



Chevy Chase View, Preliminary Plan No. 120180160

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Completed: 08/24/18

Description

Request to subdivide two lots to create three lots for three new single-unit living detached dwellings and one outlot.

Location: 4205 Saul Road, Lots 13 & 21 of Block D, in the NW quadrant of the intersection of Saul Road/Gartrell Place (inside the Town of Chevy Chase View), Kensington.

Master Plan: 1989 *Master Plan of the Communities of Kensington-Wheaton*.

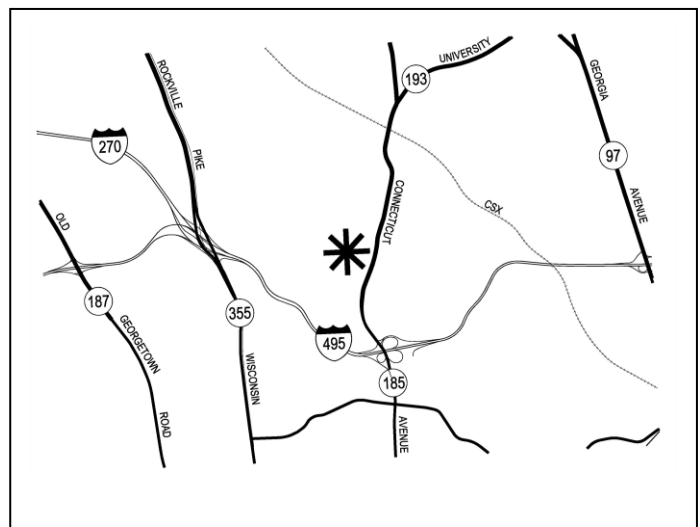
Zone: R-90.

Property size: 1.16 acres.

Applicant: PHH Loring, LLC.

Application Accepted: March 27, 2018.

Review Basis: Chapter 50. Subdivision Regulations.



Summary

- Staff recommends approval of Preliminary Plan No. 120180160 and the Final Forest Conservation Plan (FFCP), with conditions.
- The application is being reviewed per the Development Standards of Section 59.4.4.8, as an R-90 Zone Standard Method Development project.
- The Applicant will meet all requirements in Chapter 22A, Forest Conservation with a FFCP. The FFCP includes variances for impacts to seven specimen trees on the Subject Property. The County Arborist has reviewed and commented on the variance.
- Correspondence has been received from noticed parties as of the date of this Staff Report. This includes a transmittal from the Town of Chevy Chase View with a position letter and recommendation in support of the application. Letters and emails also were received from Chevy Chase View residents in the Town’s transmittal documents.

PRELIMINARY PLAN RECOMMENDATION AND CONDITIONS

Staff recommends approval of Preliminary Plan No. 120180160 subject to the following conditions:

1. This Preliminary Plan is limited to three lots for three detached, single-unit living dwellings and one outlot.
2. Include the stormwater management concept approval letter and Preliminary Plan Resolution on the approval or cover sheet(s).
3. The Applicant must comply with the following condition of approval for the Final Forest Conservation Plan No. 120180160, approved as part of this Preliminary Plan including:
 - a) The Applicant must pay the fee-in-lieu for 0.18-acres of forest planting prior to any demolition, clearing, or grading on site.
4. The Planning Board accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated July 20, 2018, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
5. Prior to recordation of plat(s), the Applicant must satisfy the provisions for access and improvements as required by MCDOT.
6. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated July 2, 2018, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
7. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated July 2, 2018, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Preliminary Plan approval.
8. The Applicant must dedicate and show on the record plat(s) approximately four hundred and eighteen feet square feet of right-of-way along the Subject Property frontage for Saul Road at the southwest corner of proposed Lot 101, as shown on the Preliminary Plan.
9. Prior to recordation of the plat(s) the Applicant must satisfy MCDPS requirements to ensure the construction of a five-foot-wide sidewalk along the property frontage on Saul Road.
10. The record plat must show necessary easements.

11. The certified Preliminary Plan must contain the following note: “Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of issuance of building permits.”
 12. The Adequate Public Facilities Review (APF) will remain valid for sixty-one (61) months from the date of the mailing of the Planning Board Resolution.
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AREA AND SITE DESCRIPTION

The Subject Property (or the Property) is located in the Chevy Chase View subdivision in Kensington, the 1989 *Master Plan of the Communities of Kensington-Wheaton* area, and the Town of Chevy Chase View’s municipal limits. The Chevy Chase View subdivision is an established residential neighborhood with detached dwellings as the dominant land use. Most of these dwellings were constructed between the mid-1920’s and 1960’s, and the subdivision has a grid-pattern street network typical of residential neighborhoods during this time-period.



Figure 1: Vicinity Map for the Subject Property

The Property is further identified as Lots 13 and 21, Block D. The Property has an existing three-story colonial style single-unit dwelling, built in 1924, with a detached garage. The dwelling is setback from Saul Road with a meandering paved driveway and is unoccupied and in disrepair. In the past year, two existing lots abutting the Property to the north have had one new single-unit living, detached dwelling constructed and the other lot has a single-unit living, detached dwelling currently under construction. According to the Town's website it was established as a Special Taxing District in 1924 and became an incorporated municipality in 1993. At the time of incorporation, State law authorizes the Town to maintain all streets (public rights-of-way) inside its limits. The Town has one main sidewalk along Summit Avenue from Saul Road to the Cedar Lane/Summit Avenue intersection. As the Town developed, sidewalks were not required, and the Town will not require sidewalks on the Property's frontage on Gartrell Place. From the 2010 Census the Town has a total of 308 dwelling units and a resident population of 920. Infill development has occurred, scattered throughout the Town in recent years. Figure 3 is from the Town's website and shows the Town's limits highlighted in red.



Figure 2: Subject Property

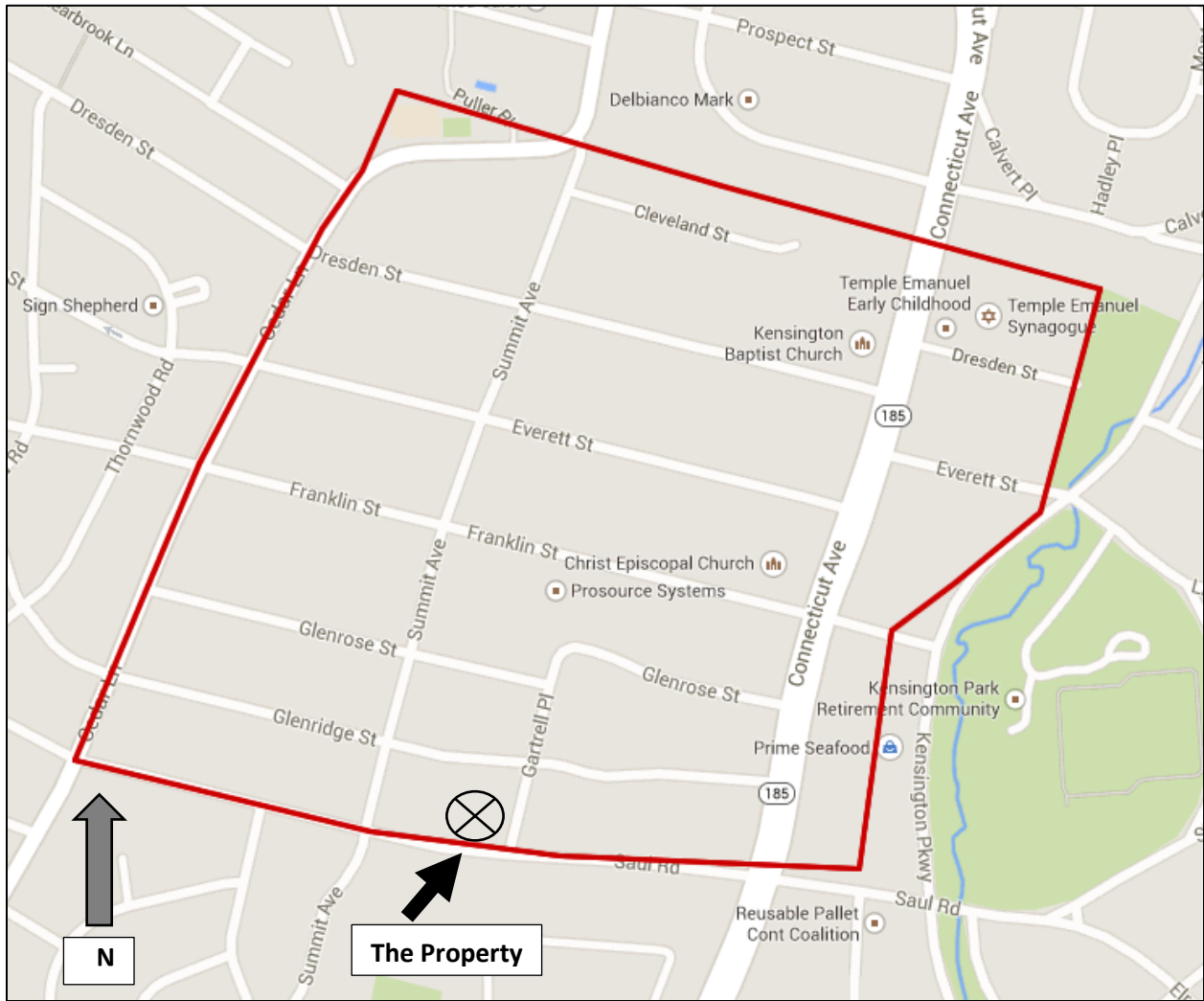


Figure 3: Map of Town of Chevy Chase View limits

PROJECT DESCRIPTION

The Applicant proposes to subdivide the Property’s two existing lots into three lots for construction of three new, single-unit living, detached dwelling units (Figure 4). A 2,563 square foot outlot is also shown on the Preliminary Plan and is located at the north property line of proposed Lot 101; the outlot will be conveyed to the Property Owner of adjoining Lot 20. Proposed Lots 101 and 103 will be oriented toward Saul Road, each with a separate driveway, while proposed Lot 103’s driveway will be adjacent to the existing driveway on Saul Road. Proposed Lot 102 will be oriented toward Gartrell Place with its driveway on the west side of this street. The existing house and garage will be demolished.



Figure 4: Preliminary Plan of Subdivision Rendering

Previous Approvals

The original plat for the Chevy Chase View subdivision was recorded on April 18, 1910 by Plat No. 124. The Subject Property was identified as Lots 1 and 2 of Block 2. A resubdivision of Blocks 1 and 2 of Chevy Chase View was platted in 1923 by Plat No. 246. At this time, Blocks 1 and 2 became Blocks B, C, D and E, and the Subject Property was furthered identified as Lots 1 and 2 of Block D. In August 1951, the Property was identified as Lots 13 and 14 of Block D by record plat No. 2980. The most recent resubdivision was approved on September 7, 2017 by Record Plat No. 25316 for a resubdivision of Lots 11 and 14 of Block D. In the resubdivision, Lot 14 became Lot 21 and Lot 13’s numbering did not change.

ANALYSIS AND FINDINGS, 50.4.2.D

1) The layout of the subdivision, including size, width, shape, orientation and diversity of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.

The proposed lots were reviewed for compliance with the dimensional requirements for the R-90 Zone as specified in the Zoning Ordinance. The proposed lot dimensions, size, width, shape and orientation are appropriate for the location of the subdivision and this type of development and will meet all dimensional requirements for area, frontage, width, and setbacks in the zone. The application represents infill development in a well-established, low-to-medium density, residential neighborhood. The proposal is consistent with the intent of the R-90 Zone that reads as follows:

“to provide designated areas of the County for moderate density residential uses. The predominant use is residential in a detached house.”

Pursuant to Section 59.4.4.8 of the current Zoning Ordinance, applicable development standards for a Standard Method development of the Property in the R-90 Zone are as follows:

Table 1: R-90 Zone, Standard Method Development Standards

PLAN DATA	Required/Permitted	Proposed Lot 101	Proposed Lot 102	Proposed Lot 103
1. Lot and Density (59.4.4.8.B.1.)				
Lot (min)	9,000 SF	22,085 SF	12,659 SF	12,702 SF
Density (max) Density (units/acre)	4.84	3.0		
Coverage (max) Lot	30%	≤ 30%	≤ 30%	≤ 30%
Specification for Lot & Density				
2. Placement (59.4.4.8.B.2.)				
Principal Building Setbacks (min)				
Front setback	30 ft.	≥ 30 ft.	≥ 30 ft.	≥ 30 ft.
Side street setback, abutting lot fronts on the side street and is in a Residential Detached zone	30 ft.	≥ 30 ft.	≥ 30 ft.	≥ 30 ft.
Side street setback, abutting lot does not front on the side street or is not in a Residential Detached zone	15 ft.	≥ 15 ft.	≥ 15 ft.	≥ 15 ft.
Side setback	8 ft.	≥ 8 ft.	≥ 8 ft.	≥ 8 ft.
Sum of side setbacks	25 ft.	≥ 25 ft.	≥ 25 ft.	≥ 25 ft.
Rear setback	25 ft.	≥ 25 ft.	≥ 25 ft.	≥ 25 ft.
Height (max) (59.4.4.8.B.3.)	35 ¹ ft., & 30 ² ft.	≤ 35 ft.	≤ 35 ft.	≤ 35 ft.

¹ Maximum height to the high point.

² The maximum mean high point.

2) The preliminary plan substantially conforms to the master plan.

The Property is located in the 1989 *Master Plan of the Communities of Kensington-Wheaton* area. While the Master Plan does not specifically identify the Property as a “critical parcel,” the land use and zoning goals of the plan seek to:

- Protect and stabilize the extent, location, and character of existing residential and commercial land uses; and
- Maintain the well-established low-to-medium-density residential character which prevails over most of the planning area.

The Master Plan, shown in Attachment 1, emphasizes the protection of the existing residential character. A land use and zoning policy of the Master Plan states that “all infill residential development be similar in character and compatible in density with the immediate neighborhood within which it is contained.”

The application proposes lots which are generally consistent in size, width, shape, orientation and density with the surrounding neighborhood and maintains the established low-to-medium density character of the planning area.

The Master Plan also identifies Saul Road as primary road “P-3” and recommends a minimum right-of-way width of 70 feet and proposes a pavement width of 36 feet. The Applicant proposes dedication to achieve the 70-foot minimum right-of-way for the length of the site. Staff finds the proposed Preliminary Plan is in substantial conformance with the land use and zoning goals of the 1989 *Master Plan of the Communities of Kensington-Wheaton* and it will maintain the well-established low-to-medium residential character envisioned in the original Chevy Chase View subdivision.

3) Public facilities will be adequate to support and service the area of the subdivision.

Schools

With a net of two new dwelling units, the proposed project falls within the de minimis (three units or less) exemption. Therefore, the project is exempt from any applicable residential development moratoria and it is unnecessary to test the project’s estimated impact on school enrollment. Nevertheless, below is additional information about schools and school cluster that serve the application property.

Cluster Information

The project is in the Bethesda-Chevy Chase (B-CC) High School Cluster. Based on the FY19 Annual School Test results, the student enrollment capacity projections for the B-CC Cluster are noted in the following table:

School Level	Projected Cluster Totals, September 2023			Moratorium Enrollment Threshold
	Enrollment	Program Capacity	% Utilization	
Elementary	3,690	4,043 ³	91.3%	4,852
Middle	1,803	2,024	89.1%	2,429
High	2,463	2,407	102.3%	2,889

The Moratorium Enrollment Threshold identified in this table is the enrollment at which the 120% utilization threshold is exceeded, resulting in a cluster-wide residential development moratorium. Current projections for the cluster fall well within the threshold at each level, therefore the cluster service area remains open to new residential development.

Individual School Information

The applicable elementary schools for this project are Rosemary Hills ES (K-2) and North Chevy Chase ES (3-5). Silver Creek MS is the applicable middle school. Based on the FY19 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following table:

School	Projected School Totals, September 2023				Moratorium Enrollment Thresholds	
	Enrollment	Program Capacity	% Utilization	Seat Deficit	120% Utilization	Seat Deficit
Rosemary Hills ES/Chevy Chase ES/North Chevy Chase ES combined	1,278	1,492	85.7%	+214	1,791	1,602
Silver Creek MS	971	935	103.9%	-36	1,123	1,115

Under the individual school adequacy test, a school is deemed inadequate if the projected school utilization rate exceeds 120% and if the school seat deficit meets or exceeds 110 seats for the elementary school or 180 seats for the middle school. If a school’s projected enrollment exceeds both thresholds, then the school service area is placed in a residential development moratorium. Note that in this case, Rosemary Hills ES, Chevy Chase ES and North Chevy Chase ES are looked at collectively because they all serve the same area.

The Moratorium Enrollment Thresholds identified in the table above are the enrollments at which the 120% utilization threshold and the seat deficit threshold are exceeded. Current projections for both Rosemary Hills ES/Chevy Chase ES/North Chevy Chase ES and Silver Creek MS fall well within the thresholds, therefore both service areas remain open to new residential development.

Transportation

Transportation Adequate Public Facilities Test

³ The projected cluster elementary school capacity of 3,813 has been modified to reflect the impact of a six-classroom placeholder project at Bethesda ES and a four-classroom placeholder project at Somerset ES included by the County Council in the FY 2019 Capital Budget.

The proposed three single-unit detached living dwellings will generate much fewer than 50 new person trips during the weekday morning and the evening peak periods. Therefore, a traffic study is not required to satisfy the Local Area Transportation Review test.

Master Plan Highway

Saul Road was designated as a Primary Residential Road (P-3) under the 1989 *Master Plan for Communities of Kensington-Wheaton*, with a 70-foot right-of-way (ROW) and is County-maintained. The Applicant is dedicating up to 11 feet of additional ROW along Saul Road for a total of 70 feet from the opposite ROW line. Saul Road has more than one speed “hump” installed by MCDOT. Gartrell Place is not listed in the Master Plan and is Town-maintained; however, it is designated as a Tertiary Residential Street with a 50-foot ROW.

Vehicular Access Points

Three separate curb cuts for driveways are proposed as follows:

- 1) Proposed Lots 101 and 103 are on Saul Road. The driveway for Lot 103 will partially align with the existing driveway for 4205 Saul Road.
- 2) Proposed Lot 102’s driveway will be on Gartrell Place.

The Applicant conducted vehicle sight-distance analyses in February 2018 for all three proposed lots from Saul Road and Gartrell Place as required by the Montgomery County Department of Transportation (MCDOT) and the Town of Chevy Chase View, respectively. Because Saul Road is a Primary Residential Road, such designated roads require a minimum sight-distance of 250 feet in each direction from access points. Based on the Applicant’s analysis for Saul Road, Lot 101 does not meet the required sight-distance in the westbound direction and Lot 103 does not meet the required sight-distance in the eastbound direction. The Applicant has one of two options to address sight-distance concerns from Saul Road:

- A. Conduct a speed study⁴ to determine the prevailing speed on Saul Road and that the existing sight-distance (150 feet minimum, equivalent to 25 mph) meets the 85th percentile speed along Saul Road; or
- B. Redesign to consolidate the two driveways from Lots 101 and 103 into a single driveway onto Saul Road to provide the required sight-distance (250 feet).

The Town of Chevy Chase View will determine the sight-distance requirements on Gartrell Place for the proposed driveway on Lot 102.

Bicycle and Pedestrian Facilities

Currently, the Property has bicycle, pedestrian and vehicular access at the existing driveway on Saul Road. The Property has no sidewalks along either Saul Road or Gartrell Place frontages. There is an existing (substandard) four-foot wide sidewalk on the opposite side of Saul Road providing pedestrian access to Holy Redeemer Catholic School (its main driveway is located approximately 300 feet west of the Property). The Applicant is required to install a five-foot wide, ADA-compliant sidewalk along the Property’s Saul Road frontage with a green panel. The Town of Chevy Chase View does not require a

⁴ The speed study will be conducted over a 48-hour period to American Association of State Highway and Transportation Officials (AASHTO) standards.

sidewalk along the Property's frontage of Gartrell Place and Staff agrees, there is adequate area on the road for bicyclists and pedestrians given the relatively low traffic volume. The Planning Department's 2018 draft Bicycle Master Plan does not propose bicycle facilities on either Saul Road or Gartrell Place.

Public Transit Service

The Property is located within a quarter-mile from Metrobus and Ride On service, including Metrobus L8 on Connecticut Avenue and Ride On 34 on Cedar Lane. Metrobus L8 operates service from Aspen Hill to Friendship Heights via Connecticut Avenue, with multiple stops on Cedar Lane. Ride On 34 operates service from Friendship Heights to Wheaton, with select trips serving Aspen Hill.

Other Public Facilities

The proposed development will be served by public water and sewer systems. The Montgomery County Department of Permitting Services Fire Department Access and Water Supply Section has reviewed the application and has determined that the Property has appropriate access for fire and rescue vehicles. Other public facilities and services including police stations, firehouses and health care are currently operating in accordance with the Subdivision Staging Policy and will continue to be sufficient following construction of the project. Electric, gas and telecommunications services are available and adequate.

4) All Forest Conservation Law, Chapter 22A requirements are satisfied.

Environmental Guidelines

Staff approved a Natural Resources Inventory/Forest Stand Delineation (NRI/FSD #420180870) on January 5, 2018. The Property lies in the Lower Rock Creek watershed and contains no forest, streams, wetlands, or floodplains, or any associated buffers.

Final Forest Conservation Plan

The Property is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code) and the Applicant has submitted a Final Forest Conservation Plan, shown in Attachment 2, in conjunction with the Preliminary Plan. Although there is no forest on-site, there is an 0.18-acre afforestation requirement. The Applicant will meet the requirement with a fee-in-lieu payment.

Forest Conservation Variance

Section 22A-12(b) (3) of the Forest Conservation Law provides criteria that identify certain individual trees as high priority for retention and protection. Any impact to these trees, including removal or disturbance within the tree's critical root zone (CRZ) requires a variance. An Applicant for a variance must provide certain written information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law. The law requires a variance to impact trees that measure 30-inches or greater diameter at breast height (DBH); are part of an historic site or designated with an historic structure; are designated as national, State or County champion trees; are at least 75 percent of the diameter of the current State champion tree of that species; or trees, shrubs, or plants that area designated as Federal or State rare, threatened, or endangered species.

The Applicant submitted a variance request on March 27, 2018 and a revised variance request on May 30, 2018, included in Attachment 3, for the impacts to trees which are shown in Figure 5 below. The proposed layout will remove seven trees and impact, but not remove, five trees that are considered high priority for retention under Section 22A-12(b) (3) of the County Forest Conservation Law.

Unwarranted Hardship for Variance Tree Impacts

Per Section 22A-21, a variance may only be granted if the Planning Board finds that leaving the requested trees in an undisturbed state will result in unwarranted hardship. The requested variance is necessary due to the location of the existing trees on and around the Property, the need to demolish two structures (an existing dwelling and detached garage) prior to constructing three new dwelling units, and the need to provide stormwater management on-site. The Property is too small to allow for changes in the site design and still allow for development at this density.

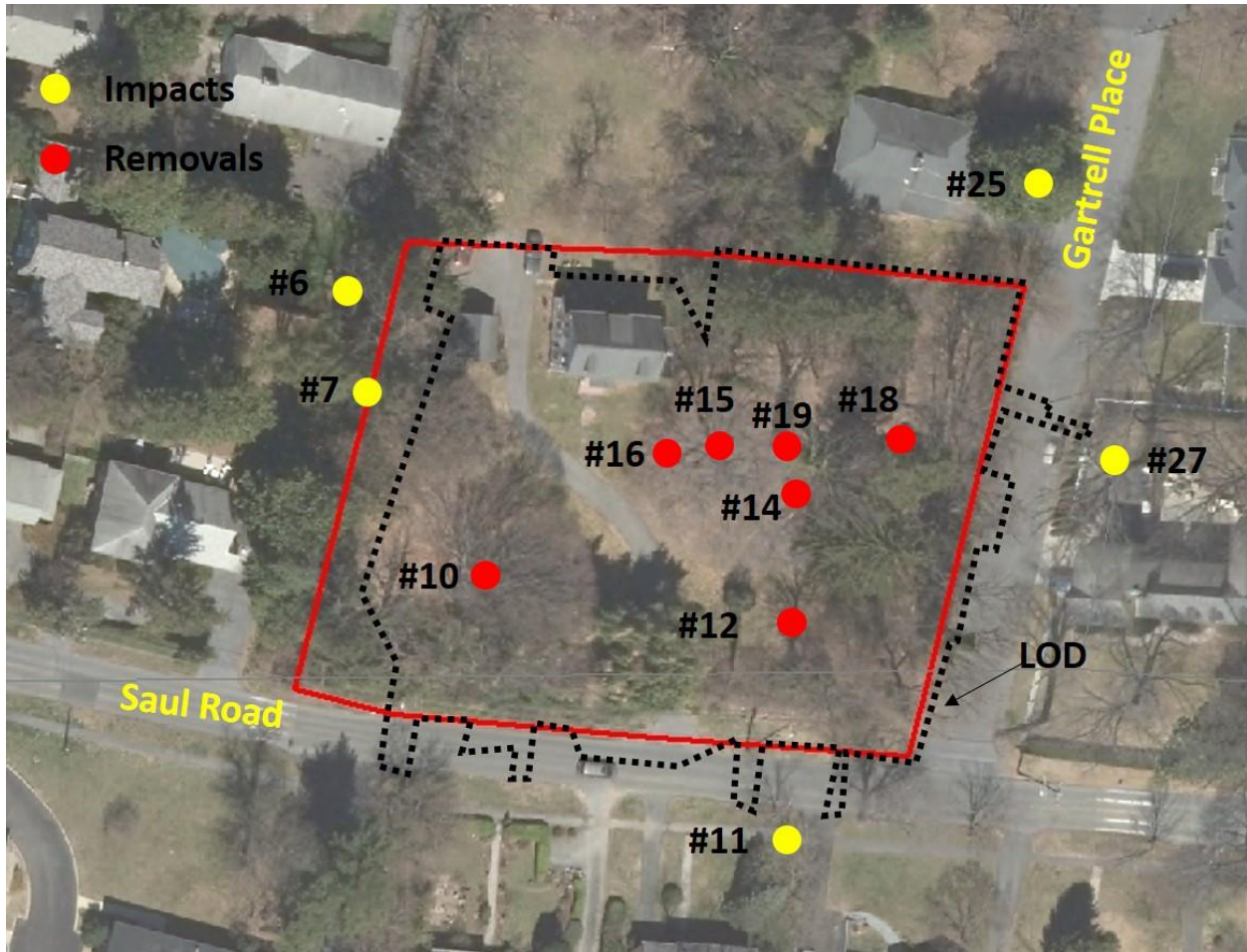


Figure 4: Preliminary Forest Conservation Plan - variance tree locations

Variance Tree Tables

Removals

ID	Species	Size	Condition	Notes
10	Beech	34"	Good	Construction of house
12	Yellow poplar	33"	Fair	Construction of house and grading
14	Norway spruce	30"	Good	Construction of house and grading
15	American linden	34"	Good	Construction of house and grading
16	Beech	43"	Good	Construction of house and grading
18	American linden	38"	Good	Construction of house and grading
19	Bald cypress	38"	Good	Construction of house

Impacts

ID	Species	Size	Condition	% Impacts	Notes
6	Black walnut	30"	Good	13%	Minor grading
7	Yellow poplar	32"	Good	28%	Minor grading
11	Red maple	30"	Good	13%	Utility connections
25	Southern magnolia	38"	Good	6%	Minor grading
27	Red oak	40"	Good	2%	Utility connections

Variance Findings

Based on the review of the variance request and the proposed Final Forest Conservation Plan, Staff makes the following findings:

1. *Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.*

Granting this variance will not confer a special privilege on the Applicant as disturbance of the specified trees is a result of the need to demolish the existing dwelling unit and detached garage structures to build infill housing at the density of the surrounding neighborhood. Disturbance has been minimized to reduce impact on surrounding dwelling units. The size and configuration of the Property preclude alternative site designs that would allow the variance trees to remain undisturbed.

2. *The need for the variance is not based on conditions or circumstances which are the result of the actions by the applicant.*

The requested variance is not based on conditions or circumstances that are the result of actions by the Applicant. The variance is necessary due to the constraints of size, the requirements to demolish two existing structures, and the location of the existing trees on and around the Property.

3. *The need for the variance is not based on a condition relating to land or building use, either permitted or non-conforming, on a neighboring property.*

The requested variance is a result of the location of trees and the proposed development and not a result of land or building use on a neighboring property. The impact to the trees is the minimum disturbance necessary to demolish the two existing structures and to build three new single-unit, detached dwellings with associated infrastructure.

4. *Granting the variance will not violate State water quality standards or cause measurable degradation in water quality.*

The Applicant will plant 21 three-inch caliper native shade trees to replace the form and function of the seven variance trees proposed for removal. In addition, the Property will be developed in accordance with the Maryland Department of the Environment criteria for stormwater management, including the provision of Environmental Site Design (ESD) to protect natural resources to the maximum extent practicable.

Mitigation for Trees Subject to the Variance Provisions

The Applicant is requesting a variance to remove seven trees. The seven trees (listed in the Removal Table above) will be mitigated at a rate of one-inch caliper per four-inch DBH removed, using a minimum three-inch caliper native shade tree. The Applicant will plant 21 three-inch caliper trees which are shown on the Final Forest Conservation Plan.

County Arborist's Recommendation of the Variance

In accordance with Montgomery County Code Section 22A-21(c), the Planning Department is required to refer a copy of the variance request to the County Arborist in the Montgomery County Department of Environmental Protection for a recommendation prior to acting on the request. The County Arborist has reviewed the variance request and recommended approval with mitigation (Attachment 4).

Variance Recommendation

Staff recommends that the variance be granted because all forest conservation requirements are satisfied.

Therefore, with the analysis and conditions above, Staff finds the proposed subdivision to be in conformance with the Environmental Guidelines and the Forest Conservation Law.

5) All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.

The Applicant received approval of their stormwater management concept from the Montgomery County Department of Permitting Services, Water Resources Section on July 2, 2018 (Attachment 5). The concept proposes to meet required stormwater management goals using a combination of ESD approaches including dry wells and micro-infiltration trenches. The Property is not subject to a water quality plan, and there are no floodplain requirements. The requirements of Chapter 19 for stormwater management are satisfied.

COMMUNITY OUTREACH

The Applicant has complied with all the submittal and noticing requirements. A community meeting was held on March 30, 2018, at the Christ Episcopal Church in Kensington. On April 30, 2018, the Town of Chevy Chase View held a public hearing and at the conclusion, the Town Council voted to unanimously recommend approval of the plan. After the Town Council's hearing, the Town Manager sent a transmittal to the Planning Board with the Council's recommendation and other documentation. All documents in the Town's transmittal are in Appendixes A-I. The transmittal includes emails from Town residents to the Chevy Chase View Town Manager and letters of support and opposition of the proposal. Correspondence from Chevy Chase View residents to the Planning Board Chairman and Department staff are in Attachment 6.

Prior to the Town's hearing, numerous residents sent emails to the Town Manager, regarding their position on the application. In some of these emails, residents refer to the application as a "rezoning," which is inaccurate. As stated in the Proposal section of this Staff Report, the Applicant requests to subdivide two existing lots to create three new lots and one outlot. The Property's zoning is not being considered for a change and will remain in the R-90 Zone.

CONCLUSION

Based on the review by Staff and other relevant agencies (Attachment 7) including the Town of Chevy Chase View, and the analysis contained in this report, Staff finds the proposed Preliminary Plan meets the requirements and standards of all applicable sections of Chapter 50 the Subdivision Regulations, Chapter 59 the Zoning Ordinance, and Chapter 22A the Forest Conservation Law. Access and public facilities will be adequate to support the proposed density and uses. The proposed development is in substantial conformance with the 1989 *Master Plan of the Communities of Kensington-Wheaton* by adding infill development that increases the housing stock in this predominantly residential area. Therefore, Staff recommends approval of Preliminary Plan No. 120180160, subject to the conditions stated at the beginning of this report.

Attachments:

- 1 – Kensington-Wheaton Master Plan
- 2 – Final Forest Conservation Plan
- 3 – Applicant’s revised Variance request letter
- 4 – County Arborist’s letter
- 5 – MCDPS Concept Plan acceptance letter
- 6 – Chevy Chase View residents’ correspondence
- 7 – Other Agency letters

Appendixes

Town of Chevy Chase View’s transmittal documents:

- A – Chevy Chase View Town Council’s recommendation
- B - Applicant’s Notice letter
- C – Chevy Chase View residents’ mailing list
- D – Chevy Chase View residents’ emails to the Town Manager
- E – Chevy Chase View Town Attorney’s report
- F – Chevy Chase View Town Building Administrator’s report
- G – Chevy Chase View Town Councilman’s report
- H – Chevy Chase View Town’s public hearing transcript
- I – Chevy Chase View Town’s public hearing sign-in sheet