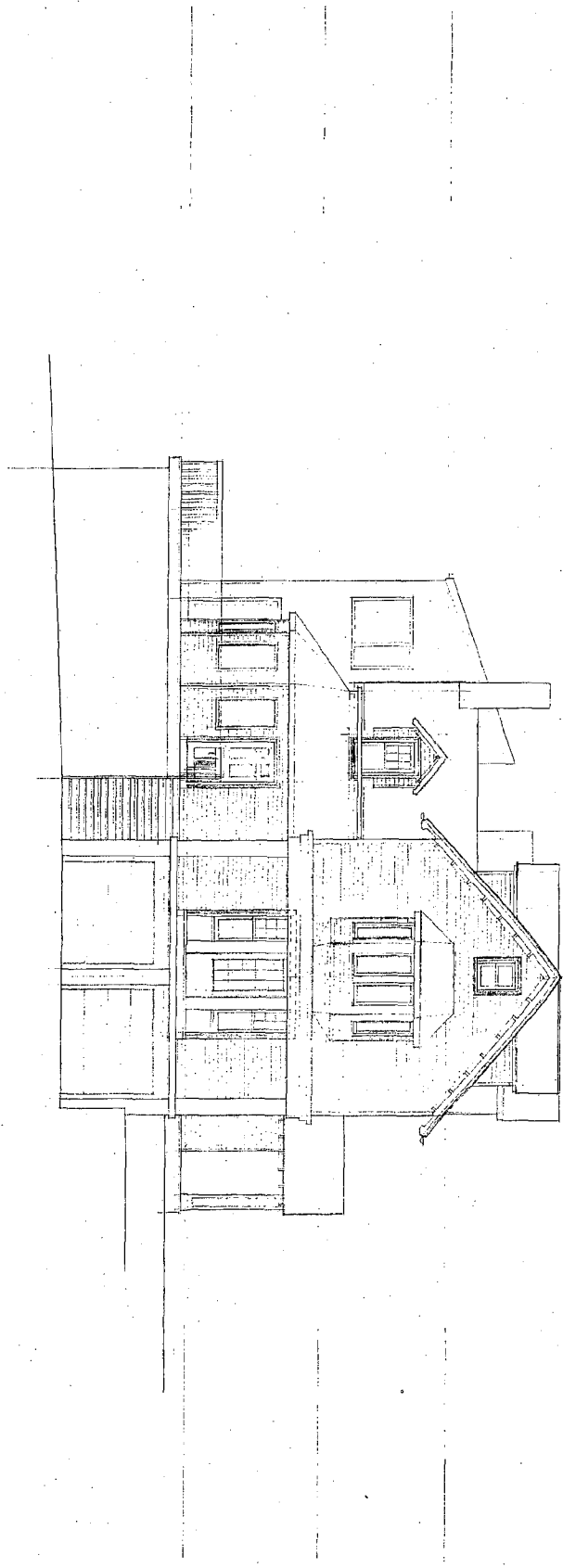


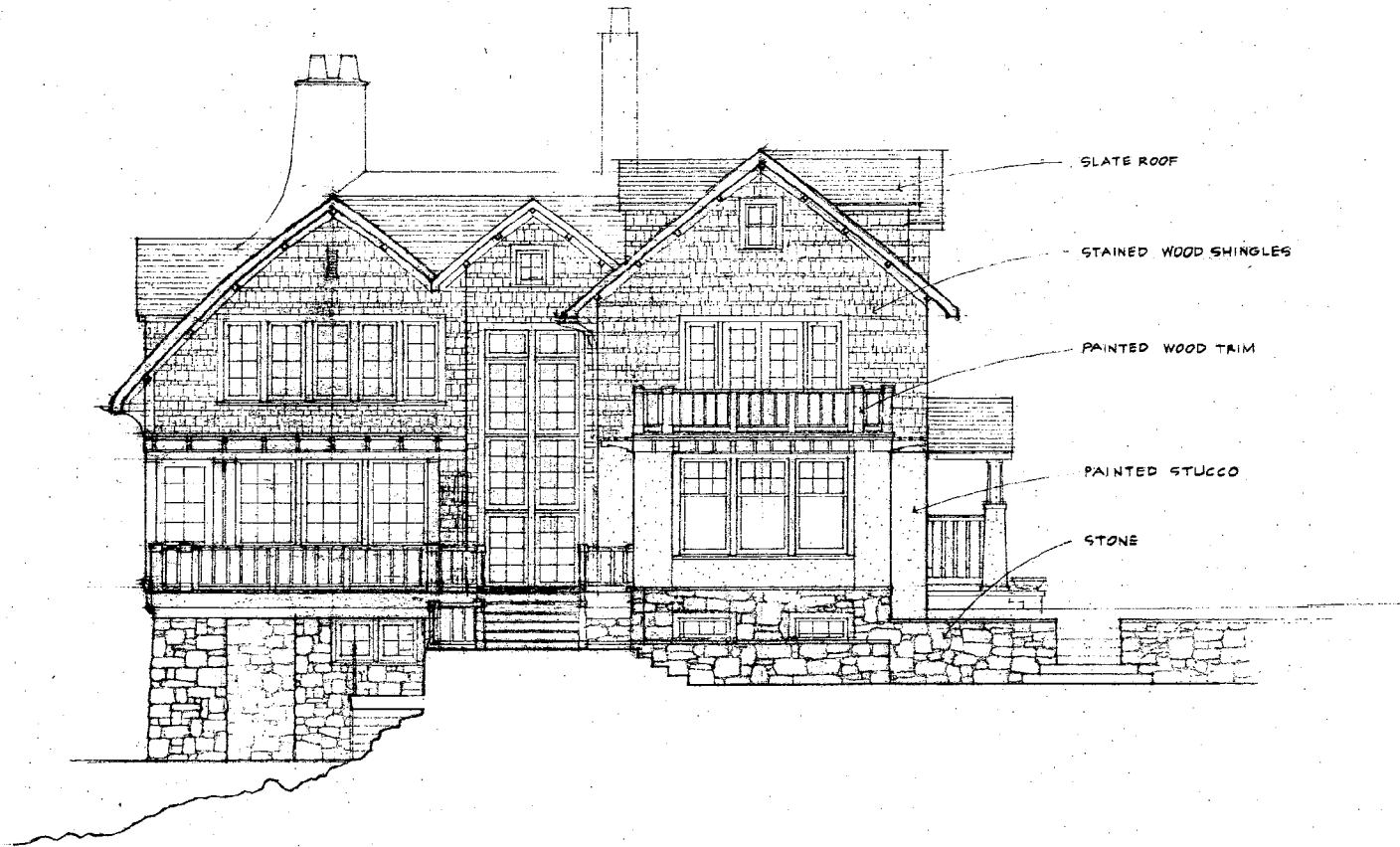


HAWP

13

71





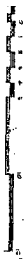
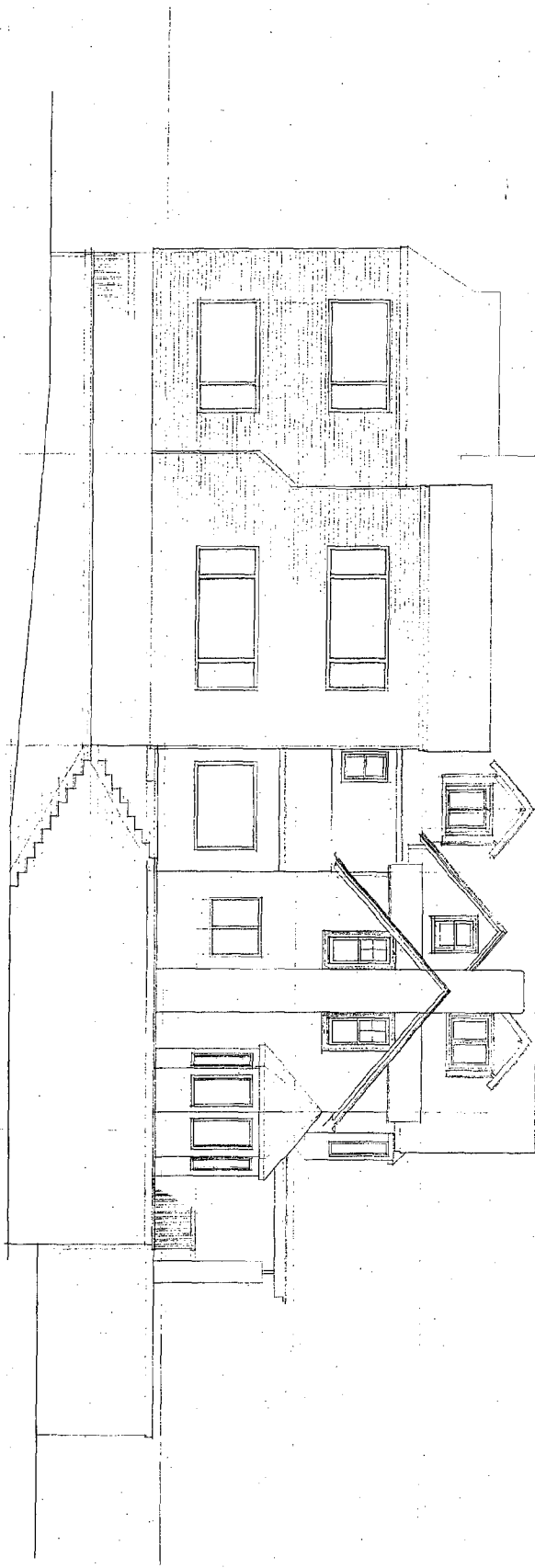
RESIDENCE / 37 W. LENOX

WEST ELEVATION 1/8" = 1'0"

MUSE ARCHITECTS 2.7.07

AWP

15

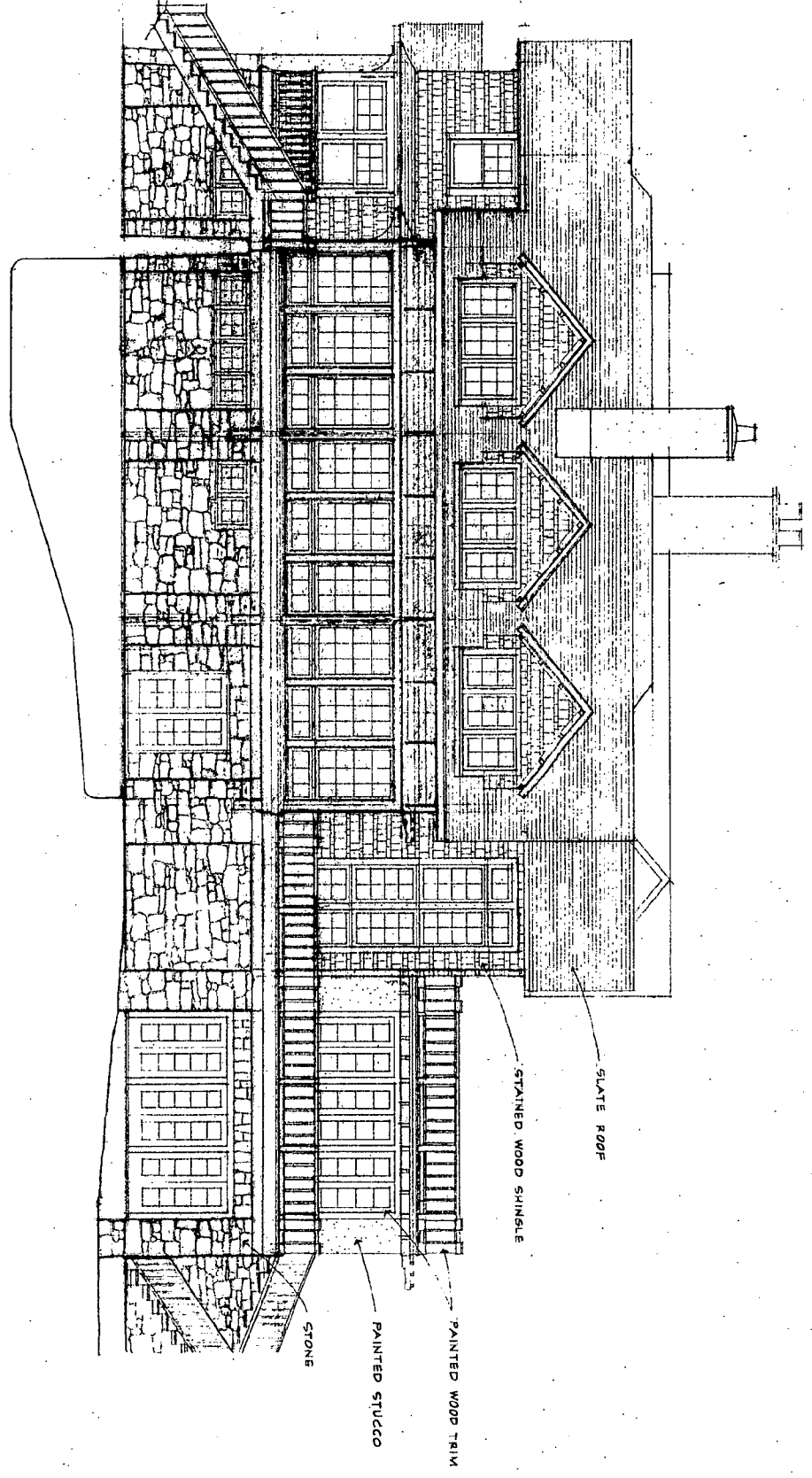


(17)

EVIDENCE / 37 W. LINDX

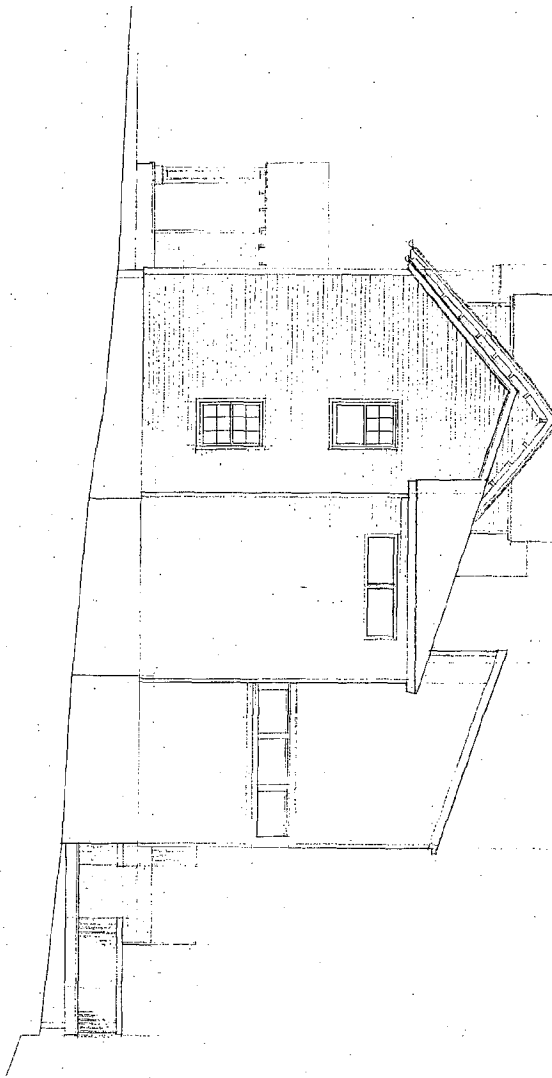
NORTH (REAR) ELEVATION 1/8" = 1'-0"

MUSE ARCHITECTS 2-7-07



HAWP

18



<p style="writing-mode: vertical-rl; transform: rotate(180deg);">A.B</p>	<p>EXISTING EAST ELEVATION</p> <hr/> <p>SCALE: 1/4" = 1'-0"</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">EXISTING CONDITIONS 1/4" = 1'-0"</p>	<p>AN ADDITION TO AND RENOVATION OF THE</p> <p>POWELL RESIDENCE</p> <p>37 WEST FOX STREET CHEVY CHASE, MD 20815</p>	<p>MUSE ARCHITECT</p> <p>5630 Connecticut Avenue NW Washington DC Phone 202.566.6266 Facsimile 202</p>
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(19)



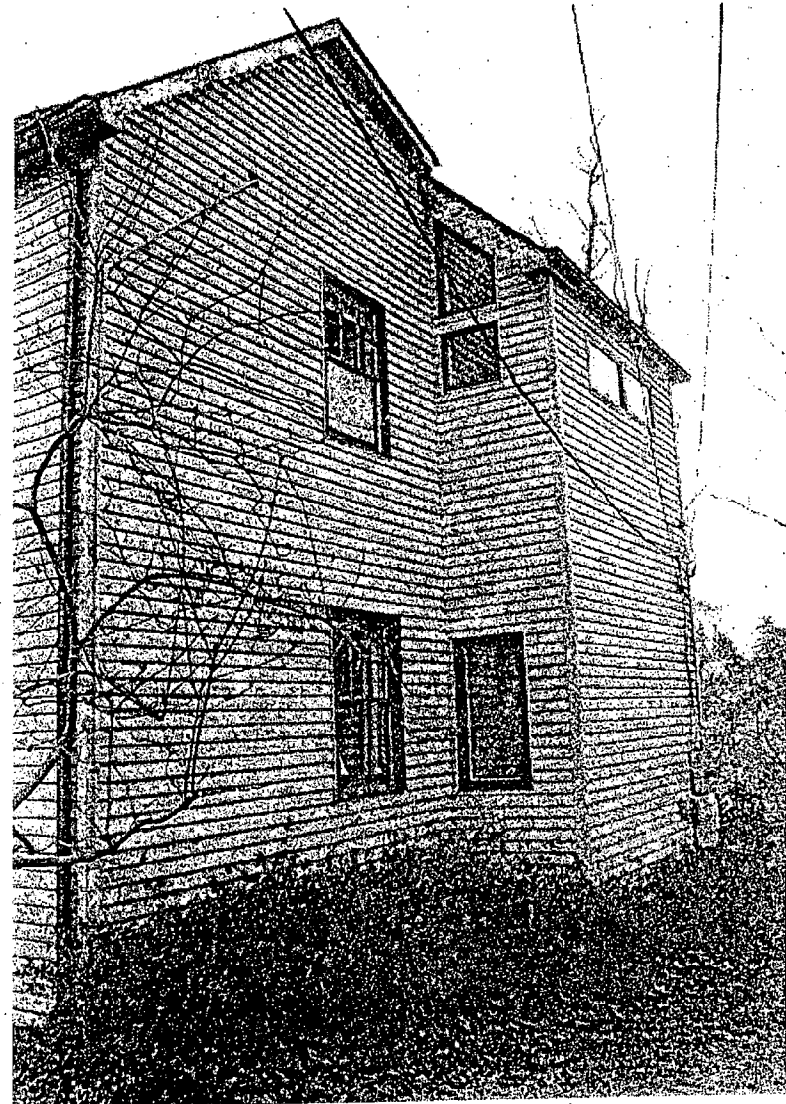
Front (south) elevation



Rear (north) elevation



Side (west) elevation



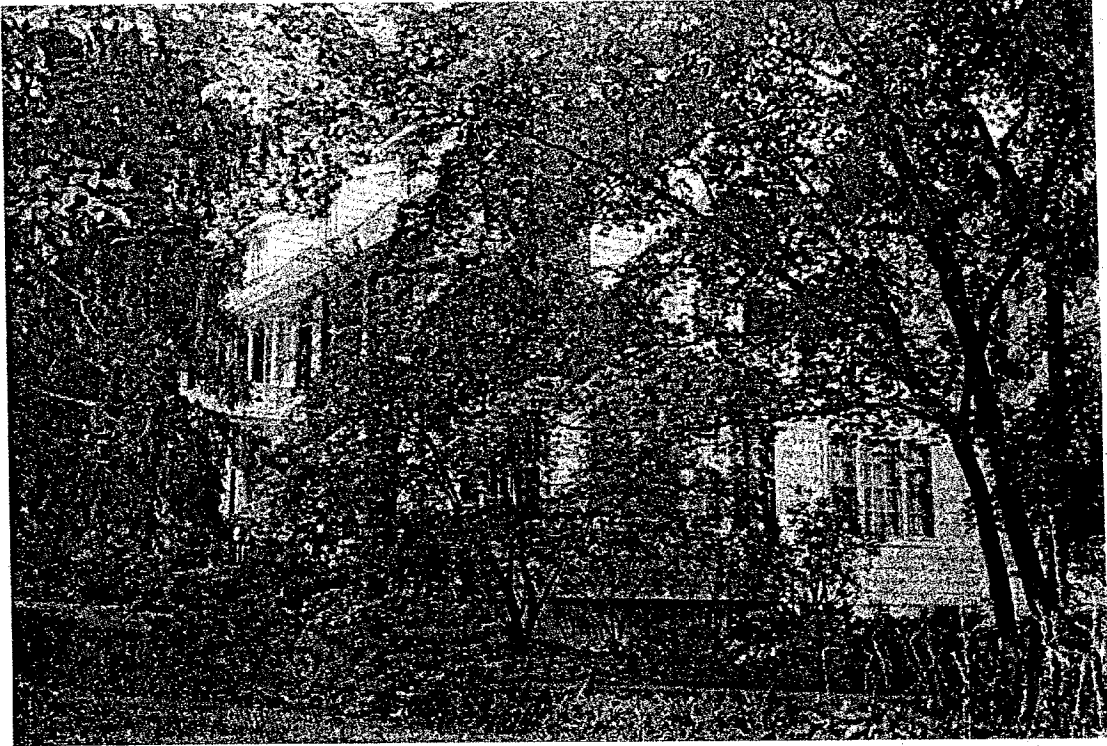
Side (east) elevation



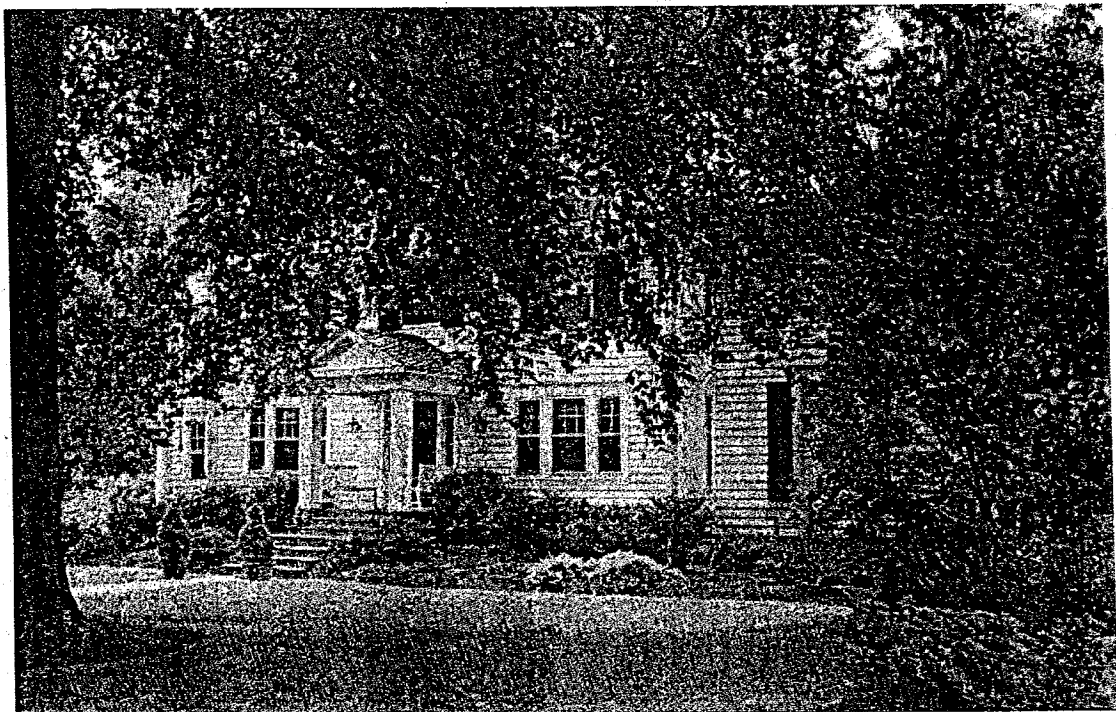
Side (west) elevation from public easement



43 West Lenox Street



20 Magnolia Parkway



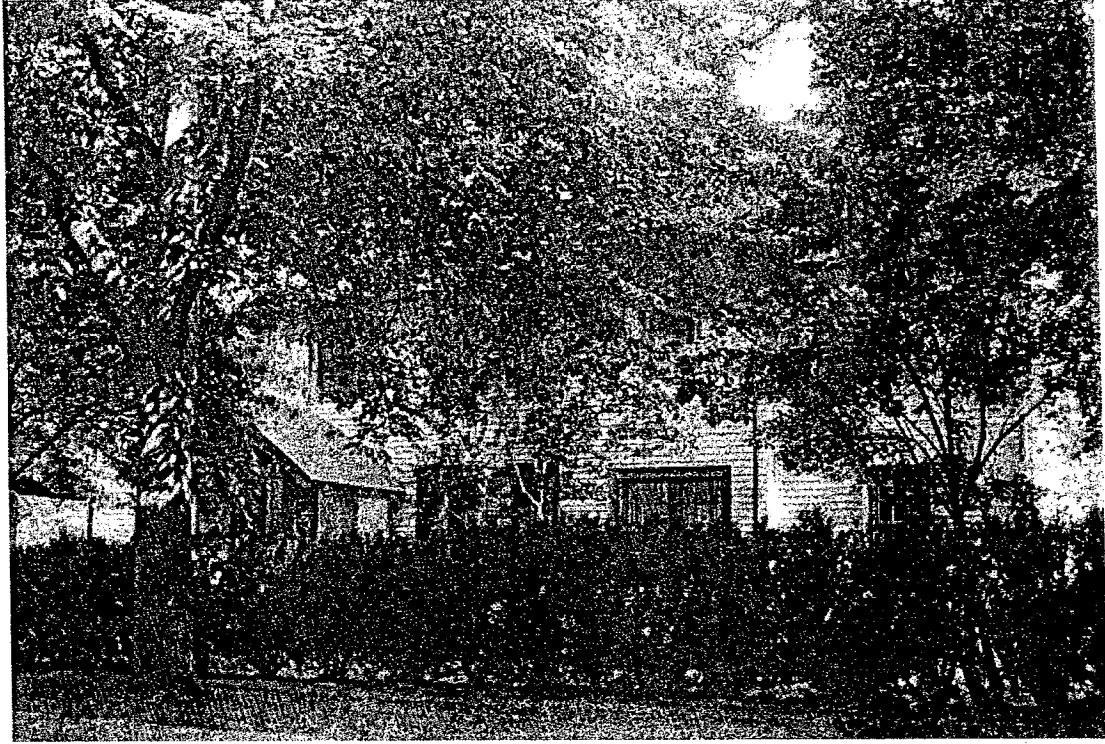
5921 Cedar Parkway



35 West Lenox Street



20 West Lenox Street



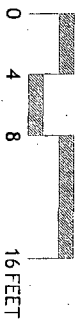
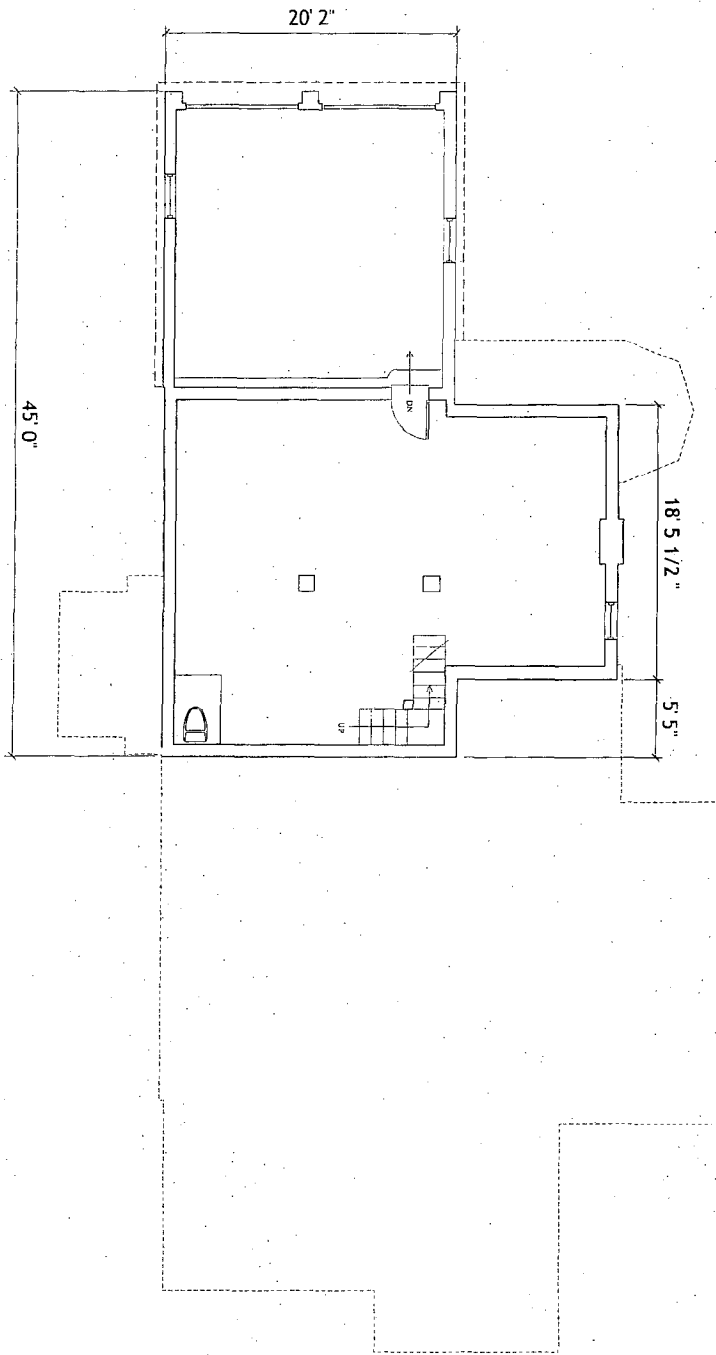
Front elevation (southeast) from public right-of-way



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

96

1
AJ
EXISTING BASEMENT FLOOR PLAN
SCALE: 1/4" = 1'-0"



SHEET NO.
A 1

EXISTING BASEMENT FLOOR PLAN

EXISTING
CONDITION
7 FEB. 2014

AN ADDITION TO AND RENOVATION OF
POWELL RESIDENCE

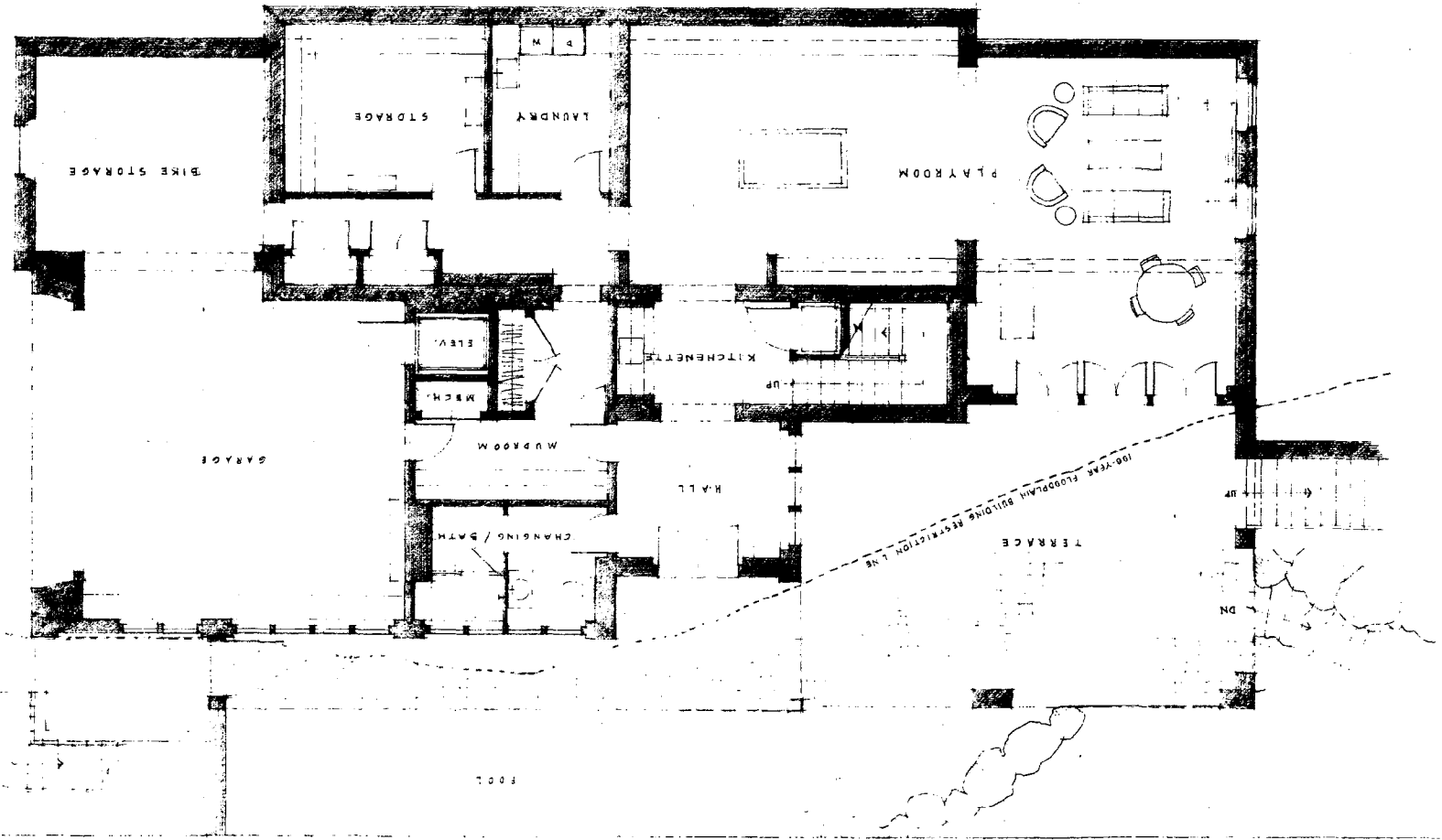
MUSE ARCHITECT

500 Connecticut Avenue, NW Washington, DC 20004
E: jay@02muse.com

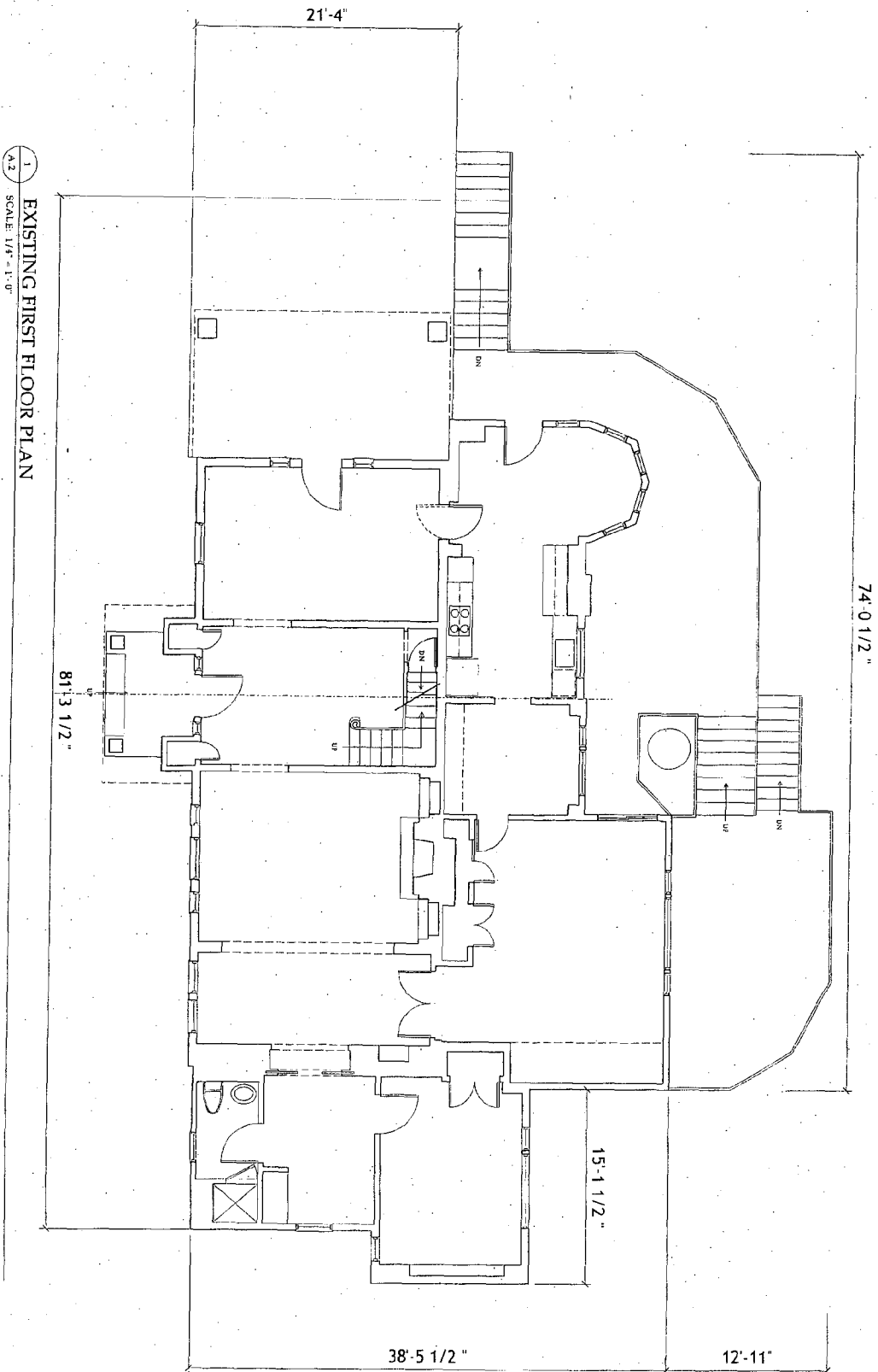
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HAWP

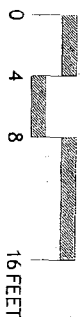
NORTH



80

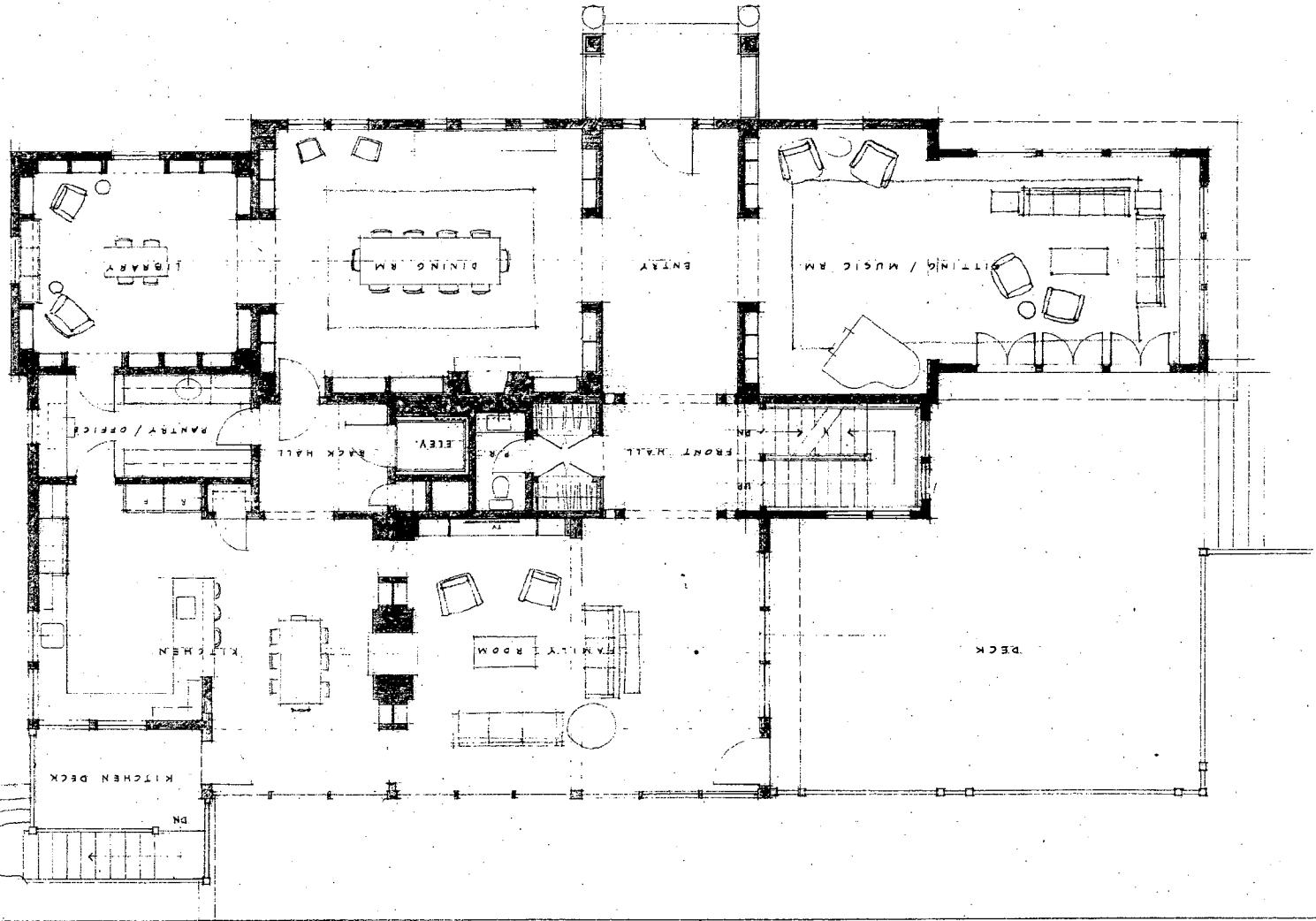


1
A2
EXISTING FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



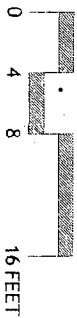
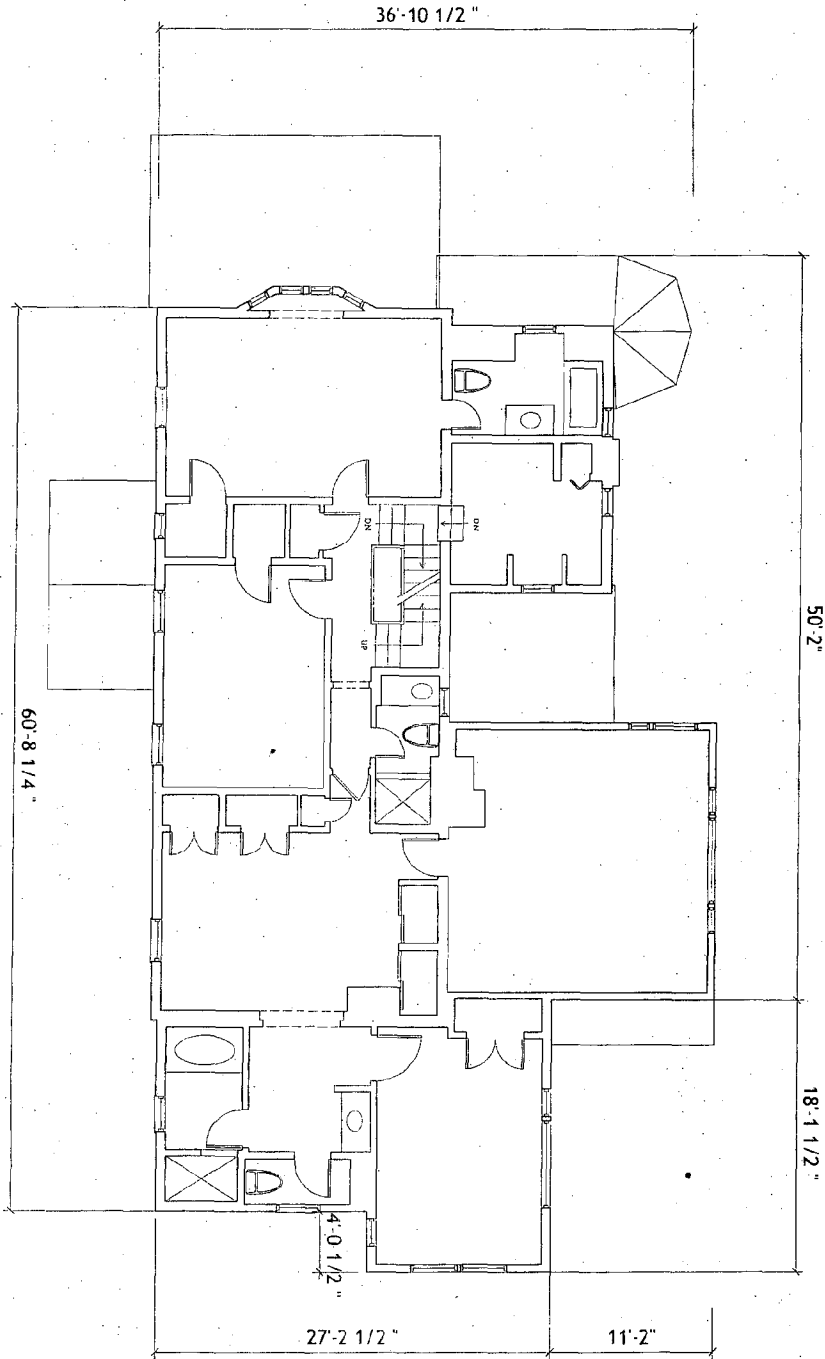
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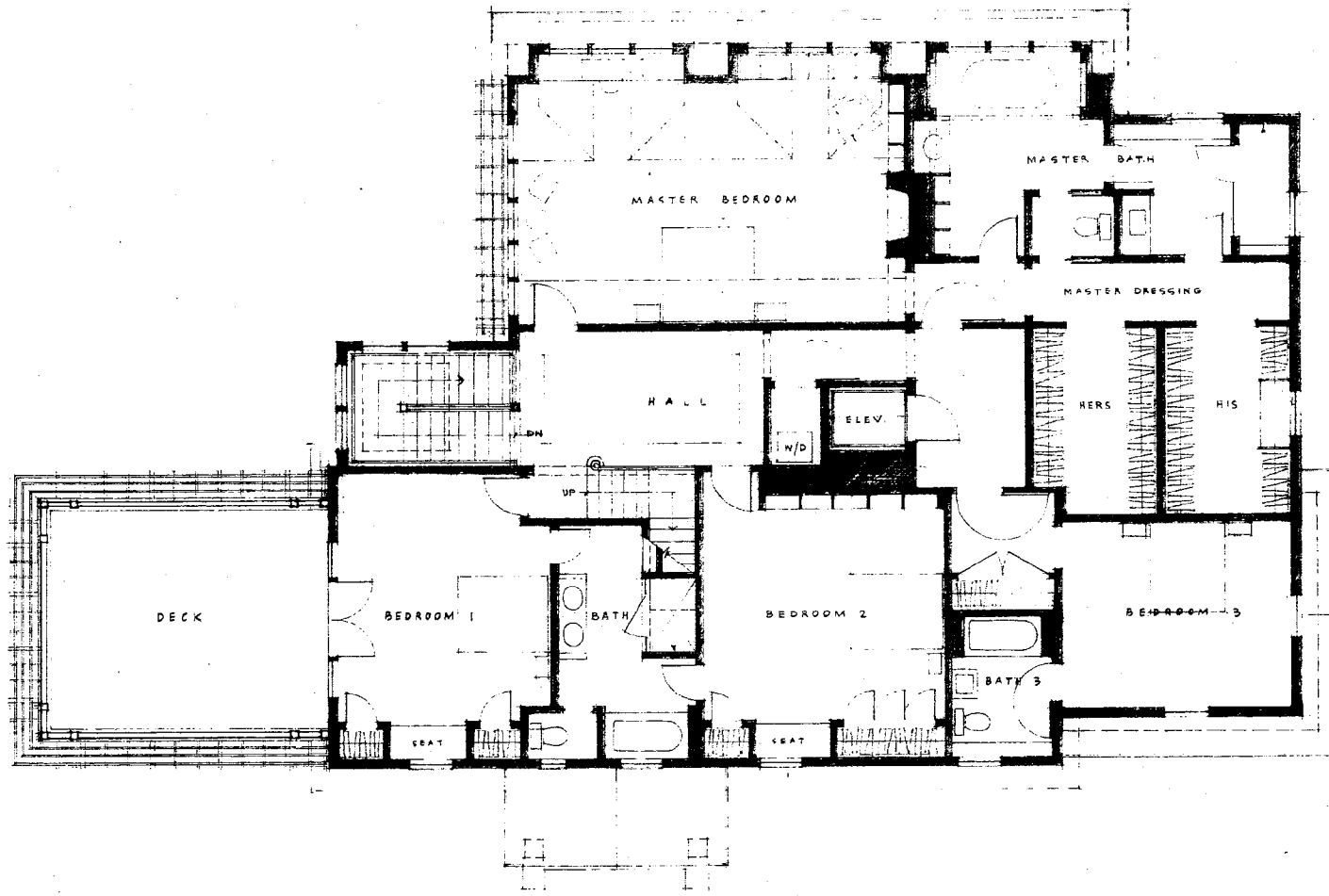
HAWP



3

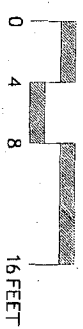
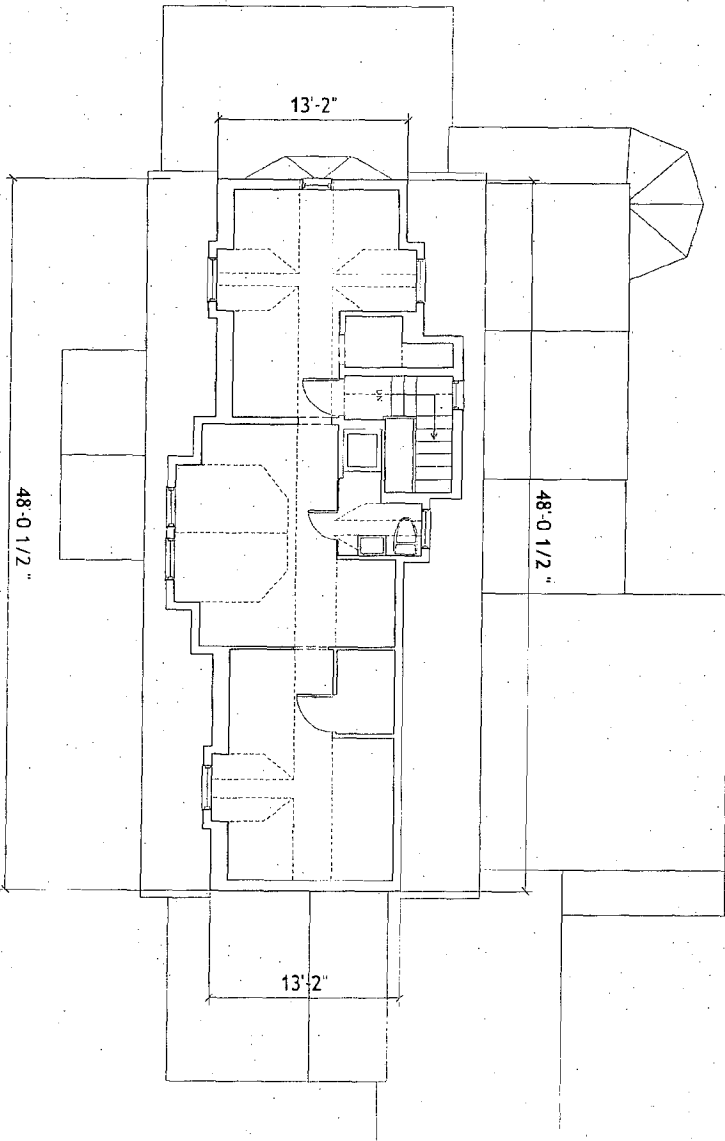
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A.3
EXISTING SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"

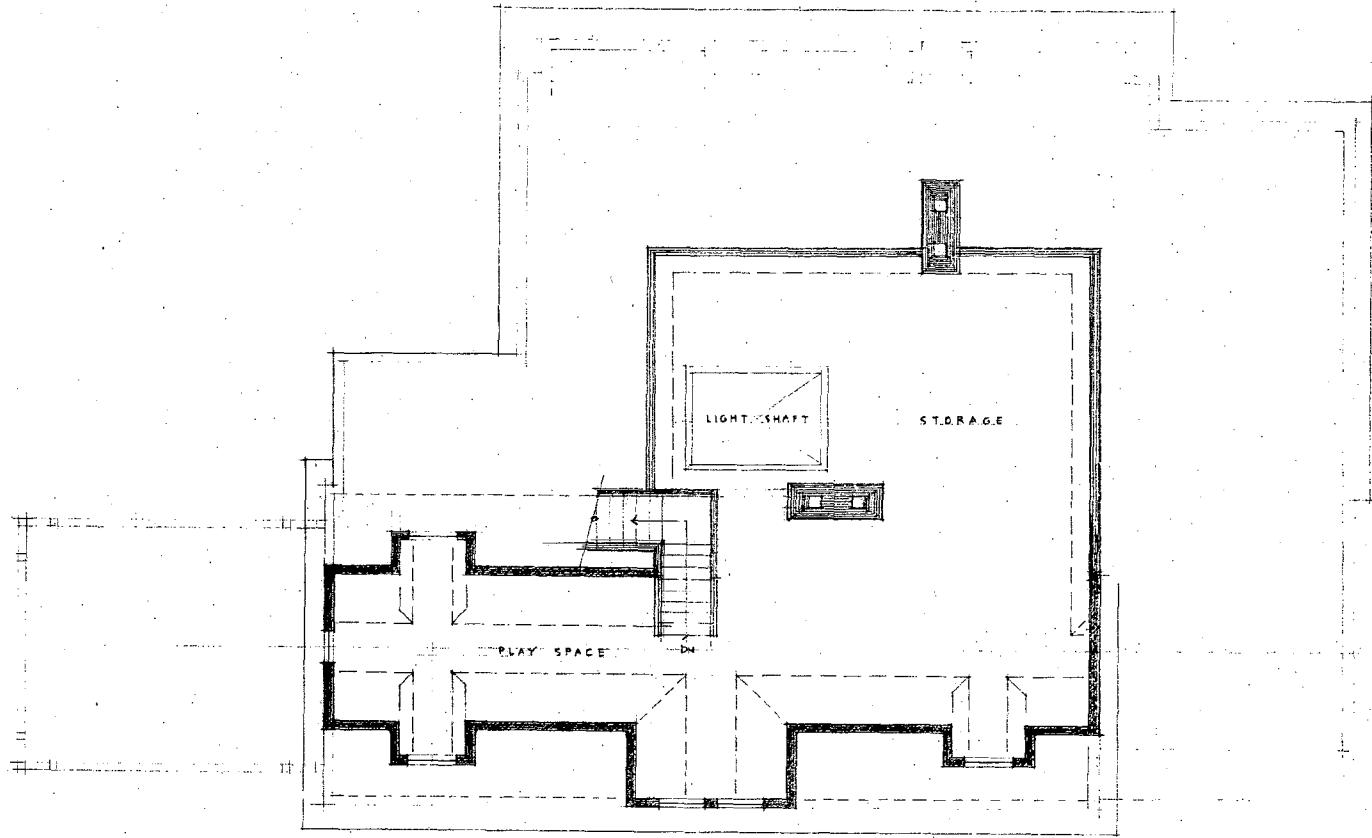




HAWP

1
A.4
EXISTING ATTIC FLOOR PLAN
SCALE: 1/4" = 1'-0"





SEND

RADIUS TO CRITICAL ROOT ZONE
(CALCULATED 3 FEET PER 1" CAL)

EXISTING TREES TO REMAIN

EXISTING TREES TO TRANSPLANT

EXISTING TREES TO REMOVE

ALUMINUM WESH FENCE

TREE PROTECTION FENCE AND TREE ROOT PRUNING
8 GA. LINK FENCE SEE DETAIL

8 GA. LINK TREE PROTECTION FENCE

TREE ROOT PRUNING

DIRECTIONAL LOCATION OF TREE ROOT PRUNING

NONSTRUCTURAL ROOT AERATION MATTING

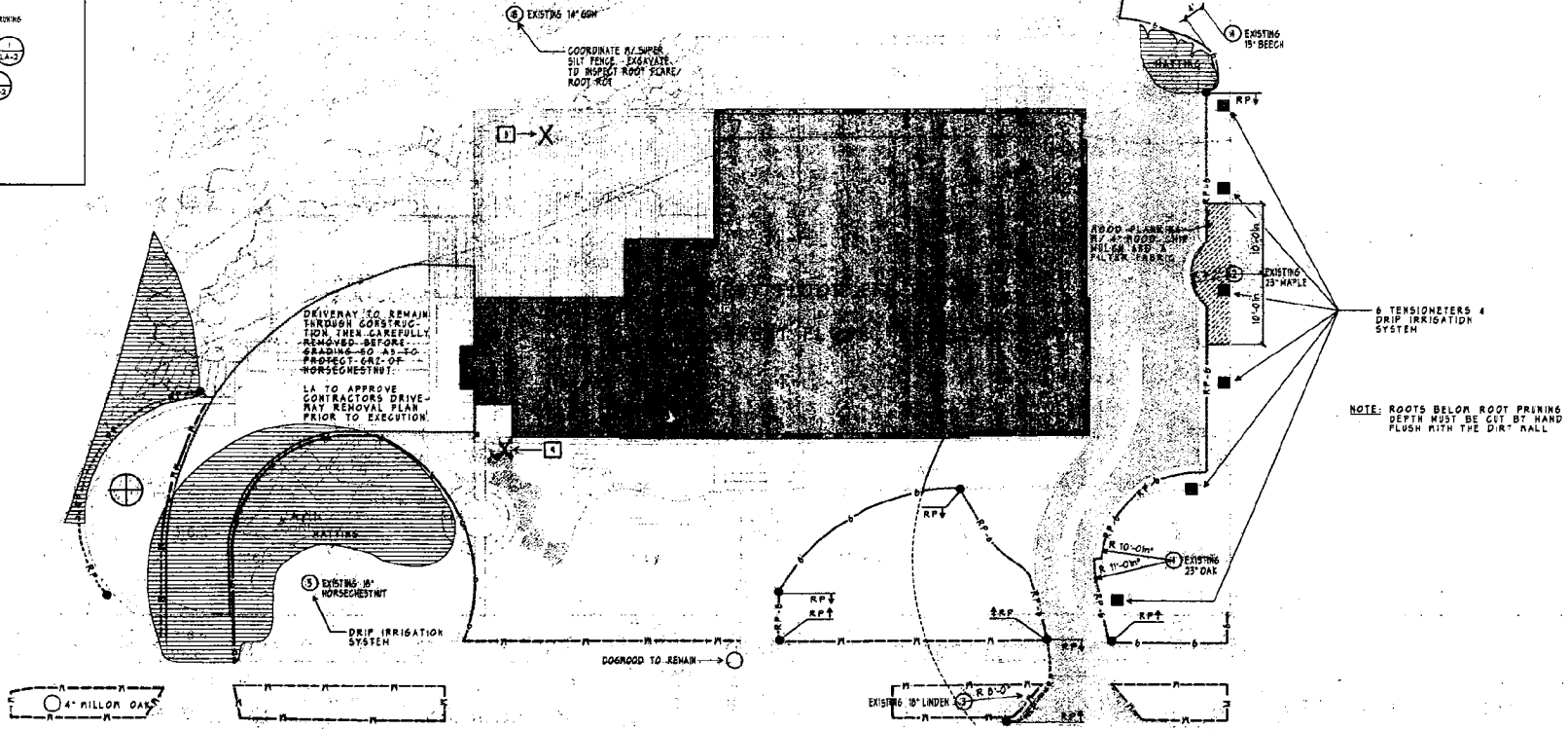
TENSIONMETER AND DRIP IRRIGATION

PLANKING 2" X 4" OAK OR WELLS

RADIUS OF TREE PROTECTION FENCE
AND ROOT PRUNING DETERMINED
BY EXISTING ROOT FLARE

TREE PROTECTION ACTION KEY (TPAK)

TREE NUMBER	SIZE (DBH)	COMMON NAME	CONDITION	ASSESSMENT	RECOMMENDED ACTIVITIES FOR PRESERVATION MEASURES															
					STAKE	ROOT PRUNING	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE	STAKE
1	25	WHITE OAK	GOOD	FIRM TP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2	25	NORWAY SPRUCE	POOR	FIRM TP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3	10	LIVERLEAF LINDEN	GOOD	SOFT TP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
4	10	BEECH	FAIR	SOFT TP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
5	18	HORSENESTNUT	FAIR	SOFT TP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
6	14	TYNIA	FAIR	SOFT TP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7	21	WHITE OAK	FAIR	SOFT TP	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
8	34	WHITE OAK	FAIR	SOFT TP	X															
9	8	HOLLY	FAIR	SOFT TP	X															



CHEVY CHASE VILLAGE
TREE PRESERVATION PLAN APPROVALS:

Geoff Boddie 10/16/06
GEOFF BODDIE, VILLAGE MANAGER DATE

William Dunn 10/16/06
WILLIAM DUNN, VILLAGE ARCHITECT DATE

FOR APPROVAL

DATE: 10-10-06

TREE PRESERVATION PLAN

LA-1

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

arentz
LANDSCAPE ARCHITECTS LLC
17 WEST LENOX
CHEVY CHASE, MD

THIS DRAWING IS THE PROPERTY OF ARENTZ LANDSCAPE ARCHITECTS LLC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF ARENTZ LANDSCAPE ARCHITECTS LLC IS STRICTLY PROHIBITED.

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34

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

<p>Owner's mailing address Jerome H. Powell & Elissa A. Leonard 37 West Lenox Street Chevy Chase, MD 20815-4208</p>	<p>Owner's Agent's mailing address Muse Architects Attn: Stephen Muse 7401 Wisconsin Avenue Bethesda, MD 20814</p>
<p align="center">Adjacent and confronting Property Owners mailing addresses</p>	
<p>Scott W. Muller 20 Magnolia Parkway Chevy Chase, MD 20815-4205</p>	<p>Jerome H. Powell & Elissa A. Leonard 5921 Cedar Parkway Chevy Chase, MD 20815-4250</p>
<p>William C. Holder 45 Goodwin Road Princeton, MA 01541</p>	<p>Donna J. Holverson 35 West Lenox Street Chevy Chase, MD 20815</p>
<p>Cary M. Euwer, Jr. 11111 Sunset Hills Road Suite 111 Reston, VA 20190-5339</p>	<p>Chevy Chase Club Luke O'Boyle (General Mgr.) 6100 Connecticut Avenue & Bradley Lane Chevy Chase, MD 20815</p>

<p>Chevy Chase Village Geoffrey B. Biddle (Gen. Mgr.) 5906 Connecticut Avenue Chevy Chase, MD 20815</p>	
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THE MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION

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:
PRELIMINARY CONSULTATION - :
37 West Lenox Street :
:
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A meeting in the above-entitled matter was held on October 25, 2006, commencing at 7:32 p.m., in the MRO Auditorium at 8787 Georgia Avenue, Silver Spring, Maryland 20910, before:

ACTING COMMISSION CHAIRMAN

Jeff Fuller

COMMISSION MEMBERS

Timothy Duffy
Warren Fleming
Caroline Alderson
Nuray Anahtar
David Rotenstein

ALSO PRESENT:

Susan Sodaberg, Staff
Tania Tully, Staff
Michele Oaks, Staff
Gwen Wright, Staff
Anne Fothergill, Staff

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9 MR. FULLER: Good night. Next on the agenda is preliminary consultation for 37 West
10 Lenox Street. Do we have a staff report?

11 MS. TULLY: Yes, we do. This is the second preliminary consultation for the contributing
12 resource at 37 West Lenox Street in Chevy Chase Village. This was first heard at the August 16th, 2006
13 Historic Preservation meeting. And the preliminary application discussed the proposed additions,
14 alterations and landscaping. In your staff report in addition to including the minutes, the transcript from the

1 meeting as well as the original staff report, there is also additional documentation that was provided by the
2 applicant by, as well as people speaking to the project. And additionally there is also correspondence that
3 has been part of the project, various different parties. It is also in the staff report beginning on circle A-15.

4 The discussion at the first preliminary consultation regarded raising the roof line at the
5 historic house. The Commissioners were opposed to that. He has eliminated that proposal.
6 Rehabilitation of the historic house which the Commission, of course is complimentary of and that part of
7 the project remains. The addition there were a number of additions removed proposed to be replaced and
8 Commissioners were generally okay with some comments regarding the massing a bit.

9 Additionally the major discussion centered around the driveway, it's original location and it's
10 proposed new location as well as the effects on the trees on their property. I do want to go, I have some
11 slides to refamiliarize you with the property. I do want to first make note that there were two handouts at
12 the, that the Commissioners were given at the staff, at the work session. One is the 1916 Sanborn map
13 showing the house without a garage and that supplement, the Sanborn map that's somewhere in the staff
14 report. That is the 1927 update. The 1959 Sanborn map that shows that there is a garage.

15 So, from what we know from the garage driveway it was constructed sometime between
16 1916, 1959. We just don't know when. Oh, and additionally there are work comments received from the
17 Chevy Chase Village LAP and it appears based on reading the comments that the LAP met prior to some
18 additional meetings the applicants had with the Village. There's a comment quoting, referencing a
19 comment from the town manager, Mr. Biddle. On September 7th the applicants have met with the Village.
20 Since then and there is an approved tree preservation plan in the new application.

21 These are the two that I was talking about you can see here, the garage here, garage and
22 that really has that's of masonry construction. And the site and subject property 37 West Lenox. The
23 adjacent property 35 and here's the proposed, the location for the proposed driveway that actually is about
24 something like that. With this new design there are except for, I think there's 1 or 2 dead trees, but all the
25 live trees are proposed to be protected and remain on the property. Oh, another historic, minor change.

1 The prior application is finish proposing to replace the asphalt roof with wood shingles and then after
2 looking more carefully at this from 1979 it seems that in fact the roof was slate and they would like to put
3 slate back on instead. And staff is in agreement with that recommendation.

4 As you can see the craftsman front porch, porch that is existing is not historic because it
5 replaced that and the proposal is to propose this one, another rendition of a craftsman porch. This is the
6 existing driveway. And this actually gives you an idea how the lot slopes, drops off very steeply. And
7 there's a dead tree stump. This is standing inside the house. This is the location of the proposed
8 driveway. And further inside the garage.

9 Staff has found that the applicants went through and addressed all of the matters
10 discussed by the Commission as well as by an adjacent property owner as well as comments that staff
11 had made about the project. And at this time we are recommending that they be instructed to proceed to
12 a historic work permit application of course after addressing any additional comments that the
13 Commission may have. There are some good ones. They're going to put up even better drawings. But
14 probably the most relevant for discussion are the section elevations in the circle 35 and starting with circle
15 28 and showing that these are the height of the retaining wall that would be necessary for the driveway.
16 And, anyway, I think at this point probably the applicants can go ahead would be the best thing. Although
17 I'm happy to answer any questions you might have.

18 MR. FULLER: Are there questions for staff? Apologize for our late start, so far behind
19 schedule. But, if you would identify yourselves and please proceed with your presentation.

20 MR. BROWN: We'd be happy to. Thank you very much. My name is Todd Brown. I'm an
21 attorney with Linowes and Blocher representing the property owners here. Seated with me at the table
22 are J. Powell and Lisa Leonard, the property owners and Patrick Carter who is with Arentz LS Architecture
23 and Steven Muse who is the principal with Muse Architecture, the consultants here. And we'd be happy to
24 answer any questions that the Commissioners might have.

25 First I want to say it's a pleasure to be back here in front of you. I was not before the

1 Commission at the first consultation. I was brought on board afterward to try and assist the property
2 owners with their responses to some of the concerns that had been raised by Commissioners and
3 property owners adjacent to this piece of ground. And I think your staff has pointed out and I think
4 correctly we had. You've done a good effort in addressing those concerns and we'll have Steven and
5 Patrick take you through the modifications to the previous plan that you reviewed to show you what we
6 have done in response to the issues that were raised.

7 I do want to thank your staff for their effort in reviewing these new plans. Also thank you for
8 their support for the application and certainly we hope that you will take their recommendation into
9 consideration to allow us to proceed to the HAWP stage. I also want to say that the applicant and the
10 adjacent property owner who I understand spoke before the Commission at the last consultation in August
11 has begun a dialogue and the adjacent property owner has suggested some landscape treatments that
12 they would like Leonard and Powells to consider in connection with the project. And so we hope those
13 discussions will continue as we move forward.

14 I agree with the comment that your staff made about the issues that were involved in this
15 case. After reviewing the transcript and the staff report, it seemed to us that the issues dealt with
16 architectural massing, tree saving, the importance of tree save in the Village and as part of this application
17 and also the location of the driveway as opposed in this application. As I said, Steven Muse will go
18 through the architectural modifications that have been made to the original plans that were before you in
19 terms of the architectural massing and some of those details and then Patrick will address some of the
20 issues on the tree save and the location of the driveway. I would add, however, that as your staff
21 indicated we did meet extensively with the Village general manager and with the Village arborist in the
22 month of October to make some adjustments to the driveway location so that we could save some trees
23 that might otherwise have been impacted. And there was a great deal of work by Patrick and his office
24 with the Village arborist to create a tree save plan that actually goes beyond what you would normally see
25 in terms of tree save to protect the trees that are on this site. And that plan has been approved by the

1 Village arborist and is part of your packet.

2 Couple of things to point out and then I'll let Steven make his remarks. One, as your staff
3 has indicated as a result of the modifications there will be no live trees removed to implement this
4 proposal and as a result of the tree save plan that's been approved by the Village arborist. Also, we want
5 to point out that the staff report contains letters from other neighbors that are in support of the application.
6 I think they recognize that it will be a very favorable rehabilitation project in the village and that it will help
7 create the district and the open spaces that the district talks about creating and which are so important
8 under the guidelines.

9 Also in the record there is a letter which hopefully the Commission's had a chance to look
10 at from Kim Prothro Williams who was a former Commissioner with the HPC. She has a letter. It's on
11 circle A-13 of your packet. And she had some interesting information on the background of the project,
12 one of which is to confirm that the garage is not original. That was an issue of discussion at the last
13 meeting. And also and this is the part that I think is particularly relevant is that she states, and this is at
14 the bottom of A-13, the top of A-14 that removal of the garage and the driveway from the west side of the
15 lot and the planting of trees and shrubs would enhance the open space quality of the property and
16 contribute to the overall park like setting of the historic district. So we would like the Commission, certainly
17 to take that into consideration.

18 With those introductory comments I think I'll turn it over to Steven and ask him if he would
19 to review the modifications to the architectural plans that have been made since you last saw the
20 application.

21 MR. MUSE: Thank you very much. Given both the hour and even more important the staff
22 report, I'm going to very quickly go through the four facades to simply show the changes from last time to
23 this time. Last time we met with you this was the street facade. Last time we met with you we proposed
24 raising this ridge. As mentioned we've taken it upstream back down to the ridge. Last time we met with
25 you we had set the two sides back by 6 inches. Tania mentioned perhaps pushing those back a little

1 further. They both setback 2 feet from the front facade. Last time we met with you there were some
2 comments made about the architecture, the wings to the west, perhaps slightly too aggressive. We
3 simplified that and designed it more as an infill porch. The last time we met with you there were
4 comments about the scale of this chipping being too big. We've down sized the skin on that as well.

5 Moving to the west facade, once again last time we met with you we had extended this
6 ridge approximately 3 feet and that the by product of that is reduction of the higher mass in the back. We
7 started working from that point and stepping down. We're now starting from a lower plain and stepping
8 down. Once again, you see that we've moved in, moved back 2 feet from the front facade which reduces
9 the scale of the wing, reduces the scale of the chimney. We simplified the windows on both sides of the
10 chimney. And this setback also allows the overhang to die into the side facade, the main sort of bond to
11 the house. And you look to the back you see it further in the north facade as you look to the back, last
12 time we had a series of gables at this height. You see that we've totally reduced the scale of that facade
13 in the way that we've run the roof in the opposite direction.

14 Moving to the east facade, once again setting back 2 feet from the main body of the house,
15 once again not facing the ridge. Still stepping back from the site floor to render what was an original one-
16 story portion of this house. You'll get that one-story reading with the addition that we're placing on that
17 side. There were comments made about the mass of this wall, simply a long straight wall we've broken it
18 into a normal gable. So one gable, well triple, one gable remains to the new addition. Two of the gables
19 relate to the garage door which was recessed 5 feet inside the house on that side. This garage will never
20 be seen from the street.

21 And last time there were general comments about the scale of the north facade which we
22 had rendered as a gable at this height. I made a comment when we left it's just as a by product of
23 reducing that ridge and stepping down from there. This would logically change. This is the change that
24 we came up and based on two things. Based on running the roof the other direction. Rather than the side
25 gables we have a facial line right above the first floor. The second floor is rendered as dormers within the

1 roof line. And the second change that we made was rather than anti-levering and bracketing the entire
2 back wall I think we had before, not only cantilevering and bracketing this back which is in the family room
3 and kitchen scheme. And as Patrick will show you, we've also shifted the pool from that side. We shifted
4 it over by one bay so the pool got centered on this side here, simplifying detailing of the original.

5 Probably the most telling draw, because a number of comments that were made were
6 about the garden nature of the Village and how this property has the possibility of either adding to or
7 subtracting from. This is what you see presently, the west wing of the property. It showed up in Tania's
8 slide presentation. Once again we're talking about building and moving sliding asphalt shingles, a series
9 of additions including this garage. And when completed the relocation of the driveway, this is what we
10 see. We now have a house historic, we have the additions that are not original and not have the whole
11 house removed and replaced. We have the driveway which is totally visible of public view. We have a
12 garden. So with that, Patrick's now going to talk about the landscape plan. And we're happy to answer
13 questions you have.

14 MR. CARTER: Thank you very much and thank you, Tania for meeting with her earlier this
15 month to discuss the changes we've implemented since the last meeting. I also was not at the last
16 meeting. Richard Arens the principal of Arens Landscape Architects was present.

17 But just to wrap up some of the issues that were discussed at the last meeting after I read
18 the transcript, the major issues were the saving of the existing trees on the site and the location and
19 nature of the driveway. So what we have done is worked extensively with Jeff Biddle, the Village Manager
20 and with Bill Dunn, the Village arborist, and come up with a tree preservation plan for actually the entire
21 site, not just the trees around the driveway. Which will secure the health of the trees around the driveway.
22 And going through exhaustive measures of not only implementation before construction but also care
23 during and after construction to ensure their survivability.

24 With doing that and looking at kind of what each tree individually needed in order to
25 survive, it created some radiuses around the trees and then relocated our driveway slightly. It came up

1 with a little bit more of a twist and changes nature. In the last meeting it was discussed that the width of
2 the driveway seemed too wide although it was designed to the Village guidelines with a 20 foot wide curb
3 cut right up the street. We reduced that down to 18. We also proposed initially a 10 foot wide driveway
4 which we've reduced down to 8.

5 The driveway is going to be made up brick and a herring bone pattern and it's going to be
6 dry set in sand so it is pervious. And there is also a carriage way grass planting strip which runs pretty
7 much the length of the driveway down to the garage apron. The driveway was carefully designed to
8 preserve the Beech tree which is down here, which straddles the property line; a Norway Maple which also
9 straddles the property line; an existing a beautiful Oak tree and the Linden street tree.

10 The other thing we are proposing is to add two more street trees to complete the rhythm
11 that goes down, when you go down West Lenox. And it will complete the spacing as you go down. Again,
12 there are two dead trees in the back which will be removed during this project. But all living trees are
13 going to remain where they are.

14 This drawing here shows the front elevation of the property. This particular one is cut right
15 at the sidewalk so it doesn't show the street trees. But it shows the oak tree, the existing hedge. And
16 what we're proposing, I'm sorry. What we're proposing is keeping the nature of this hedge which runs all
17 the way across. And what we would do is when we are proposing the new driveway is to take the existing
18 hedge that's there and replant it over where the existing curb cut is. What this also shows is that this new
19 opening will not allow you a view down into the garage area and the apron. Because of the angle which
20 was dictated by the tree save circumference around each of the trees we're actually focusing more on the
21 house and not down towards the garage area. And that's also evident here where the driveway shows up.
22 'Cause as you enter the driveway you are focused more on the house. And then it cuts back down and
23 then under into the garage which is now recessed back 5 feet into the house.

24 All the other elements of the design essentially stayed the same as the initial meeting.

25 MR. BROWN: Thank you. That concludes our presentation. We'd be happy to answer any

1 questions. I think that the project really speaks highly of the people who are here sitting at this table and
2 the effort that they've undertaken to address the concerns as we understood them based on your
3 comments.

4 MR. FULLER: Thank you. Are there questions of the applicant?

5 MR. BURSTYN: Well, I just had one minor question. It just seems that when you were
6 showing the pictures, the chimney especially one of them really, was that to scale? It looked like a really
7 way up and kind of stood out --

8 MR. MUSE: We've got three on the house. While this one is the existing chimney. The
9 one steps down next -- that is a short distance, also. That is the step down from the high part of the
10 house. And it's really given the way the proposed, I mean that they're oriented. When you look in that
11 direction there's the big chimney.

12 MR. BURSTYN: So they, I mean they are proportional there? I defer to the experts?

13 MR. MUSE: I think they are and also to make sure they draw it properly.

14 MR. DUFFY: I have a question for my colleagues. I was not at the last hearing when this
15 was first presented. My impression from looking at the materials and listening to you is that the issues
16 raised then have been very well addressed. But, I'm curious of the views of the Commissioners who were
17 here before.

18 MS. ALDERSON: I think that may interpret as a successful effort especially with the
19 driveway which was the biggest concern. And the curbing, using grade to your advantage, brick so that it
20 will blend in, and it's going to be terrific, and the quality of detail to raise the integrity of the architecture to
21 its original quality is terrific, including the new west wing, that's really, really going to be lovely.

22 MR. FULLER: Do we have other comments?

23 MS. ANAHTAR: I think I like all the change you made since the last meeting. And I think
24 you are ready to move to the HAWP phase.

25 MR. BURSTYN: Is anyone here speaking in opposition to this?

1 MS. TULLY: Nope.

2 MR. ROTENSTEIN: Nothing further to add. I think you've addressed all of our concerns
3 articulated at the last meeting. Go on to a HAWP.

4 MR. DULLY: I agree.

5 MR. FULLER: My only burning concern is are there eaves at all elevations and on all the
6 faces, floors of the building?

7 MR. MUSE: We were standing out in the other room, but I heard something about that
8 issue. Yes, we tend to put those on our buildings.

9 MS. TULLY: Well, sounds like you are advising that they come again as a HAWP.

10 MR. FULLER: I think you should resubmit the same drawings and come back as a HAWP.

11 MR. BROWN: Thank you very much.

12 MR. FULLER: Thanks for working with the neighbors. Commission items?
13
14

% Digitally signed by Caroline Gibson

ELECTRONIC CERTIFICATE

DEPOSITION SERVICES, INC., hereby certifies that the foregoing pages represent an accurate transcript of the electronic sound recording of the proceedings before the Montgomery County Historic Preservation Commission.



Caroline Gibson

10/31/06

M10

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address:	37 West Lenox St, Chevy Chase	Meeting Date:	10/25/2006
Resource:	Contributing Resource Chevy Chase Village Historic District	Report Date:	10/18/2006
Applicant:	Jerome Powell (Muse Architects & Arentz LS)	Public Notice:	10/11/2006
Review:	Preliminary Consultation	Tax Credit:	Partial
Case Number:	N/A	Staff:	Tania Tully

PROPOSAL: alterations and additions**RECOMMENDATION:** Proceed to HAWP**BACKGROUND**

At the August 16, 2006 public hearing, the Commission reviewed and discussed a Preliminary application for additions, alterations and landscaping. The discussion was lengthy and included public testimony (See memo on Circle A18) in opposition to the project. Additional documentation was provided at the meeting by the applicant (Circle A1) and since the meeting, letters of support have been received (Circle A10). The transcript of the public hearing is attached beginning on Circle A29. Other correspondence regarding the project has also been received (Circle A15). The bulk of the Staff Report from the 1st Preliminary Consultation begins on Circle B1; some pages have been relocated within this report to allow for comparison of designs.

At the 1st Preliminary Consultation major topics of discussion included the following:

- Raising the roof line of the historic house (most Commissioners were opposed)
- Rehabilitation of the historic house (the Commission was complementary of this portion of the project)
- Rear addition (Commissioners were generally ok with the rear addition, but suggested some relief in order to break down the massing somewhat)
- Side addition (Commissioners had no major concerns)
- East side addition replacement (Commissioners had no major concerns)
- Original driveway location (Commission wanted verification if possible)
- Driveway imperviousness and width (Less impervious and less wide would be better)
- Proposed driveway relocation (Commission opinion was mixed)
- Tree protection (The Commission is supportive of retaining as many health trees as possible)

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. 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.

PROPOSAL:

The applicants propose to:

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"

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

Landscape the property by

- 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 hedge relocation

The Site Plan and section elevations for the current and prior landscape proposal are on Circles 18-35. The Chevy Chase Village approved Tree Protection Plan is on Circle 20. The landscape drawings use an earlier revision of the house design. Please refer to the architectural drawings by Muse Architects for the most recent design.

Circles 6 and 7 describe the changes made to each elevation. Elevations comparing the current and prior proposal are on Circles 10-17. Revised plans have not yet been generated.

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.

STAFF DISCUSSION

As requested by the commission, the applicants have submitted the project for a 2nd Preliminary Consultation. Design of this project encountered several challenges including the tight lot, the significant grade changes, the existing alterations, and the lack of historic photographs or plans. As in the first report, Staff has divided the project into three parts for ease of discussion and review. The revised drawings presented here respond to the Commission's comments. The applicant detailed specific changes on Circles 6-8. Staff's comments regarding the revised design follow.

Rehabilitation

There has been no change to this aspect of the project. Staff fully supports thoughtful rehabilitation of

historic properties.

Additions

The most dramatic change since the 1st preliminary is the elimination of the third floor attic expansion and height increase. This not only preserved the historic form, but also caused a cascade of design changes including reorientation of the roof the rear addition. This reorientation allowed for the actual and apparent reduction of the mass of the additions.

The entire length of the rear elevation is no longer cantilevered, but has been pulled back except for a long glassy bay. This, along with a series of dormers, visually breaks down the mass of the addition. A similar effect is also seen on the west elevation. The addition over the garage has also been reduced in scale. It is now significantly inset from the historic house, the design is simplified, and the chimney has been streamlined. These changes enhance its compatibility, better differentiate it from the historic house, and allow the form of the historic house to be expressed. The east additions have also been pulled back from the front façade and entire elevation is a series of three gables.

Landscape Plan

There were only two major issues with regard to the landscape and site plan as initially proposed: the driveway location and tree preservation. Sanborn maps only confirm that the driveway has been in its current location since 1959, the most recent version located. The revised proposal, while keeping the relocation of the driveway, has been modified to allow for retention of more trees, including those along the property line with 35 West Lenox. The applicant worked with the Chevy Chase Village arborist and received approval for a tree protection plan (Circle 20).

Because of the many grade changes existing on site, and those proposed, the applicant provided several elevation sections (Circles 28-35). Of primary concern is the effect of the new driveway on the streetscape and character of the historic district. It is important to remember that the Chevy Chase Village *Guidelines* only allow for lenient scrutiny of driveways except with regard to landscaping and mature trees. The new Landscape Plan has addressed both issues by protecting trees and narrowing the drive. The footprint of the house was also pulled back to afford more distance from the property line.

After reviewing the documentation and information provided by the applicant and interested parties it is evident that the proposal will alter the streetscape. However, because no trees will be removed and the curve of the drive partially obscures its view, the change will not be detrimental to the character of the street.

STAFF RECOMMENDATION:

The applicant has addressed the issues brought up by the Commission at the August meeting. As such, the revised proposal meets all applicable *Standards* and *Guidelines*. Staff recommends that the applicant be instructed to proceed to a HAWP application after addressing any additional Commission comments.



HISTORIC PRESERVATION COMMISSION


Isiah Leggett
County Executive

Jef Fuller
Chairperson

Date: 9/27/07

MEMORANDUM

TO: Carla Reid Joyner, Director
Department of Permitting Services

FROM: Anne Fothergill 
Senior Planner
Historic Preservation Section
Maryland-National Capital Park & Planning Commission

SUBJECT: Historic Area Work Permit #444902 – additions and alterations to house

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 2/28/07 meeting.

THE BUILDING PERMIT FOR THIS PROJECT SHALL BE ISSUED CONDITIONAL UPON ADHERENCE TO THE ABOVE APPROVED HAWP CONDITIONS AND MAY REQUIRE APPROVAL BY DPS OR ANOTHER LOCAL OFFICE BEFORE WORK CAN BEGIN.

Applicant: Jerome Powell
Address: 37 West Lenox Street, Chevy Chase

This HAWP approval is subject to the general condition that the applicant will obtain all other applicable Montgomery County or local government agency permits. After the issuance of these permits, the applicant must contact this Historic Preservation Office if any changes to the approved plan are made.





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

DPS - #0

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 Street 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, PC

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:
- | | | | | | | | | |
|---|--|--|---|---|---|---|--|-------------------------------|
| <input checked="" type="checkbox"/> Construct | <input type="checkbox"/> Extend | <input checked="" type="checkbox"/> Alter/Renovate | <input checked="" type="checkbox"/> A/C | <input checked="" type="checkbox"/> Stab | <input checked="" type="checkbox"/> Room Addition | <input checked="" type="checkbox"/> Porch | <input checked="" type="checkbox"/> Deck | <input type="checkbox"/> Shed |
| <input type="checkbox"/> Move | <input type="checkbox"/> Install | <input type="checkbox"/> Wreck/Blaze | <input type="checkbox"/> Solar | <input checked="" type="checkbox"/> Fireplace | <input type="checkbox"/> Woodburning Stove | <input checked="" type="checkbox"/> Single Family | | |
| <input type="checkbox"/> Revision | <input checked="" type="checkbox"/> Repair | <input type="checkbox"/> Revocable | <input checked="" type="checkbox"/> Fence/Wall (complete Section 4) | | <input type="checkbox"/> 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

24. Type of sewage disposal: 01 WSSC 02 Septic 03 Other: _____
26. 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

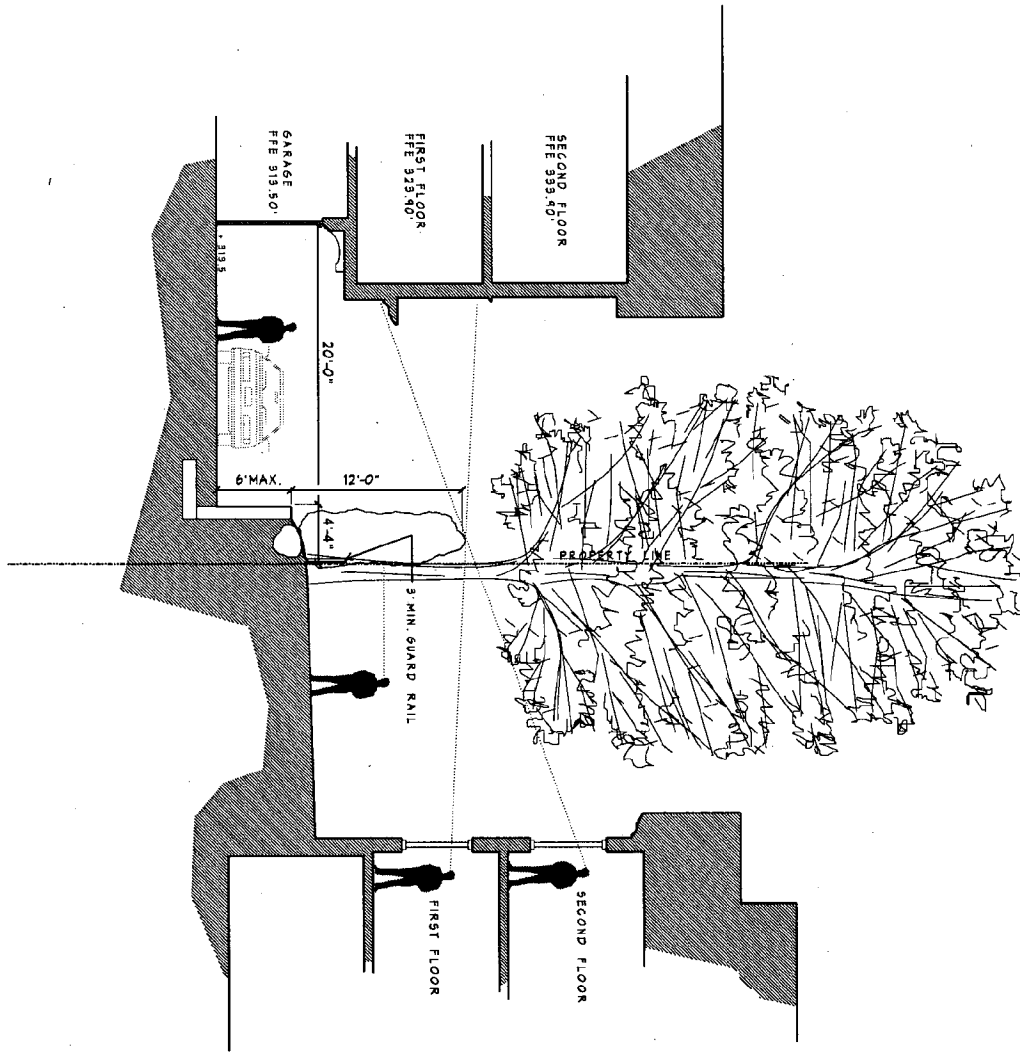
I hereby certify that I have the authority to make the foregoing application, that the application is correct, and that the construction will comply with plans approved by all agencies listed and I hereby acknowledge and accept this to be a condition for the issuance of this permit.

Signature of owner or authorized agent: _____ Date: 7 FEBRUARY 2007

Approved: _____
Disapproved: _____ Signature: _____ Date: 9-28-07
Application/Permit No. 444 902 Date Filed: _____ Date Issued: _____

Edt: 6/21/99 **SEE REVERSE SIDE FOR INSTRUCTIONS**

8



FOR APPROVAL

DRAWING

EAST VIEW SECTION

JOB NO. 481

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

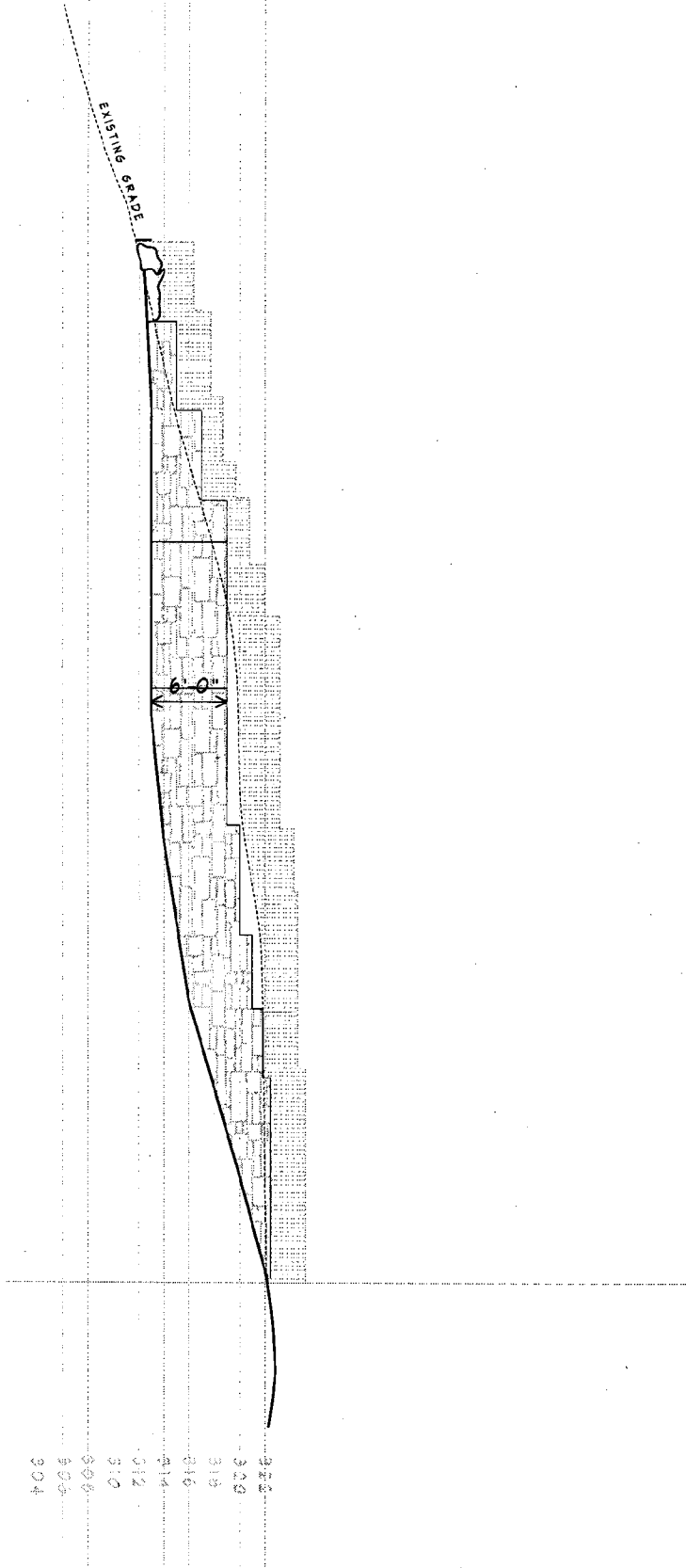
ISSUE DATE: 2-6-06

POWELL RESIDENCE
 47 WEST LENOX
 CHEVY CHASE, MD

arentz
 LANDSCAPE ARCHITECTS, LLC
 100 BROADWAY, SUITE 1700, NEW YORK, NY 10004
 A PROFESSIONAL CORPORATION

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FOR APPROVAL

DRAWING

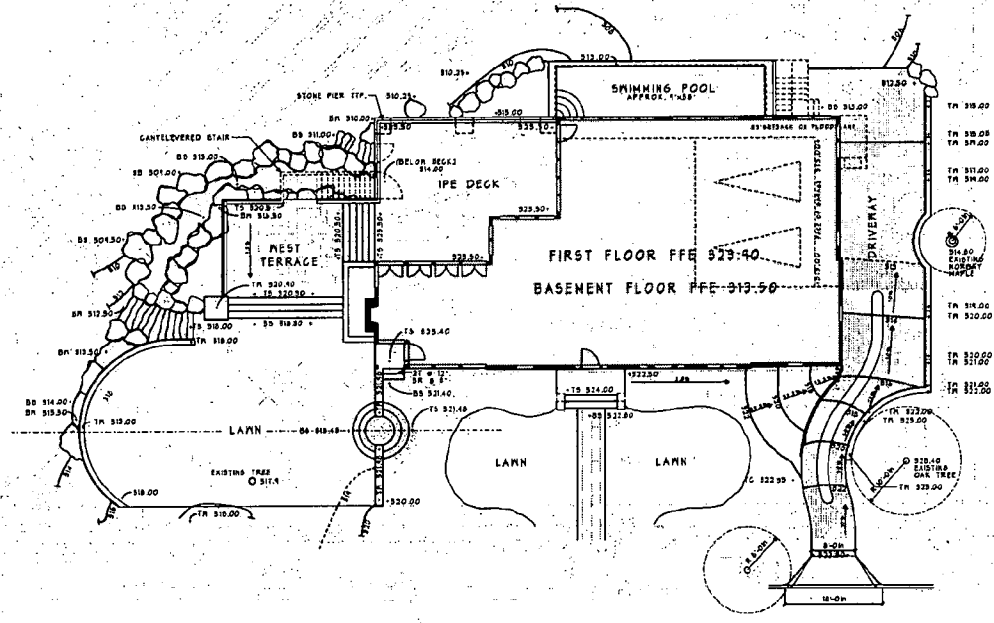
SOUTH VIEW
SECTION/ELEVATION

REVISION DATE: 2-6-06

POWELL RESIDENCE
37 WEST LENOX
CHEVY CHASE, MD

arentz
LANDSCAPE ARCHITECTS, LLC
100 FARMERSVILLE ROAD, SUITE 200, WASHINGTON, DC 20004
703.321.2000 • 202.331.2000 FAX 703.321.2000

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arentz
 ARENTZ & ASSOCIATES, INC.
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, COLORADO 80202

POWELL RESIDENCE
 33 WEST BERRY
 CHEVY CHASE, MD

DATE: 2-6-06

DRAWING: GRADING AND LAYOUT
 SCALE: 1"=10'

FOR APPROVAL



File

HISTORIC PRESERVATION COMMISSION

Isiah Leggett
County Executive

Julia O'Malley
Chairperson

Date: March 01, 2007

MEMORANDUM

TO: Jerome Powell
37 Lenox St, Chevy Chase

FROM: Tania Tully, Senior Planner *TGT*
Historic Preservation Section
Maryland-National Capital Park & Planning Commission

SUBJECT: Historic Area Work Permit Application #444902

Your Historic Area Work Permit (HAWP) application for additions and alterations was **Approved** by the Historic Preservation Commission at its February 28, 2007 meeting.

Before applying for a building permit from the Montgomery County Department of Permitting Services (DPS), you must schedule a meeting with your assigned staff person to bring your three (3) final permit sets of drawings in to the Historic Preservation Office at 1109 Spring Street for stamping. Please note that although the Historic Preservation Commission has approved your work, it may also need to be approved by DPS or another local government office before work can begin.

When you file for your building permit at DPS, you must take with you stamped drawings, the official approval letter, and the signed HAWP Application. These forms will be issued when the drawings are stamped by your assigned staff person and are proof that the Historic Preservation Commission has reviewed your project. For further information about filing procedures or materials for your county building permit review, please call DPS at 240-777-6370.

If your project changes in any way from the approved plans, either before you apply for your building permit or even after the work has begun, you must contact the Historic Preservation Commission staff at 301-563-3400. After your project is completed, please send photos of the finished work to HPC staff.

Thank you very much for your patience and good luck with your project!





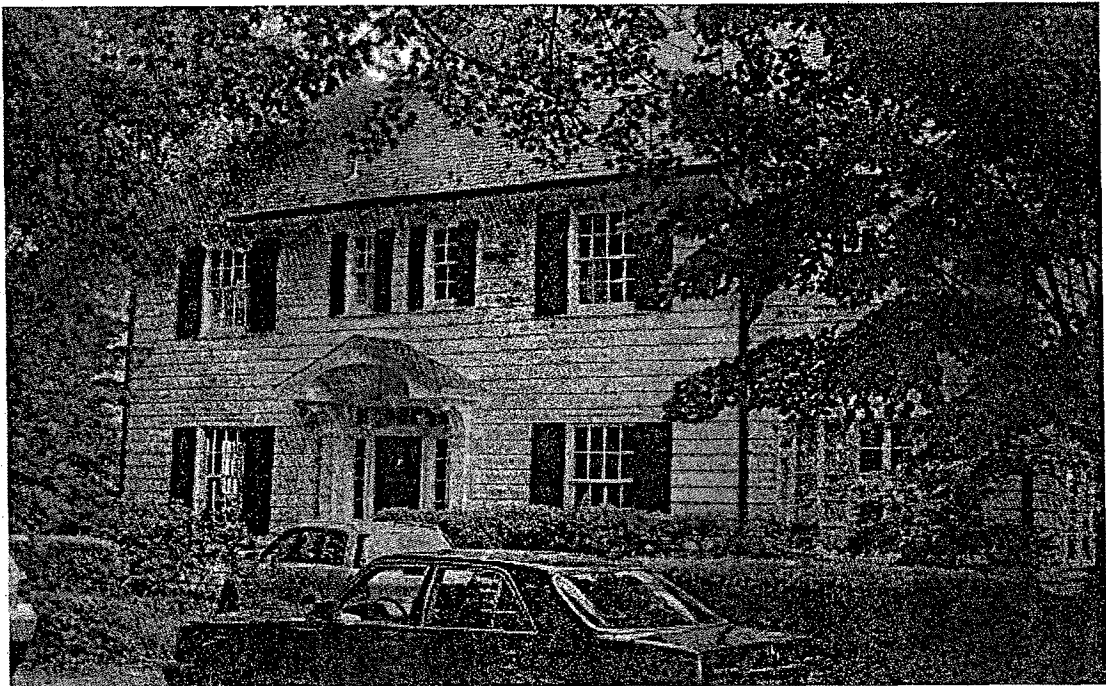
Side (west) elevation



Side (east) elevation



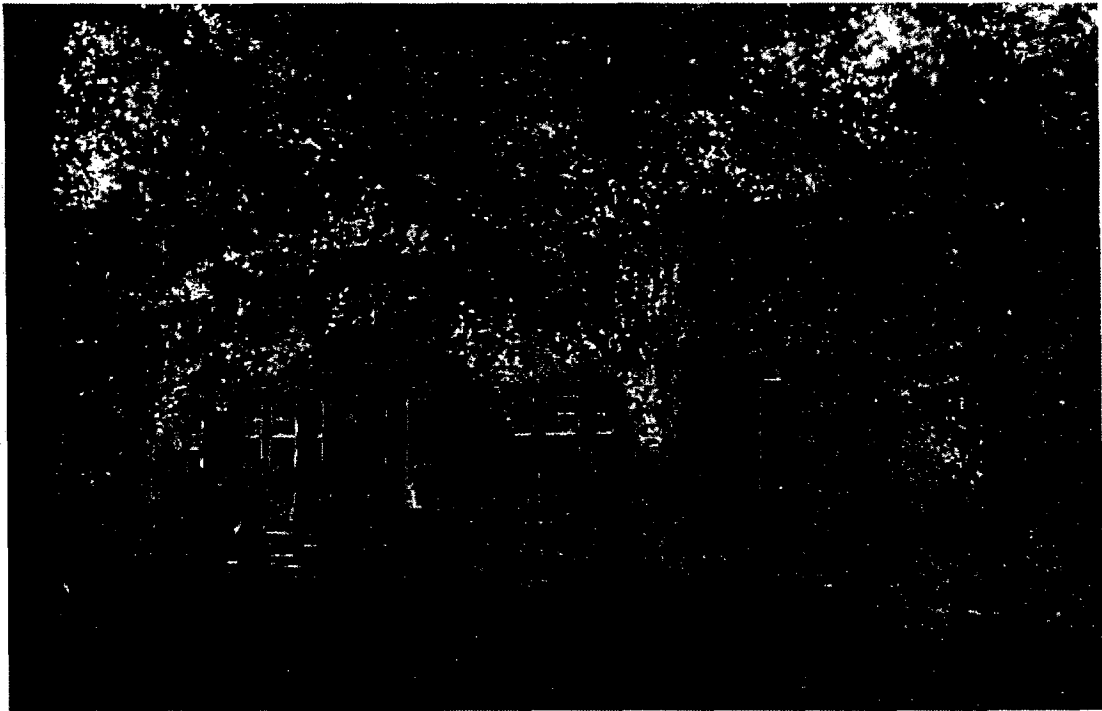
Side (west) elevation from public easement



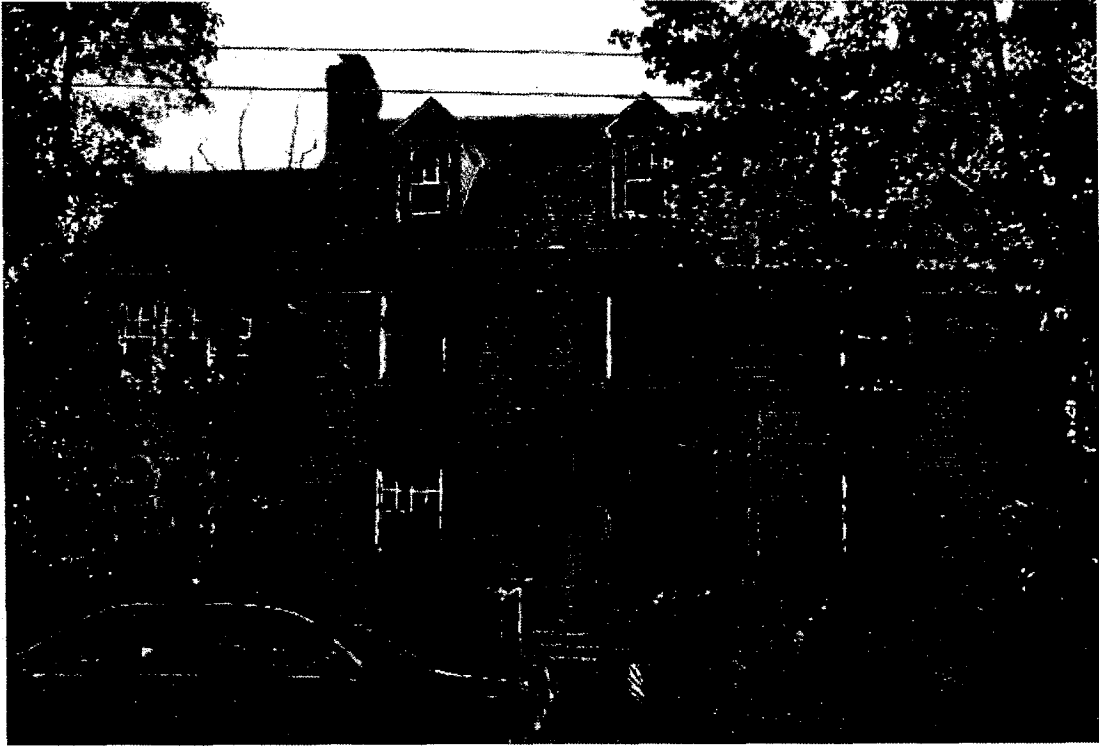
43 West Lenox Street



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

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

<p>Chevy Chase Village Geoffrey B. Biddle (Gen. Mgr.) 5906 Connecticut Avenue Chevy Chase, MD 20815</p>	
---	--

**THE FOLLOWING ITEMS MUST BE COMPLETED AND THE
REQUIRED DOCUMENTS MUST ACCOMPANY THIS APPLICATION.**

1. WRITTEN DESCRIPTION OF PROJECT

- a. Description of existing structure(s) and environmental setting, including their historical features and significance:

PLEASE SEE ATTACHED.

- b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district:

2. SITE PLAN

Site and environmental setting, drawn to scale. You may use your plot. Your site plan must include:

- a. the scale, north arrow, and date;
b. dimensions of all existing and proposed structures; and
c. site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

3. PLANS AND ELEVATIONS

You must submit 2 copies of plans and elevations in a format no larger than 11" x 17". Plans on 8 1/2" x 11" paper are preferred.

- a. *Schematic construction plans*, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
b. Elevations (facades), with marked dimensions, clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. An existing and a proposed elevation drawing of each facade affected by the proposed work is required.

4. MATERIALS SPECIFICATIONS

General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

5. PHOTOGRAPHS

- a. Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
b. Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

6. TREE SURVEY

If you are proposing construction adjacent to or within the drip-line of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location, and species of each tree of at least that dimension.

7. ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS

For ALL projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question. You can obtain this information from the Department of Assessments and Taxation, 51 Monroe Street, Rockville, (301/279-1355).

PLEASE PRINT (IN BLUE OR BLACK INK) OR TYPE THIS INFORMATION ON THE FOLLOWING PAGE.
PLEASE STAY WITHIN THE GUIDES OF THE TEMPLATE. AS THIS WILL BE PHOTOCOPIED DIRECTLY ONTO MAILING LABELS.

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

7 February 2007

Powell Residence

Written Description for Historic Area Work Permit

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.

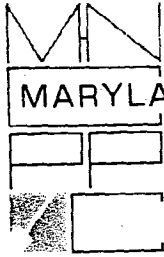
Our intention is to remove the existing additions, remove the material alterations, and return the house with new additions to a more sympathetic version of its original self. Wood shingle siding and stucco will replace the existing aluminum siding; slate roofing will replace the existing asphalt shingles, 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.



Front (south) elevation



Rear (north) elevation



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

FAX TRANSMITTAL SHEET

**Historic Preservation Office
Department of Park & Planning**

Telephone Number: (301) 563-3400

Fax Number: (301)-563-3412

TO: Donna Holverson FAX NUMBER: 301 907 9139

FROM: TANIA Tully

DATE: 2/26/07

NUMBER OF PAGES INCLUDING THIS TRANSMITTAL SHEET: 9

NOTE:

Plans for 37 W Lenox

Tully, Tania

Subject: donna holverson
Entry Type: Phone call

Start: Mon 2/26/2007 9:27 AM
End: Mon 2/26/2007 9:27 AM
Duration: 0 hours

37 W Lenox

fax the plans?

301-907-3417
fax 301-907-9139

Please Make 1
copy (2-sided).

Staple &
Label by
Todd Braum

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address:	37 West Lenox St, Chevy Chase	Meeting Date:	10/25/2006
Resource:	Contributing Resource Chevy Chase Village Historic District	Report Date:	10/18/2006
Applicant:	Jerome Powell (Muse Architects & Arentz LS)	Public Notice:	10/11/2006
Review:	Preliminary Consultation	Tax Credit:	Partial
Case Number:	N/A	Staff:	Tania Tully
PROPOSAL:	alterations and additions		

RECOMMENDATION: Proceed to HAWP

BACKGROUND

At the August 16, 2006 public hearing, the Commission reviewed and discussed a Preliminary application for additions, alterations and landscaping. The discussion was lengthy and included public testimony (See memo on Circle A18) in opposition to the project. Additional documentation was provided at the meeting by the applicant (Circle A1) and since the meeting, letters of support have been received (Circle A10). The transcript of the public hearing is attached beginning on Circle A29. Other correspondence regarding the project has also been received (Circle A15). The bulk of the Staff Report from the 1st Preliminary Consultation begins on Circle B1; some pages have been relocated within this report to allow for comparison of designs.

At the 1st Preliminary Consultation major topics of discussion included the following:

- Raising the roof line of the historic house (most Commissioners were opposed)
- Rehabilitation of the historic house (the Commission was complementary of this portion of the project)
- Rear addition (Commissioners were generally ok with the rear addition, but suggested some relief in order to break down the massing somewhat)
- Side addition (Commissioners had no major concerns)
- East side addition replacement (Commissioners had no major concerns)
- Original driveway location (Commission wanted verification if possible)
- Driveway imperviousness and width (Less impervious and less wide would be better)
- Proposed driveway relocation (Commission opinion was mixed)
- Tree protection (The Commission is supportive of retaining as many health trees as possible)

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. 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.

PROPOSAL:

The applicants propose to:

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"

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

Landscape the property by

- 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 hedge relocation

The Site Plan and section elevations for the current and prior landscape proposal are on Circles 18-35. The Chevy Chase Village approved Tree Protection Plan is on Circle 20. The landscape drawings use an earlier revision of the house design. Please refer to the architectural drawings by Muse Architects for the most recent design.

Circles 6 and 7 describe the changes made to each elevation. Elevations comparing the current and prior proposal are on Circles 10-17. Revised plans have not yet been generated.

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.

STAFF DISCUSSION

As requested by the commission, the applicants have submitted the project for a 2nd Preliminary Consultation. Design of this project encountered several challenges including the tight lot, the significant grade changes, the existing alterations, and the lack of historic photographs or plans. As in the first report, Staff has divided the project into three parts for ease of discussion and review. The revised drawings presented here respond to the Commission's comments. The applicant detailed specific changes on Circles 6-8. Staff's comments regarding the revised design follow.

Rehabilitation

There has been no change to this aspect of the project. Staff fully supports thoughtful rehabilitation of

historic properties.

Additions

The most dramatic change since the 1st preliminary is the elimination of the third floor attic expansion and height increase. This not only preserved the historic form, but also caused a cascade of design changes including reorientation of the roof the rear addition. This reorientation allowed for the actual and apparent reduction of the mass of the additions.

The entire length of the rear elevation is no longer cantilevered, but has been pulled back except for a long glassy bay. This, along with a series of dormers, visually breaks down the mass of the addition. A similar effect is also seen on the west elevation. The addition over the garage has also been reduced in scale. It is now significantly inset from the historic house, the design is simplified, and the chimney has been streamlined. These changes enhance its compatibility, better differentiate it from the historic house, and allow the form of the historic house to be expressed. The east additions have also been pulled back from the front façade and entire elevation is a series of three gables.

Landscape Plan

There were only two major issues with regard to the landscape and site plan as initially proposed: the driveway location and tree preservation. Sanborn maps only confirm that the driveway has been in its current location since 1959, the most recent version located. The revised proposal, while keeping the relocation of the driveway, has been modified to allow for retention of more trees, including those along the property line with 35 West Lenox. The applicant worked with the Chevy Chase Village arborist and received approval for a tree protection plan (Circle 20).

Because of the many grade changes existing on site, and those proposed, the applicant provided several elevation sections (Circles 28-35). Of primary concern is the effect of the new driveway on the streetscape and character of the historic district. It is important to remember that the Chevy Chase Village *Guidelines* only allow for lenient scrutiny of driveways except with regard to landscaping and mature trees. The new Landscape Plan has addressed both issues by protecting trees and narrowing the drive. The footprint of the house was also pulled pack to afford more distance from the property line.

After reviewing the documentation and information provided by the applicant and interested parties it is evident that the proposal will alter the streetscape. However, because no trees will be removed and the curve of the drive partially obscures its view, the change will not be detrimental to the character of the street.

STAFF RECOMMENDATION:

The applicant has addressed the issued brought up by the Commission at the August meeting. As such, the revised proposal meets all applicable *Standards* and *Guidelines*. Staff recommends that the applicant be instructed to proceed to a HAWP application after addressing any additional Commission comments.

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

3 October 2006

Tania Georgiou Tully
Senior Planner
Montgomery County Historic Preservation Commission
1109 Spring Street, Suite 801
Silver Spring, MD 20910

**Re: 37 West Lenox Street
Chevy Chase, MD**

Dear Tania:

Enclosed please find two sets of revised elevations for the Powell Residence at 37 West Lenox Street. These elevations, as well as the revised landscape drawings, will be presented at the Preliminary Consultation on 25 October 2006.

In response to staff and commissioner comments, the revisions we have made include the following:

South Elevation:

1. Deleted higher ridge of existing house.
2. Increased setback for both east and west additions.
3. Simplified design of west addition.

West Elevation:

1. Deleted higher ridge of existing house.
2. Increased setback for west addition.
3. Simplified design of west addition.
4. Reduced scale of west addition chimney.
5. Reduced scale of northern edge by only cantilevering main floor bay, as opposed to entire façade.

North Elevation:

1. Deleted higher ridge of existing house.
2. Reduced scale of overall façade by only cantilevering main floor bay, as opposed to entire façade.
3. Reduced scale of overall façade by incorporating dormers into second floor design.

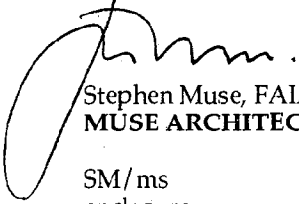


East Elevation:

1. Deleted higher ridge of existing house.
2. Increased setback for east addition.
3. Reduced scale of overall façade by incorporating triple gable.
4. Reduced scale of northern edge by only cantilevering main floor bay, as opposed to entire façade.

Should there be any questions, please do not hesitate to contact me. Richard Arentz will be submitting his revised landscape drawings under separate cover. As previously scheduled, he and I look forward to meeting with you on Tuesday 10 October @ 2:00.

Sincerely,



Stephen Muse, FAIA
MUSE ARCHITECTS

SM/ms
enclosure

arentz

LANDSCAPE ARCHITECTS LLC

To: Tania G. Tully
Senior Planner
Montgomery County Historic Preservation Commission
1109 Spring Street, Suite 801
Silver Spring, MD 20910
301-563-3400

Re: Powell Residence – 31 W. Lenox St. Chevy Chase, MD

Date: October 4, 2006

Enclosed, please find the revised site plan and landscape sections/elevations for the Jay & Elissa Powell Residence in Chevy Chase Village. I would like to point out two minor alterations to the landscape design since the last HPC submission:

1) Driveway Design

The design and placement of the driveway has been modified in order to increase distances the existing trees on the site. Starting at the Linden street tree, the curb-cut has been placed eight feet (8'-0") off the center of the Linden. The curb-cut width has been reduced to eighteen feet (18'-0") from twenty feet (20'-0") and the driveway width has been reduced to eight feet (8'-0") from ten feet (10'-0").

The driveway now curves slightly around the Oak tree in the south-east corner of the yard respecting a ten foot (10'-0") radius around its center. The retaining wall which runs north-to-south remains four feet (4'-0") off the east property line however; there is now a curve in the wall which respects a six foot (6'-0") radius around the Norway Maple which sits on the east property line.

We have worked very closely with the Chevy Chase Village Executive, Geoff Biddle and the Village Arborist, William Dunn to develop a Tree Preservation Plan for the entire site. A Tree Preservation Plan has been submitted to the Village for approval.

2) Rear Stair

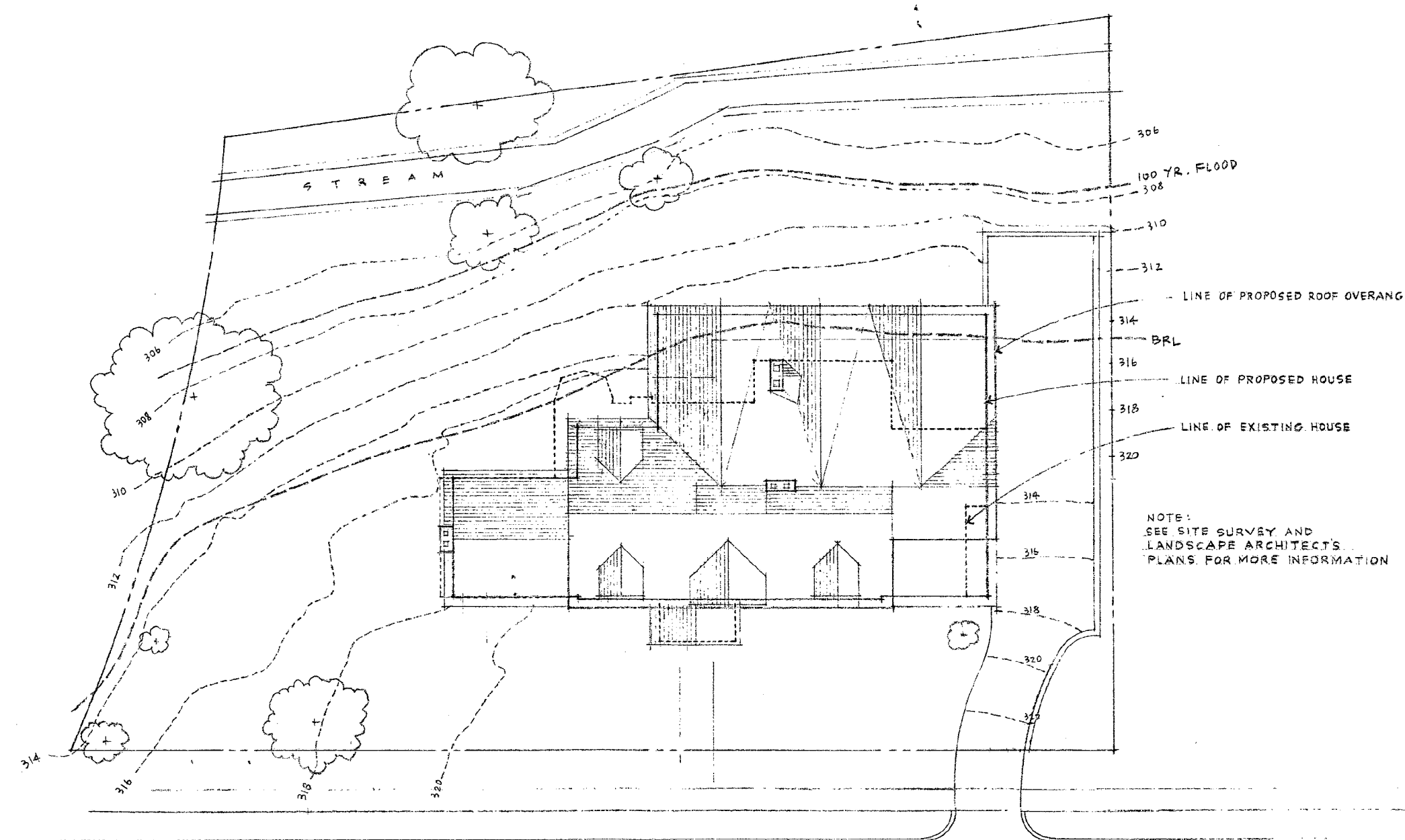
The stair on the north-east corner of the house has been reconfigured to accommodate elevation and floor plan modifications.

Thank you for your time and attention to this project. We look forward to meeting with you on October 10th at 2pm to discuss the project further.

Best regards,

Richard Arentz
Arentz Landscape Architects, LLC

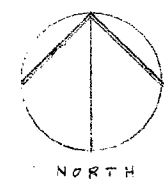




WEST LENOX STREET

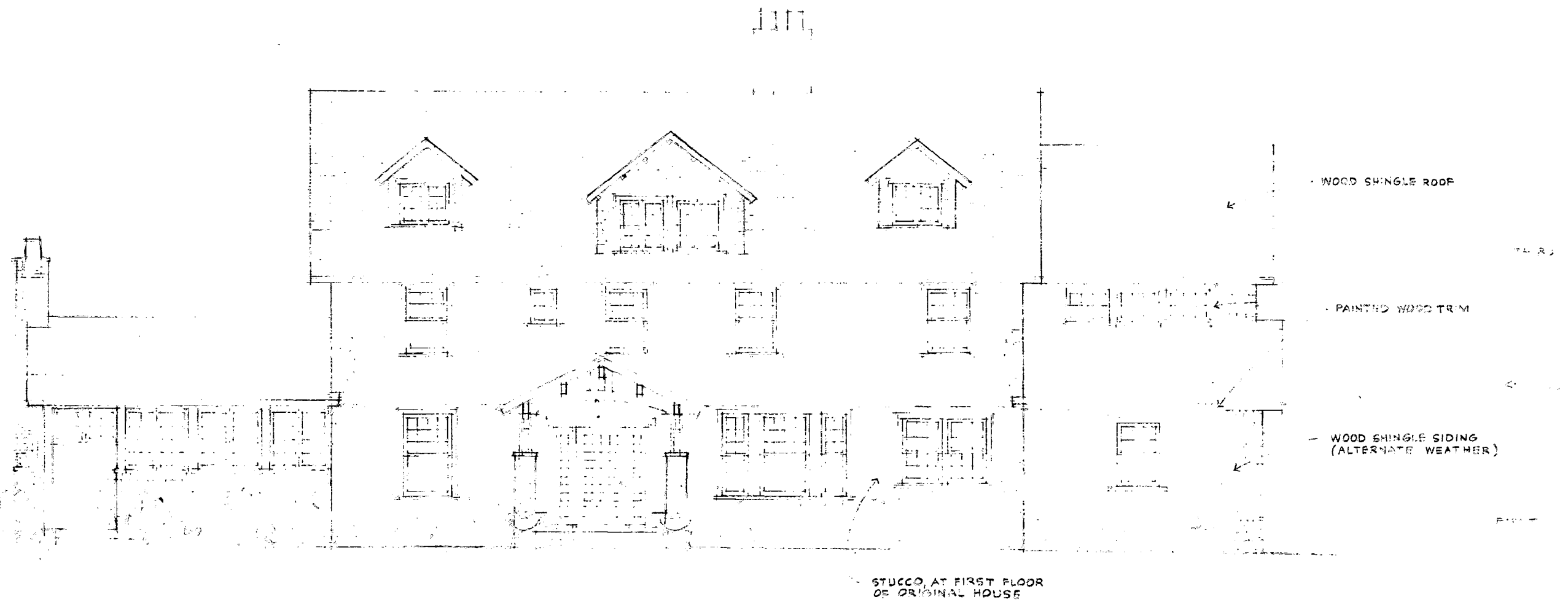
POWELL RESIDENCE
 SITE PLAN CONCEPT 1" = 20'
 26 JULY 2006

MUSE ARCHITECTS



1 OF 9

9
 31A
 2/27



HOWELL RESIDENCE
 FRONT (SOUTH) ELEVATION 1/8" = 1'-0"
 26 JULY 2006

MUSE ARCHITECTS

6 OF 9

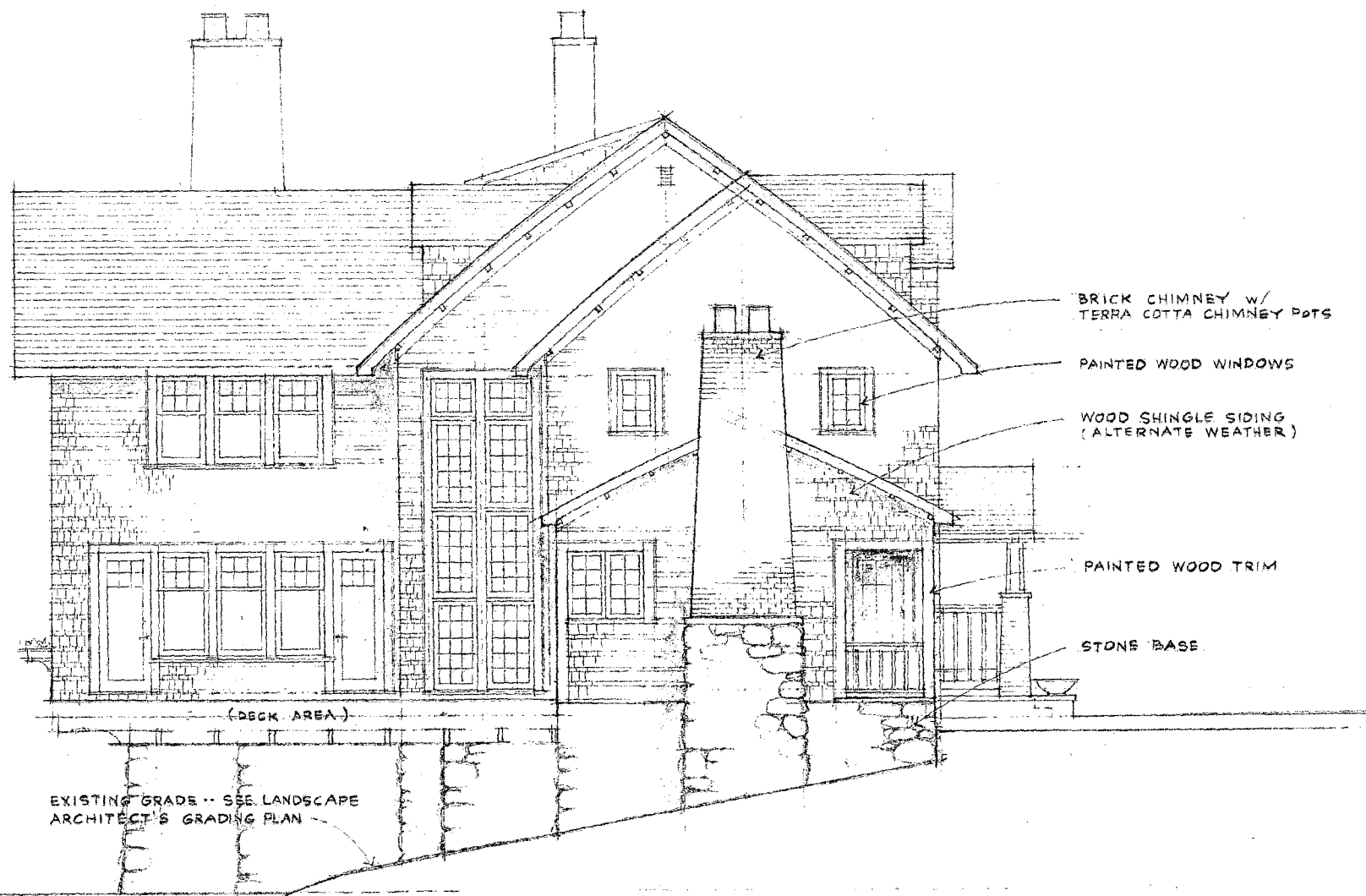




POWELL RESIDENCE
SOUTH ELEVATION 1/8" = 1'-0"
MUSE ARCHITECTS 3 OCT 2006

NEW PROPOSAL

(11)



EXISTING GRADE - SEE LANDSCAPE ARCHITECT'S GRADING PLAN

- BRICK CHIMNEY W/
TERRA COTTA CHIMNEY POTS
- PAINTED WOOD WINDOWS
- WOOD SHINGLE SIDING
(ALTERNATE WEATHER)
- PAINTED WOOD TRIM
- STONE BASE

-----	324
-----	322
-----	320
-----	318
-----	316
-----	314
-----	312
-----	310
-----	308

POWELL RESIDENCE
SIDE (WEST) ELEV. 1/8"=1'-0"
26 JULY 2006

MUSE ARCHITECTS

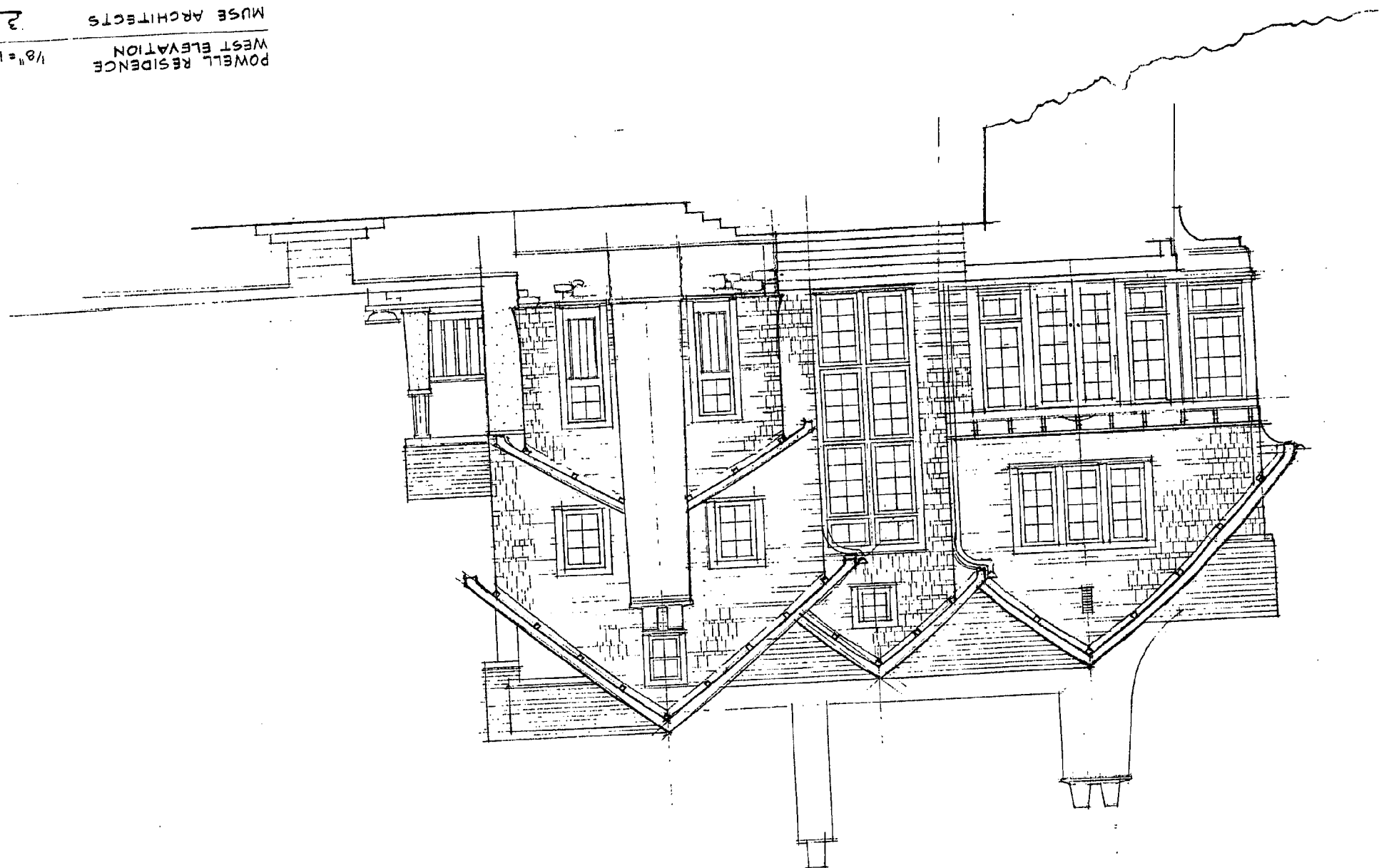
9 OF 9

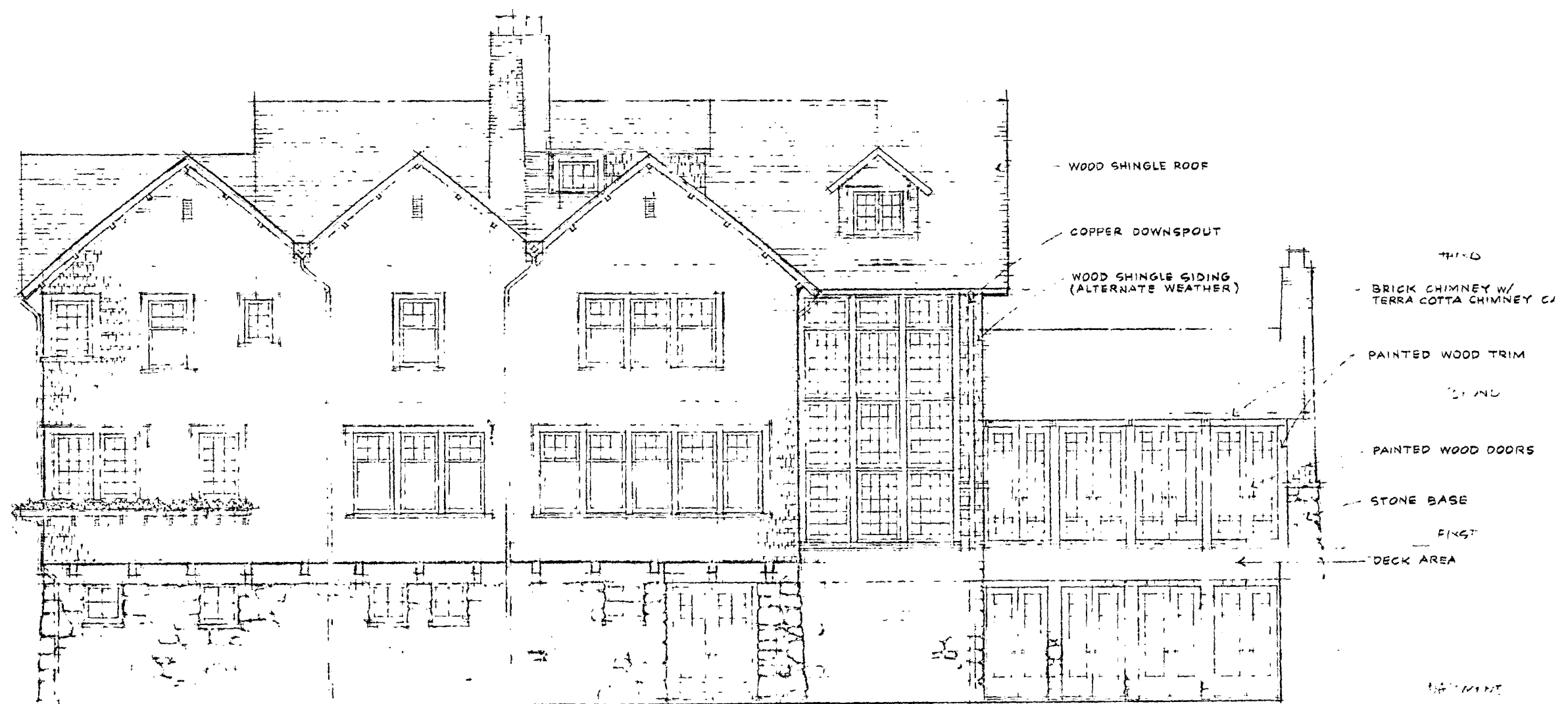
12
44

(13)

New Proposal

POWELL RESIDENCE
WEST ELEVATION
1/8" = 1'-0"
MUSE ARCHITECTS
3 OCT 2006





POWELL RESIDENCE
 REAR (NORTH) ELEVATION 1/8" = 1'-0"
 26 JULY 2006

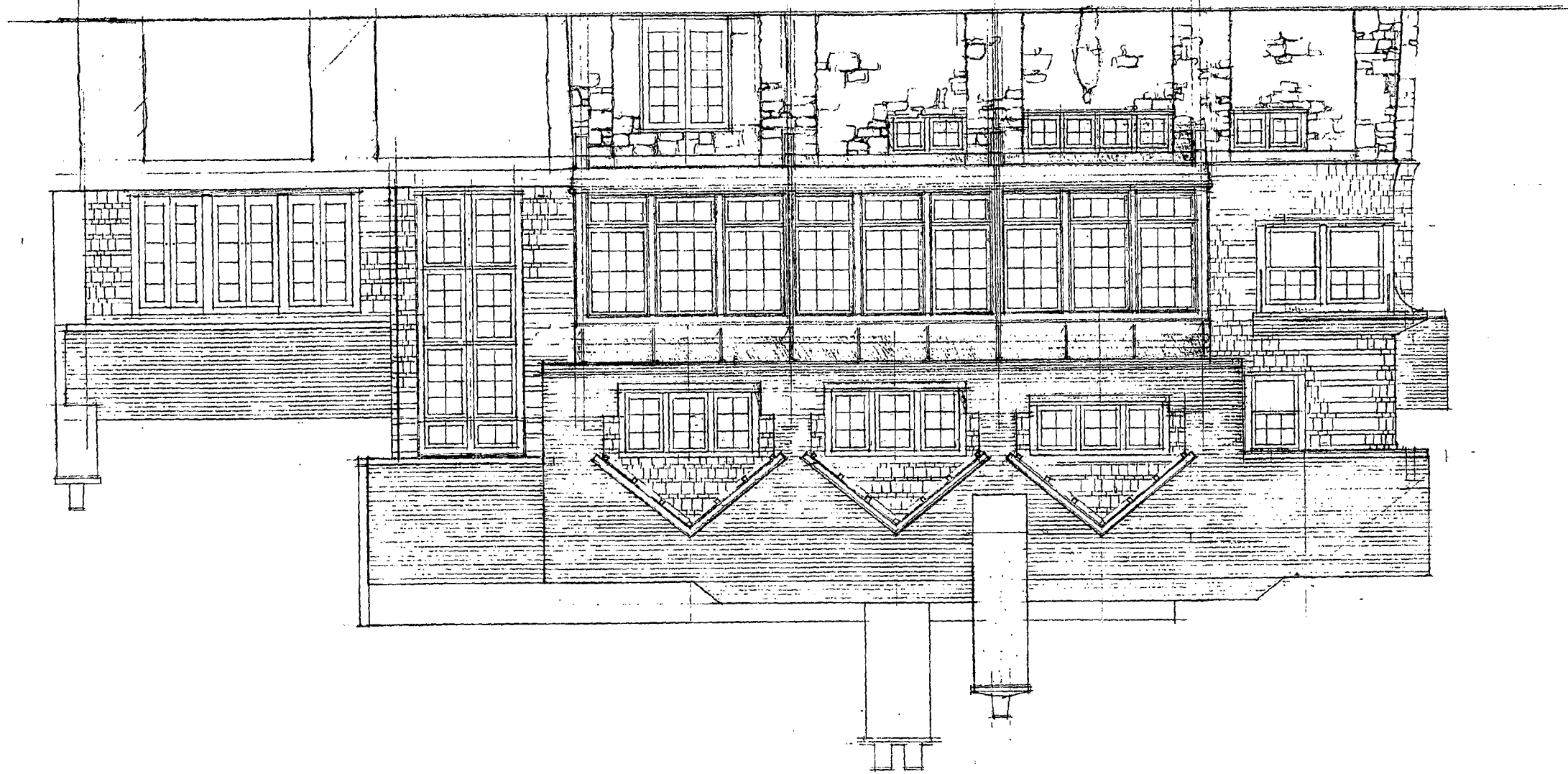
MUSE ARCHITECTS

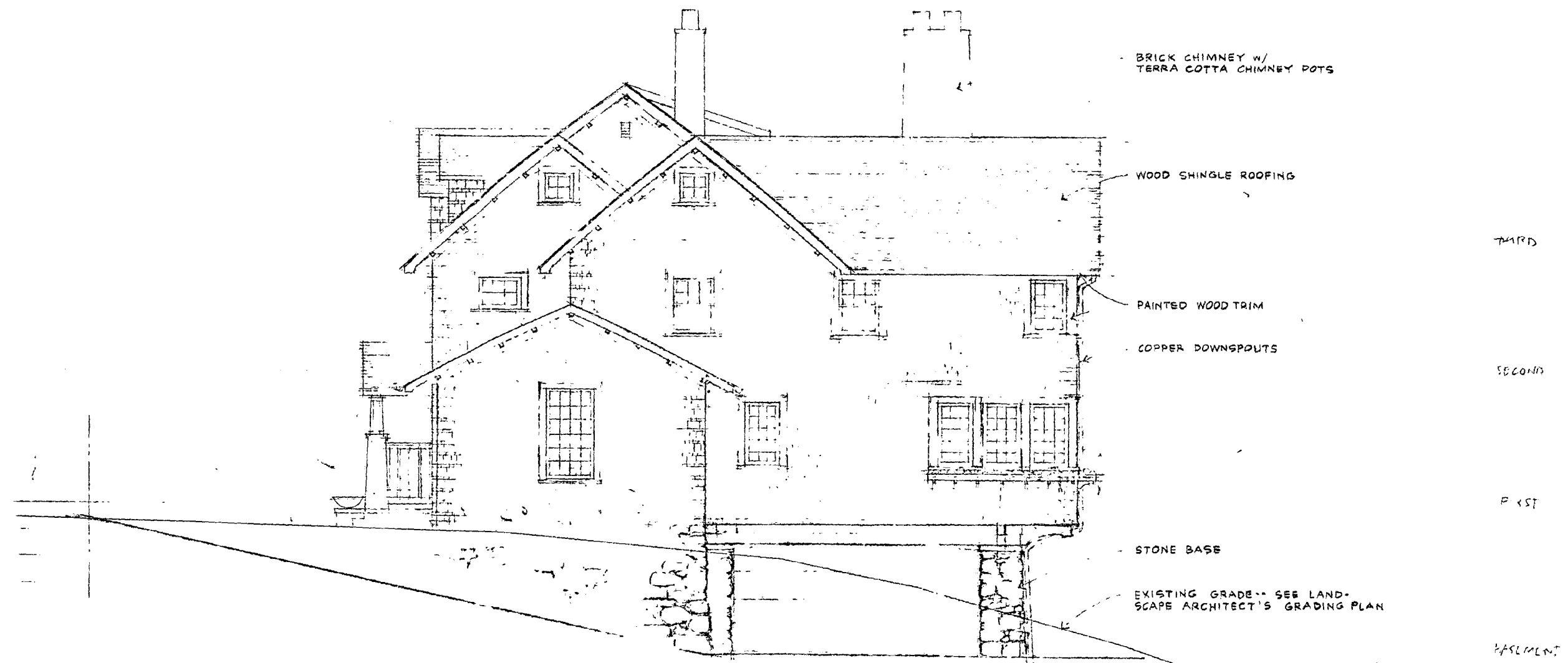
8 OF 9
 14
 42

15

NEW PROPOSAL

POWELL RESIDENCE
NORTH ELEVATION
1/8" = 1'-0"
MUSE ARCHITECTS
3 OCT. 2006





BRICK CHIMNEY W/
TERRA COTTA CHIMNEY POTS

WOOD SHINGLE ROOFING

PAINTED WOOD TRIM

COPPER DOWNSPOUTS

STONE BASE

EXISTING GRADE** SEE LAND-
SCAPE ARCHITECT'S GRADING PLAN

THIRD

SECOND

FIRST

BASEMENT

POWELL RESIDENCE
SIDE (EAST) ELEVATION 1/8"=1'-0"
26 JULY 2006

MUSE ARCHITECTS

16
20



SECOND

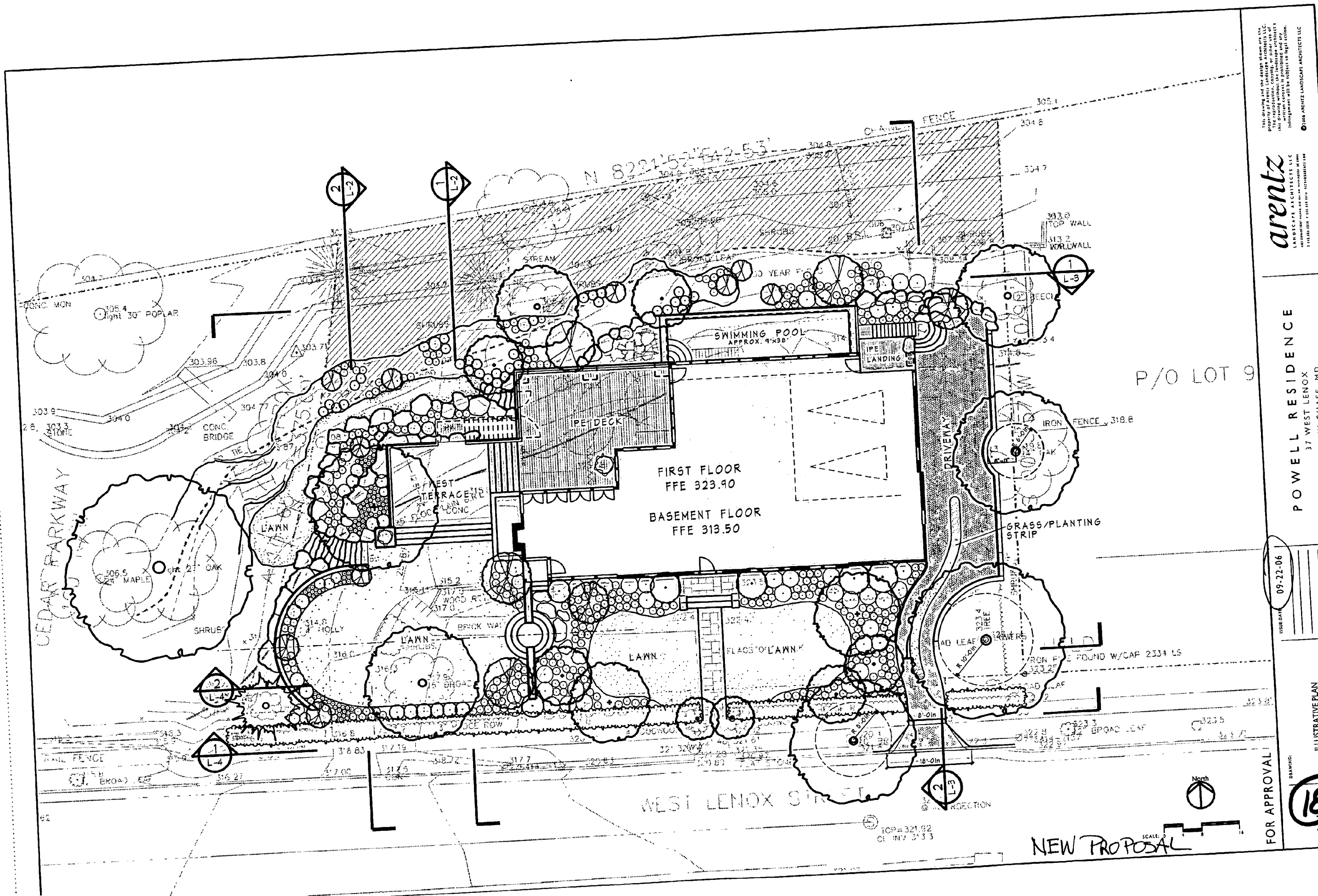
FIRST

POWELL RESIDENCE
EAST ELEVATION 1/8" = 1'-0"

MUSE ARCHITECTS 3 OCT 2006

NEW PROPOSAL

17



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arentz
 LANDSCAPE ARCHITECTS LLC
 1100 BROADWAY, SUITE 1000
 CHEVY CHASE, MD 20815
 TEL: 301.271.1100 FAX: 301.271.1101

POWELL RESIDENCE
 37 WEST LENOX
 CHEVY CHASE, MD

P/O LOT 9

ISSUE DATE: 09-22-06

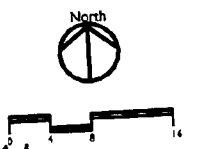
ILLUSTRATIVE PLAN

FOR APPROVAL

18

NEW PROPOSAL

TOP=321.92
 CI=INV 3'3.3



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

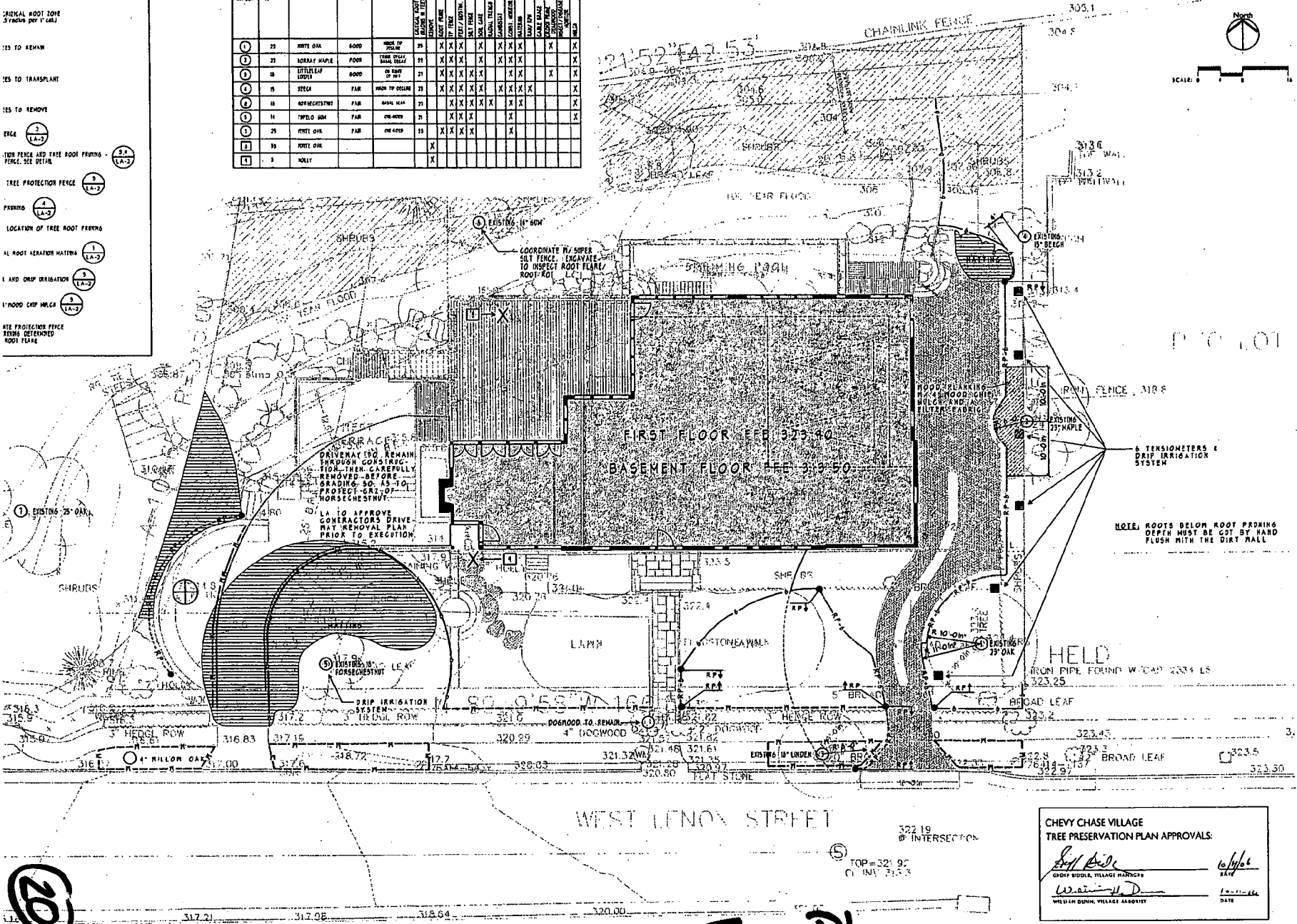
JOB NO. 09

APPROVED CCV TREE PROTECTION PLAN

TREE PROTECTION ACTION KEY (TPAK)

TREE NUMBER	SIZE (DBH)	COMMON NAME	CONDITION	ASSESSMENT	RECOMMENDED ACTIVITIES FOR PRESERVATION MEASURES
1	23	WHITE OAK	GOOD	NEED TO PROTECT	LA-1 X X X X X X X X X X X X
2	23	HORSBAY MAPLE	POOR	REMOVE BEFORE CONSTRUCTION	X X X X X X X X X X X X
3	16	SPYGLASS LINDA	GOOD	NEED TO PROTECT	X X X X X X X X X X X X
4	15	BEECH	FAIR	NEED TO PROTECT	X X X X X X X X X X X X
5	11	HORSBAY MAPLE	FAIR	NEED TO PROTECT	X X X X X X X X X X X X
6	11	WHITE OAK	FAIR	NEED TO PROTECT	X X X X X X X X X X X X
7	25	WHITE OAK	FAIR	NEED TO PROTECT	X X X X X X X X X X X X
8	5	WHITE OAK	POOR	REMOVE BEFORE CONSTRUCTION	X X X X X X X X X X X X
9	5	HOLY	POOR	REMOVE BEFORE CONSTRUCTION	X X X X X X X X X X X X

- MINIMAL ROOT ZONE
5 inches per 1 cal.
- TO REMAIN
- TO TRANSPANT
- TO REMOVE
- EDGE
- TOR FENCE AND FREE ROOT PRUNING -
FENCE SEE DETAIL
- TREE PROTECTION FENCE
- PRUNING
- LOCATION OF TREE ROOT PRUNING
- AL ROOT AERATION MATTER
- 1 AND DRIP IRRIGATION
- 1' HOOD CAMP MUGA
- SITE PROTECTION FENCE
TURNS DEFENDERS
ROOT FLARE



CHEY CHASE VILLAGE
TREE PRESERVATION PLAN APPROVALS:

Scott Bode DATE: 10/16/16
GROUP BODILE, VILLAGE PASTOR

Walter D. DATE: 10/11/16
WELSH DUNN, VILLAGE ABBOT

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arentz
LANDSCAPE ARCHITECTS, LLC
1000 WEST 10TH STREET, SUITE 100
DENVER, COLORADO 80202
TEL: 303.733.1111 FAX: 303.733.1112

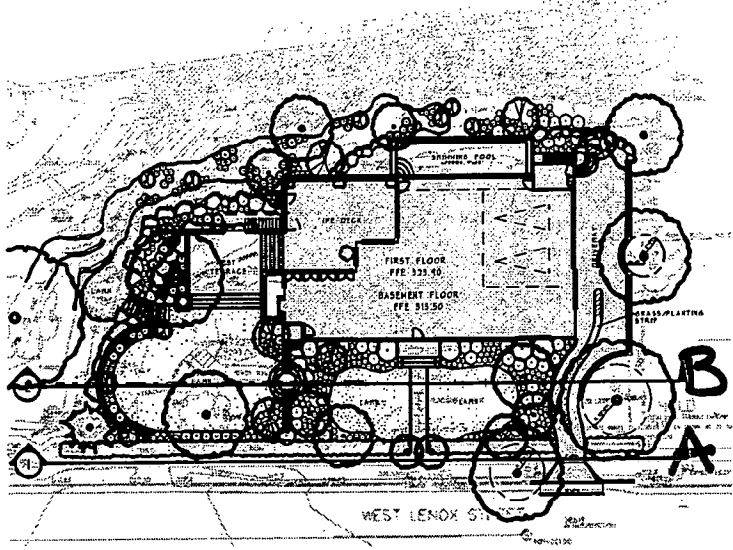
POWELL RESIDENCE
37 WEST LENOX
CHEY CHASE, MD

REVISIONS:
10-10-06

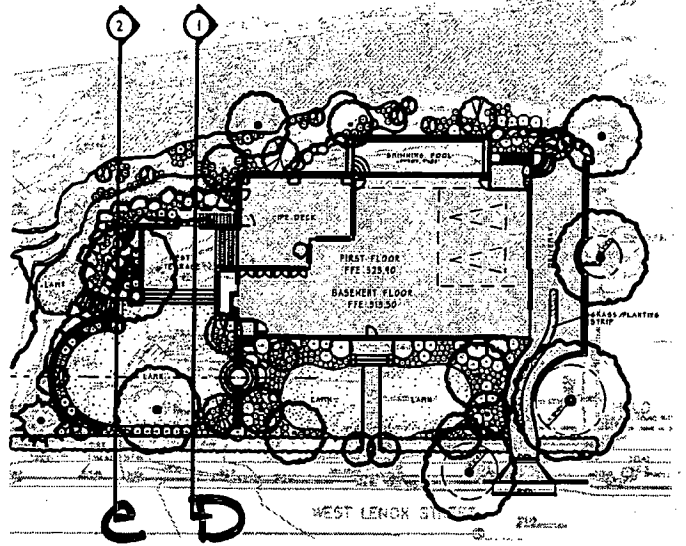
FOR APPROVAL
DRAWING: TREE PRESERVATION PLAN

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

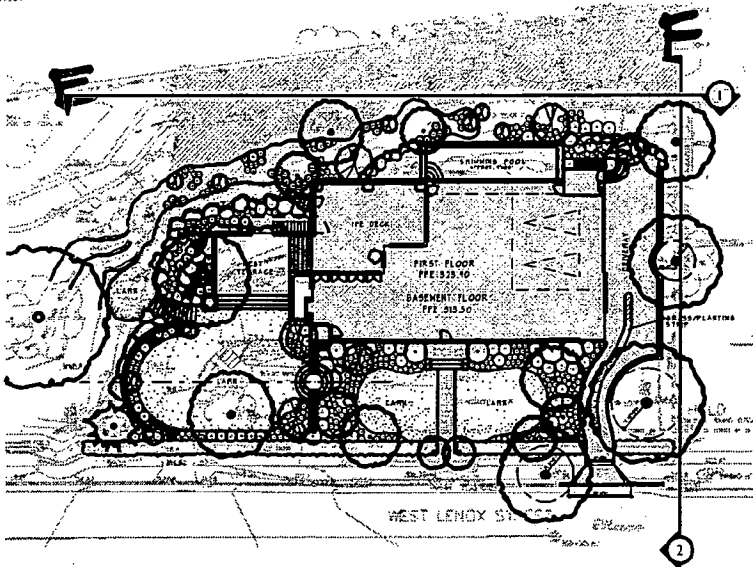
Tree Plan



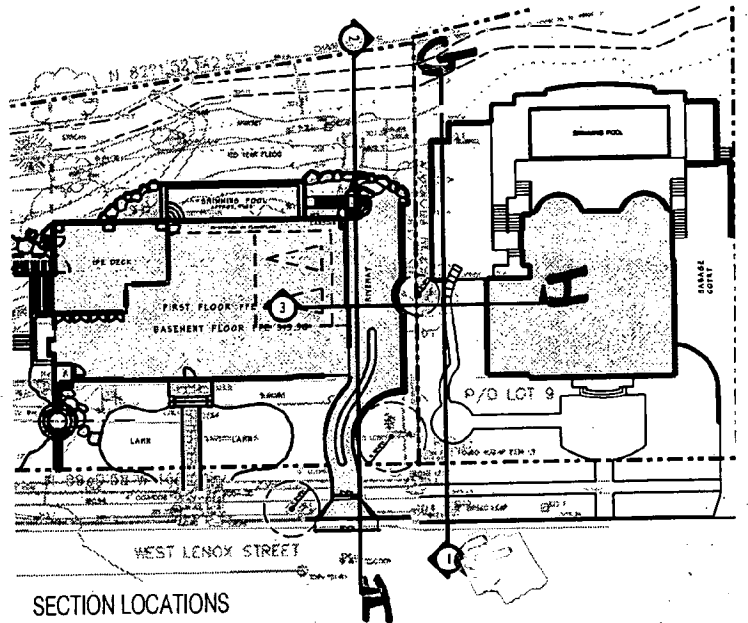
SECTION LOCATIONS



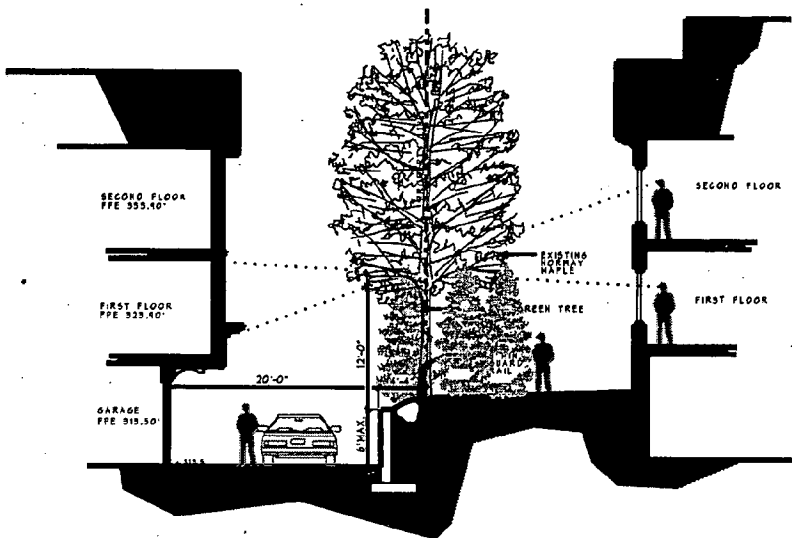
SECTION LOCATIONS



SECTION LOCATIONS

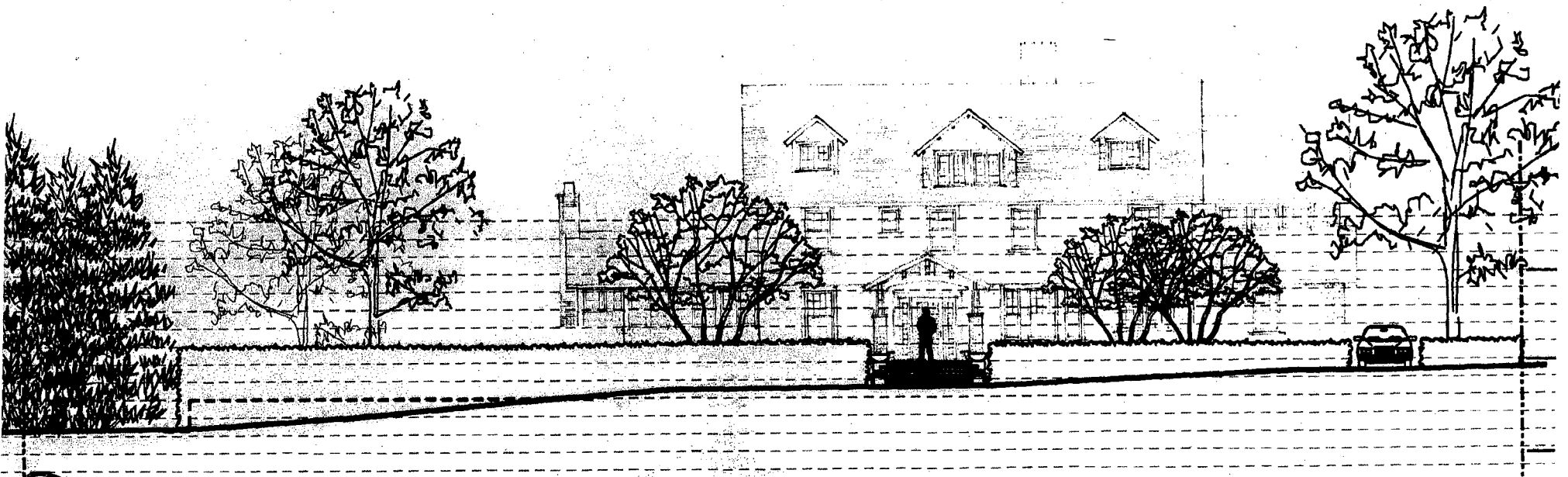


SECTION LOCATIONS



DRIVEWAY SECTION

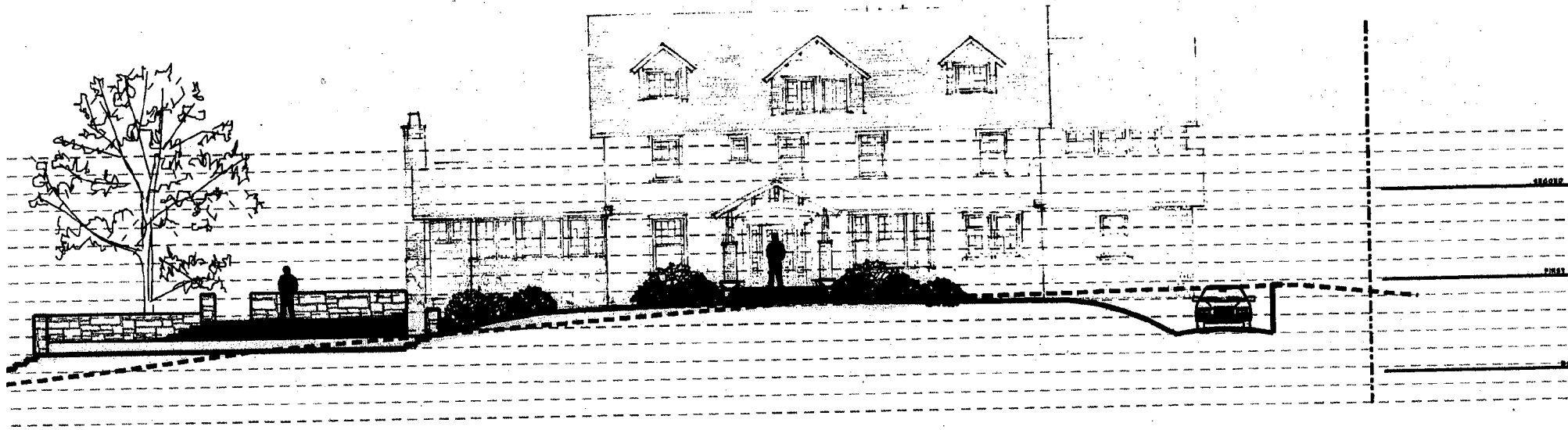
KEY TO SECTIONS
 Letters Correspond
 to larger images.



22

FRONT / SOUTH SECTION ELEVATION FROM STREET

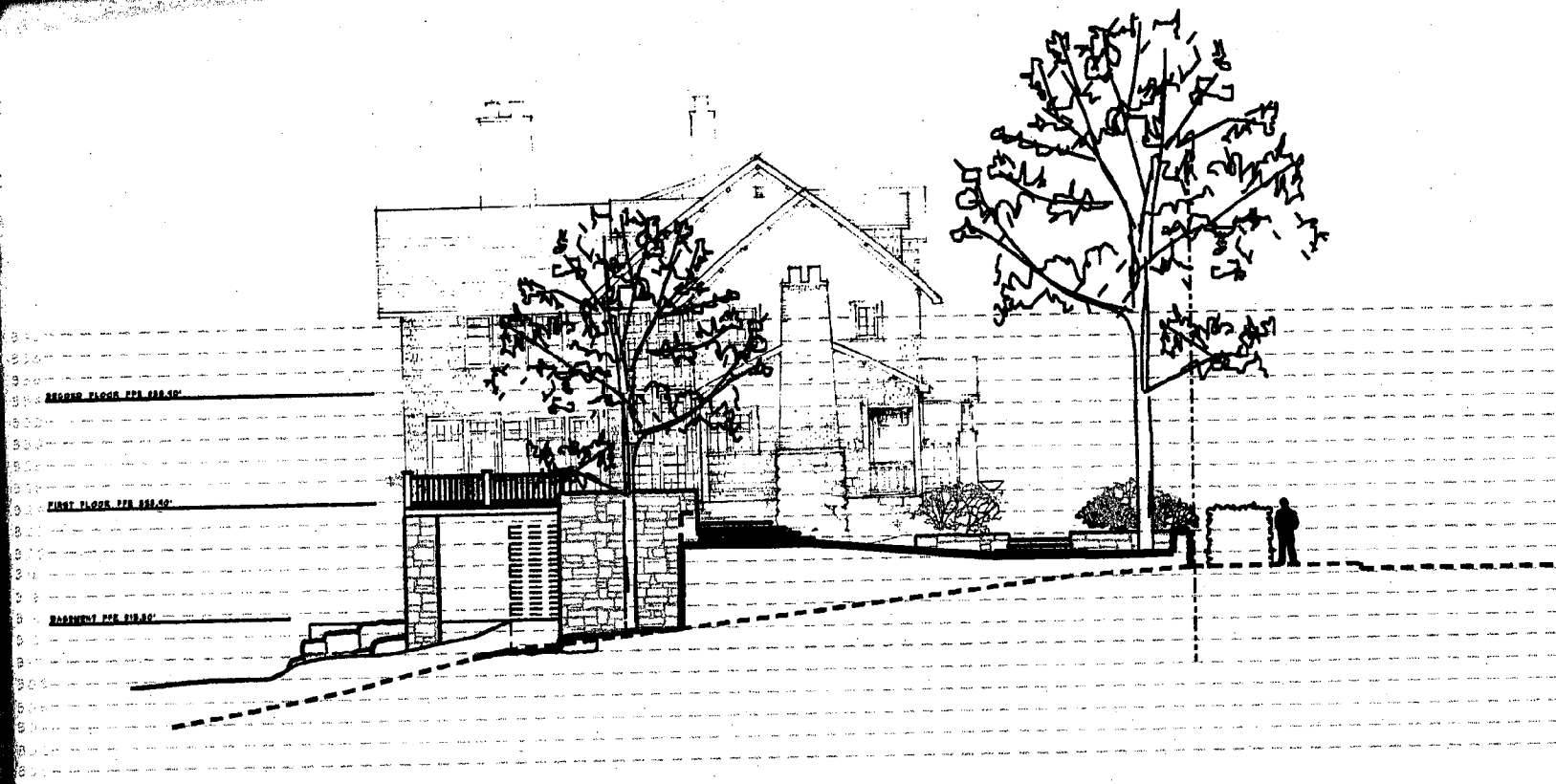
OLD A



H SECTION ELEVATION THROUGH LAWN

23

OLD B



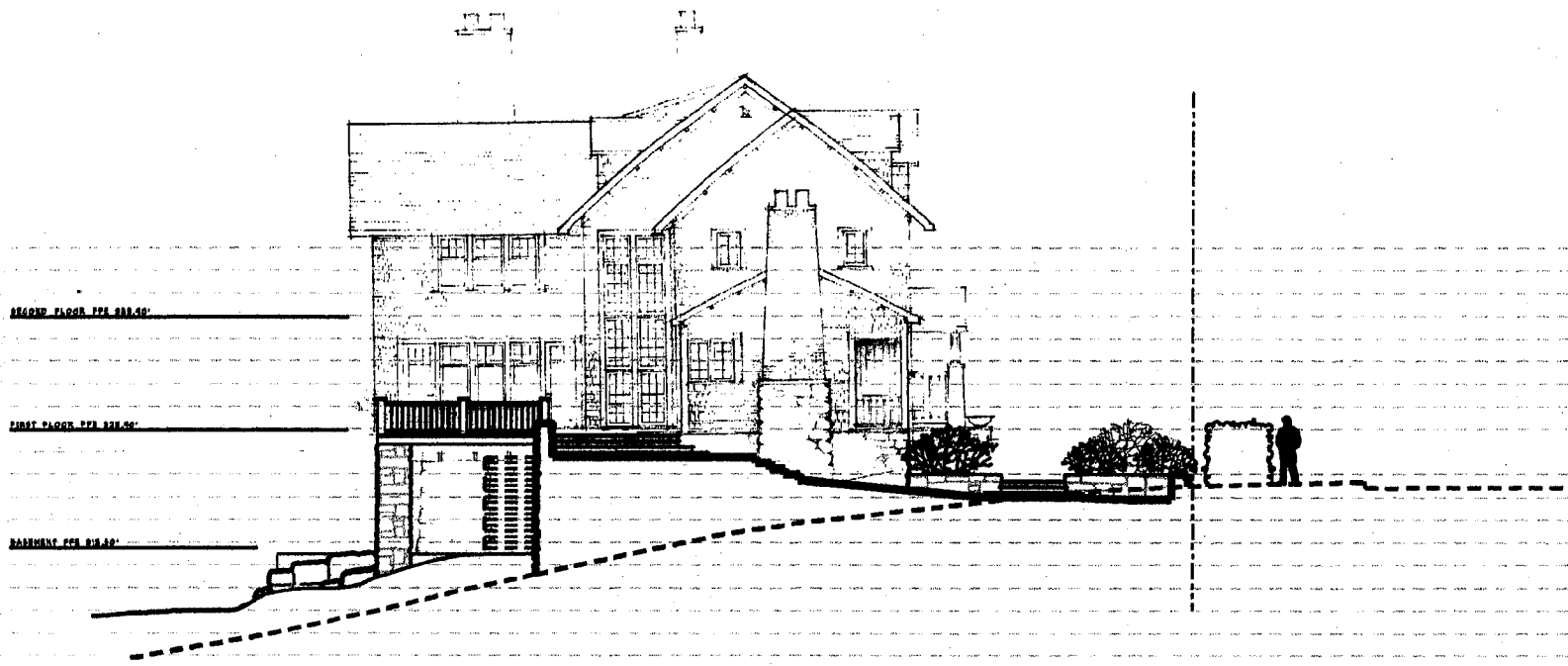
2

WEST SECTION ELEVATION THROUGH LAWN

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



ULD C



1 WEST SECTION ELEVATION THROUGH STONE TERRACE AND LAWN
SCALE 1/8" = 1'-0"

58

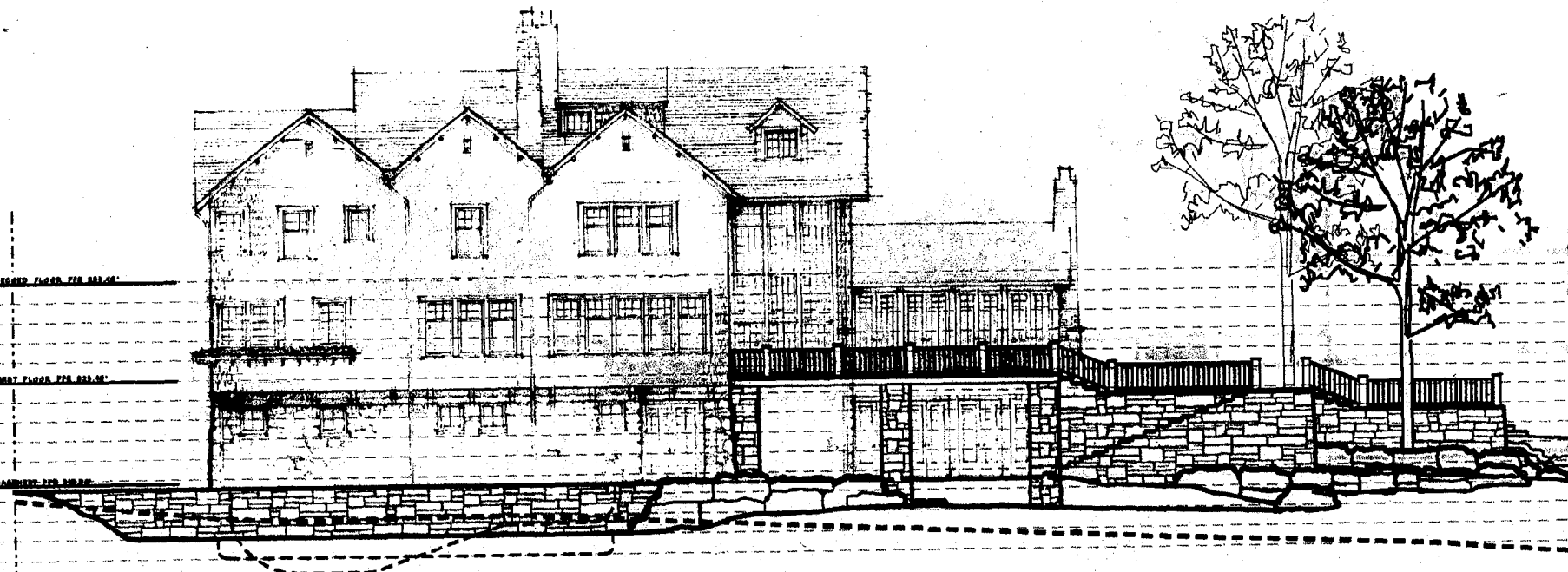
OLD D

334
332
330
328
326
324
322
320
318
316
314
312
310
308
306

SECOND FLOOR 728 844 960

FIRST FLOOR 728 844 960

FOUNDATION 728 844 960



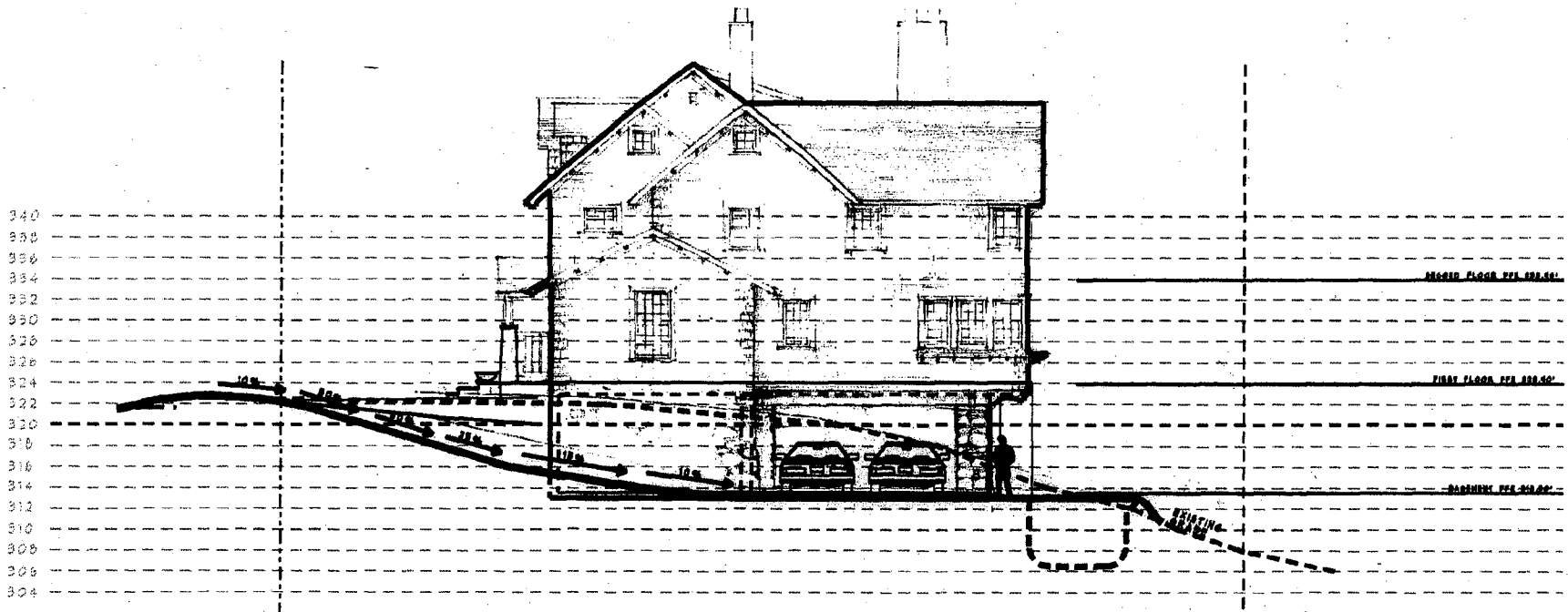
1

REAR/NORTH SECTION ELEVATION

SCALE 1/4" = 1'-0"

26

OLDE



67

1 EAST SECTION ELEVATION THROUGH DRIVEWAY

SCALE 1/8" = 1'-0"

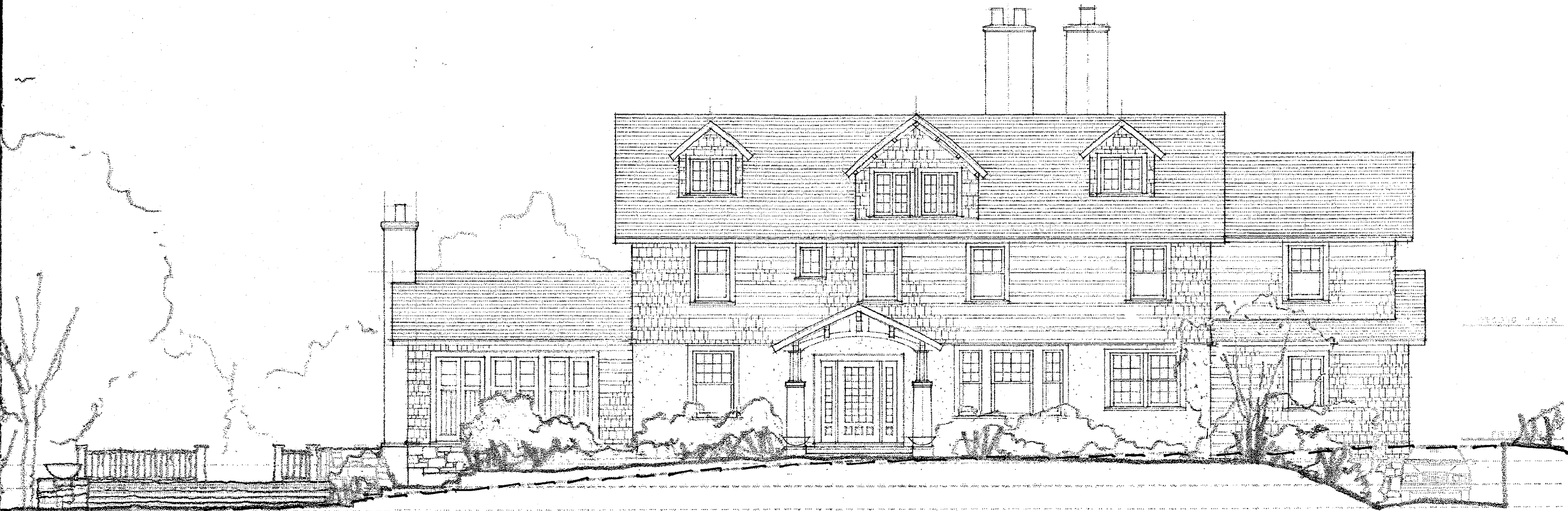
OLD F



FRONT / SOUTH
ELEVATION FROM STREET

A

NEW PROPOSAL (20)



↑
EXISTING GRADE

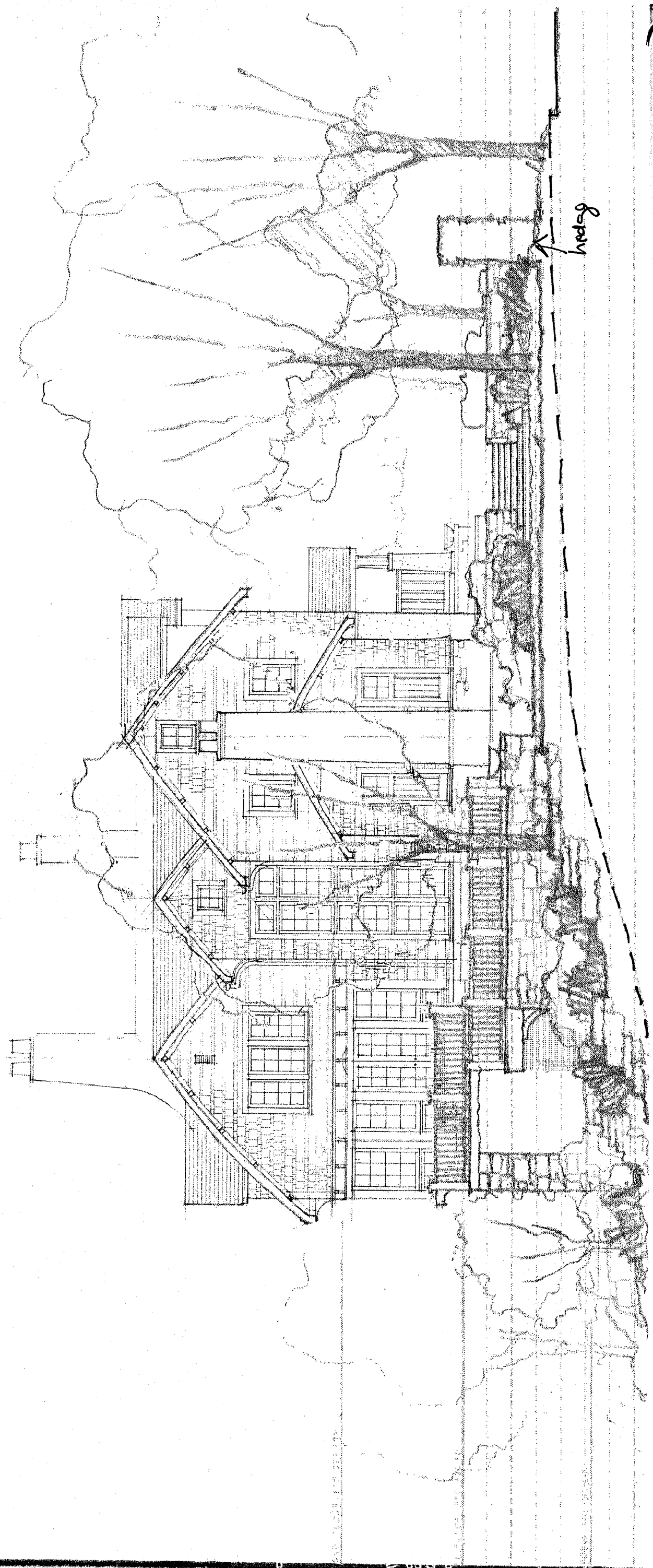
FRONT/SOUTH
ELEVATION THROUGH LAWN

B

NEW PROPOSAL
(29)

WEST SECTION ELEVATION THROUGH ~~SCREEN~~ ~~PERGOLA~~ AND LAWN

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



NEW PROPOSAL

EXISTING GRADE

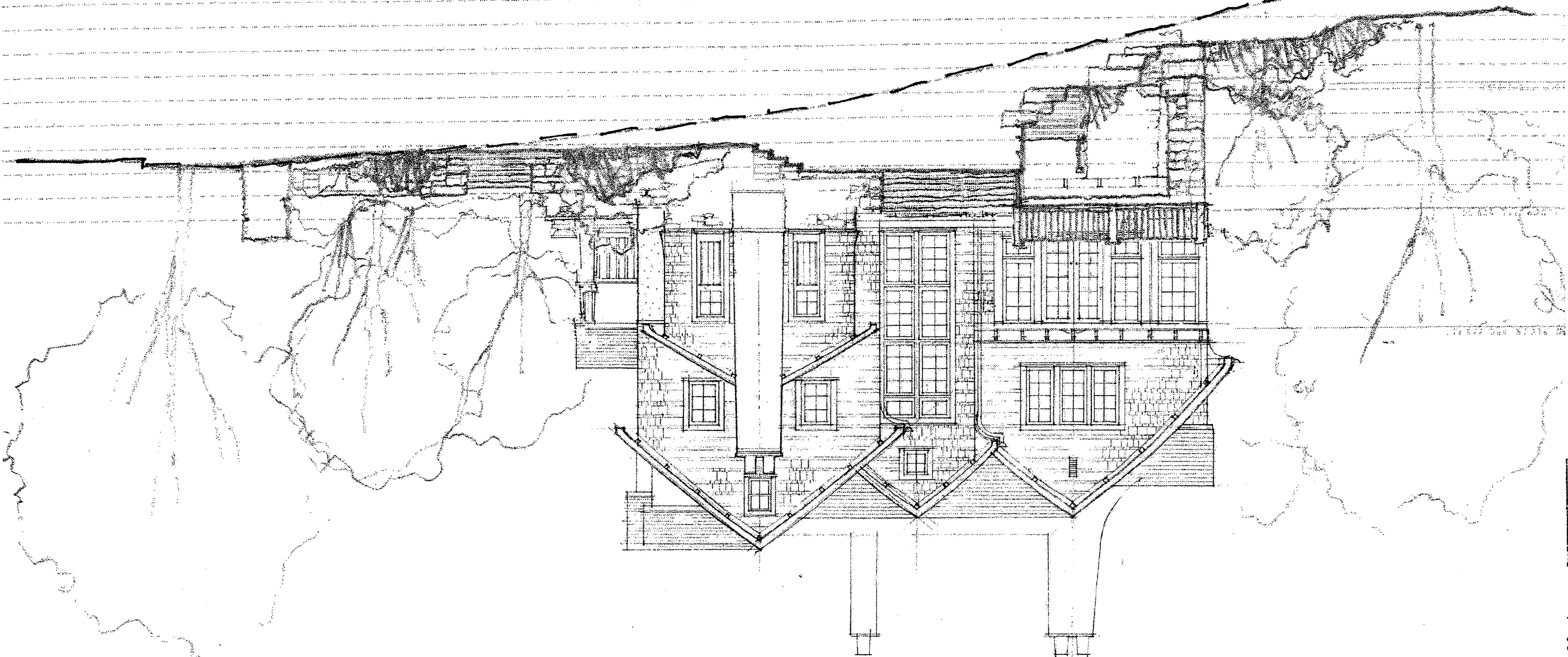
U

30

WEST SECTION ELEVATION THROUGH STOVE TERRACE & LAWN

D

EXISTING GRADE →



(31)

NEW PROPOSAL

NEW PROPOSE

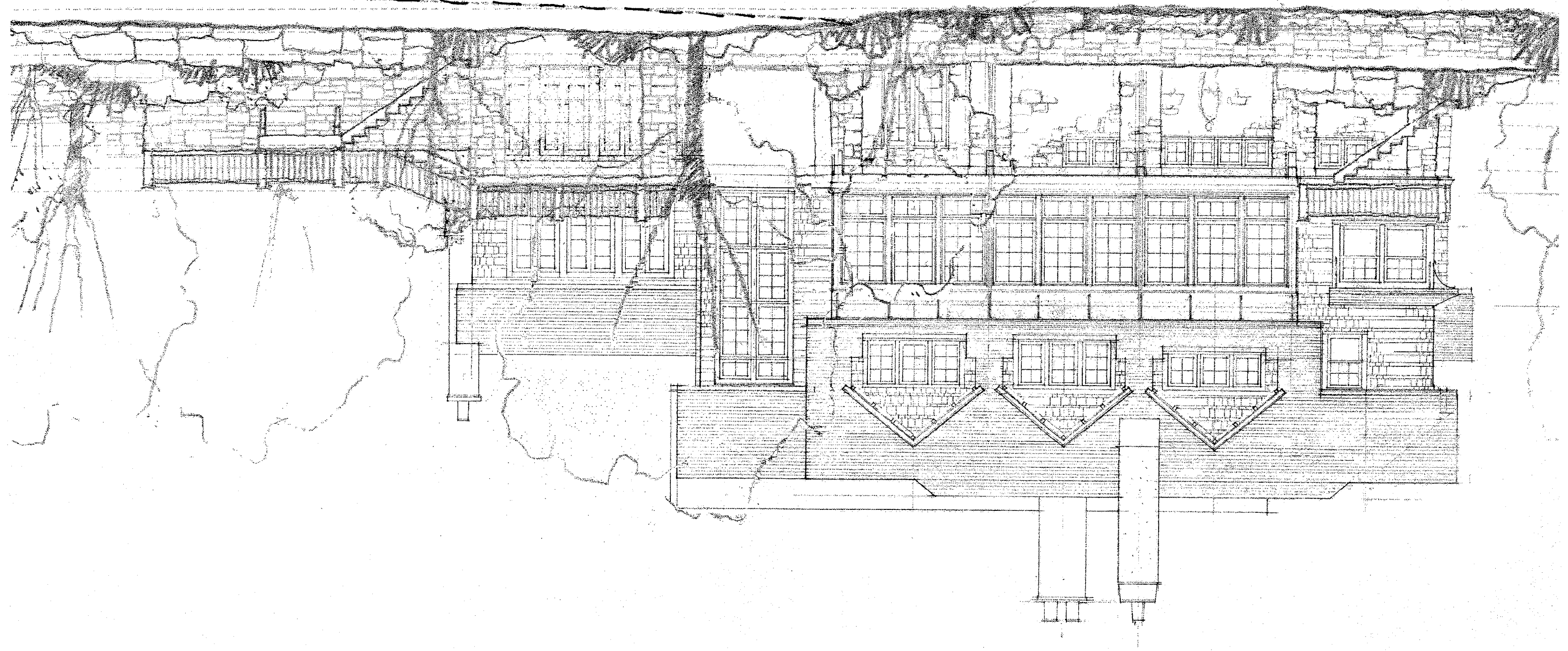
32

EXISTING GRADE



pool

REAR/NORTH E SECTION ELEV.



EAST SECTION ELEVATION THROUGH DRIVEWAY

EAST SECTION ELEVATION THROUGH DRIVEWAY

F

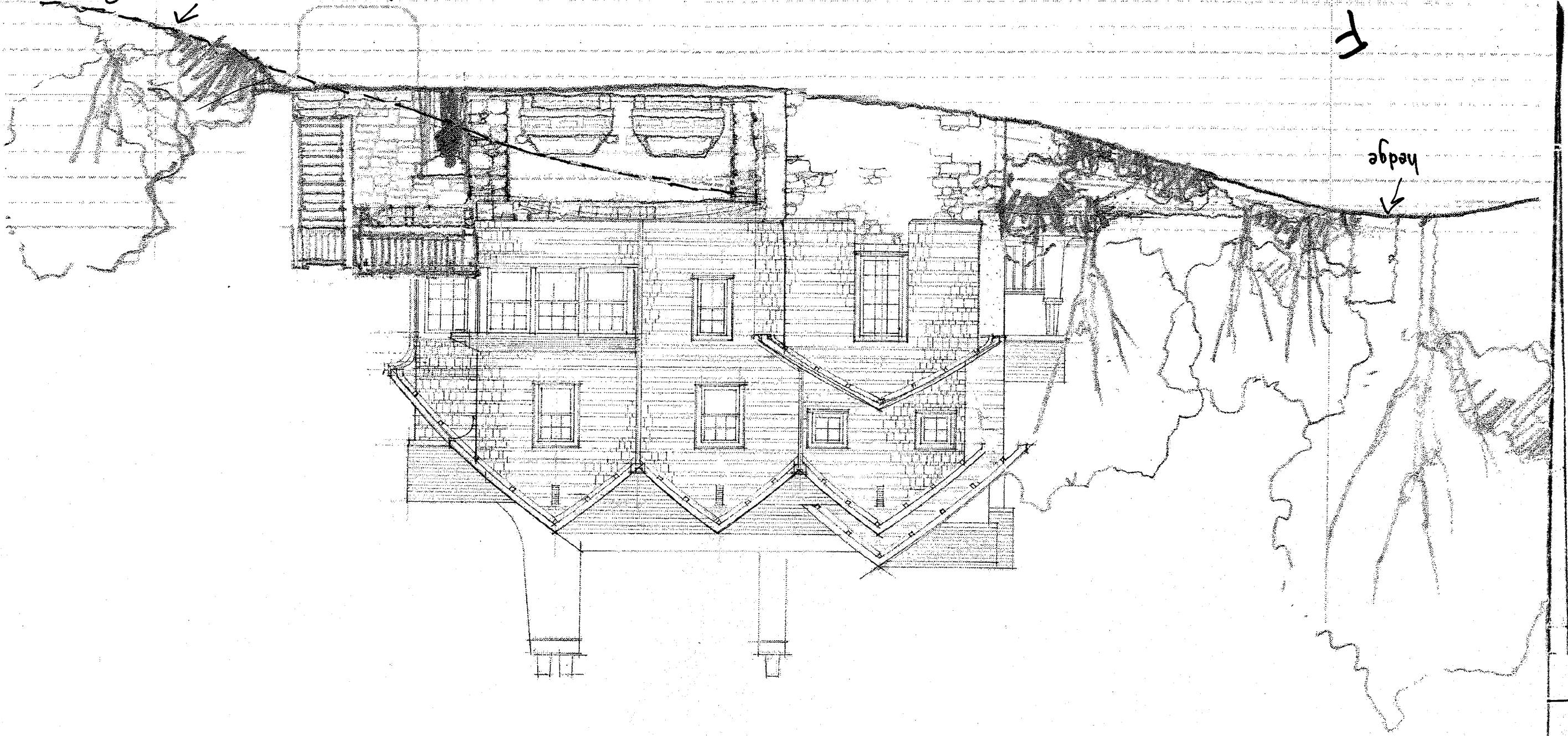
hedge

Roof Beyond

EXISTING GRADE

New Top.

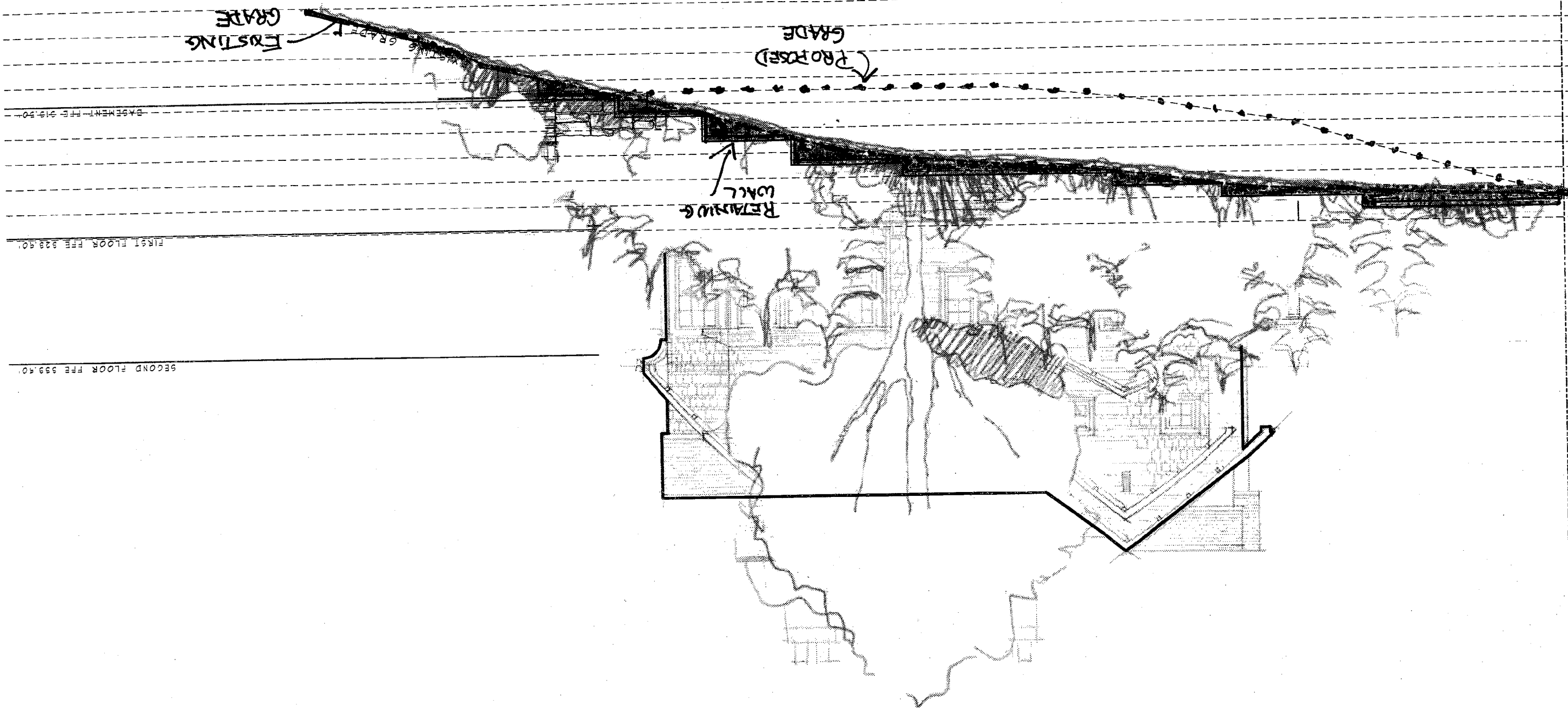
33



SIDE ELEV. FROM NEIGHBORING PROP

G

304
306
308
310
312
314
316
318
320
322
324



NEW PROP.

34

BASEMENT FFE 319.50

FIRST FLOOR FFE 329.50

SECOND FLOOR FFE 339.40

RETAINING WALL

PROPOSED GRADE

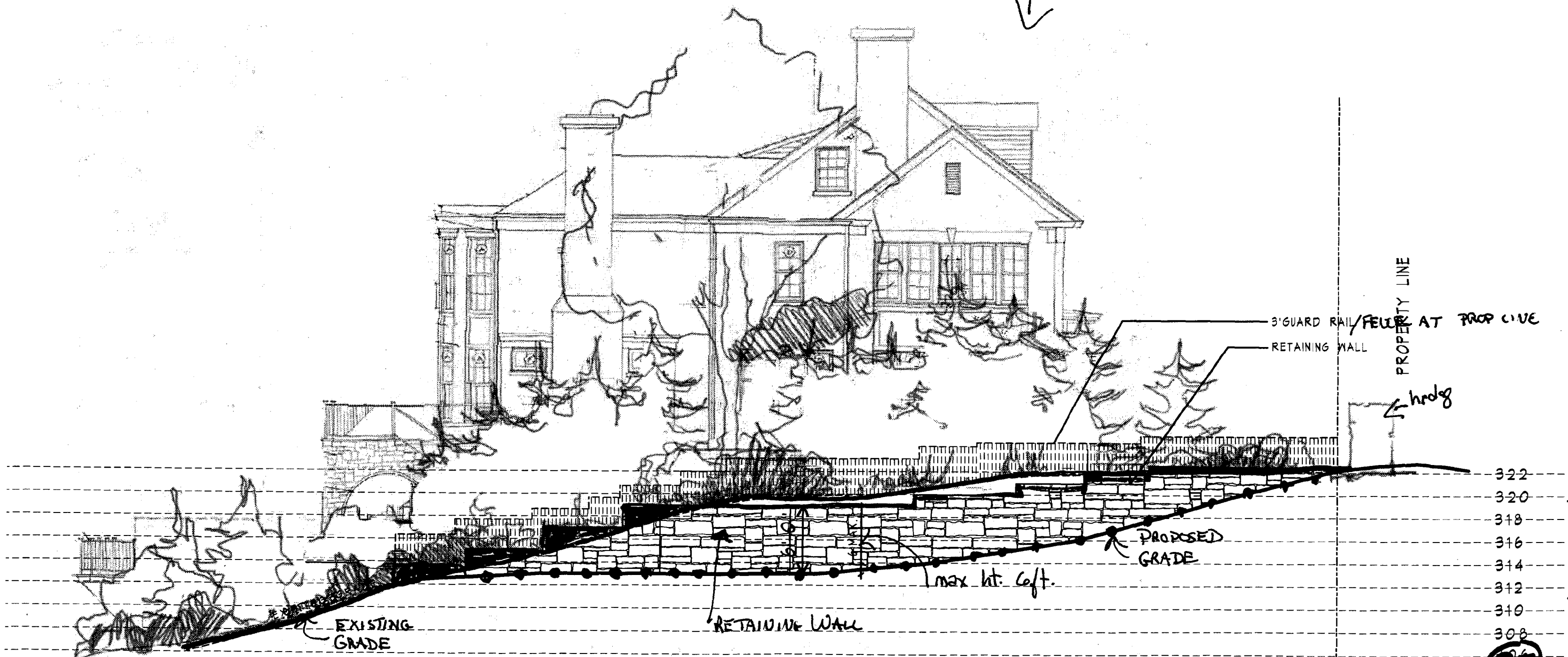
EXISTING GRADE

1

SIDE ELEVATION FROM NEIGHBORING PROPERTY

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

Neighbor's House
↙



PROPERTY LINE

3' GUARD RAIL/FENCE AT PROP LINE
RETAINING WALL

hwy

322
320
318
316
314
312
310
308

EXISTING GRADE

RETAINING WALL

PROPOSED GRADE

max ht. left.

DRIVEWAY SECTION ELEVATION H

35

NEW PROP.

ADDITIONAL DOCUMENTATION
PROVIDED BY THE APPLICANTS
AT THE
AUGUST 16, 2006 HPC MEETING

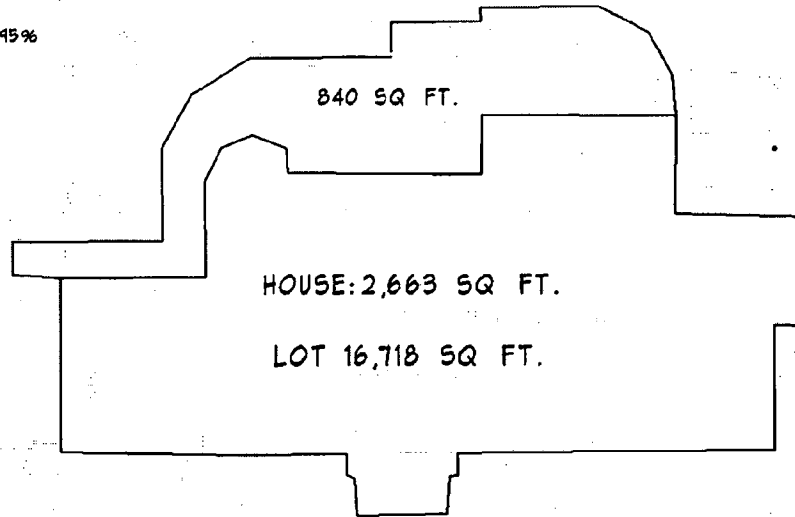
EXISTING LOT COVERAGE: 20.95%

HOUSE 2663 SQ. FT.

MISC. 840 SQ. FT.

TOTAL 3503 SQ. FT.

$3503/16,718 = 20.95\%$



LOT COVERAGE CALCULATED PER VILLAGE REQUIREMENTS: APRIL 2006 SUPPLEMENT, CHAPTER 8 BUILDING AND BUILDING REGULATIONS

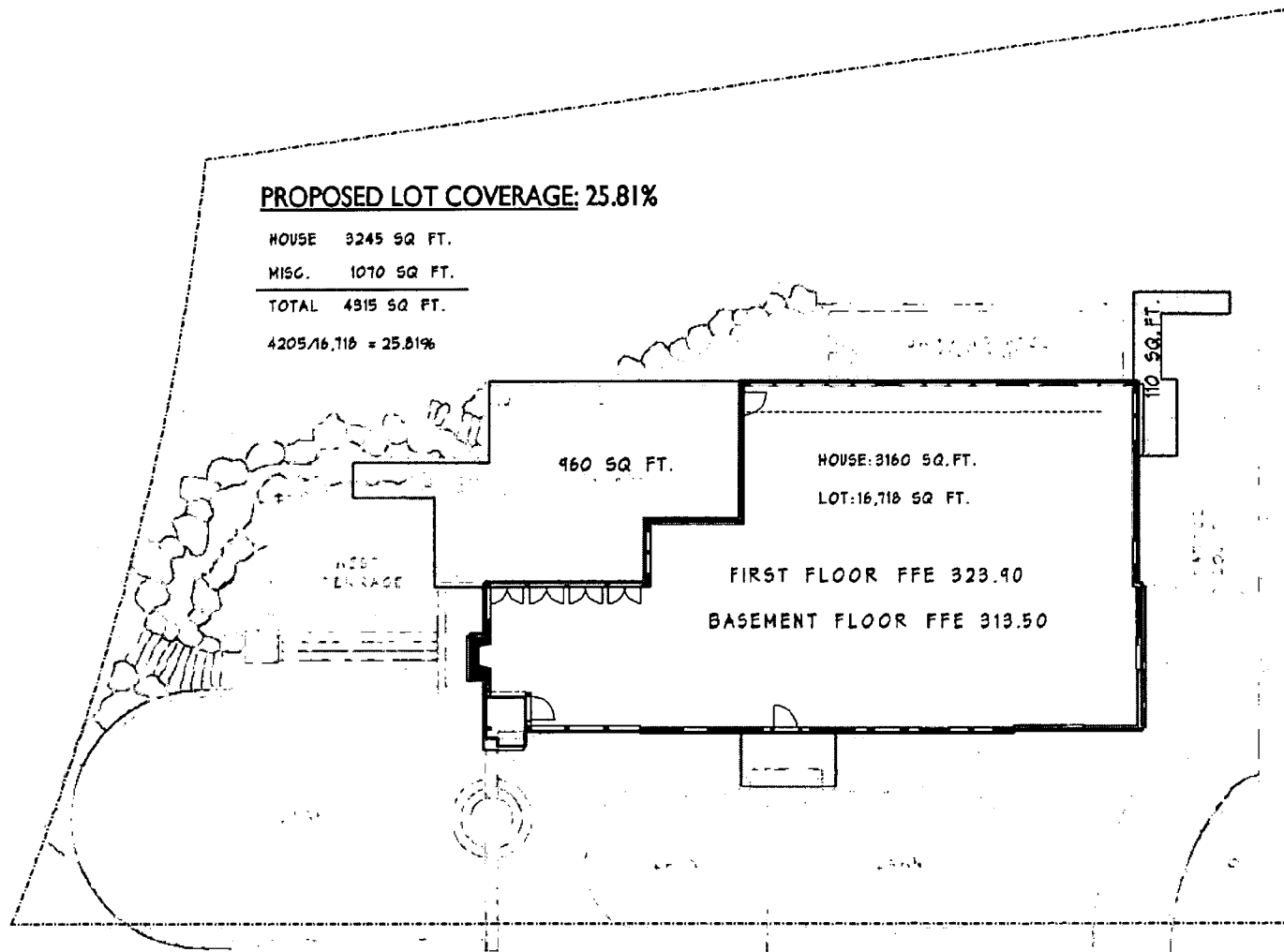
Page 85. (K) Lot coverage: Portion of lot which may be covered by buildings, accessory building, porches, stoops, raised decks or other raised structures, not including features that are not raised such as walkways, patios, terraces, driveways, swimming pools and tennis courts.

Page 92. (I) The lot coverage on any residentially zoned lot in the Village shall not exceed thirty-five (35) percent.

PRELIM

W-A

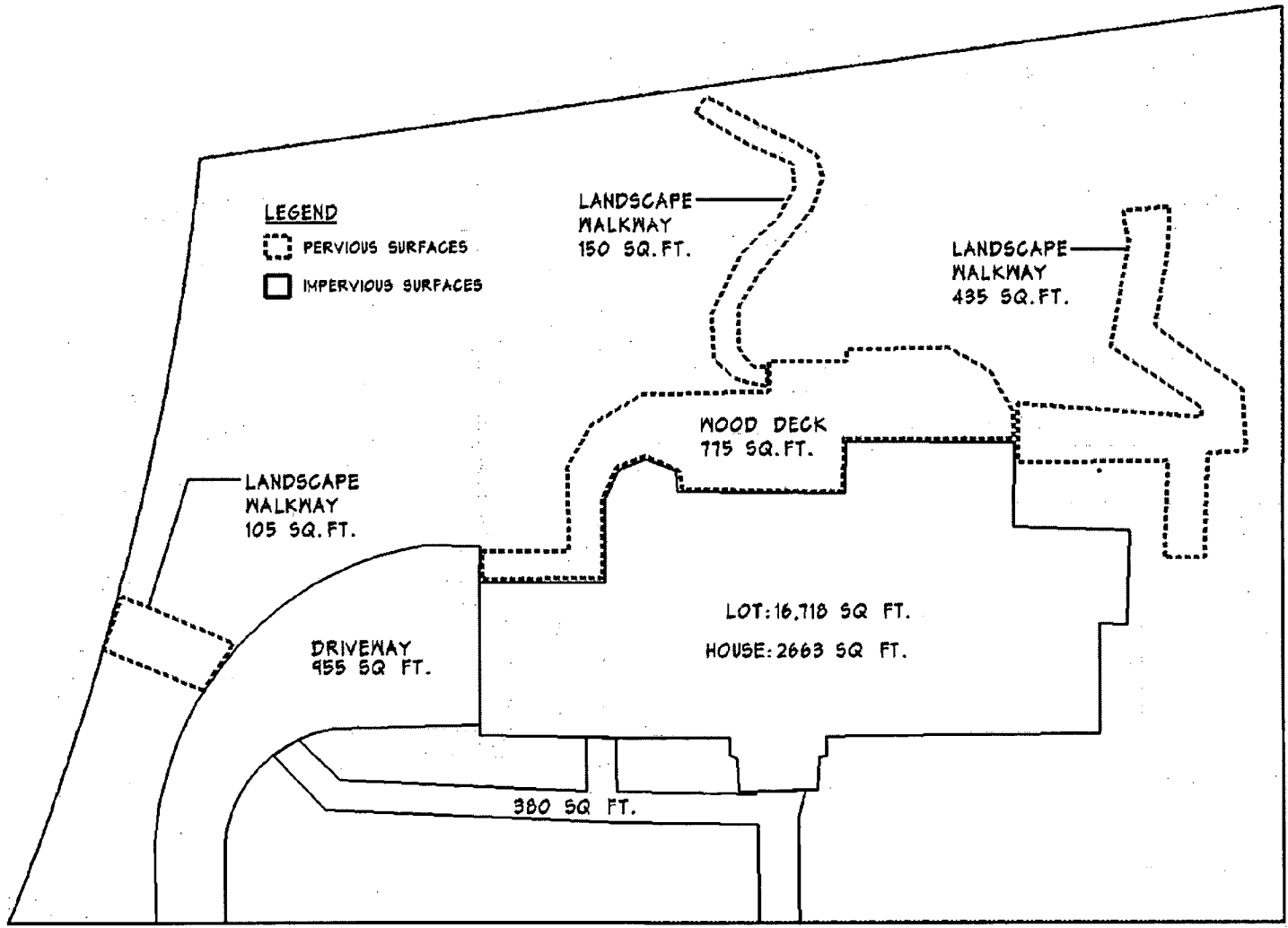
A2



LOT COVERAGE CALCULATED PER VILLAGE REQUIREMENTS: APRIL 2006 SUPPLEMENT, CHAPTER 8 BUILDING AND BUILDING REGULATIONS

Page 85. (k) Lot coverage: Portion of lot which may be covered by buildings, accessory building, porches, stoops, raised decks or other raised structures, not including features that are not raised such as walkways, patios, terraces, driveways, swimming pools and tennis courts.

Page 92. (l) The lot coverage on any residentially zoned lot in the Village shall not exceed thirty-five (35) percent.



SURFACE CALCULATION: EXISTING

IMPERVIOUS SURFACES **23.91%**

HOUSE	2663 SQ. FT.
IMPERVIOUS HARDSCAPE	1335 SQ. FT.
<hr/>	
TOTAL:	3998 SQ. FT.
	$3998/16,718 = 23.91\%$

PERVIOUS SURFACES

PERVIOUS SURFACE: 1465 SQ. FT.
 $1465/16718 = 8.76\%$ PERVIOUS COVERAGE

(34)

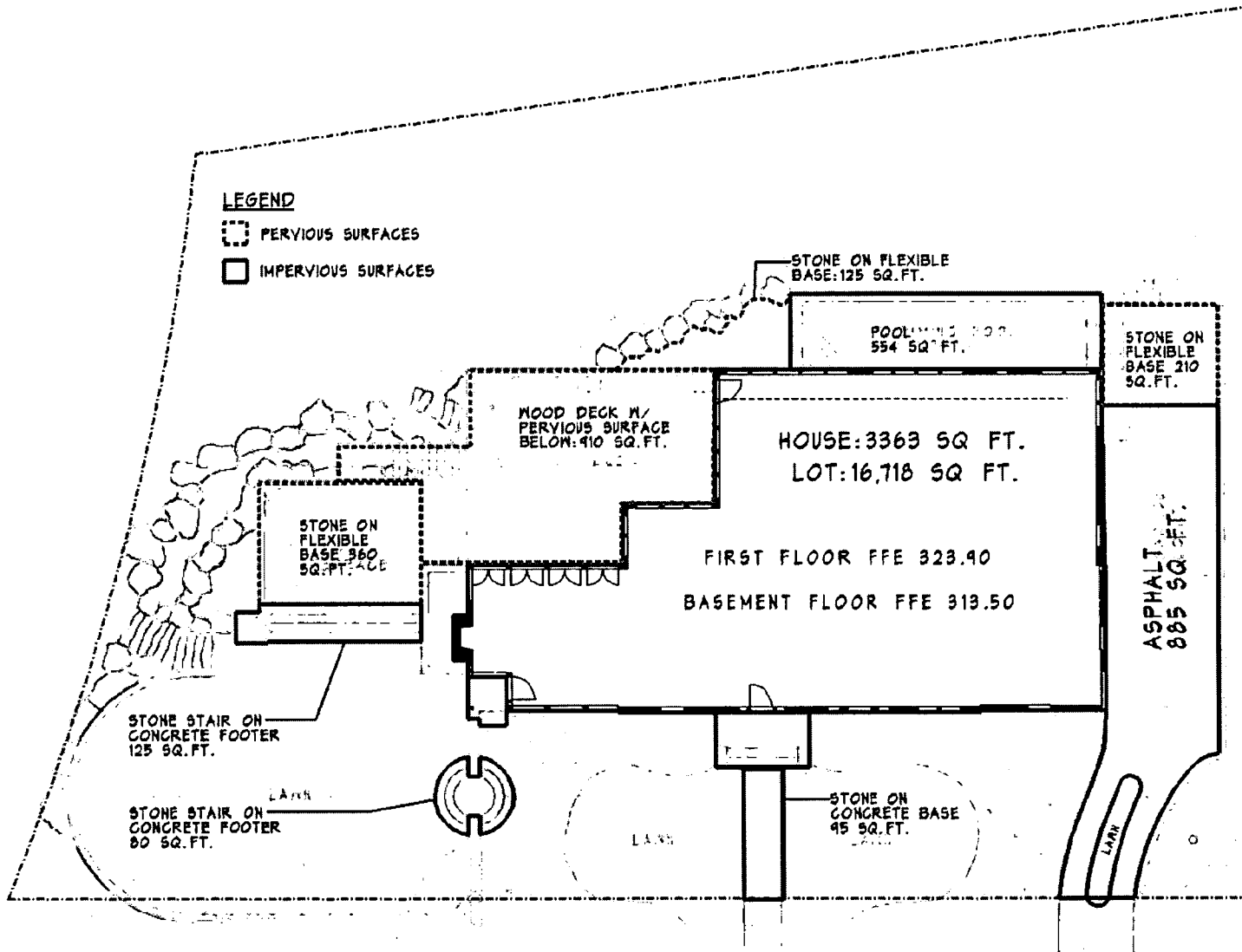
SURFACE CALCULATION: PROPOSED

IMPERVIOUS SURFACES 29.47%

HOUSE	3363 SQ. FT.
IMPERVIOUS HARDSCAPE	1789 SQ. FT.
<hr/>	
TOTAL:	5102 SQ. FT.
	$5102/16,718 = 30.51\%$

PERVIOUS SURFACES

PERVIOUS SURFACE: 1605 SQ. FT.
 $1605/16718 = 9.60\%$ PERVIOUS COVERAGE



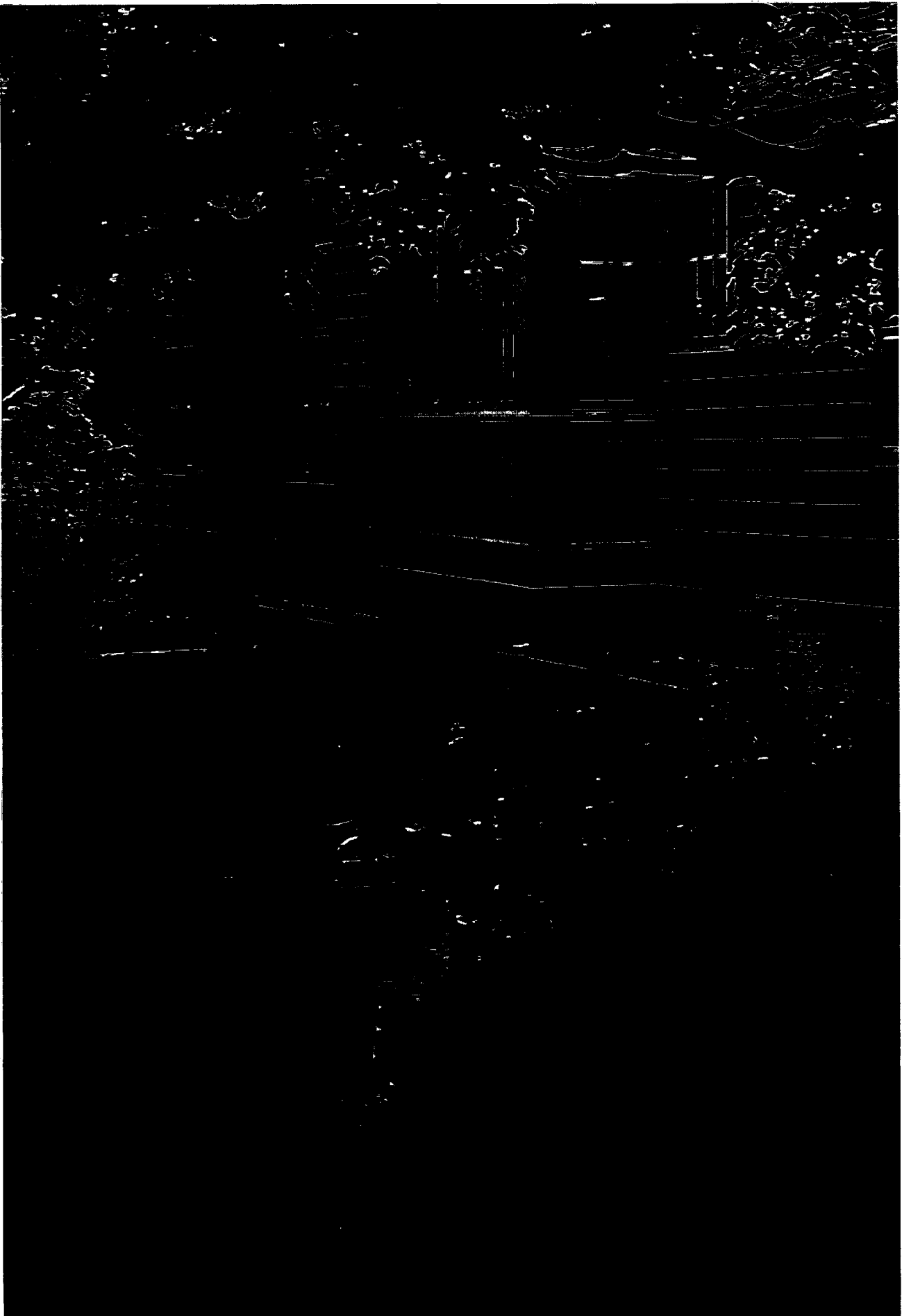


NEIGHBORHOOD PRECEDENT IMAGE

16



PHOTOGRAPHED BY [unreadable]



NEIGHBORHOOD PRECEDENT IMAGE





NEIGHBORHOOD

(A9)

CORRESPONDENCE AND ADDITIONAL
DOCUMENTATION
TO AND FROM
NEIGHBORS AND INTERESTED PARTIES

IN ORDER STARTING WITH THE MOST RECENT

CARY M. EUWER, JR.
43 WEST LENOX STREET
CHEVY CHASE, MD 20815

October 4, 2006

Ms. Julie O'Malley
Chair
Montgomery County Historic Preservation Commission
1109 Spring Street
Silver Spring, MD 20910


Dear Ms. O'Malley:

I am writing in support of the renovation plans for Elissa and Jay Powell for 37 West Lenox Street in Chevy Chase.

I am the neighboring property owner of 43 West Lenox and have resided at that location since 1990. I have reviewed the renovation plans and find them to be in keeping with the historic character of the neighborhood. It is my opinion that the renovation will add to the historic fabric of the existing structure and enhance the neighborhood. Relocation of the driveway to the eastern side of the residence will enhance the garden and small park directly to the west of the property and will serve the greater good of the community that uses the park. The landscape plan provides a significant buffer to the east and the property located at 35 West Lenox.

Please feel free to contact me if you should have any questions.

Sincerely,


Cary M. Euwer, Jr.

AI

Scott W. and Caroline A. Muller
20 Magnolia Parkway
Chevy Chase, Maryland 20815

September 25, 2006

Ms. Julie O'Malley
Chair, Montgomery County Historic
Preservation Commission
1109 Spring Street
Silver Spring, MD 20910

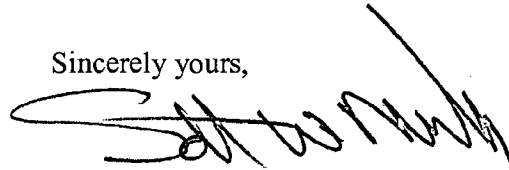
Dear Ms. O'Malley:

We are Caroline and Scott Muller, and we write in support of Elissa and Jay Powell's plans to renovate 37 West Lenox Street.

We have owned our home at 20 Magnolia since 1986. Our property is located on the corner of West Lenox and Magnolia Parkway, directly across West Lenox Street from 37 West Lenox. In fact, we lived in 37 West Lenox Street for several months in 1986, during our renovation of 20 Magnolia. We are very familiar with the property.

We are familiar with the Powell's plans for the renovation of the property, and we support them in their efforts to have them approved. From our perspective, the renovation will restore a beautiful house and beautify a historic resource for our neighborhood. In particular, the movement of the driveway to the east side of the house will open up the yard to the west of the house and, we believe, will significantly reinforce and enhance the Village's open, park-like character. We understand that the Smith's would prefer not to have the Powell's driveway near their property. For our part, we have no concerns about the proposed location of the driveway to the east side of the house.

Sincerely yours,



Scott W. and Caroline A. Muller

September 24, 2006

Ms. Julie O'Malley
Chair, Montgomery County Historic Preservation Commission
1109 Spring Street
Silver Spring, MD 20910

RE: 37 West Lenox

Dear Julie:

I understand that the HPC has had a preliminary consultation on alterations to the property at 37 West Lenox Street and that the owners/applicants will be coming back to the HPC for a second preliminary consultation at an upcoming meeting in October. Based upon the discussion at the hearing regarding the existing garage on the property, the owners, Elissa Leonard and Jay Powell, have sought my professional assessment of the garage structure. I have conducted a thorough site visit and examined the historic maps and offer the following analysis:

- The house was constructed by 1903 as a 2-1/2-story single-family dwelling on a large lot on the north side of Lenox Street at the northern terminus of Cedar Parkway and Magnolia Parkway.
- This lot is not an original building lot as platted on the 1892 sales map for Section 2 of Chevy Chase, but was formed out of a larger triangular parklet that was designed to contribute to the bucolic nature of the suburb. Although Nathan Barrett, the original landscape architect for Section 2 of Chevy Chase designed ornamental planting schemes for many of the suburb's parklets such as this one, it is not known whether he had developed any particular designs for this triangular open space.
- The current building lot was platted on part of the triangular open space following 1894, when the Chevy Chase Land Company leased (and later sold) a section of the undeveloped Section 2 to the Chevy Chase Club for use as a country club. The country club property abutted the building lots on the north and west sides of Lenox Street, thus terminating Cedar Parkway at Lenox Street and opening up what had been the triangular parklet for building lots.
- A one-story garage was constructed abutting the west side of the house by or after 1927, according to the 1927 (updated) Sanborn Fire Insurance maps. Likely contemporaneous, the associated driveway leading to the garage was introduced into formerly open space.
- The one-story garage abuts the west side of the house, thus revealing on the interior what was originally the exposed west side of the house, including the parged foundation wall of the house and part its sidewall, covered with a rough stucco finish.

Both the archival and site evidence clearly indicate that the attached garage is not an original feature of the property. In my professional opinion, removal of the garage and

AB

the driveway from the west side of the lot and the planting of trees and shrubs would enhance the open space quality of the property and contribute to the overall park-like setting of the historic district.

Sincerely,

Kim Prothro Williams

AY

Tully, Tania

From: Holver5@aol.com
Sent: Wednesday, September 13, 2006 5:51 PM
To: Tully, Tania
Subject: Re: hi tania

Hi , It's me again. Do you have any idea where the 1927 Sanborn maps are that were not revised in 1959? The reel and volume info I received did not seem to include Chevy Chase at least on the microfiche at the university library. Do you have this reel or do you have books from 1927 at park and planning?

Also is there anything other than the historic location of driveway, the streetscape, the parking problem, the tree endangerment issue, that could help persuade the commission and staff to recommend that the driveway and garage remain on the east side of the house?

Following is the note I wrote to some of the members of the Chevy Chase LAP:

VIEW AND STREETScape: The proposed twenty foot curb cut is directly opposite the mouth of Magnolia Parkway. It will definitely change the view from Magnolia Parkway as well as from Lenox Street. Now instead of looking down Magnolia into green space, there will be 20' of concrete curbcut, 10' around the tree, and then a long 15' wide and steep alleyway type driveway.

TREE DAMAGE AND REMOVAL: No trees will be affected or harmed if the driveway remains on the East side of house in its historic location. The proposed driveway is very close to the mature White Oak in the front yard and to the Beech tree on our property line in rear. Even though the owners and their landscapers say they will do all they can to protect these trees and follow any village stipulations, we know from experience that construction so close kills trees even when precautions are followed.

The owners of #37 actually applied for a permit to remove my mature maple tree. (Its trunk is a couple of inches over the property line). It's true, it has a disease but I was told by the village arborist that it could well live 20 or more years. It is fully 'greened-out' and fully alive. Why should my tree be removed for an arbitrarily and unnecessarily relocated driveway so wide and so ugly! Why does one need a 15' driveway? Our driveway shared with 33 West Lenox is 8' wide.

PARKING: Normally not an issue but #33 and #35 have very little street parking in front of the homes. Our steep shared driveway is unusable in winter when it is icy or when there is snow. The 20' curb cut and the 5' restricted parking on either side causes the loss of 30' of street parking essential in winter adjacent to my house. We cannot park across the street on Lenox because of the snow plow and how narrow width of the street. The historical driveway location is near other driveways, both flat and private so there is no such concern.

Thank you for reading this.

Sincerely,

Donna

Tully, Tania

From: Tully, Tania
Sent: Monday, September 11, 2006 11:07 AM
To: 'Holver5@aol.com'
Subject: RE: hi tania

Hi Donna -

I was able to pull up the image at the link you provided (thanks) and I see the garage. One thing to note, though is that the map we're looking at is the 1927 Sanborn map that was revised in 1959. Although the garage may have been there in 1927, this map only proves its existence by 1959.

-Tania

Tania Georgiou Tully
Historic Preservation Planner
Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, MD 20910
301-563-3400
301-563-3412 (fax)
www.mc-mncppc.org

-----Original Message-----

From: Holver5@aol.com [mailto:Holver5@aol.com]
Sent: Friday, September 08, 2006 5:29 PM
To: Tully, Tania
Subject: hi tania

I went to the univ of maryland to look for the sanborn maps. I found the 1916 one on the microfiche but could not find the 1927 one except digitally which you can see at <http://sanborn.umi.com/sanborn/image/download/pdf/dc/reel04/1228/00027/Washington+Suburban+1927-1959+vol.+1W%2C+1927-Mar.+1959%2C+Sheet+21.pdf>. The garage "1 A" is clearly on the East side of the house in 1927 and the driveway would also be on the east. The 1916 map does not show garages so I do not know if there was a garage then. My copy of the microfiche shows 8 houses and no garages.

If you have any trouble with the 1927 site please call me. I have prints of the house. Thanks,

Donna Holverson

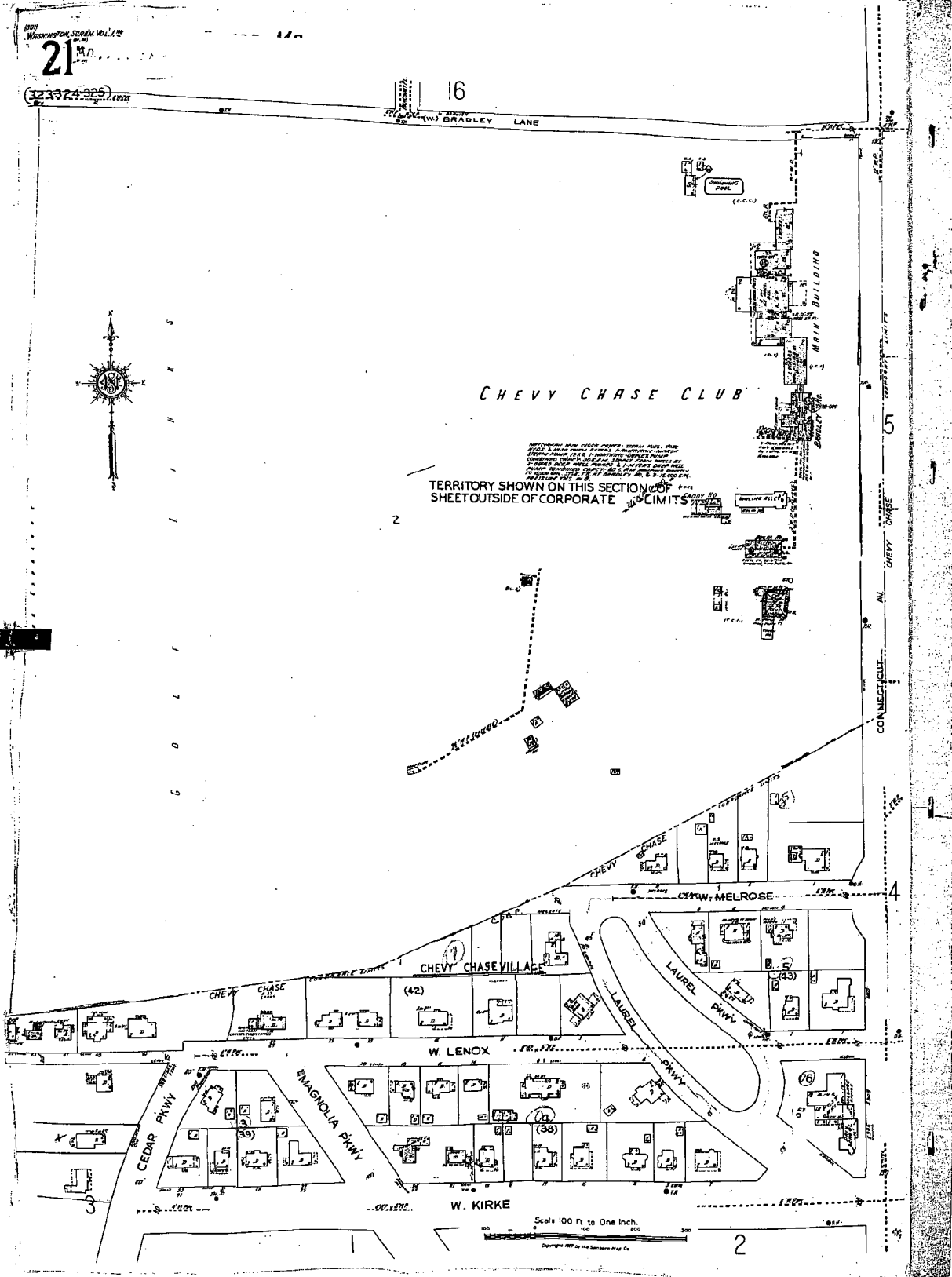
21
323324325

16



CHEVY CHASE CLUB

TERRITORY SHOWN ON THIS SECTION OF SHEET OUTSIDE OF CORPORATE LIMITS



Scale 100 Ft to One Inch
Copyright 1977 by the Surveying Map Co

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IV-A
PRELIM

Tully, Tania

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:

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

AS

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.

To comply with IRS regulations, we advise you that any discussion of Federal tax issues in this e-mail was not intended or written to be used, and cannot be used by you, (i) to avoid any penalties imposed under the Internal Revenue Code or (ii) to promote, market or recommend to another party any transaction or matter addressed herein.

For more information please go to http://www.lw.com/resource/Publications/_pdf/pub1289_1.pdf

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Latham & Watkins LLP

A20

(A2)



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**5921 Cedar Parkway
Chevy Chase Maryland 20815
301-656-3760**

August 19, 2006

Dear West Lenox Street neighbors,

As you may know, we are in the process of planning a renovation to 37 West Lenox Street. Much to our surprise and chagrin, Donna Holverson and Brian Smith have chosen to oppose our plans.

We would be very pleased to show you our plans to restore the Petty house and garden to pre-aluminum siding days. We are not asking that you get involved, but only want to make sure you are not misled by false and inflammatory statements. The house will be returned to the original stucco and cedar shingles of 1903. We are actually downsizing from our current house. The focus of our work will be relating the house to its beautiful garden looking over the stream.

In order to restore the house and garden we will be removing the garish garage and ugly concrete driveway that are not original to the 1903 house. We will tuck a discrete "carriage road" driveway next to our house on the right, leaving ample green screen between our house and the Smith-Holversons. They will not be able to see the driveway from their yard or house because of dense greenery. The driveway meets all the requirements of the HPC, the Village and the County. The Village manager and Police Chief have agreed that it is safe and to code.

We have attached some pictures to help describe the location of the new driveway and the view that exists between the two houses.

Sincerely,

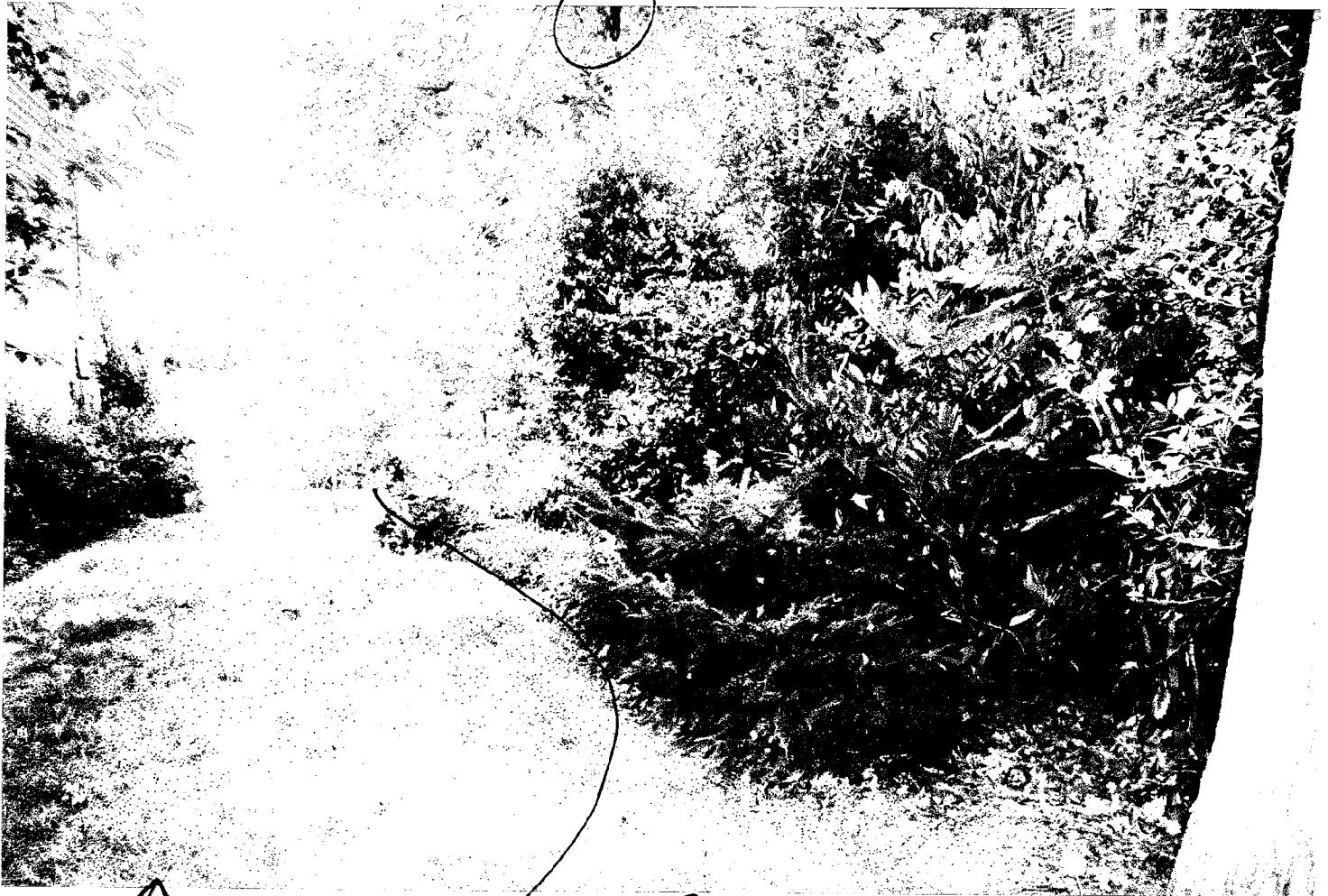
Elissa and Jay Powell
301-656-3760

A23

Norway Maple on property line
is invasive species and is
diseased, damaged, dangerous.
We will replace it with
mutually agreeable plantings
to retain green screen.

Powell
37 West Knox

Smith/Holmerson
35 West Knox



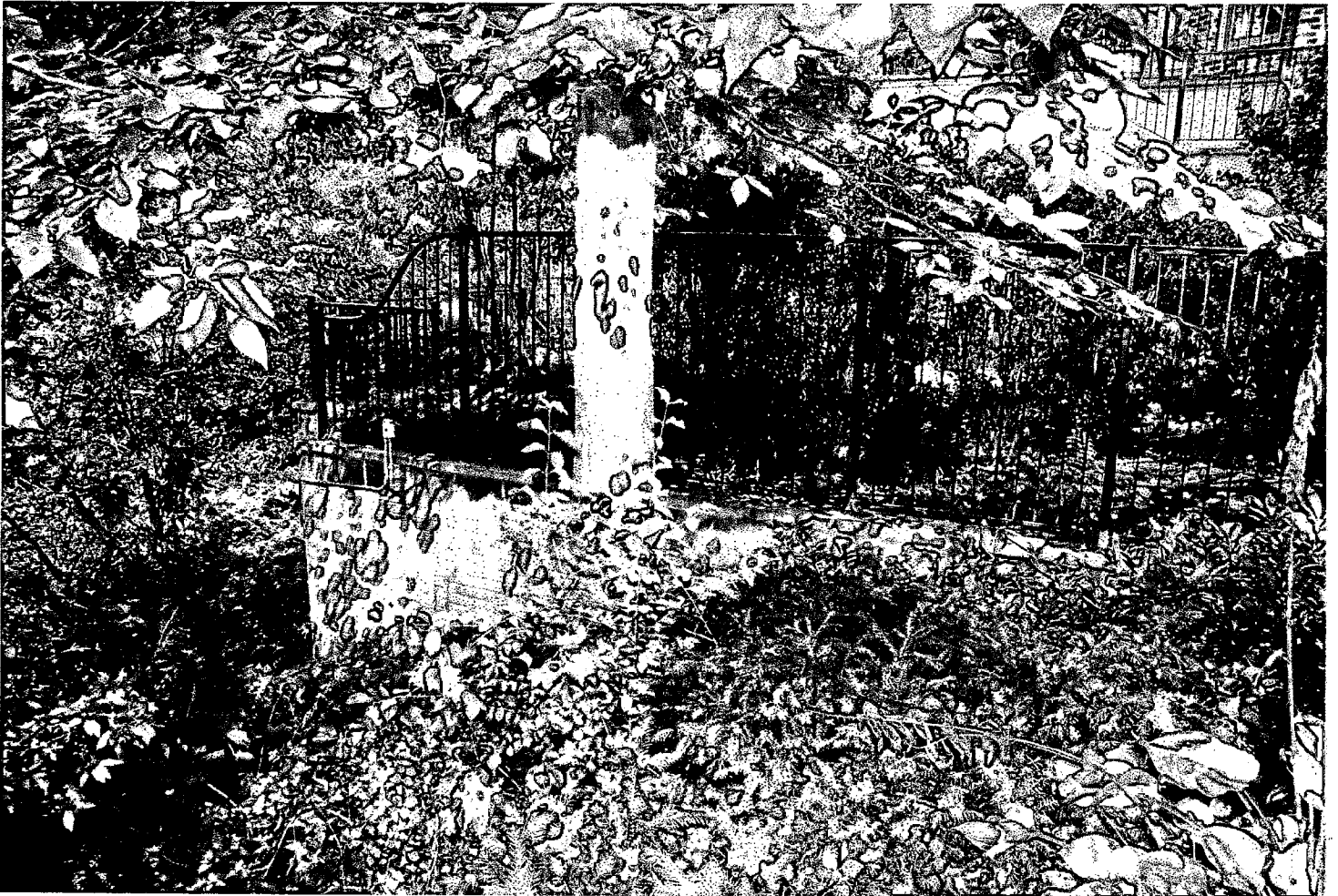
↑
"Carriage Road"
drive way will
be next to
our house

↑
Ample greenery
will remain between
houses.

↑
Oak tree
will be
preserved

1/26

Beech tree not affected by our plans



Donna Holvosan and Brian Smith have constructed a 6 ft retaining wall with a fence on top. Beech tree is on the property line.



Our view of the Holverson/Smith retaining wall.

A26

Send To Printer

Back To TerraServer

Change to 11x17 Print Size

Show Grid Lines

Change to Landscape

USGS Bethesda, Maryland, United States 07 Apr 2002



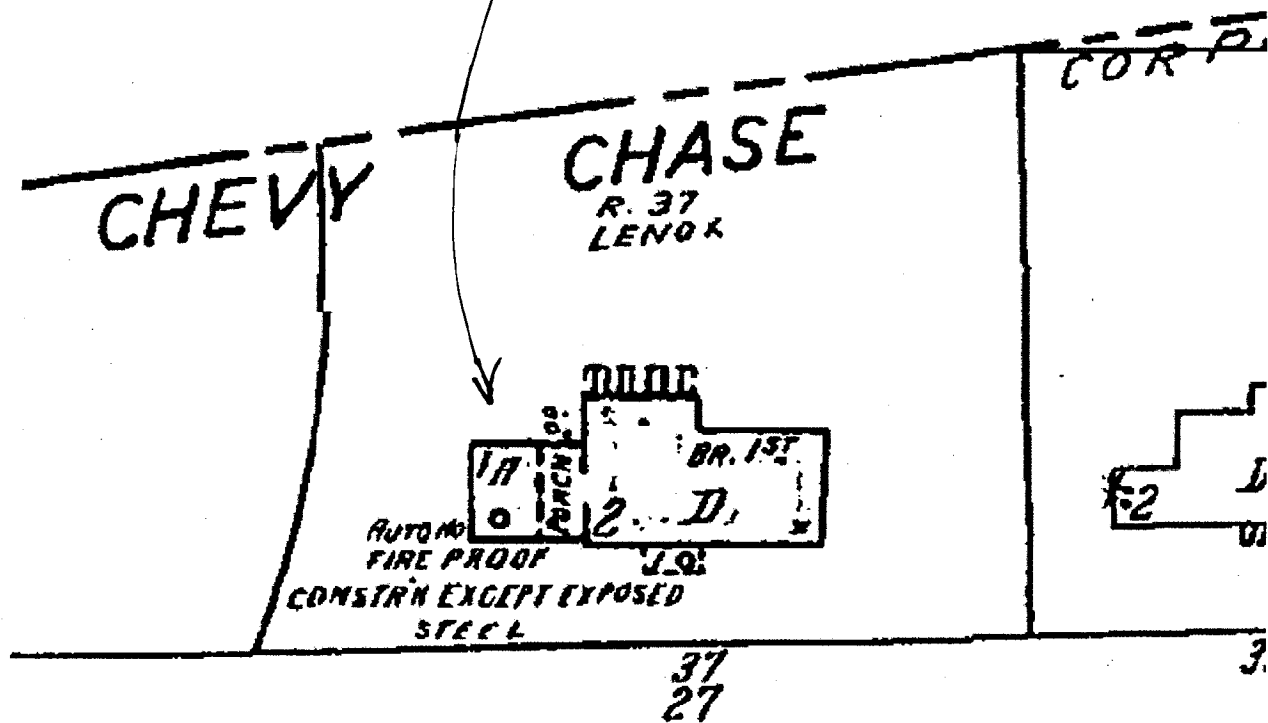
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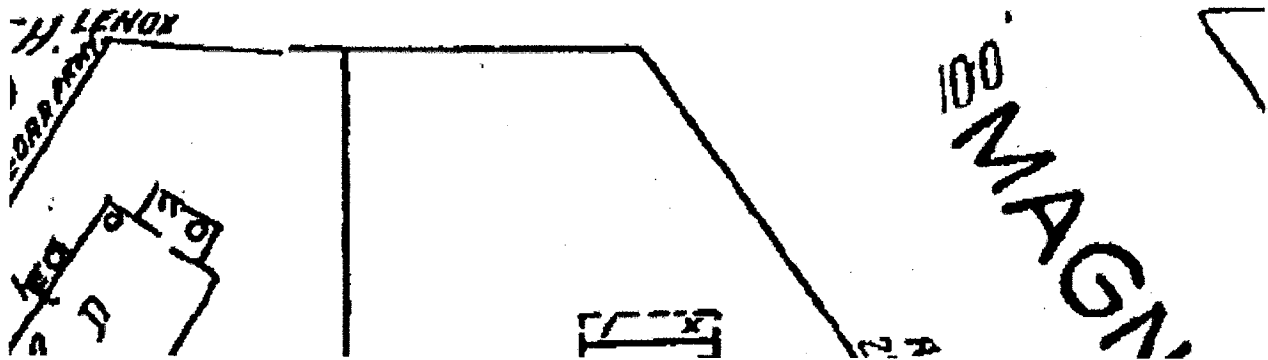
Image courtesy of the U.S. Geological Survey

"fireproof" addition

garage is not original to 1903 house



4" W PIPE



AUGUST 16, 2006
HPC MEETING TRANSCRIPT

THE MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION

August 16, 2006

PRELIMINARY CONSULTATION - 37 West Lenox Street

COMMISSION CHAIRMAN

Julia O'Malley

COMMISSION MEMBERS

Lee Burstyn

Warren Fleming

David Rotenstein

Nuray Anahtar

Thomas Jester

PROCEEDINGS

MS. O'MALLEY: Thank you. We'll move to the preliminary consultation for 37 West Lenox Street. Can we have a staff report, please.

MS. TULLY: Yes. 37 West Lenox Street is a contributing resource within the Chevy Chase Village Historic District. It is a craftsman style residence that has been over the years covered with aluminum siding and had numerous non-compatible additions added to it. It sits on a .36 acre lot at the terminus of Cedar and Magnolia Parkways. And I'm going to go ahead and pull up the images as I go through these descriptions.

This is from our GIS system showing the lots and the various addresses. This section here, this sort of part of this unused right of way has the appearance of and has been treated and maintained historically by the owners of this particular property. I have some aeriels. This is just a general shot of West Lenox Street and here's the property. You can see that is Magnolia and that is Cedar Parkway.

Here's an approximation of the property line. You can see how the existing stairs continue down and they're sort of integrated into the public lands and this is the stream that runs along the backs of all of these properties, and there's a railroad crossing existing there, and of course here's the house, the existing driveway.

Here's the proposed location of the new driveway. Just some additional shots here. You get a somewhat better view of where the proposed new driveway, of where they're proposing to relocate the driveway. And here are just some shots of the house.

But before I get into that, let's talk about what the applicants are proposing. And actually, before I go into that I want to make sure on the record that some additional information was supplied to the commission at the work session prior to the meeting. One is some information on the lot coverages and some photographs on precedents in the neighborhood for garages underneath houses. Additionally, there are two memos from arborists, one regarding a Norway maple, excuse me. It doesn't say where it's located.

Anyway, that will be impacted by the driveway and then the other memo just goes through the six very large trees on the property and recommendations for protection or for removal as appropriate, as well as a

A30

site plan showing the location of these trees.

There is also a letter from adjacent property owners expressing concerns about the relocation of the driveway and they go through a number of points, and they are also here tonight, and do have some comments with that regard. Generally, the project is to, you know, staff divided it up into sort of three parts.

There is going to be rehabilitation of the existing house. You know removal of the aluminum siding and replacement with the appropriate wood shingle siding and stucco as appropriate. And that portion of it is fantastic and also eligible for the Montgomery County Historic Preservation tax credit. And they will also be replacing this entry way which, as seen in the 1979 photograph, that I don't know if I have on slides, you know, it's different from this. This one is not historic, and what they're putting back is appropriate.

Then there is the enlargement of the house itself. The existing non-contributing additions will be removed and then replaced with other additions. And then there is the, and the enlargement also includes replacing the existing attached garage and then adding on, on top of that. The of course there's the landscaping alterations as well.

I'll continue with my slides and then I'll go through with comments. Most of these are with regard to the landscaping. These trees are relatively new. The proposal is to remove those and move them aside. They're talking about potentially changing the sidewalk and how it meets the curb. This has already been altered with streetscaping throughout the years. Here you can see the side of the property and along the street with the hedging.

Additions on historic properties, if possible, should be avoided and only considered if it's determined that's the only option for meeting the needs. And you know, if this is decided, then the new addition should be compatible yet differentiated, and this can be done either subtly or more dramatically. The applicants in this case have decided to work with the craftsman style of the existing house and make the differences in more subtle fashion than the existing additions on the house which they propose to remove.

This is the east side of the property which in addition to being the location of the proposed new driveway, and I'm actually, I think I'm actually standing in the front yard of the neighbor's property as opposed to the sidewalk, I'm not positive. The east elevation of the additions is the least problematic in that with the new addition, this sort of front part of it will drop to one story. And although it does become somewhat wider, it's not any wider than the rear portion of the existing property is.

There's another problem with it though. However, there is a concern by staff with this addition and the other rear addition is that there's a proposal to increase the third floor interior space by increasing the height of the historic house by extending the roof upward. It does not, you know, physically do anything to the front plane of the roof. It keeps, you know, doesn't change the relationship of these dormers to the roof. It doesn't affect the slope, but it does add additional feet to the house, makes it higher, and you lose this form which you can see a little bit more clearly as we go around.

This is the existing driveway which is proposed for removal, so the hedges removed up there are proposed to be replaced here. This is the existing, what staff believes to be, non-historic garage. I've got some photos at the end that sort of show the separation. It's definitely not original not, you know, and staff's best guess is that it's mid to late 20th Century.

This is another part of the non-contributing addition that's proposed to be removed. This is the existing garage that is proposed to be removed, but then rebuilt as a recreation room, family room. And then a new not sun room, but living/music room to be built in its place. And with this addition, you know, staff has a few concerns. One of which is that it is very integrated with the historic house and is, you know, while it's a very beautiful addition, it seems to compete with the historic house somewhat in its scale, and also with its integration.

Again, all of this decking will be removed and replaced with either more decking or an addition. And you can barely see there's a stump of a tree there which obviously will be removed because well, it's just a stump. And this is looking just towards the Chevy Chase Country Club Golf Course. And this is an existing crossing of the street and their yard.

These are shots standing actually on the park property. And this is looking across the front yard

A3

with West Lenox would be on the right. This is the area of the proposed lawn area that would be surrounded by a sitting wall. This walkway is proposed for removal and then this will be changed. These lovely closet bump outs are proposed for removal. And in general the changes to this part of the house are quite appropriate and fit with the house.

Here is the proposed location of the driveway and I have, well I'll go ahead and continue with this. And this is saying this is moving towards the rear of the property. And this is a little bit confusing, but it's a composite. Here we have just a separate, okay, that's showing the dead tree stump. And then this is the approximate location of the proposed garage and then this is the approximate location of the proposed pool. And this is looking towards the west.

And these are some shots showing, they don't really show it very well, but if you're there you can really see the connection between the garage and the existing house. This is a steel beam. You're supposed to be seeing a difference in, where the stucco was, which doesn't show up.

With regard to the rear addition, stylistically as with the other parts of the addition, it is architecturally compatible with the historic house, yet there are you know, contemporary details, but it is differentiated. There are two major concerns with the rear addition. One is that it's a lot of mass and volume. While it is replacing existing rear additions, the new addition is larger in scale and form, where some of the existing additions are one story and it varies. On the other hand, it's important to keep in mind that on rear additions, what is not visible from the public right of way is subject to lenient scrutiny per the Chevy Chase Village Historic District Guidelines.

The second concern, which is staff's primary concern with the project, is the expansion of the third level and raising the height of the roof of the historic house. As I showed before, there are some changes that isn't made. It does change the mass of the historic house. It will be visible from the public right of way, and although the roof line is expressed on the east and west elevations through the eave, you know being evidence, staff does not believe that that's enough to retain the form of the house.

Additionally, there's a side effect of that change in that the new additions are lower than the main house, but their height is based on the view height, and so were the height of the existing house not raised, the proposed additions would be at about the same height of the historic house. It may be slightly lower, as will be, you can tell with the drawings. So staff cannot recommend that the applicant move forward with any proposal that includes raising the roof.

I'm sorry I'm jumping around, but now we're going back to the driveway and garage relocation. The applicants are aware that they do need to obtain approval from the Chevy Chase Village in order to make any curb cuts, and to my knowledge they have been speaking with them. I do not know the Village's opinion on this one way or the other at this point. The Chevy Chase Village Historic District Guidelines allow for leniency with regard to driveways except for their impact on landscaping and large trees, and in that case there is a strict scrutiny.

The lot coverage change is not substantially different, neither is the amount of hardscape or impervious surface. So what the applicant is seeking from the commission on this project, as is staff, is some comments on the entire project, but specifically on the following items. The driveway relocation. The west side addition. The east side addition replacement. The rear additions. The ridge line change, and then the overall landscape approval.

And with that in mind, staff is recommending that the applicant redesign without raising the roof and return for another preliminary consultation, and that they should continue and consider any comments made by the commission. Do you have any questions?

MR. ROTENSTEIN: Tania, I have one question. Is 35 contemporaneous with 37? 35 West Lenox.

MS. TULLY: Oh. I believe so. I have not looked into it. I believe that it is a primary resource, but I do not know that positively.

MR. ROTENSTEIN: The reason I'm asking is this aerial you have on Circle 29. Unfortunately,

A32

it's cut off but the two driveways create an interesting book end, bracketing the two houses

MR. JESTER: Do you have any sort of views that show the original location of the driveway?

MS. TULLY: No. Any historic aerial views that I found were so high that all you could see were trees. You know, I have not looked at, I don't remember seeing where it showed driveways. I have not checked that. I do not know if the applicants have looked into that.

MS. O'MALLEY: Any other questions for staff? Would the applicants come up, please. All right, I think you're ready.

MR. MUSE: I'm Stephen Muse from Muse Architects in Bethesda. We were in D.C. until about three months ago. We're now in Bethesda. With me is Michael Anhammer from my office. Richard Arens is the landscape architect for the project. And the owners of the house are Jay Powell and Elissa Powell, who right now, live directly across the street on the corner of Magnolia and the corner of Cedar Parkway and West Lenox. They've been there since 1998. And the other white house which we redid for them a number of years ago.

What I'd like to do, I think Tania gave a pretty good summary of what the project is about. What I'd like to do is just a walk through in three steps. Number one, I'm going to make some general comments about the site, the site itself. And then I'm going to make some more specific comments about the additions that we're proposing and the renovations we're proposing just to try to clarify why we had the proposal, what we've drawn. And then Richard is going to make more specific comments about the landscape plan.

Starting with the site, if you've visited the site or even saw those aerial photographs that were just put up there, when you first arrive at the site it seems like it's a very, very big site. And as you start to work on it, you find out pretty quickly that the building part of it is quite small. And this is for three reasons. Number one, as Tania showed in her slide, when you're on the property just visually you assume that that is the site because there's nothing marking this line whatsoever, and the landscape tends to cascade down the hill, not in a way that's detailed very well, but does do it in a way that sort of combines the size. So you tend to believe it's a very large one.

In actuality, this is public property, and it's a right of way. It's actually a right of way, and all of the neighbors haven't been used. It's meant to extend Cedar Parkway through the golf course. What is now the golf course. This brings us to the second point, which is that because it's a right of way, where this would normally be a side yard on this property, it's zoned as a second front yard. So although we have what looks like a mid block site, Chevy Chase has actually zoned this a corner lot.

So now we have a 25 foot setback from the side as opposed to a different setback. The third reason is the stream. This channel stream running through the north part of the property. And we've worked on three houses on this street. We recently worked on No. 11 West Lenox, which is further up the street, probably 15 years ago.

Several years ago we worked on 35 West Lenox. And on both of those sites the setbacks for the flood plane are fairly close to the stream. There was a study done in 1996 that was actually sponsored by the country club to establish where the flood plane lines would be. You see that as it passes through our site, suddenly it takes a dramatic swing to the south. And so what we have from that is a 25 foot setback from that point. So rather than having a 20 foot setback on the rear property, as most sites have in Chevy Chase, you see it comes to more like 17.

I'm just saying that because we go to the site, we see something that looks like that. The buildable site is actually very limited. The house itself, I think Tania described it pretty well as something that at one point was a craftsman style house. It's not anymore. But at one point it was. And it's one that over the years has been added onto a number of times. It's been renovated a number of times. And done in ways that are really not very sympathetic to the house.

The major portion of what we're doing with our proposal is to undo that work that has been done. And so going around the parts, first of all, in terms of addition that we'd like to remove, she has mention the south portico, which we know is not original. I guess it was put on for covered protection and to allow these small closets to sort of crech up to the front wall into the portico. That's being removed and redesigned.

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As you move to the western part of the site, we have this garage that we know is not original. My guess is that the only reason that the garage is located on that side is that when the garage was added, that's the only part of the house that has a basement in it. The rest of the house was not excavated. So we come down the stair from the original house into the basement. That's the only side that has access. That's the only reason I can imagine for why you put that garage there.

And our proposal is to relocate that garage within the same footprint to a recreation room on the lower level. It is partially roofed above in a way that, as you can see from the photographs, is really not detailed very well. All of this is extremely visible from the street at the point where the driveway meets West Lenox, it's a very visible facade.

So we'd like to replace that with a recreation room down below and extend the living room in a one story addition that plays on this covered terrace. And we move around, we're also going to take this -- when we move around to the northern part of the property, I guess you can make the case that the scale of it is broken up by a number of certain pieces. But they surely are not harmonious pieces. They're not sympathetic to the house. And they're done in a way that we think is really just not the way this sort of stuff should be done.

We're proposing to remove these additions and remove this decking which is pressure treated, the lattice panel on the side, remove all of that and replace it with a landscape scheme that Richard will show you in a few minutes. And then as we move further to the western part of the property, I'm sorry, to the eastern part of the property, this is what we find. Where we are proposing to replace a two story addition with a one story addition, and once again do it in a way that is more in a craftsman style.

I fully understand, and we've worked with staff for a number of years on this. I fully understand this idea, which is a very important idea, of some distinction between what we do and the original house. As Tania said, we always try to do this in a subtle way. We try to do it in a way that really plays off the notion that we're being fascinated by location, by pulling back off the facade, by minor details, it's very clear that the additions are additions.

This is the only photograph. Now we've worked on a lot of houses in Montgomery County. A lot of houses in the Village. And almost every time we come before this board with drawings of the original house. we put photographs, we put all sorts of stuff, we really can't find anything. This is the one photograph that we found which shows this house. And what's fortunate about it, that it shows stucco down below, wood shingle above. We had always assumed that it was wood shingle on the roof, we're not sure if the photograph, that it's actually going slight, that's something that we'll be discussing with you.

But we know that that's the palette of what the original house was, and that's what we'd like to do with both the renovation and the additions. Because as you can see, in the age when they put the additions on, they also wrapped the entire thing in yellow lumisite and put green asphalt shingles on the roof. We also took out a number of the original windows, single light windows, replaced all those with windows that are in keeping with the house.

So with that, some of the strategies. I'm just very quickly going to go through some of the, a summary of the plans. This is the original house in this location in here. A small kitchen on the back. This is the garage that was added at the basement level which roofed over that location. These are the additions place at the east, which is the 1980 addition to the back and the decks.

Our proposal is simply to use the, -- what's now the living room as the dining room, and to use the dining, which is a very, very small room, to extend out over what is now the garage and make that, we're calling it a living room/music room simply because it's got a piano in it.

And then in removing these additions on the back, make a very simple addition across the back which is kitchen, family and office. This part over here will be rationalized for the new library. On the second floor, let's see, on that drawing, this is the setback line that we're working with. We actually can labor in the second floor across that line because the wetlands, the flood plane line is so far north of the site, or south of the site.

On the second floor, this is the original house, in this location that we're working with, simply to renovate those bedrooms we are pulling back in this location so that it doesn't appear as a two story addition on

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the street, because the fact that a one story addition to allow the historic house to stand prominent. So we'll have the historic in the center with two one story additions on each side. Once again removing the additions on the back and building a master bedroom suite towards the back of the house.

The other two floors, -- when we first started working on this project, we came in and met with staff. We put this idea on the table about raising the ridge and the reason was simply we had a restricted footprint. We really don't want to widen the footprint. The ceiling height of this top flight is 65 inches at the highest point. This section right down the middle is 65. which first of all by code is not legal for a bedroom. Three are potentially two bedrooms and a bathroom up there if we can raise the ridge by three feet.

I know Tania was, had somewhat casually when she had her red pointer on, but it's not going as high as she made clear. We're proposing to raise the ridge by three feet. And in doing that, that makes the top floor useable. Make space in the house right now which legally cannot be used, makes it two bedrooms. We simply, you know, once again, we would restore the dormers back to the original windows, but by extending the ridge we could, I think, make them legal.

And the last plan was to do basement. This is the existing basement, which for reasons that we don't understand or don't know, all of this part of the house was not anticipated. They didn't do that below the additions. They didn't do it below this part of the existing house. The original basement was only this. I think that's probably why they put the garage over there. It's its own access down that stair to that side.

The garage by the way is too small. It is 18 by 18. The size of the garage doors are seven and a half feet. The previous owner didn't park cars in there for very good reason, it wouldn't fit. So our proposal is to convert that into a rec room for the kids. Still not to excavate this section over here, but below the addition on the back, have a basement at that level. Because it's basically at grade at that point. And by having the addition there with basement --

(Whereupon, a brief recess was taken.)

MR. MUSE: So by having the basement on the back, we can use the part here that the other garages use. Both houses we've done on the street have the same idea, drive down the side, you turn into the parking place. It takes it out of sight from the street, and its, you see all the paving on that side it's very, very visible.

So how this plays out in the elevations. This is the original house. Once again, all the openings stay. All the original windows stay. All the materials come back to what they had been. All the dormers get reworked with original materials. We are proposing to raise the ridge by two feet which is in that drawing.

On this side, the two story addition becomes a one story addition on face, stepping back to the second floor. On this side of the garage down below where this covering becomes that room on the end. On the western side, this garage, once again is off the face of the house, goes away, and these drawings by the way are without the terrace put in, and without the landscape put in. Richard is going to add that to the presentation we've done so far.

You know, still breaking up the massing with the face coming off, that dormer taken away, a lot of class in this corner where the stairway's located, just a much simpler, you know, facade for the family room and the master bedroom leading out to the two terraces.

This is the north facade. Once again, the additions will be, one comment that I don't agree with Tania on, with her report, is the scale of this, for a couple of reasons. I think the way it would be detailed will break the scale of this down. But more so, this is the side of the house that easily takes a large scale addition. And we've done this, as you work your way up the street, this happens a lot because it's the side that backs the golf course.

The first place you see this from if you're not on your own property is way back on the golf course. It easily accepts a larger scale to that facade. And the final, before I show you a perspective drawing, this is the eastern elevation where once again a 1980s new roof line and window treatment will go away. The wing we're building in the back comes out about seven feet beyond the face of that, and once again to simplify doing it in a way which we think is much more in keeping with the house.

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Put all that together, when you stand, in this proposal, if you stand at the spot where the existing driveway meets the street, this is what you would see. This is the original house brought back, the new entry. This is where the garage now goes away which the recreation room down below, and the roof terrace goes away and becomes a room above. As you see, by pulling back on this swing on the eastern side, you don't even see the second floor from that point. It renders itself as a one story building. Once again just to allow the original center line to stand proud.

This is the treatment that we're proposing for raising the roof which is to acknowledge the original roof and extend it by three more feet in return. So we'd mark the point where the original closet was. Once again, by doing that it allows us to use that top floor. I think with that I'm going to turn this over to Richard who will add the landscape aspect to this, and of course we'll be happy to answer any questions.

MS. O'MALLEY: And I think you might want to go through your portion fairly quickly because --

MR. OROSCO: Yes. Thank you for hearing us this evening. With that in mind, what I really quickly wanted to talk about the existing landscape. There are a couple of features that when we started looking at the project, and you're looking at the job that Stephen is doing in trying to bring out the craftsman idea of this place. We started looking at what are the best points about this garden that are existing? What can we capitalize on and how can we make this place better?

There are a number of existing trees that are tree that are healthy that we're planning to save, and actually they really incorporate those into the garden and showcase those. There are other parts of the project that when we first started looking at it, were looking at the existing terrace gardens that come off the back of the house and sort of terrace down to the stream.

The idea of that in sort of working with this very encumbered site was something that we also are going to play upon. The notion that this elevation and how this sort of very large elevation on the side of the property will have the most sort of play, is this large facade that's sort of up and down and it has no integration into the landscape. And that we also have that same condition in the back of the house where we have this large deck that's looming up in the air of the existing condition, and it's just there in as much as the landscape.

So some of the things that we are looking to try to do from the front of the house is from the existing sidewalk and curb, Tania had brought up the point about just the sort of awkward condition out there. And we are considering, there's an 18 inch high curb there and whether that would be addressed. But we're looking at some of the pieces here, the existing hedges there, and the lawn apparently comes across the front of the house.

And our trees are here sort of tucking into the front, how might we open this up and be able to have the house express itself a little bit better to the street. So we're looking to open that up. We're looking as you're coming across the front to work in some elements that, Gertrude Jenko, and thinking about some of the very, you know, famous English arts and crafts architect, and landscape architect, working with some of the materials where you're really integrating the stone and hard pieces with the plant material so that we start creating outdoor, really nice outdoor spaces.

So I go to the front, we're making this nice introduction. So walking across the front taking the existing hedge that is there, and in working with that. As you step into the property, you would end up coming in with an appropriate level of planting at the base of the house, and off to the side, which stepping down to a lawn that's over here.

These sections which are the west elevation really start talking about how we would go about mitigating what is currently in that large elevation with where the garage is coming down and meeting. We really look at this as our opportunity, really our only opportunity to really create a place to make this house land onto the site, and not have it be this sort of disconnection between the architecture and the landscape itself.

So we have on the back of the house is replacing the deck with an appropriate deck, and that this would be made out of, you know, also an appropriate material. We're thinking that it's epoxy wood with detailing that would also work with the arts and crafts idea. That would step down to an intermediate space so that you could actually start making a physical connection out to the lawn rather than being up here dropping down at a whole story. And then that leads out to this lawn. And then from there working with the existing landscape that's

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off to the side and sort of borrowing that, that we would have some stairs that would lead out. And as they currently do, and working with the landscape that is there, being able to walk around the edge of the stream.

So quickly, these sketches over here are showing the deck stepping up the intermediate terrace, down to the lawn, and then above, from that the same thing in this one. When we get to the rear elevation of the house, this is showing, again when Stephen had mentioned where we have the setback of the flood plane, we met with the county and we've talked about how we might be able to lightly encroach upon that. And so all of this is showing how we would end up doing that.

So the pieces are coming out and they still make this anchored connection, and then we sort of have this back and forth with the landscape to the architecture. So it really starts to anchor the property together. So then this image over here is showing how we're bending up, what we really think is gaining a lot of opportunity to really make the best marriage of this house to the site by taking away the big scar that happens to cut across this landscape currently and flipping and putting the entrance to the garage on the side.

We've been working closely with the Village to talk about how this garage integration and the driveway actually work. And with that, we are coming, there's an existing Linden Tree that is out of the street, which is this one, and we're coming off of that.

Again working with their regs, that the appropriate distance coming to a new curb cut, and then having a 10 foot separation or 10 foot drive that comes over a public right of way, and then it nixes up down across the property and then comes out 15 feet.

And then we're also pushing the entrance to the garage back in so that by the Village requirements we have a 20 foot apron in front of the garage, which all of this within this area. So that we feel like what we're getting here is really maximizing the value both to my client as well as to the public, that this becomes really this wonderful greensward rather than, you know, a parking area.

This drawing talks about, I won't go into that level, but this talks about grading and again we've been working back and forth with the Village talking about the heights of walls and making sure that that's all within their purview and what they can expect that we would have --

MS. O'MALLEY: Thank you. It might be best, we also have a speaker that would like to come up. So if we could have that speaker Brian Smith come up for a brief moment.

MR. SMITH: Good evening. My name is Brian Smith and along with my wife Donna Holverson, we live at 35 West Lennox which is the house immediately adjoining 37 West Lennox to the east side. Thank you very much for the opportunity to make a few comments tonight about this proposed construction job. I submitted a written statement, I'd like that included in the record, so I won't waste a lot of your time, I only have three points to make.

Starting off with though, we have to remember that the historic, Chevy Chase Village Historic site or area has very special treatment for driveways that affect mature trees. And then also, Guideline 5 of the basic principles of the Village say that design emphasis should be restricted to changes that will be visible for the front or side public right of way or that will be visible in the absence of vegetation or landscaping, the streetscape.

I want to comment on three points. First, the streetscape. We went out to measure tonight the property, and we met with the applicant this morning with their architect and landscape architect. What you didn't hear just now was that the curb cut which will be in front of house, as you can see where it comes in, is 20 feet wide. It is four feet from our property line, the adjoining property line. It is directly opposite Magnolia Parkway. So as you can see from those photos, as you stand in Magnolia Parkway and look at the house, you see the curb cut and the entrance to the driveway. That is a dramatic change in the streetscape.

This is by the way an arbitrary relocation of the driveway. I understand the esthetic presentation by the landscape architect, he called it a scar, but if you just take a look at the property that they're building on, it has been there for a very long time. So where does it wind up going? It winds up going in a space in between our house and theirs which is approximately four feet, 7/8ths of a foot, 4 7/8 of a foot from our property. How do we know that? We're told that by the landscape architect this morning.

He didn't tell you that there's a retaining wall. He also didn't tell you that the grading is severe,

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and so where it is presently located there is plenty of room for it. It is not disturbing the streetscape and the grading is gentle. So we ask you to consider whether or not this arbitrary relocation of the driveway is worth jeopardizing the primary resource, which is next door. Someone, I don't know who it was, used the expression, bracketing the house. I like to think of it as two tunnels. One side, our east side, is a shared driveway. More on that later. And it was built before historic designation and it's part of the original plan of the design of the house. This is relocating after historic designation impacting putting another tunnel next to our house.

The second thing I'd like to talk about, if I may, are trees. We consulted with several arborists ourselves and they told us that there were signs of infestation as to the Norway Maple, there's no question about that. But as they said, they could if we wanted them to, report a report, a wishy washy report that would say that it would be better to take it down if you were going to do construction there. And that's odd, because that's exactly what the report that was presented to us tonight by the Care of Trees, presented by the applicant said.

But our arborist also said that it wasn't a death sentence, the infestation was not a death sentence, and that care could keep that tree alive for a protracted period of time. I also read further the report presented tonight by the applicant, which we got a copy of, and I really hadn't thought about it, but it turns out that there are actually two other trees that are affected by this, and quoting exactly from the report, for the White Oak that's closest to the street, it's inside the comfort range for survivability. The Beech, it's a very distressed tree already and will be further stressed. So we have actually exactly what we were afraid of, which is that this arbitrary relocation of the driveway in a tunnel like space, too close to a property line, creating, I call it a tunnel, I think it is a pit, an open pit with a retaining wall that's going to have an affect on three trees.

I'd like to call your attention also to the fact that when you stand at Magnolia Parkway and look at the property, this has changed dramatically the green space in between the two houses. That I think is a very important consideration because it has an impact not only on their home, but on ours. Again, I think it's arbitrary.

The third comment I'd like to make is on supposed precedent. Tonight you were handed photographs, four photographs of what purport to be driveways with garages underneath the house. First, two of those photographs are of our driveway, one driveway shared with our next door neighbor.

I remind you that this is not a precedent for a relocation of a driveway and the creation of an underground garage, it was there before historic designation and before the Chevy Chase Village Guidelines, it was part of the original development plan for the house, no trees are impacted by our driveway, and by the way, if you take a look at our driveway, it is about as ugly as it gets and shouldn't be a precedent for anything. It is horrible and we're living with it because that's just the way it was. We would suggest that the applicant do the same with their existing driveway.

The streetscape by the way was not altered at all by our driveway, it opens up just onto Lenox. The two other photos, they're not of two different driveways, they're of two different angular views of the same driveway, 11 West Lenox. Again, not a precedent for relocation. That too preceded historic designation. That too preceded the Chevy Chase Village Guidelines. No trees were removed. It was part of the original construction plan for the home, and the streetscape is not altered.

For both of these I urge you to consider, compare these and where they open to where the new driveway curb cut opens. My driveway or my half of a driveway and Number 11's driveway open solely onto West Lenox, not directly opposite anybody else's driveway or right of way. The proposed curb cut, again, 20 feet wide, four feet from our property line, opens directly into Magnolia Parkway. Now I don't know whether this commission is interested in safety concerns, but that sure creates a problem.

I would offer one other observation about that. If it later becomes, if this is approved and it later becomes a safety concern that we now have three basic openings, Lenox Street, West Lenox Street, Magnolia Parkway and their driveway, and somebody wants to put stop signs to make sure the traffic doesn't go straight through and they want to put them on West Lenox, the right hand side of Magnolia Parkway will have a stop sign in front of my house thereby making it impossible to park in front of the house.

Parking in front of our house is critical because of the shared driveway. This has an impact on historic area, the driveway. I'm not talking about the house, I'll reserve comments on that perhaps for a later date, but so far I don't know what to talk about there. I'm only interested in the driveway. So I think I've used up my time. I'd like to thank you very much for the opportunity to present some remarks.

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I'm very concerned about this, and I'm very concerned with the cavalier way that we're going to destroy trees and destroy the green space in such a narrow space, and bracketing my home, the primary resource for four houses in that stretch of West Lenox Street. Thank you again.

MS. O'MALLEY: Thank you for coming.

MR. BURSTYN: I have a question, a quick question. Do you know how wide your driveway is?

MR. SMITH: The opening to our driveway? I do not know. Somebody does.

MS. HOLVERSON: The driveway itself is eight feet.

MR. SMITH: Our driveway is eight feet wide.

MS. HOLVERSON: And it goes eight feet down, but it, you know, it goes way down as theirs will.

MR. SMITH: At the street ours is not very wide. Because of the shared driveway, we have an eight foot driveway, but then when you get down the driveway there are right of ways, I think it's an additional four feet to allow the next door neighbor to turn into his garage and for us to turn into the garage. Since they built an addition on their house, into by the way, the space in between the two houses, it is almost impossible to turn, back in and out of the garage. We tried to talk to them before they did it. It is almost impossible. I get out because I have a small car. The lady next door bought one of those large Lexus', and she has run over my hose several times and is constantly asking us to move things. Lovely lady, bad driver, but the driveway itself is a problem. And the 20 feet, the Village's idea of 20 feet, there's no where you're going to be able to get a good decent size car in and out of that space, in and out of that garage, and if you look where that last apron is, which is the landscape architect told you was part of the green space, was so proud of it, it's so far down into the backyard because of where they're putting the garage that all of a sudden now you have the turning area for a garage way into the backyard. If you look at the pictures that were submitted about ours, ours is in the middle of the house, not at the back of the house. Anyway, you only asked a question. I waxed on, I'm sorry.

MS. WRIGHT: I also think there had been a question about the year of construction of your house.

MR. SMITH: Our house is somewhere I believe in the '20s.

MR. WRIGHT: In '22 I think.

MR. SMITH: I think it's 1922, '21, '22 somewhere around there. It's been around a long time. Thank you very much.

MS. O'MALLEY: The applicants can come back up now. And I imagine the commissioners might have a few questions as well or comments.

MR. OROSCO: We've been working, again as I said earlier on, very carefully with Jeff Bittle in talking about the driveway. As I said, we've been working very carefully with Jeff Bittle, Village Manager, in looking at this relocation of the driveway. This is, I'm showing the existing driveway as it's coming in is this image. What we are showing over here are the regulations that he has prescribed to us, that it is to be a 20 foot wide with a curb exactly cutting back in.

Where it crosses public right of way it's 10 feet. So it starts off the curbing itself starts to cut back. So this is again working off of the regulations that have been prescribed to us. It's coming in 10 feet wide, and then its working across the property at 10 feet, and then as it gets to the side area, it's at 15, and then again the 20 foot, as I said before, the 20 foot apron that we're allowed is then given at this point.

Yes, we are having a wall that does step along this side of the property. This wall is stepping along, the wall does not exceed, also again with regulation, does not exceed six and a half feet high at any point along this side. So it's stepping down with grade and following that. Off of that, and we're actually putting it back to the property line, there would be a guard rail that would make this secure, and then we are planting within that.

We were left over within that space, a four foot space, and we are looking at planting within that.

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These are images of another property that we worked on on Williams Lane where it's exactly at four feet, and we were able to come in and plant trees from day one that are 12 to 14 feet tall and with great success because on that case, the owner next door built their large addition right onto the setback line, at 8 feet.

So we're looking with coming into the side, we are looking at preserving every tree that is in healthy condition on the property. We're working with The Care of Trees, they're one of the best arborists in the area and very well respected. So they've come out, they even looked at all of the trees that we're looking at on the property as ones that we have determined are important for the overall property. Stephen has also met with the city arborist and determined that there was a large oak tree in the back of the property that is diseased and it will be coming out with this project, as well as obviously the standing of stumps that are on the back of the property.

The Norway Maple constitutes a tree that is one, it is diseased. There is a large cavity at its base which structurally, -- I'm sorry. So this is at the very base of the tree. So this hole, we are not sure how far up into the tree that goes, but we are willing to do further tests on that to be able to determine exactly how far that goes up.

Fine, you might be able to nurse the tree back, and I won't get into that this evening, it's something that I would rather have our arborist look it, but he has looked at it and said this tree does have a cavity that is through it. So we can look at that further to determine whether the project as it is or whether leaving the tree just simply standing there would jeopardize the health of this tree.

So that is the only one that we are, -- that one as well as the oak tree that the Village arborist had already determined needs to come down because of its health. The other ones we are working, again with The Care of Trees, to develop the proper details of we would construct and how the project would be constructed around that for their ongoing health.

MR. SMITH: Excuse me, could you point to everybody that the Maple and Beech tree happen to be on the property line, and therefore on my property? You're making it sound as though you're the only one who's going to have anything to say about it.

MS. HOLVERSON: They are our trees.

MR. OROSCO: Well, the trees are actually straddling the property line.

MR. JESTER: Actually, I wanted to ask that question because it's not clear. I mean, the way they're drawn on the plan we were given it appears they're on the adjacent property owners property. Do they truly straddle or --

MR. OROSCO: The two trees that are in question, the Norway Maple you can see here on the property line from our surveyor straddles the property line, as well as the Beech tree does back here. So they are, you know, jointly responsible, I mean, both owners are jointly responsible for the trees.

MS. O'MALLEY: Well, I think at this point we should get back to the major issues on the house and try to go through that before we get to involved with the trees.

MR. MUSE: Just one more point about the driveway.

MS. O'MALLEY: Okay.

MR. OROSCO: I had brought up that issue and showed you some photographs of another property that we worked on in Chevy Chase and within that four feet area we were able to plant a tree that was 12, 14 feet tall the day that it went in. Which again, we can show those to you. This section that we're showing here shows us that we do have the ability to be able to put the a wall that we need to be able to do the driveway, as well as be able to get substantial landscaping in here.

The section shows the site lines for both properties coming across so that again, what we're looking to do here is to have a fairly naturalistic idea about what that edge would end up being which is part of the character of the overall site. So that this could be comprised of, you know, perhaps deciduous trees, perhaps evergreen trees. We would hope that we could work out with the neighbor developing up what is the appropriate

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mixture of trees so that when both parties are looking out it's going to be a harmonious do for again both parties.

But this makes a pretty convincing argument that even from the second floor of their house looking into that garage space, that that line is mitigated from the day that we would put these trees in. From the second floor, obviously from the first floor or standing out on their property looking across, they would be looking directly into plantings that we would put in, in addition to the planting that already exists on their property before you come into the elevation of the house. Any questions?

MR. JESTER: You mentioned that you've been talking with the Village, have they expressed any concern about location of the driveway being directly opposite Magnolia Parkway?

MR. OROSCO: No.

MS. O'MALLEY: All right, if we are looking at the property, where would you like to start? Would you like to start with the comments by staff? I think your first significant comment had to do with the roof line. Do we have comments about that? What are your feelings on raising the roof line three feet?

MR. ROTENSTEIN: Personally I agree with the staff recommendation if we're going to continue with an additional preliminary consultation, something that's going to be essential is a graphic illustrating the relationship of the existing, as well as proposed roof lines to the adjacent house, 45 West Lenox, because I think being able to see those in juxtaposition is going to tell us a lot about how that streetscape is going to change with the raised roof line.

MS. O'MALLEY: Any other comments about how you --

MR. MUSE: Actually, I've got a question about that comment, if I could. So your concern is more about the relationship of the height of this to the neighboring houses as opposed to --

MR. ROTENSTEIN: No, that's one of my concerns. The other concern is you'd be dramatically changing the historic fabric of this building by raising it by three feet. That in and of itself is problematic, but I also think we need to take into account the streetscape issues in relationships to other historic properties within the district.

MS. WRIGHT: One point I just wanted to make, and it wasn't exactly in the staff report, is that we can never forget, you know, the mission here is not just design review, but it is historic preservation, and on other large projects, for example, 15 West Lenox, that most of you probably remember quite well, the commission approved a large addition.

But one of the reasons or one of the strategies or reasons that the commission, I think, thought that addition was acceptable was because the original form of the historic house was essentially being restored. They were taking away side additions that had been added and pushing them more to the rear so that you would read the original box of the house that was the historic resource.

And so again, I think that is maybe a criteria, a direction, that certainly additions to houses are approved, have been approved, but that the original house including its roof, including its walls is what we're trying to preserve, not just do design review on. I think the commission needs to at least respond a little bit or go down the line and comment on the roof issue, which is the first one we're tackling.

MR. JESTER: I also agree with Commissioner Rotenstein and Gwen about the importance of preserving the legibility of the original form and I think many aspects of this proposal are going to help preserve the character of the property. In fact, probably in some cases return it to closer to what it was originally, which is laudable and I think you've done a pretty nice job with certain parts of it, but I do share that concern about that change to the property, and I don't think, I'm not sure that's the make or break part of the project for you in terms of having a couple of extra bedrooms.

I think there are probably ways to accomplish what you need to accomplish without doing that. I mean, again, I think this property, and you put it correctly, stated the back of this property can accommodate a pretty large addition without, I mean, impact on the street side, the streetscape, and I think that's where the bulk needs to be. And I think it was even evident just looking at the aerial of the adjacent property that the addition was pushed to the back and much of the original roof form was retained.

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So I would encourage you to look at that. I want to ask one quick question about the second floor window on the west side, projecting on the bay. You didn't mention whether that's original or not, or do you think it's original?

MR. MUSE: That's not original. That's part of the eight year old addition. That's coming out. Just to maybe shortcut this a little bit. We are fine on punting, on raising the ridge line. We will redesign it with the original roof. We put it on the table when we met with staff, once again, the idea was can you take space that was so close to being legal and make it legal, and if the response is that you don't want that ridge raised.

We'll come back with drawings to show the neighboring houses, that's still lower than the neighboring houses. It sounds like that's not really the issue. We are willing to pump on that issue.

MS. ANAHTAR: So ridge line be shown. Well, as much as I don't like to change original fabric, but in this case since it's a contributing resource and the overall efforts for this project have to restore the house to it's more historic context. I think raising the ridge line actually enhances the front facade to me, and especially they're keeping the eave lines on the sides so there is a not a major concern

MS. O'MALLEY: Although we are looking at the historic fabric.

MS. ANAHTAR: Exactly. I mean, so I have mixed feelings about it, but I'm not totally against the idea since it has been done in a clever way, I think, by keeping the eave lines on the sides.

MS. O'MALLEY: All right. And Dave have you spoken? Warren?

MR. FLEMING: My comment is with Commissioner Jester. I feel that the roof, I mean the raising of the property should be considered, we should take that into consideration.

MR. BURSTYN: What I was thinking about is that when the other neighbor mentioned that his property is considered a primary resource, and I was wondering why this one is contributing but the next door neighbor's is a primary, and I was just wondering when the designations were made in the Chevy Chase Historic District, if this one also would have been a primary resource except for the fact that it already had been altered.

MS. WRIGHT: That's correct. Yes. It had siding and it had had the front porch had been altered, and those were the reasons it was diminished from being a primary to a secondary.

MR. BURSTYN: So, it seems to me the idea that it's going to be enhanced is a good thing. And I don't have any problem with the roof line. And also, if I could jump ahead, I was also looking at the driveway guidelines for Chevy Chase, and that is stated in the staff report that strictly with regard to landscaping.

However, in all other aspects the driveway should be subject to lenient scrutiny. That said, I don't understand, it seems to me that it is overly wide, and just to be sympathetic with the neighborhood and to allow more landscaping, it would be better if it were narrower, and also it wouldn't seem like it encroaches. And not that encroaching itself could be a bad thing because it doesn't cross the property line obviously. And it may not violate a setback requirement, but it still from the streetscape, if it's too wide, just gives the impression overall that it's out of character with the neighborhood.

So to me that is a primary issue when you're looking at the front of the house, the streetscape of the house.

MS. O'MALLEY: Are you're saying you're referring to the new driveway?

MR. BURSTYN: Yes.

MR. OROSCO: Again, what we're following are the guidelines that are set forth from the Village. And again, just to be clear, and this is measuring from where the curb of the curbing starts and comes back. And by the time you come to the tangent point here, it's at 10 feet. We're not making a 20 foot wide throw opening, it's where the curbing is starting.

MS. O'MALLEY: I think this is a standard width with the aprons. The aprons are all wide.

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MR. BURSTYN: But then you said it then expands as it goes down the hill it gets wider.

MR. OROSCO: By the time --

MR. BURSTYN: You said it goes to then 15 feet.

MR. OROSCO: We have 15 feet wide here, which is also, again this has been reviewed with Jeff Bittle, and is also fine with him. At that point we are actually pushing the drive back in, so we're actually recessing the garage doors back into the property by five feet, so that we ultimately have the 20 foot apron measured from the front of the garage doors out.

MR. BURSTYN: I was also wondering, I don't know if it's premature, about what type of pavement materials you're considering for the driveway?

MR. OROSCO: We haven't finalized any materials as yet. So we were open to what the materials ultimately will be.

MR. MUSE: You know, we said we couldn't find drawings of the existing house over here. We do have good drawings of this because we're the architect for the addition, and when Donna mentioned that her driveway is 8 feet, it's actually 10 feet. It's the same width as what we're doing. The width of that is exactly the same, but we're 15 feet on the parking pad or the turning part, this is about 30 feet out from the house.

It's substantially less than we find on most of the houses on the street. And the whole thing about the regulation, those are the Village regulations. We're actually making it thinner by recessing the doors inside the house to go from a 20 foot parking pad to a 15 foot parking pad.

MR. OROSCO: And further, the comment was also made that we are pushing our driveway back extremely far. And if you actually travel across from what we are calling as our apron, it's at this line. This is actually how far there's continues in. So just to clarify that as well, so that we're not actually doing what the neighbor had said that we're doing.

MS. TULLY: Well, I think this is, we seem to have transitioned to talking about the driveway. Do we want to come back around and get everybody's comments on the driveway relocation?

MS. O'MALLEY: Commissioner Fleming, are you ready to comment on the driveway or the potential relocation of the driveway?

MR. FLEMING: I haven't had a chance to physically this property, so I would like to take a chance to look at it before I make that comment.

MR. ROTENSTEIN: Again, I agree with the staff report on this. I think moving the driveway would be problematic. It would change the way the property reads from the street.

MS. TULLY: Yes, the staff report was okay with it. There was a letter with my email at the top from the homeowners next door --

MR. ROTENSTEIN: Right, okay. I got my pieces of paper confused here. Nonetheless, I do have a problem with relocating the driveway because, as I said, it does change the way property reads. I think additional information might be available in terms of the Sanborn assurance maps that would show the historical layout of this property. Moving the driveway closer to a primary resource, even though we're talking about 37 Lenox Street, I don't think we can look at the property in a vacuum. We're dealing with a resource in a historic district, and again, my comment about bracketing that pair of houses even though they're not contemporaneous, they do have a physical relationship on the street, and I think moving the driveway to the space in between those two houses would not only diminish the integrity of 37 Lenox Street, but would also affect the streetscape.

MS. ANAHTAR: Again, I think a driveway, we cannot review the driveway relocation for its -- when can only review it for its appropriateness for the historic neighborhood, and proposed landscape changes I think overall, again, improve this historic property. I think it's just a matter of resolving these issues with the neighbors, and if there's anyway of reducing the width of the driveway, getting it to that point where you need the 20 foot turning radius at the bottom. I don't think it really is something that we should be worried about.

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MR. JESTER: From my standpoint, I think it would be preferable to have the driveway where it's currently located, but I don't think I would necessarily deny the HAWP application if the driveway is moved. I would encourage you to minimize the impervious surface as much as possible. I noted in the material you submitted that the actual amount of impervious surface is increasing, and in this day and age with sustained building and what not, I think anything you can do with the rest of the landscaping in the project to not increase the impervious would be a good idea.

My other point is that the part that concerns me more is the potential loss of the trees, mature trees. And I want to make sure I'm clear about what, which trees are potentially, that need to come down to make this driveway work. I understand the Norway Maple is kind of an invasive species, and that one's kind of -- what about the Beech at the rear of the property?

MR. OROSCO: No, the Beech does not need to come down for the driveway.

MR. JESTER: So that the rear part of your driveway is not going to be in the drip line?

MR. OROSCO: No. The Beech is located back here, and with proper measures, we can build within that area, as well up here, but again, with the measures that were outlined. And again, this is also just starting with The Care of Trees as we will continue to work with them successfully to be able to save those.

The tree that, again, we have focused on is the Norway Maple, and that is the one that, again, at the base, has the cavity in the photograph that I had sent around. You know, if this tree, for example, I mean is a sort of chestnut tree. If that were the tree that had a major disease or problem with it, I would have a different attitude about that. We're looking at this as though, you know, this zone if an area that there's a tree in it that is an invasive exotic, it is diseased.

We have an arborist that is really well respected go out to the area, talking about this, what we would like to do is come back and plant something that might be more appropriate with a scale that immediately gives us impact.

MR. MUSE: But also just to clarify one point. With the scheme we're proposing, the impervious area of the driveway is decreased. It requires less driveway.

MR. JESTER: I was looking at the overall.

MR. MUSE: Right, exactly.

MR. JESTER: Which is two numbers I was comparing.

MR. MUSE: But if you look at driveway to driveway, it requires less paving to do it this way.

MS. O'MALLEY: Although you could remove driveway from the current one. Does it have to be that large?

MR. OROSCO: I haven't driven it, but from again, what I'm understanding is that it's quite difficult to maneuver in and out of that current driveway, and that there's not really backing space that you can back out and then pull out. You're backing out the entire length. You're backing out to the street.

MR. MUSE: And that compounding the fact that you can't pull the car into the garage anyway makes it exceptionally difficult.

MS. O'MALLEY: All right, and I guess I didn't weigh in on the roof line and I feel strongly that because it's part of the historic feature of the house, ridge lines are somewhat sacred and I would hate to see a change in that.

As far as the driveway, I think that you have a severe problem trying to work something out with your neighbor. I'm more inclined not to have the driveway moved because I expect that historically the driveway was always on that side of the house, and that you are really surrounding that primary resource with concrete because there was that large driveway put in on the one side, and now you're going to put it in on the other side as well. So I feel that's an issue.



But we'll go further down the line and get to the west side addition. Staff wanted comments on that, the upper portion.

MS. TULLY: Yes. I was going to say the west side addition, really I was just looking for your comments on the, what would be the extension of the living room where there's currently the covered pergola or something. And I think I made some general, some suggestions of pulling it back from the corner in my staff report.

MS. O'MALLEY: So that it's not -- is it currently flush with the front of the house?

MR. MUSE: No, it's currently pulled back. And that's true on both sides.

MS. O'MALLEY: How far is it going back?

MR. FLEMING: Madam Chair?

MS. O'MALLEY: Yes?

MR. FLEMING: Before we go on. One question I want to ask the panel about the driveway. I read that it wasn't clear if the driveway was original or not. Is there some way you can find out and let us know if that driveway was an original?

MS. LEONARD: It's not original.

MR. FLEMING: It's not original.

MS. LEONARD: Can I just point out that originally the house was a corner lot. That this is a proposed extension to Cedar Parkway. So originally, there was going to be a driveway off the Cedar Parkway behind the house. This is a corner lot. This was added way later. We don't know when it was added, but it's huge. We live directly across from it, the two driveways are across the street from each other. It's a blight. It's ugly. It reveals a side of the house that is extremely not beautiful. There's nothing original about the driveway or the garage.

MS. TULLY: Circle 47, the plan does show that the west side addition is in fact stepped back, although I did not understand the elevations. I'm not sure what the exact amount is though.

MR. MUSE: We haven't decided yet. It's somewhere in the range of it though. And that's true for the east side as well.

MS. ANAHTAR: I have a different question. Left side addition. It's not that clear from the drawings, we have bad copies here, I guess. But is there a recess entrance to that room at the corner? Is there a door? To the music room where the fireplace is drawn?

MR. MUSE: Yes.

MS. ANAHTAR: So you have a side entrance?

MR. MUSE: Yes.

MS. ANAHTAR: I'm not sure if I like that.

MS. O'MALLEY: But are commissioners generally supportive of enclosing that area which was originally kind of like a covered deck, to make an addition on that side?

MR. BURSTYN: I have no objection.

MR. FLEMING: Neither do I.

MR. JESTER: I'm pretty comfortable with it.

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MS. O'MALLEY: So the mass on the left side is not a problem, although you have one comment about the design element. If we look at the mass on the right side, are there comments? That would be the east side addition replacement where there currently is an outdated, a later addition.

MR. JESTER: It's kind of nice leaving it, it helps. But the original mass reads on oblique views. So again, I'm comfortable with it.

MS. O'MALLEY: It doesn't sound out for anyone else, we're comfortable with it? All right. Then we can go to the rear additions. I guess that would change somewhat if you aren't raising the roof line so.

MR. MUSE: Yeah, I was going to say the scale of that one would actually drop by three feet. As the ridge drops, that would drop.

MS. O'MALLEY: And I notice on, I don't know what it was that we looked at, but Circle 40 shows it coming straight out on the same plane as the -- as what? Is that part of an addition there? Yes. So it's coming out, it's an extension of that addition on that side, right?

MS. TULLY: I think what she's asking is, if you're looking at the west, excuse me, the east elevation, if all of that is one plane? Essentially, not counting the eaves.

MS. O'MALLEY: Right. Is the east addition in the back all in one plane?

MR. MUSE: Yes.

MR. JESTER: Yes. If you look at the plan it currently is.

MR. MUSE: Yes. It's one plane once you get above basement level. The basement level is recessed.

MS. O'MALLEY: Sometimes that in itself makes the addition look massive, whereas if you have something, some kind of butt where the roof line changes, some kind of slight inset or divider between different sections, it makes it articulate differently.

MR. JESTER: That's a good point. I think some relief on that elevation might help break down a little bit. I mean, not major changes that would push and pull the planes.

MR. MUSE: But you also could look at it in terms of the drawings that Richard's made. You can put the landscaping and the terraces and the decks on that side --

MS. O'MALLEY: Well I'm just, I'm talking about instead of having it be a straight plane all the way. It's actually that way on both sides, is that right?

MS. TULLY: We're looking at the east side elevation is what she's --

MR. JESTER: No, she's talking about the rear elevation.

MS. O'MALLEY: Well, the east side as it goes back to the rear.

MR. JESTER: Oh, I thought you were talking about the rear elevation.

MS. O'MALLEY: No. Because the rear will change some when they change the roof line. But if you look at Circle 27.

MR. JESTER: Do you have a comment, Julia, about it?

MS. O'MALLEY: I feel it looks very massive.

MS. ANAHTAR: So you're talking about triple gables?

MS. O'MALLEY: No. I'm talking about this view.

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MS. TULLY: The view from 35 West Lenox.

MS. O'MALLEY: Because to me that makes it feel like the new addition is wagging the tail of the historic house. Whereas if you just made -- so if you came down from the back of the gable with another vertical something, that would break up it up some so that it wouldn't look so massive.

MR. MUSE: I think that's, -- once again, when we lower this roof line to here, and lower that, I think all of that's going to fall into place. We've expressed this gable drawing.

MS. O'MALLEY: But you do understand what I'm saying?

MR. MUSE: I do, but with all due respect.

MR. ROTENSTEIN: I didn't mention any comments individually on any of the additions because essentially I don't have any significant issues with in and of themselves. Cumulatively, however, I'm concerned that all sides of this historic house are going to be enveloped except for the principal facade. As we heard, the property, had it not been subjected to alterations and additions, would have easily been designated a primary resource at the time the Chevy Chase District was designated.

Here we're essentially enveloping it in some very large scale additions that I think will cause the original house itself to be lost among those newer elements, and I don't know how my fellow commissioners feel about that, but I think it's something that we need to take into account. Because I think the house does get lost in all of these large scale additions.

MS. O'MALLEY: Do other commissioners want to comment on that?

MS. ANAHTAR: It's already lost with the previous additions, and if these new ones that are proposed are more compatible, so.

MR. JESTER: I guess I don't completely agree with you that all these additions are completely enveloping everything but the front of the house. I think, as I said earlier, I read in the comments that I think the side elevations or the side additions rather, are basically improvements from what's there now. And I do think we'll see improvement once the roof line comes down. There will be some changes, including along the rear.

MR. ROTENSTEIN: I'm often wrong, so I admit that. Just an opinion.

MR. MUSE: There's simply nothing like of the fabric of the back wall you can start to talk about restoring. It's no longer there. We are, parts of the existing house where we can bring them back to what they were by renovating materials we are doing that. On the other side the fabric is off, it's no longer there.

MS. O'MALLEY: Well I do think in Chevy Chase we don't focus this much on the back of the house.

MS. WRIGHT: And given the hour, maybe it would be worth sort of having each commissioner sort of sum up general comments about the overall project, so we can give the applicant some direction?

MS. MUSE: And also, I think the owners would like to make a summary comment if they could.

MS. O'MALLEY: Shall we let them speak first?

MR. POWELL: Just briefly. My name is Jay Powell, this is my wife Elissa. We think the plans that they've drawn are very beautiful, and we want to do them, and we want to live in the house until 2050 if we can.

On the subject of the driveway, what happens if the driveway comes over to the left side of the house is that this beautiful landscaping plan, there's nothing to landscape. It really takes away the only open space where you can do something nice. What it does to the house is it takes the play room away, and it really takes away our, we would have to move the kitchen to the other side of the house and take away the beautiful family room that we've got, the all glass family room. The light here comes from the side of the house where the garden is.

So, you know, what you're left with is something that may or may not be worth doing if you have a, you know, if you have to have that driveway there. It's very ugly and it's going to be difficult to imagine, you know, going through all this work and having that still there. That's kind of, the bottom line as we see it. So that's what I wanted to say. Anything else you would like to add?

MS. LEONARD: Just that, you know, we live across the street. We've lived there for eight years. We've stared at this garden past the driveway for eight years. It has the potential to be stunningly beautiful. We plan to live it in for 40 years. We feel like it's an opportunity that only comes around once in a generation. That those houses that back onto that creek change hands, and we've been in the position that we've been looking at it for eight years imagining how we could beautify it. And everything we propose to do only enhances the streetscape. We will have a more subtle driveway from the street. It does not impose on the street at all. It does not take away green space. We're happy to use impervious materials on the driveway. We're happy to use a combination of brick and grass and make it look in keeping with the Craftsman style of the house.

The owners next door said to us when we first went to contract, they said, anything you do will be better than what we're looking at now. In fact, we designed our house so we don't have to look at that house because it's an eye sore right now. That's what they said to us. They also said, we hate the Beech tree. If you can possibly take out the Beech tree, please do.

Now they're hugging the Beech tree because it will stop us from doing our work. I'm just absolutely amazed that they came to the meeting and said that they wanted to preserve the Beech tree. You know, I'm happy to preserve the Beech tree. We are not taking out a single tree that isn't diseased. We love trees. We're adding 50 trees. We are adding trees to this lot, and we're going to beautify this garden. And everyone else in the neighborhood, including us, who live across the street and are looking at it all the time, see the beautiful potential that's there.

MR. POWELL: Finally, the last sentence. Just that we tried to absolutely everything we could to have this be, to have no impact whatsoever on our neighbors, and you know, we'll continue to do that. But I think if you saw Richard's elevations and the trees and everything with that, in no way is this a negative. Thank you very much.

MS. O'MALLEY: Thank you. All right, we'll go down the line and summarize comments.

MR. JESTER: I really don't feel I need to summarize. I think I've made my comments pretty clear.

MS. ANAHTAR: Me too.

MS. O'MALLEY: Anything to add?

MR. FLEMING: My comment is that sitting here listening to everyone and seeing this house was once an original historic site before you guys bought it. What's happening I see is that you're trying to take it back to what it used to be and doing a great job. I mean it's a beautiful setting, I understand the position that you're in, especially taking the siding off and putting back the wood.

Your neighbor, I don't know what that's about, but we're here to preserve historic preservation, and I feel that your architect has his hands full in trying to meet what you're trying to do. And also suppress the issues with the neighbors. So my suggestion is that I hope you can come to the landscaping will meet what the historic preservation is all about. That's what we're here for. So we can move forward with that, that's what we're here to help you out with.

MR. BURSTYN: Well said, I'm not going to add to that.

MS. O'MALLEY: Well, do you feel that you have enough of an idea of what we're looking for?

MR. MUSE: Yes, we do. Thank you.

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AUGUST 16, 2006 STAFF REPORT

MISSING PAGES HAVE BEEN INCLUDED IN THE NEW STAFF REPORT

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HISTORIC PRESERVATION COMMISSION STAFF REPORT

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

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 subtlety 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-20th century addition and its removal and replacement does not detract from the historic character of the house or the district. At issue is 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

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)
- East side addition replacement
- Rear additions
- Ridgeline change
- Overall landscape proposal

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.

1st 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.

2nd 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

3rd 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
340/777-6370

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:

- A/C
- 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

10

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]

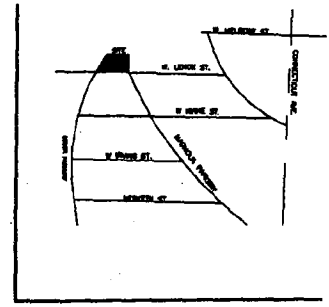
<p>Owner's mailing address Jerome H. Powell & Elissa A. Leonard 37 West Lenox Street Chevy Chase, MD 20815-4208</p>	<p>Owner's Agent's mailing address Muse Architects Attn: Stephen Muse 7401 Wisconsin Avenue Bethesda, MD 20814</p>
<p align="center">Adjacent and confronting Property Owners mailing addresses</p>	
<p>Scott W. Muller 20 Magnolia Parkway Chevy Chase, MD 20815-4205</p>	<p>Jerome H. Powell & Elissa A. Leonard 5921 Cedar Parkway Chevy Chase, MD 20815-4250</p>
<p>William C. Holder 45 Goodwin Road Princeton, MA 01541</p>	<p>Donna J. Holverson 35 West Lenox Street Chevy Chase, MD 20815</p>
<p>Cary M. Euwer, Jr. 11111 Sunset Hills Road Suite 111 Reston, VA 20190-5339</p>	<p>Chevy Chase Club Luke O'Boyle (General Mgr.) 6100 Connecticut Avenue & Bradley Lane Chevy Chase, MD 20815</p>

312

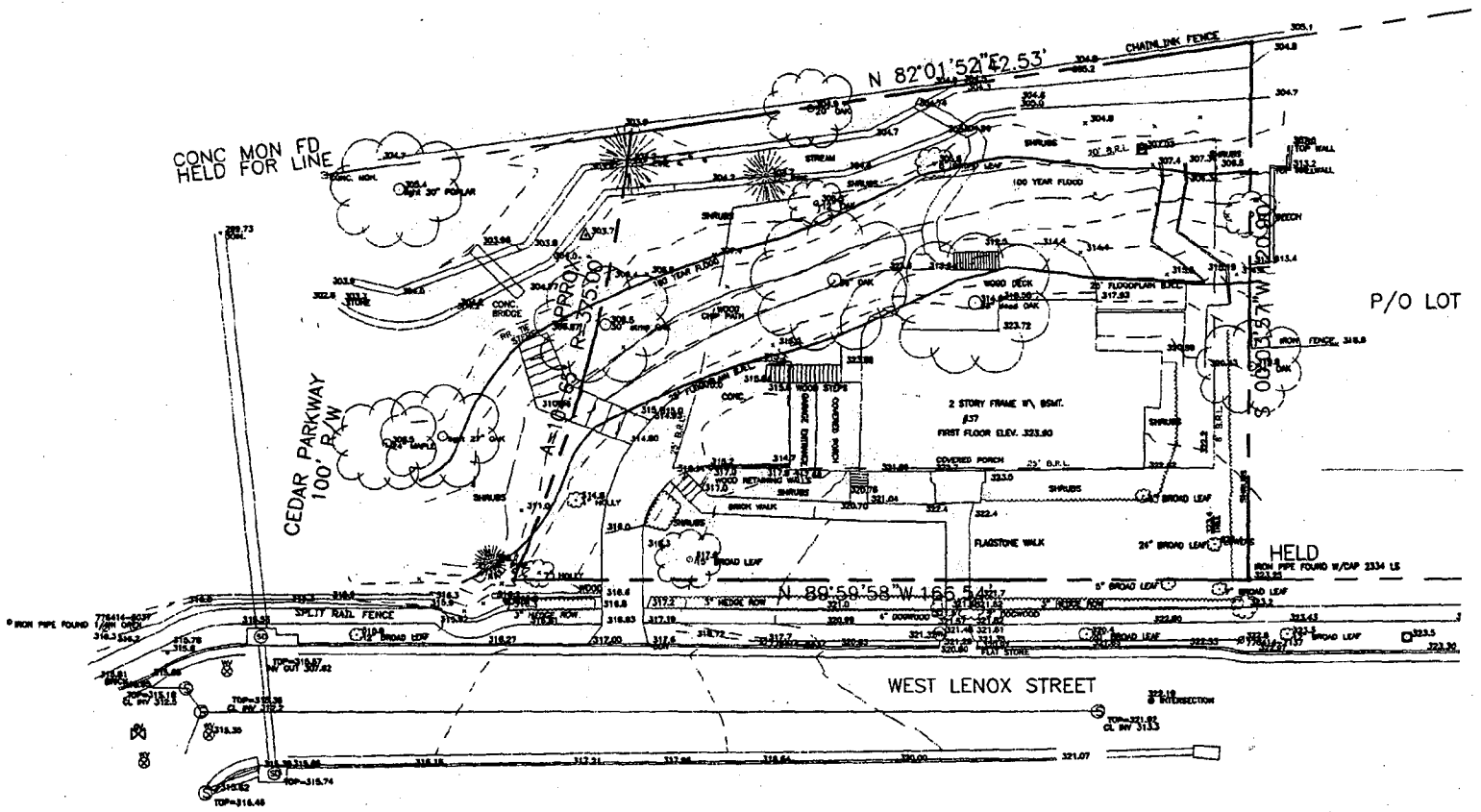


LEGEND

- 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 50% OF APPLICABLE HOUSES ARE SET BACK GREATER THAN THE MINIMUM.

VERTICAL DATUM 1929 DATUM
HORIZONTAL DATUM PLAT No 22748

1. 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.
2. THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT FOR THE SUBJECT PROPERTY. NO GUARANTEE IS MADE AS TO THE EXISTENCE OR EXTENT OF EASEMENTS, RIGHTS-OF-WAY, OR OTHER TITLE MATTERS AFFECTING THE PROPERTY.
3. SOME ITEMS SHOWN HEREON ARE INTENTIONALLY DRAWN OUT OF SCALE FOR CLARITY.
4. 100-YEAR FLOORPLAN AND ASSOCIATED BY FLOORPLAN S.A.L. ARE TAKEN FROM AVAILABLE INFORMATION. FOR DELINEATION BASED ON WATER SURFACE ELEVATION, REFER TO MAPS FILE No. 0601300004 AS PREPARED BY MILDBERG, BOCHNER AND ASSOCIATES INC., BAYES JAZZ 1998.

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

Dewberry

13



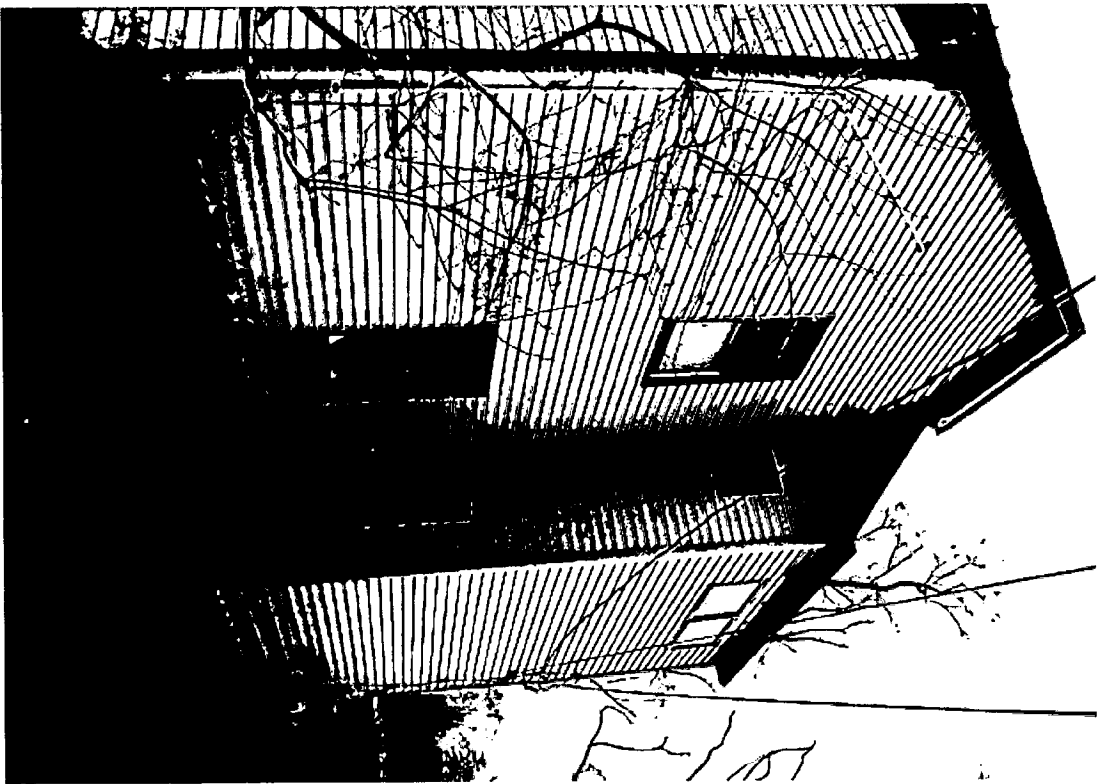
Front (south) elevation



Rear (north) elevation



Side (west) elevation



Side (east) elevation



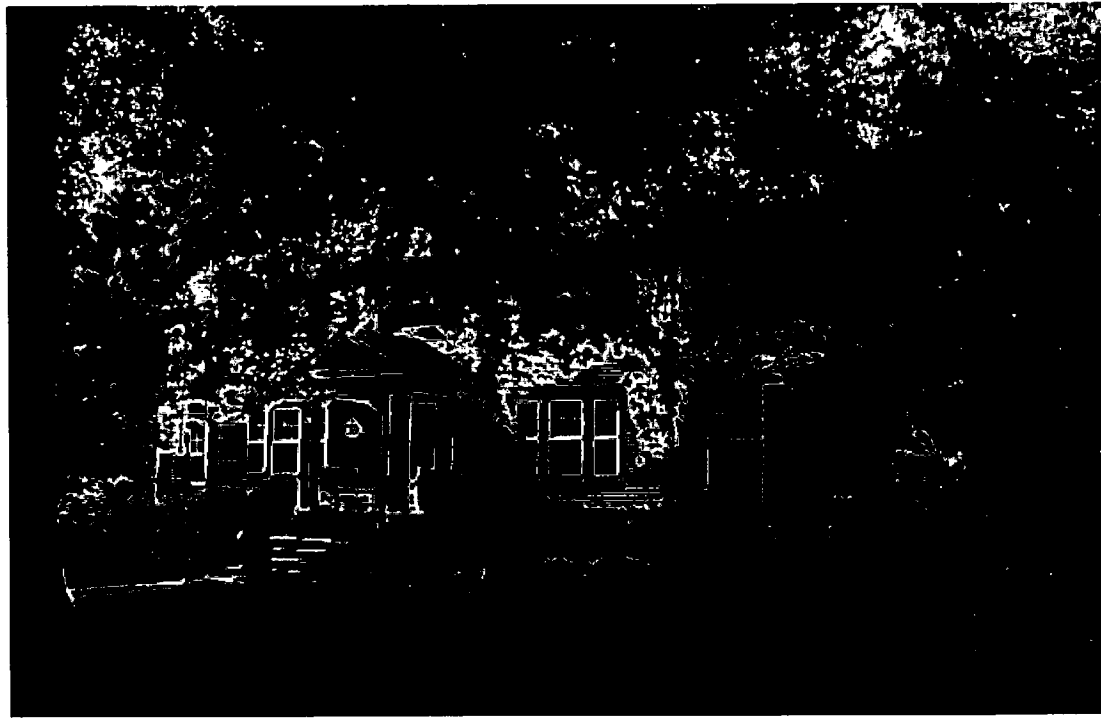
Side (west) elevation from public easement



43 West Lenox Street



20 Magnolia Parkway



5921 Cedar Parkway

B (18)



35 West Lenox Street



20 West Lenox Street

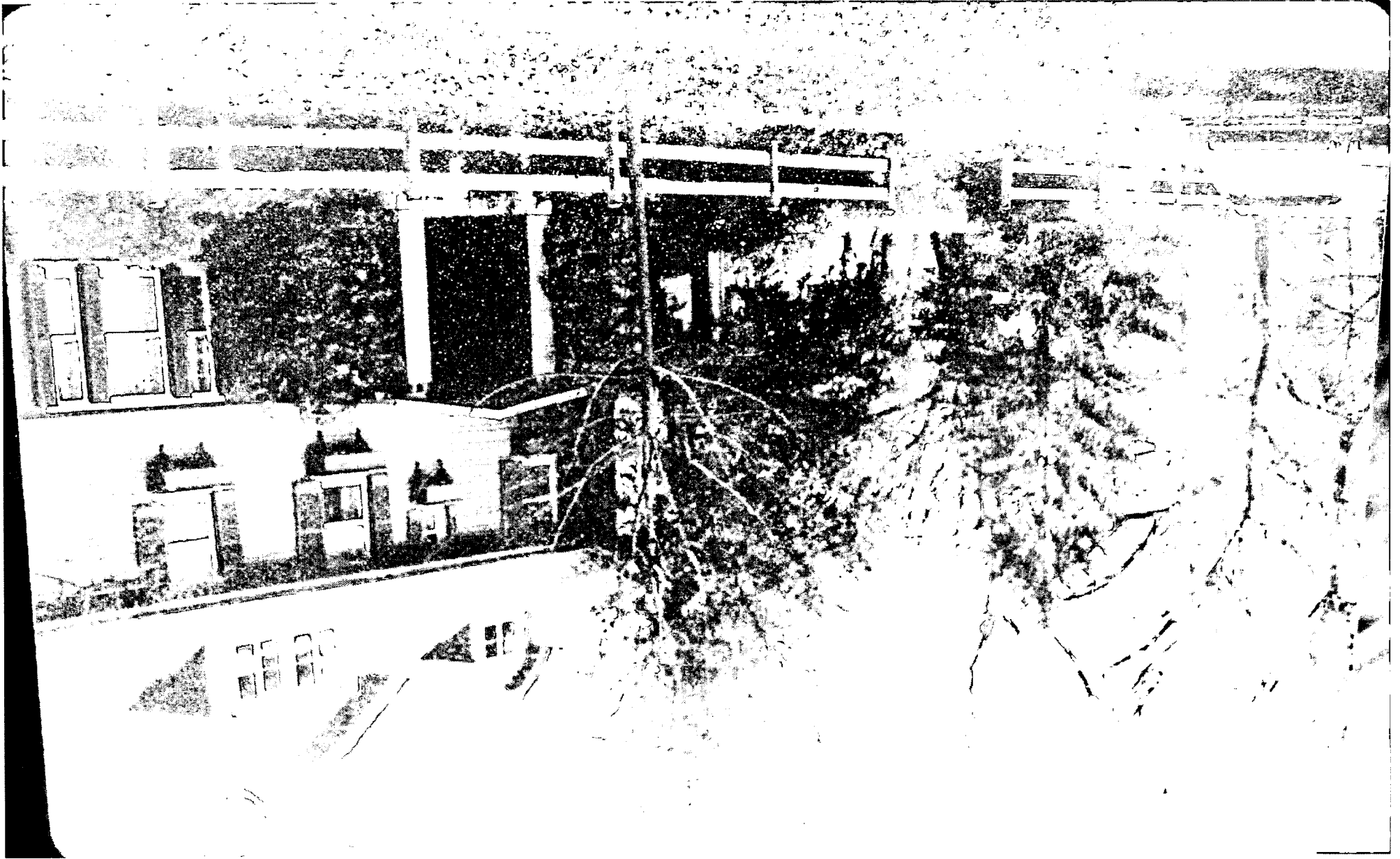


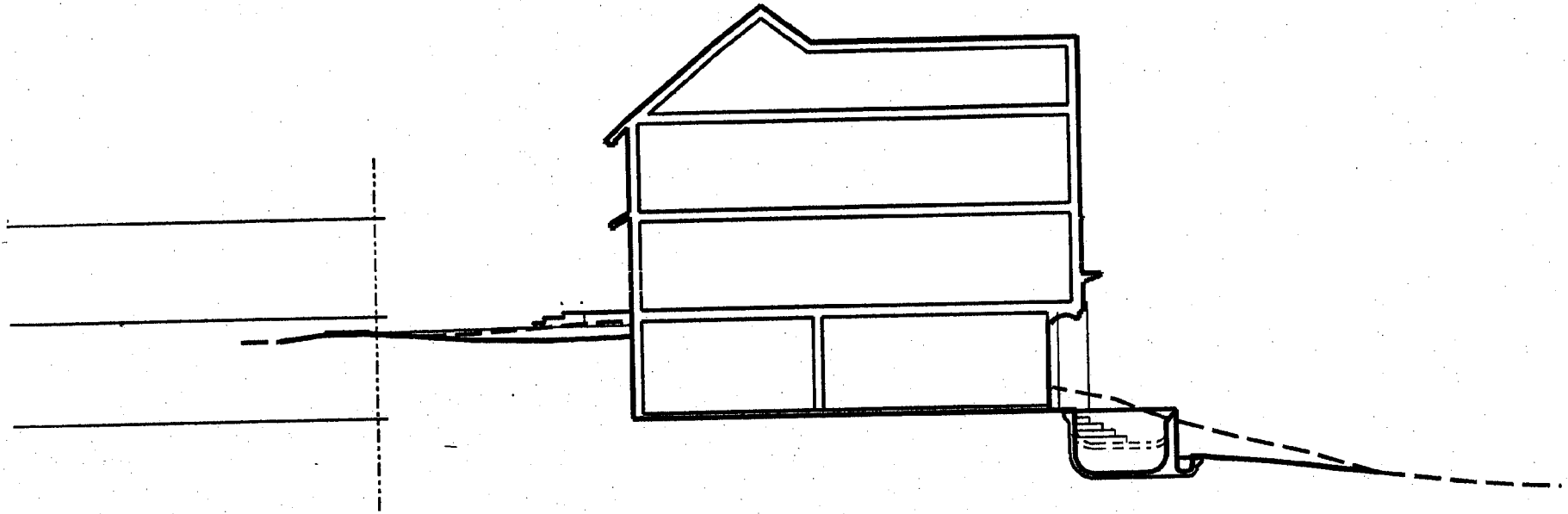
Front elevation (southeast) from public right-of-way



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

12

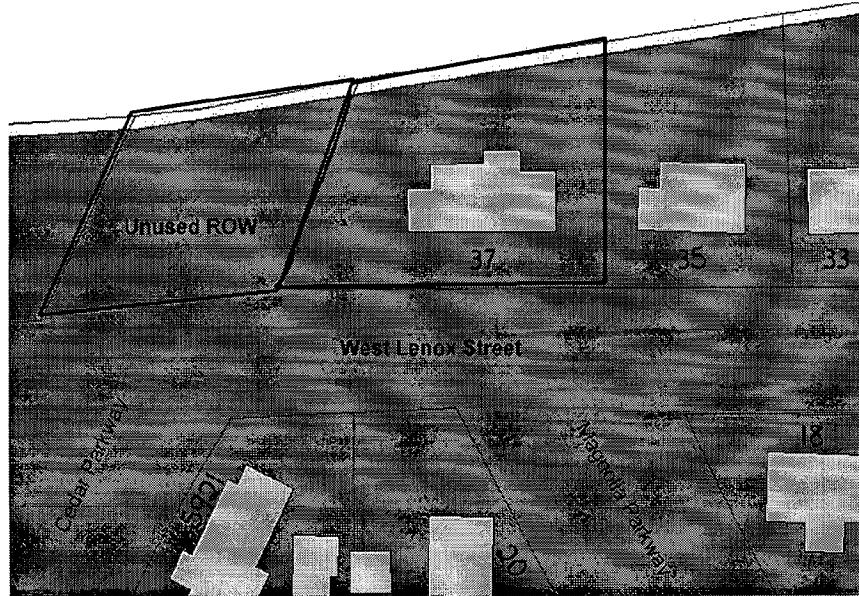


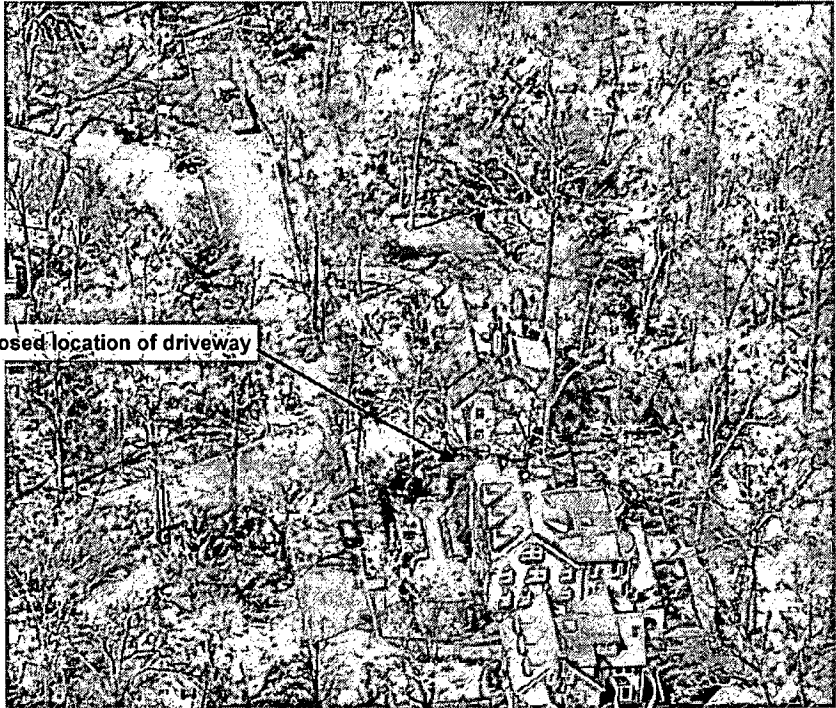


CCTION THROUGH HOUSE AND POOL

608

Chevy Chase Country Club





Proposed location of driveway

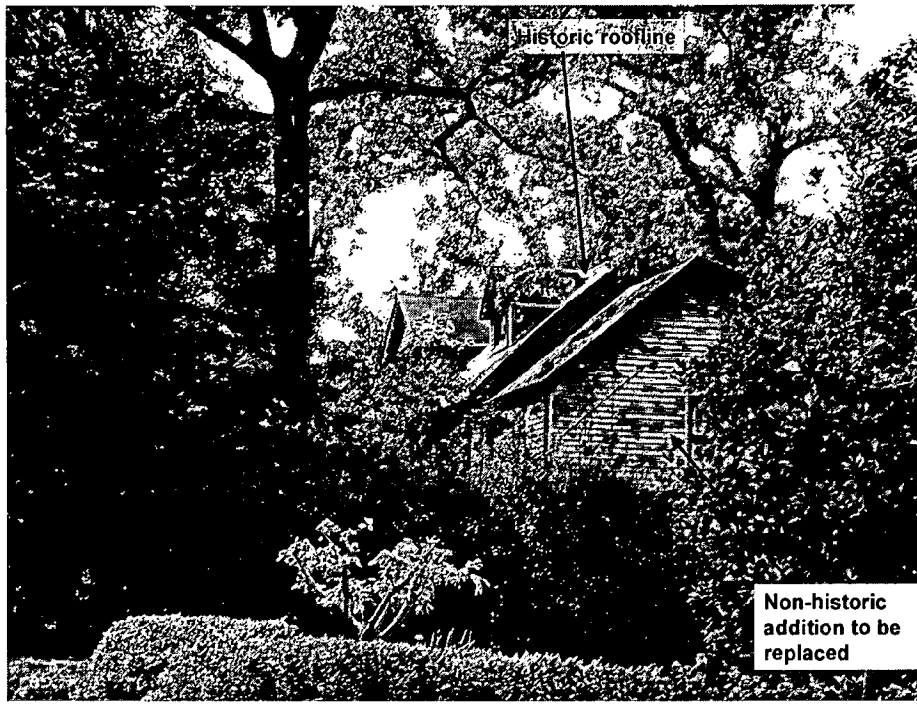


Existing garage and drive



Trees to be removed.
Replacements to be
farther apart.

Curb potentially regraded
and step portion moved to
hedge line.

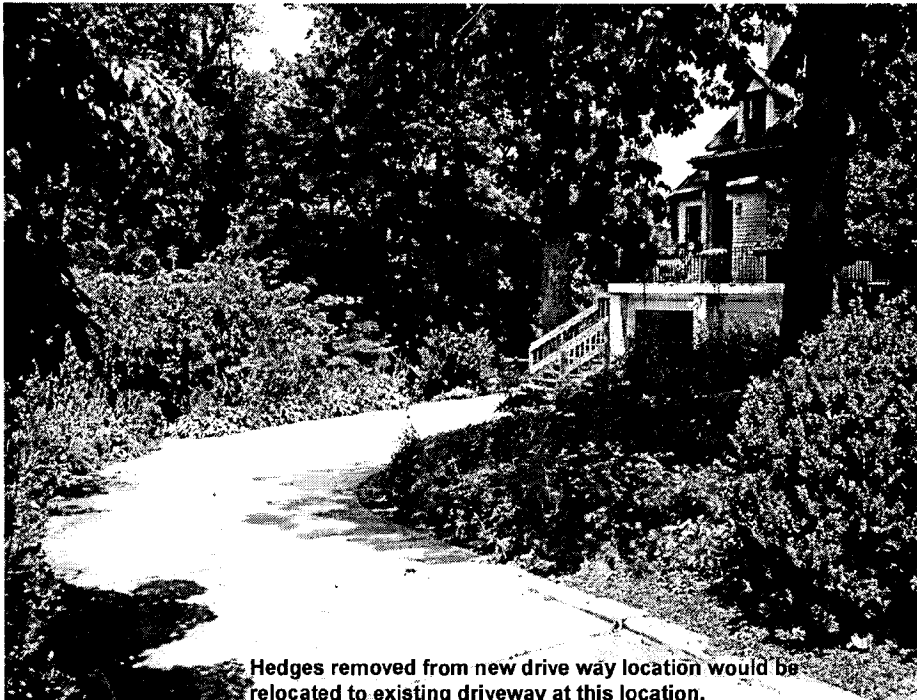


Historic roofline

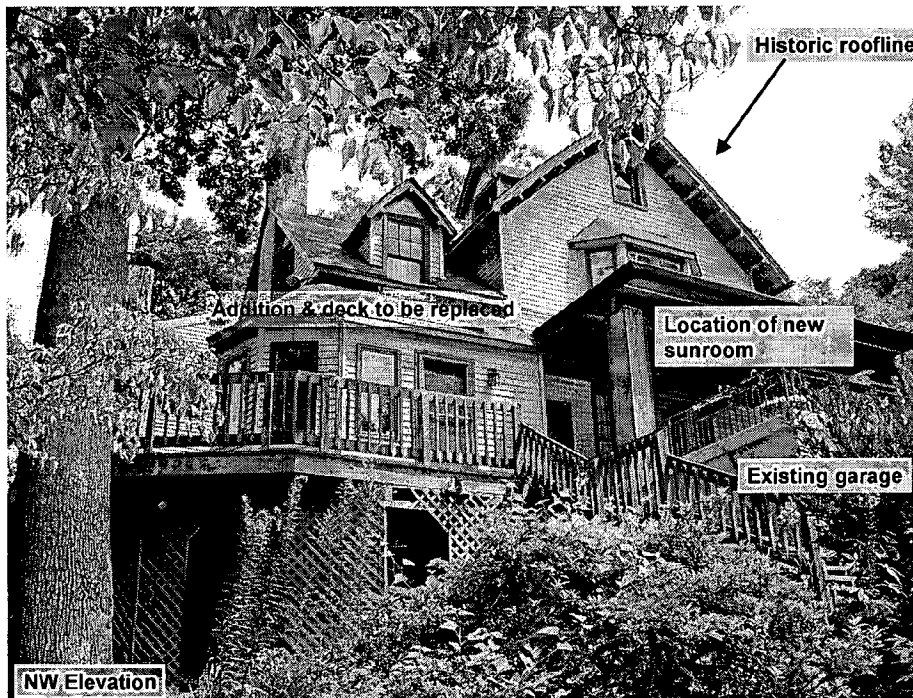
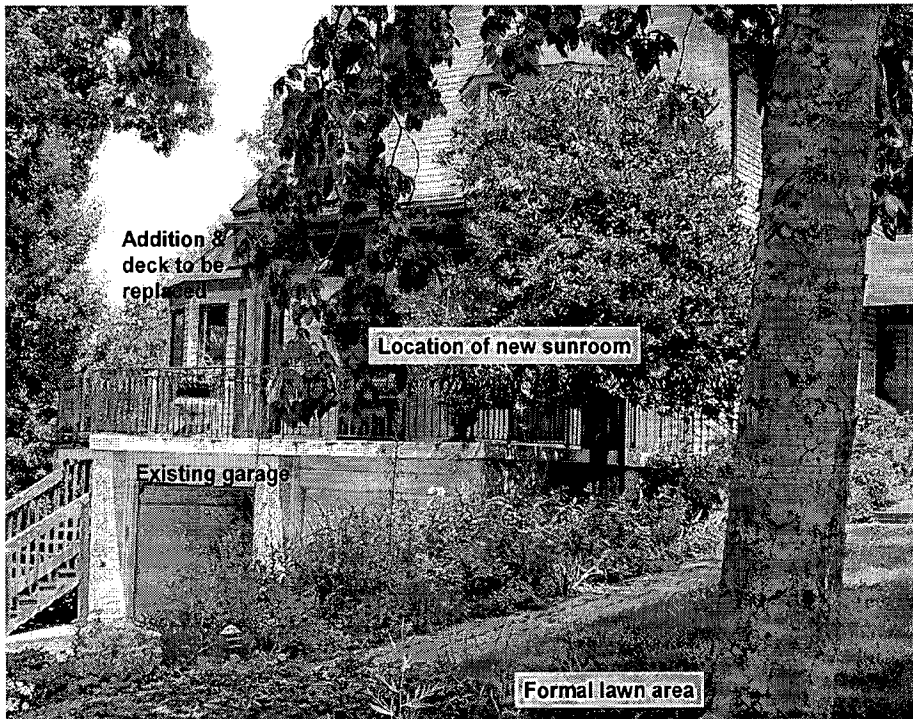
Non-historic
addition to be
replaced

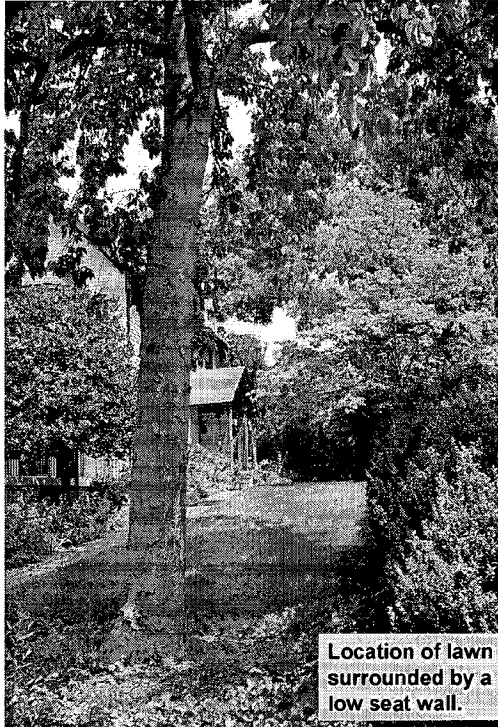


Hedges removed from this location for new drive way would be relocated to existing driveway location.



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

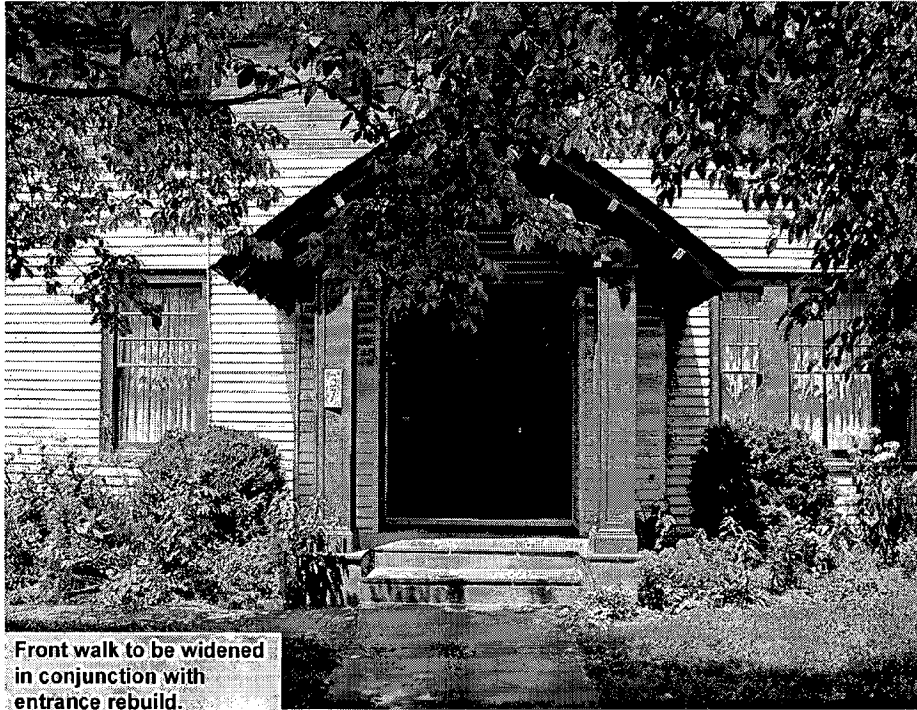
Closet bump-outs to be removed



Brick walk to be removed

Entry structure to be rebuilt

B(34)₆



Front walk to be widened in conjunction with entrance rebuild.



Proposed location of driveway



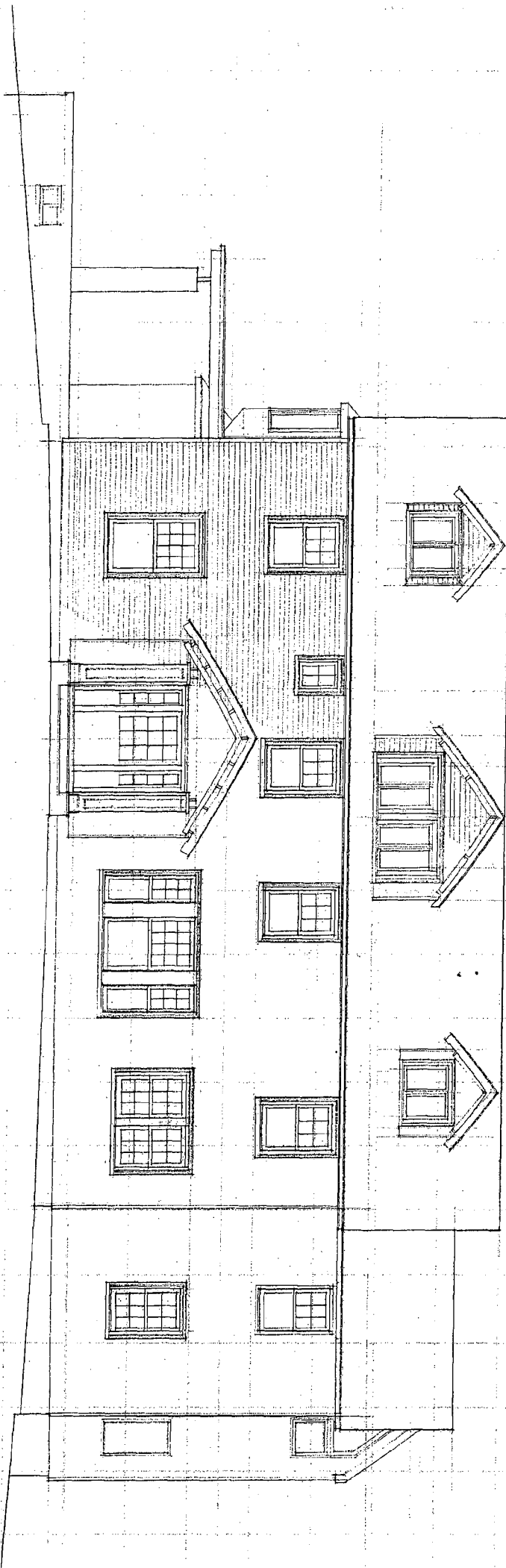
Proposed location of driveway



Approximate location of proposed garage

Dead tree / stump

Approximate location of proposed pool



R
37

EXISTING SOUTH ELEVATION

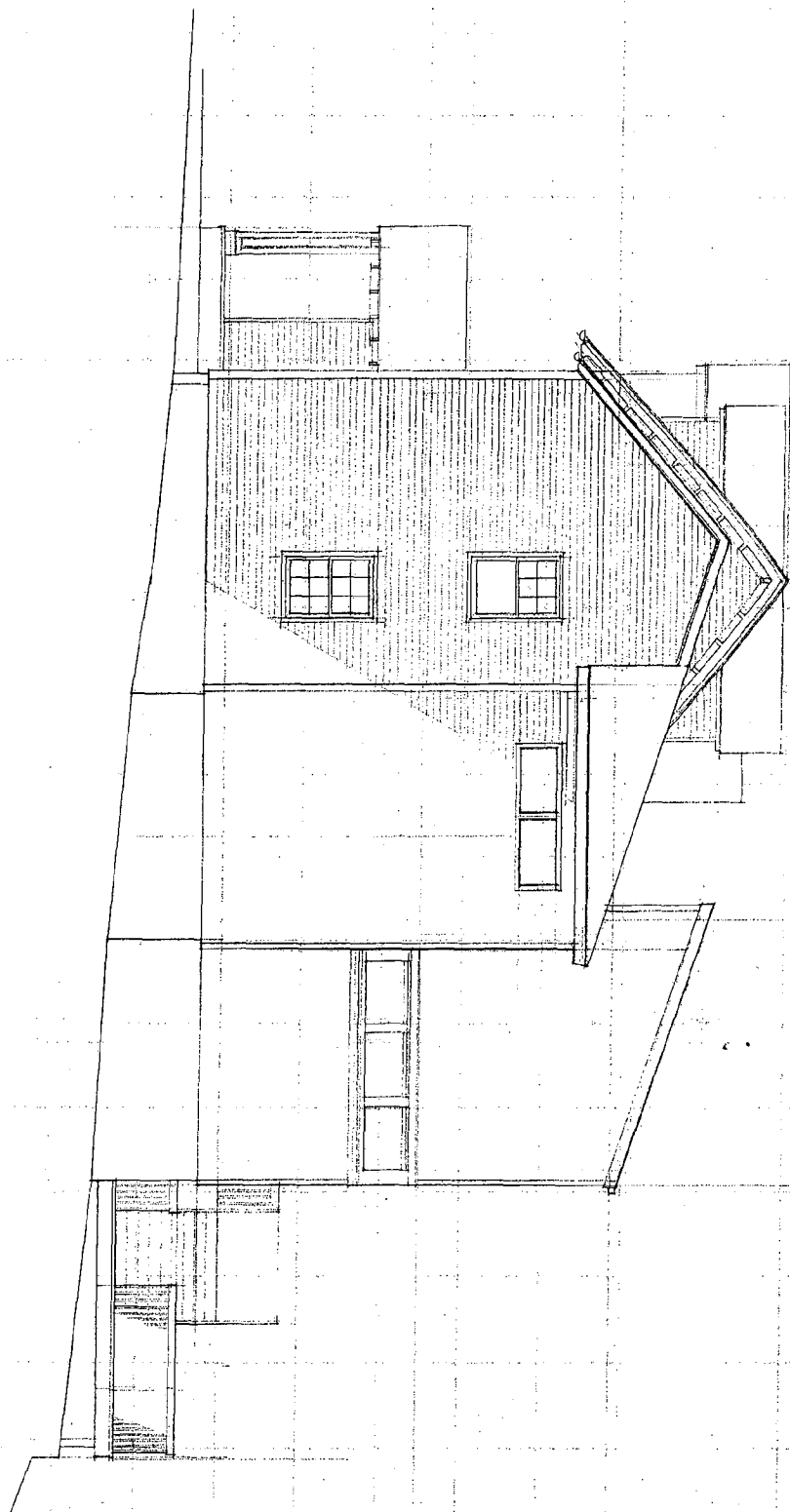
EXISTING
CONDITIONS
26 JULY 2006

AN ADDITION TO AND RENOVATION OF THE
POWELL RESIDENCE
37 WEST LENOX STREET CHEVY CHASE, MD 20815

MUSE ARCHITECTS

5630 Connecticut Avenue NW
Phone 202.966.6266

Washington DC 20015
Facsimile 202.966.9666



59
A.8

EXISTING EAST ELEVATION

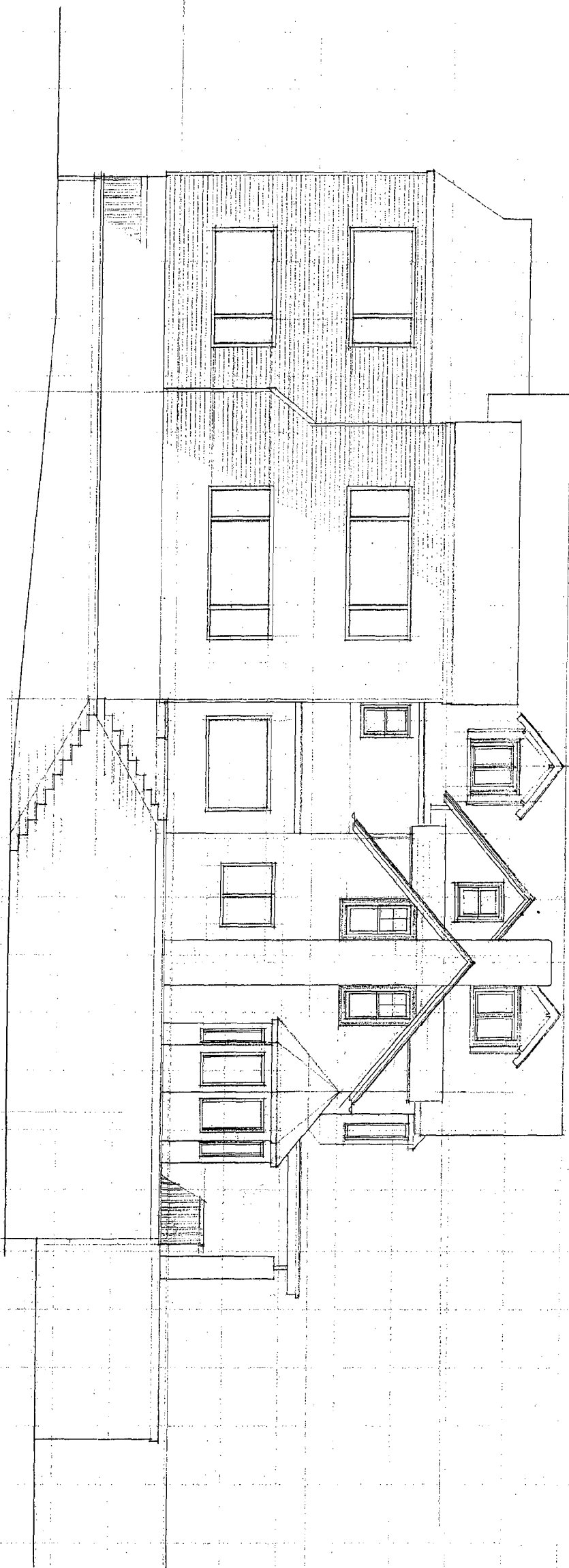
EXISTING
CONDITIONS
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BAI
A.7

EXISTING NORTH ELEVATION

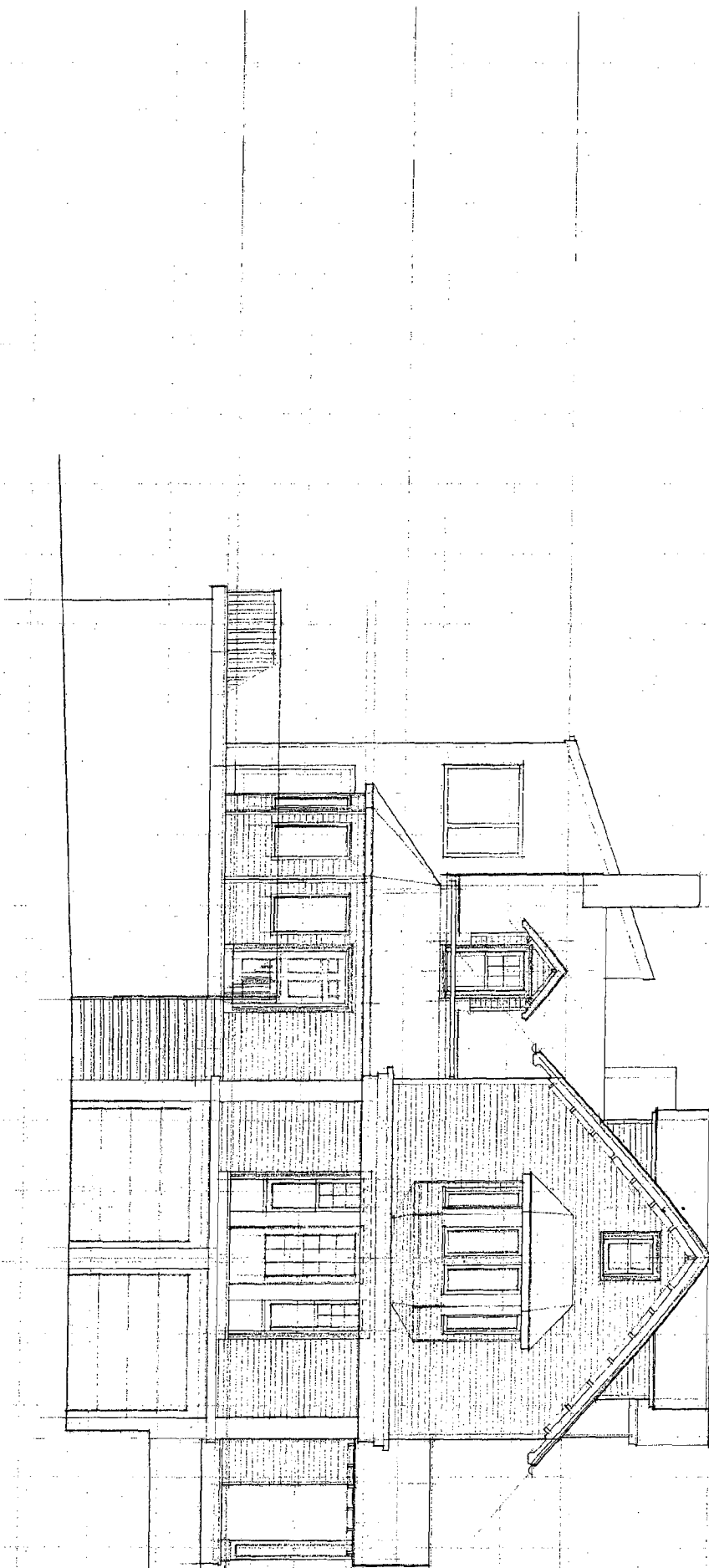
EXISTING
CONDITIONS
26 JULY 2006

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B
A3

EXISTING WEST ELEVATION

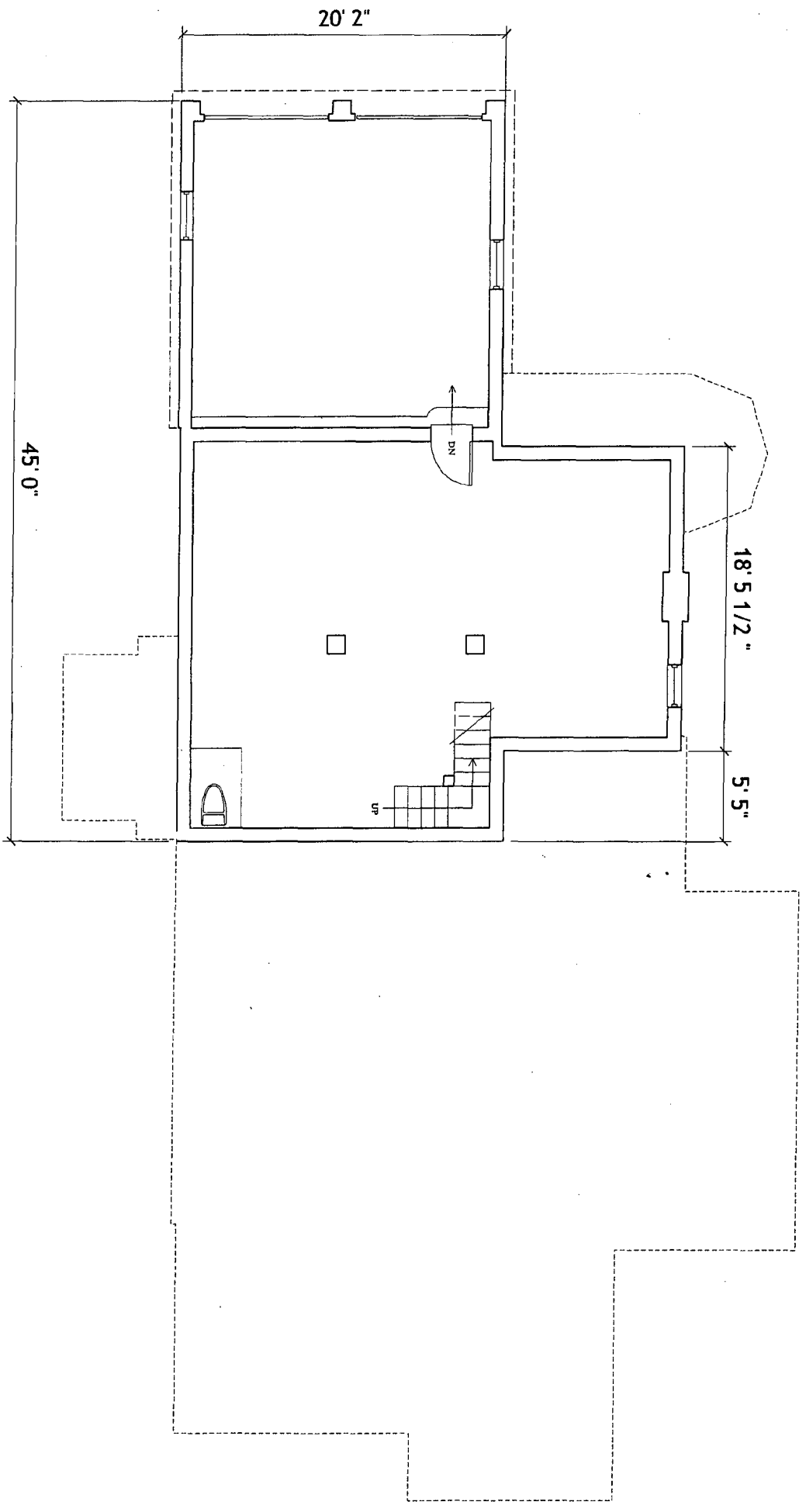
EXISTING
CONDITIONS
26 JULY 2006

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POWELL RESIDENCE
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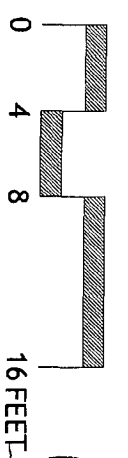
MUSE ARCHITECTS

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1
A.1
EXISTING BASEMENT FLOOR PLAN
SCALE: 1/4" = 1'-0"



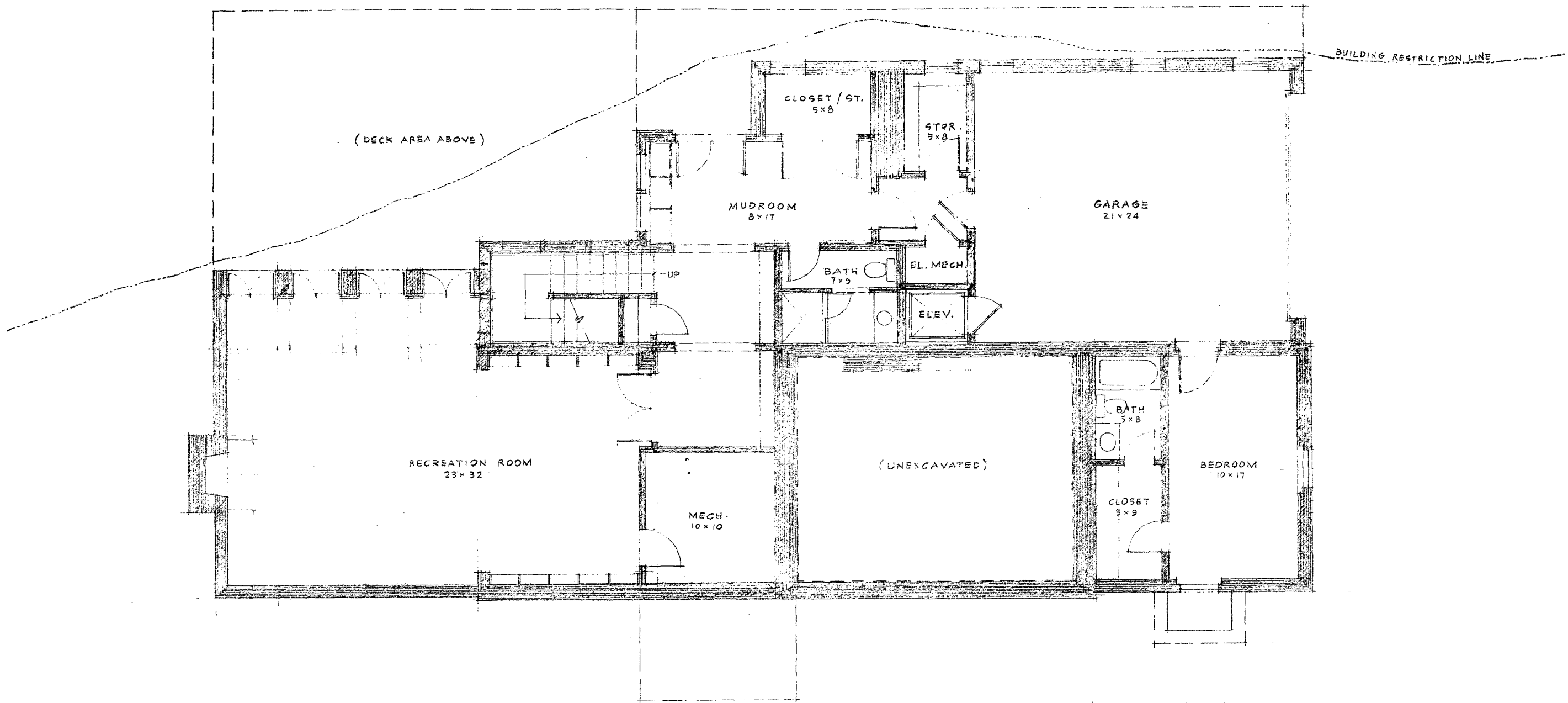
Sheet 15
10/10/06
416
A.1

EXISTING BASEMENT FLOOR PLAN

EXISTING
CONDITIONS
26 JULY 2006

AN ADDITION TO AND RENOVATION OF
POWELL RESIDENCE
37 WEST LENOX STREET CHEVY CHASE, MD 20815

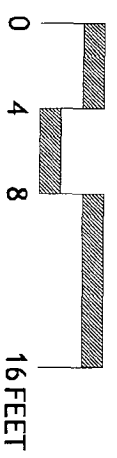
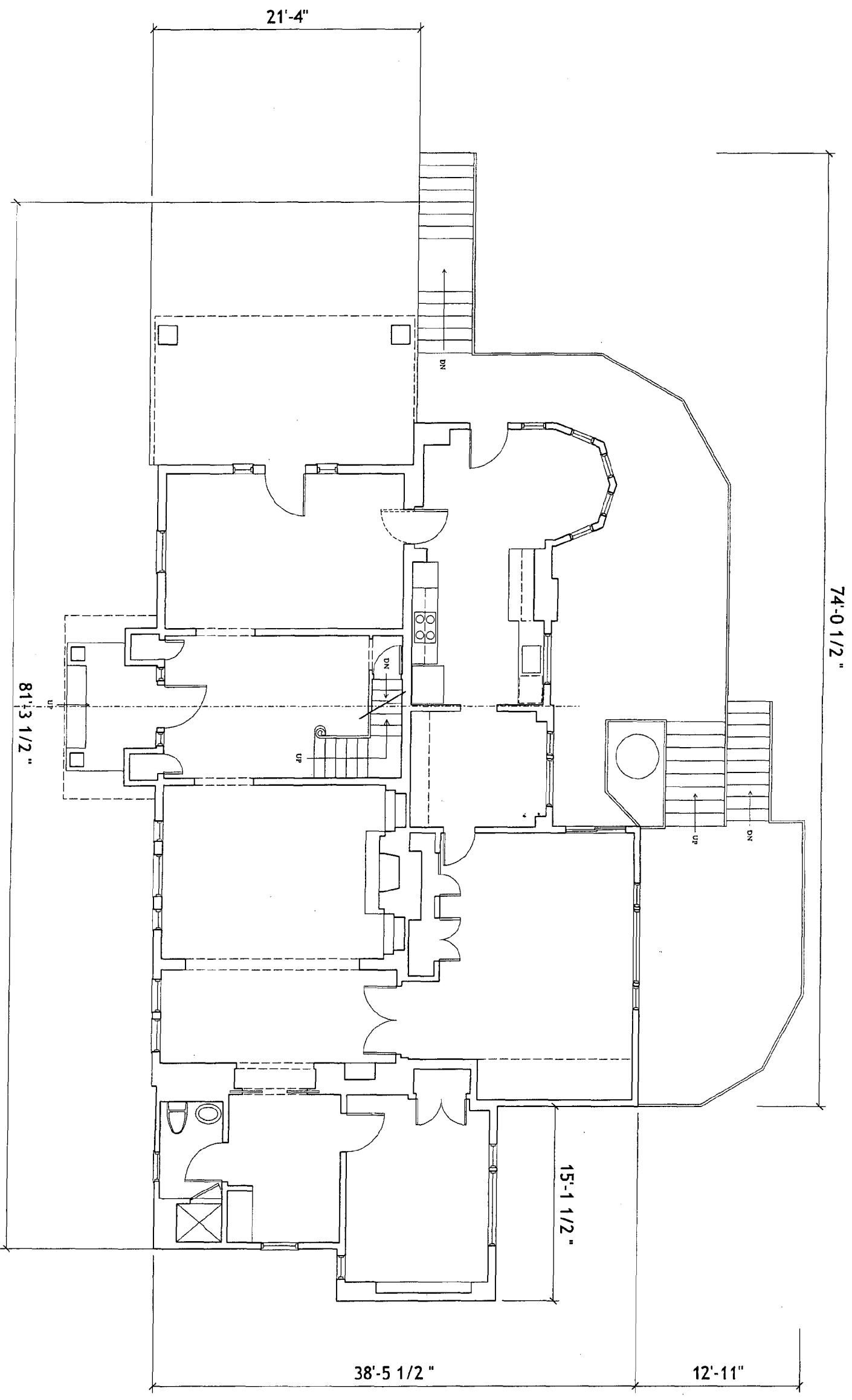
MUSE ARCHITECTS
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POWELL RESIDENCE
 BASEMENT PLAN 1/8"=1'-0"
 26 JULY 2006
 MUSE ARCHITECTS

B(47)

1
A.2
SCALE: 1/4" = 1'-0"
EXISTING FIRST FLOOR PLAN



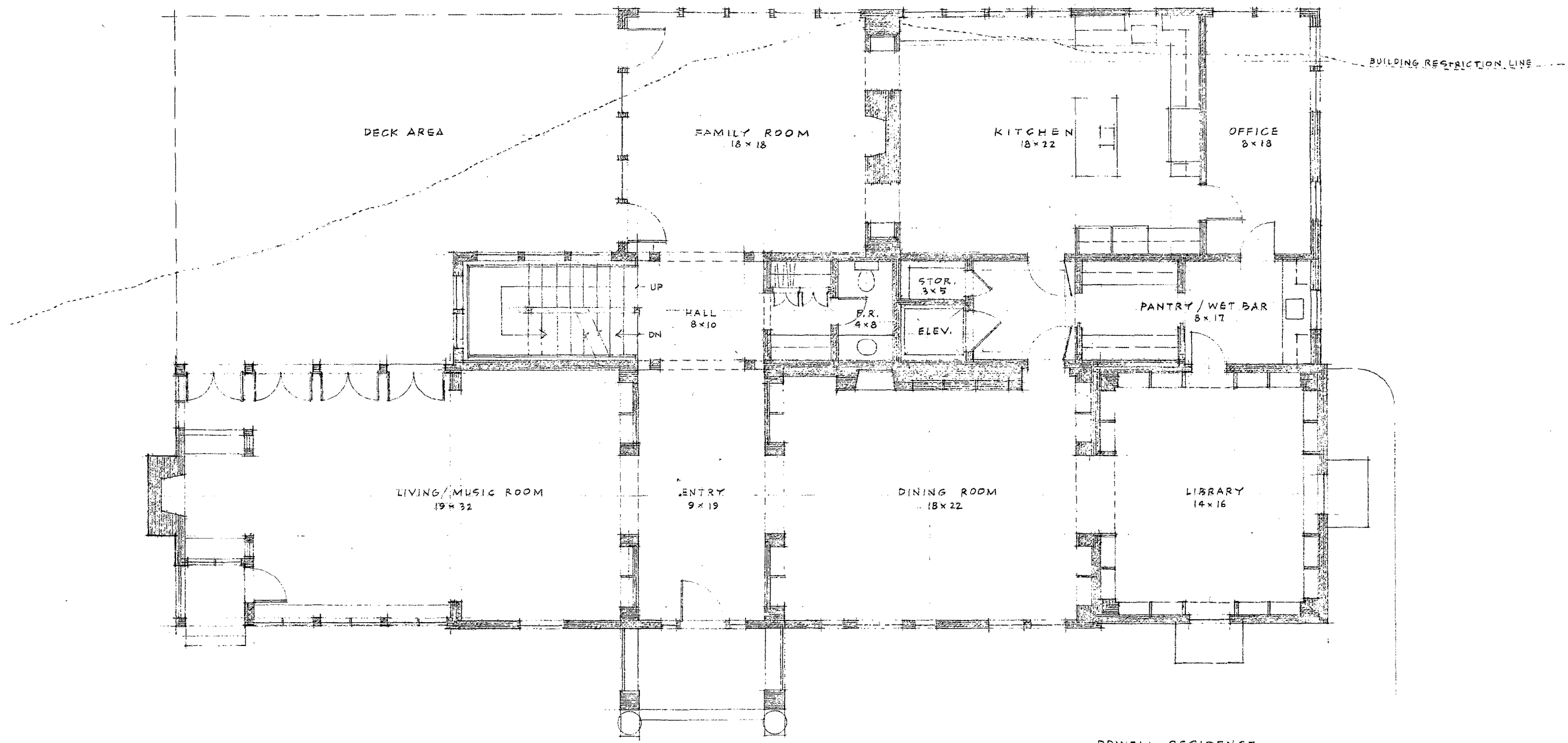
SHEET NO. **48**
A.2

EXISTING FIRST FLOOR PLAN

EXISTING
CONDITIONS
26 JULY 2006

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POWELL RESIDENCE
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Phone 202.966.6266 Facsimile 202.966.9666

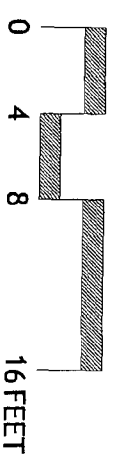
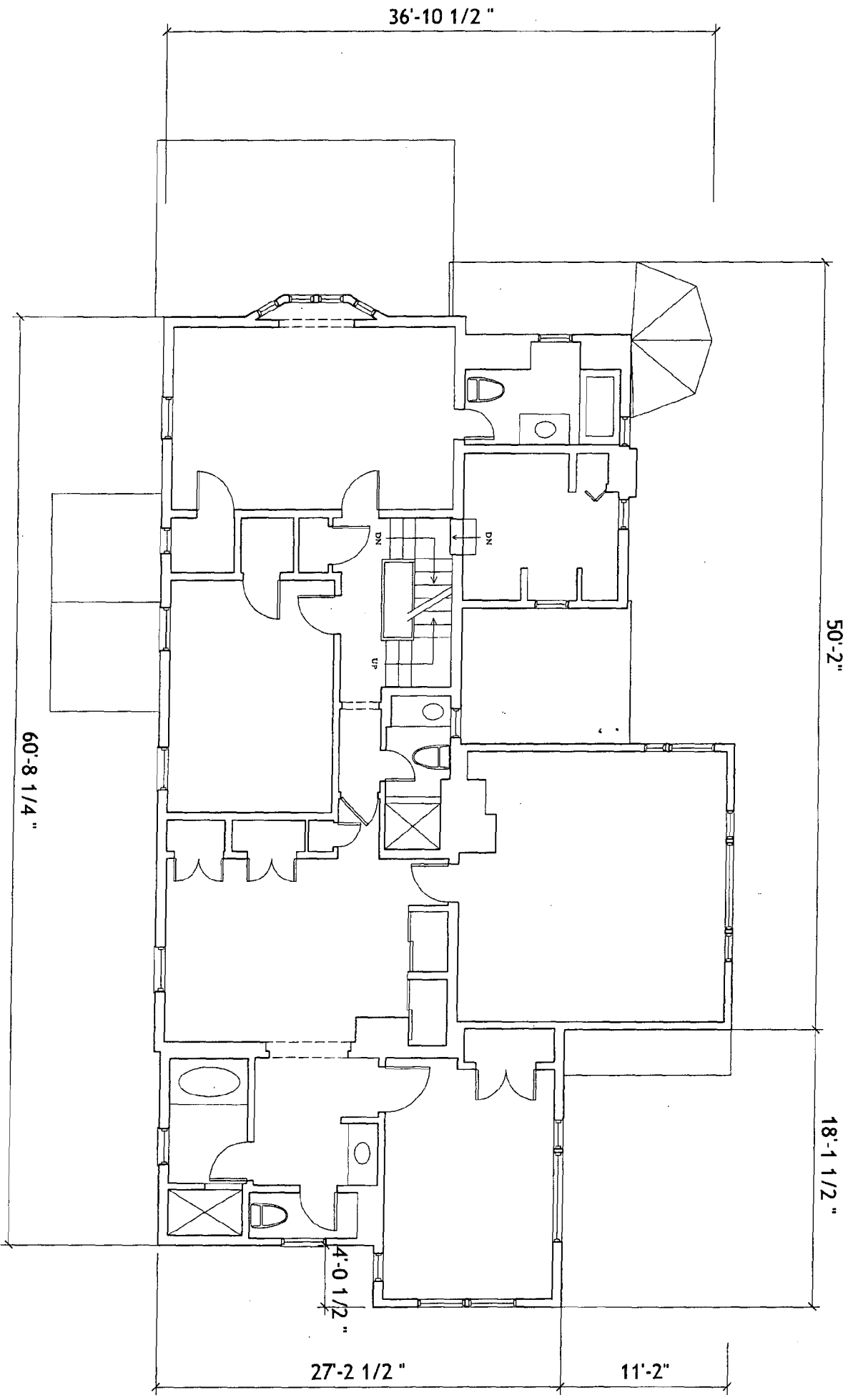


POWELL RESIDENCE
 FIRST FLOOR PLAN 1/8" = 1'-0"
 26 JULY 2006

MUSE ARCHITECTS

B(99)

1
A.3
EXISTING SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"



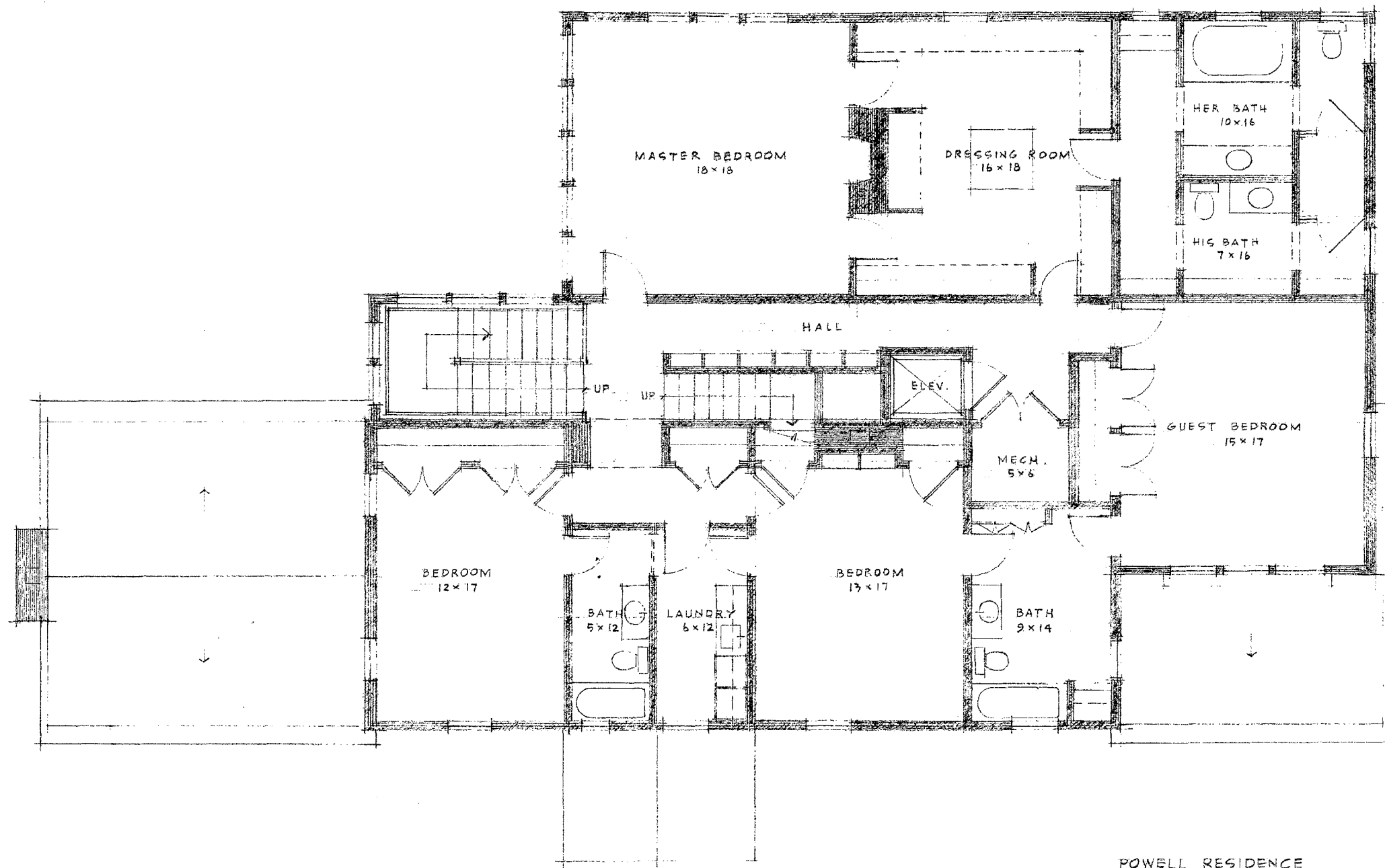
SHEET NO.
A.3

EXISTING SECOND FLOOR PLAN

EXISTING
CONDITIONS
26 JULY 2006

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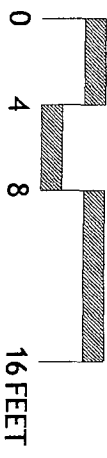
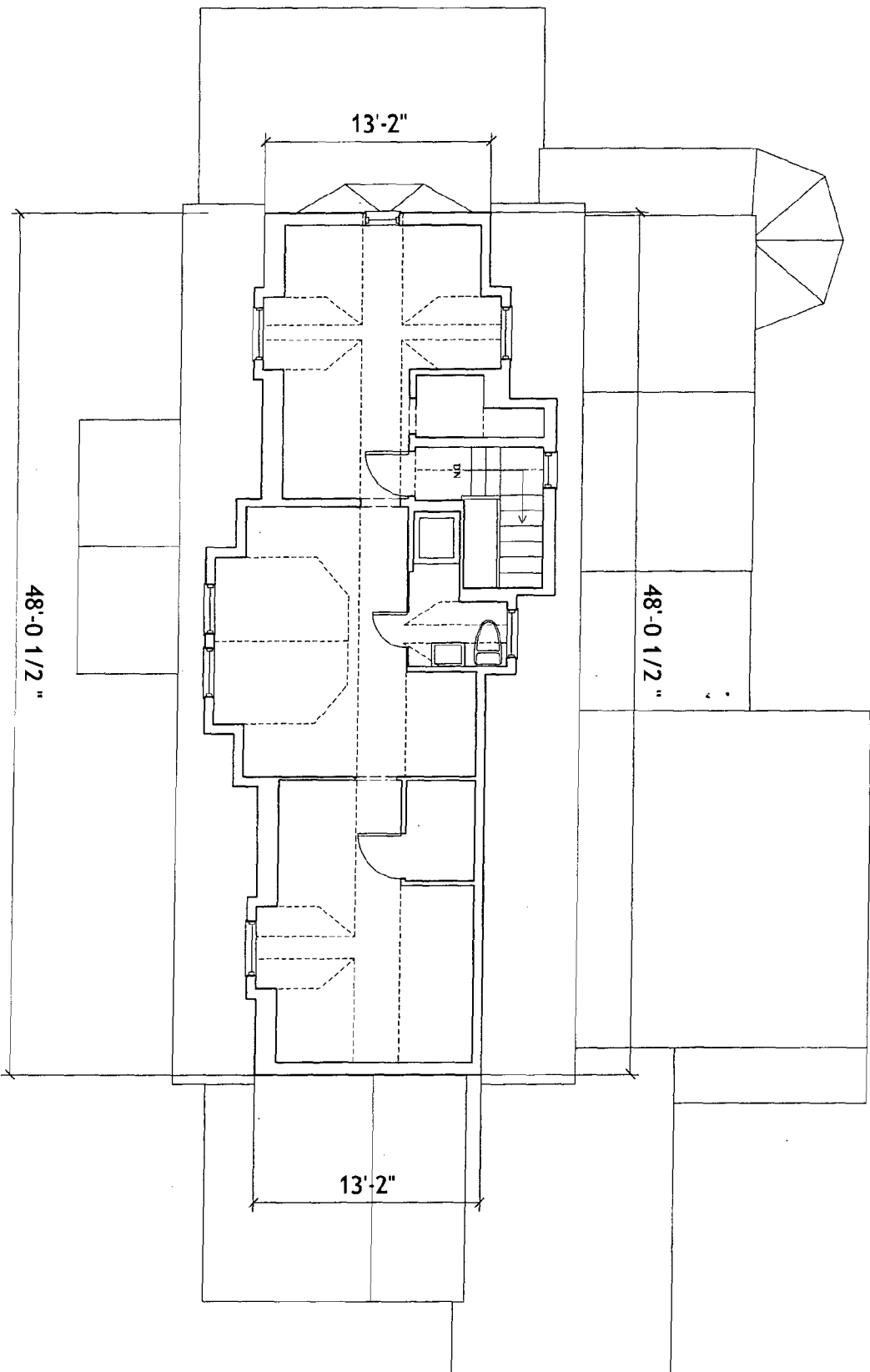


POWELL RESIDENCE
 SECOND FLOOR PLAN 1/8" = 1'-0"
 26 JULY 2006

MUSE ARCHITECTS

B (51)

1
A.4
EXISTING ATTIC FLOOR PLAN
SCALE: 1/4" = 1'-0"



B
A.4

EXISTING ATTIC FLOOR PLAN

EXISTING
CONDITIONS
26 JULY 2006

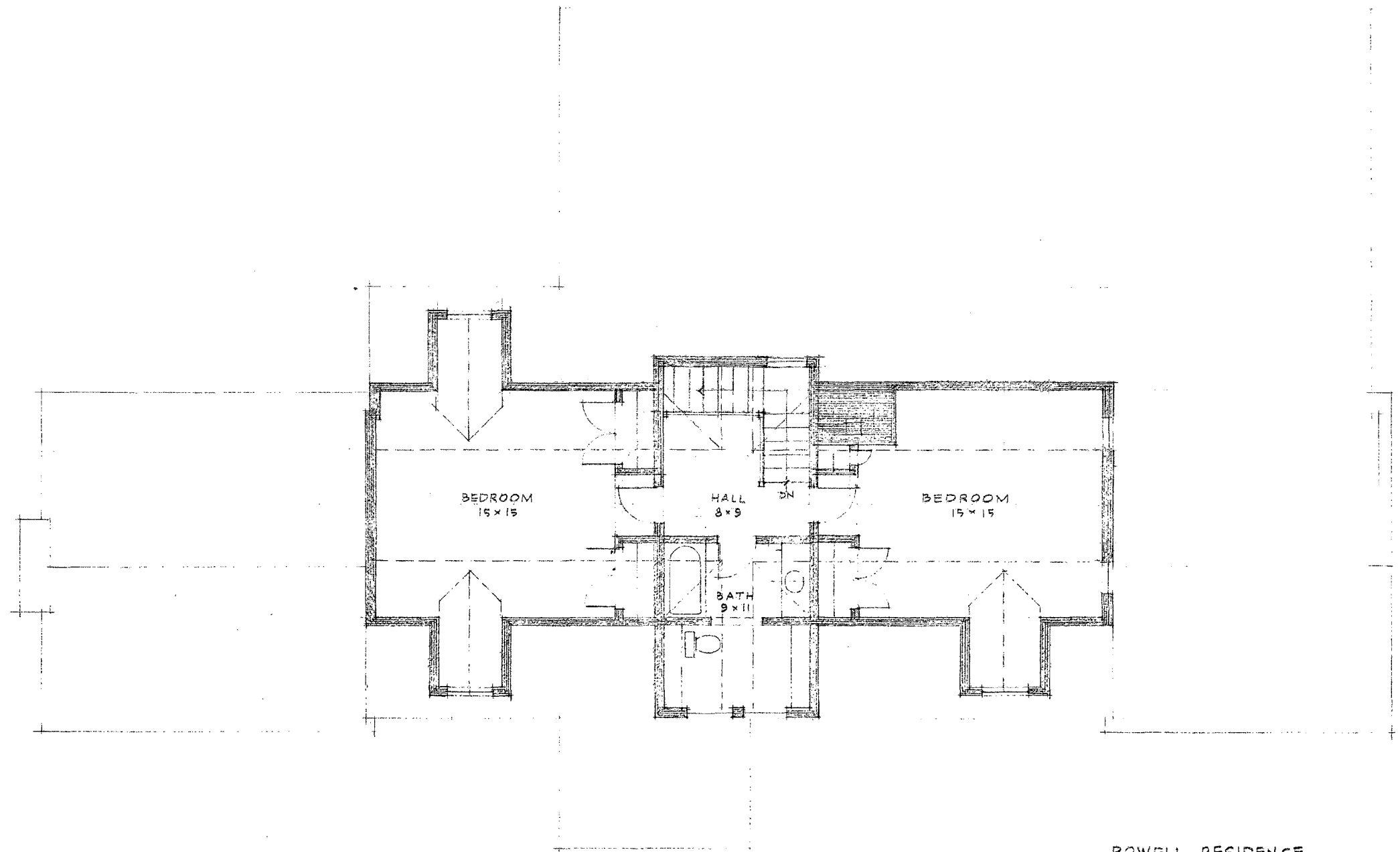
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POWELL RESIDENCE
THIRD FLOOR PLAN 1/8" = 1'-0"
26 JULY 2006

MUSE ARCHITECTS

5 OF 9

B (53)