






Solera Reserve at Kensington, Sketch Plan No. 320180080

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Staff Report Completed: 03/26/18

Description

Construction of a mixed-use development including a five-story senior living facility with 135 units, the adaptive re-use of two existing historic buildings for retail/service uses, and one floor of below-grade parking.

Location: Southwest quadrant of the intersection of Metropolitan Avenue and St. Paul Street, Kensington;

Master Plan: 2012 *Kensington Sector Plan*;

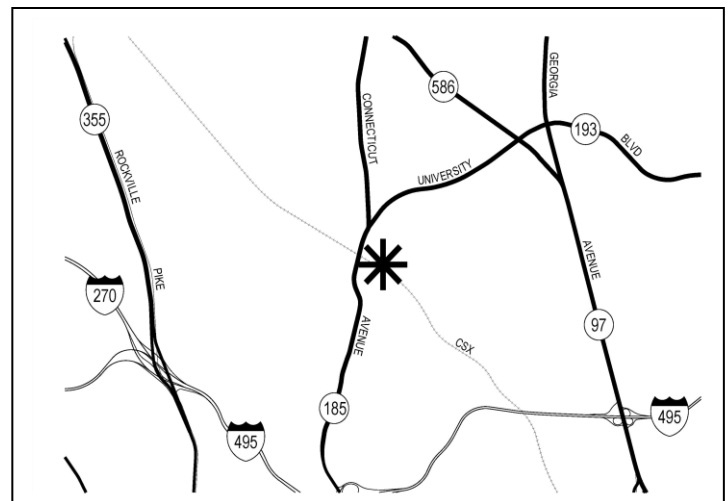
Size: 1.93-acre tract;

Zone: CRT-1.5, C-1.5, R-1.5, H-60;

Applicant: SM Kensington Senior Living RE, LLC.;

Acceptance date: October 23, 2017;

Review Basis: Chapter 59, Zoning Ordinance.



Summary

- Staff recommends approval of the Solera Reserve at Kensington Sketch Plan with conditions.
- Proposed redevelopment of the site under the Optional Method of Development with an Independent Living Facility for seniors or persons with disabilities, a residential care facility that would provide Independent Living units, and one level of below grade parking.
- A minimum of 15% of the Independent Living units will be Moderately Priced Dwelling Units (MPDUs).
- The proposal will retain two existing historic buildings and adaptively reuse them to provide for up to 5,000 square feet of retail/service use and provide one level of below grade parking.
- The Applicant participated in a preliminary consultation before the Historic Preservation Commission (HPC) on March 14, 2018. The HPC had concerns with the proposed design, and the Applicant will participate in additional consultation(s) with the HPC prior to submittal of the Site Plan.
- The 90-day Sketch Plan schedule was extended by one month to April 7, 2018 by the Planning Director pursuant to Section 59.7.3.3.C of the Zoning Ordinance.
- Staff has received one letter of support for the project on March 26, 2018.

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SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of the Solera Reserve at Kensington Sketch Plan No. 320180080, for construction of up to 89,129 square feet of a mixed-use project including a senior housing building of up to 84,129 total square feet of residential development and up to 5,000 square feet of non-residential uses on 1.93 acres of land, zoned CRT 1.5, C1.5, R1.5, H60. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the conditions below:

1. Maximum density and height;
2. Approximate location of public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Preliminary Plan and Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 84,219 square feet of residential development and up to 5,000 square feet of non-residential uses. While the maximum number of units will be determined at Preliminary Plan, the proposed number of units and use mix of 135 total units is as follows:

- Independent Living: Approximately 66 of the projected 135 total units will be allocated to independent living units. The Project will provide a minimum of 15% of the independent living units as Moderately Priced Dwelling Units ("MPDUs");
- Assisted Living: Approximately 45 of the projected 135 total units will be allocated to assisted living units (or 50 beds) and will be provided on the 2nd and 3rd floors of the proposed building; and
- Memory Care: Approximately 24 memory care units (or 26 beds) will be located on the 3rd floor, in a separate memory care wing.

2. Height

The development is limited to a maximum height of 60 feet, as specified in the Zoning Ordinance.

3. Incentive Density

The Applicant must construct the development with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Since the Applicant is proposing to provide a minimum of 15% MPDUs, the total points must equal at least 50 and be chosen from at least two categories per Sections 59.4.5.4.A.2. and 59.4.7.3.D.6.a.v. The requirements of Division 59.4.7. and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. Transit Proximity, achieved through location abutting/confronting an existing Level 3 MARC Station;
- b. Connectivity and Mobility, achieved through providing minimum parking;
- c. Diversity of Uses and Activities, achieved through enhanced accessibility for the disabled and affordable housing;

- d. Quality of Building and Site Design, achieved through structured parking; and
- e. Building Reuse, achieved through the adaptive reuse of two existing historic structures.

4. Building & Site Design

At the time of Site Plan submission, the Applicant must:

- a. Establish a prominent feature for the building at the Metropolitan Avenue and St. Paul Street intersection;
- b. Improve the St. Paul Street façade by:
 - i. Integrating the historic structures seamlessly to the five-story proposed building footprint;
 - ii. Respecting the character of the existing historic structures;
 - iii. Resolving scale issues when incorporating the rehabilitation of the historic buildings to the 5-story proposed building.
- c. Improve the Metropolitan Avenue façade by:
 - i. Respecting the character of existing residential neighborhoods;
 - ii. Providing a step-back or design the building façade above the base to minimize perceived mass along Metropolitan Avenue;
 - iii. Embrace Metropolitan Avenue by providing a building façade that activates and contributes to the architectural elements and pedestrian connections of the historic context of the corridor.

5. Historic Preservation

Prior to submittal of the Site Plan, the Applicant must continue to coordinate the proposal for the adaptive reuse of the two historic structures for review by the Historic Preservation Commission (HPC). The HPC is concerned with the current design and desires more suitable architectural treatments toward respecting the historic fabric of the existing historic structures, as well as better integrating design reverence if linking the proposed 5-story building.

6. Public Open Space

Per Section 59.4.5.4 Optional Method Development, the property has a tract area between 1.01 to 3.00 acres with 2 right-of-way frontages which requires 5% of the site to be dedicated for Open Space. The final location and amount provided is to be determined at Site Plan.

7. Streetscape

The Applicant must adhere to the Kensington Sector Plan Design Guidelines, including undergrounding of utilities, along the Property frontages, including Metropolitan Avenue and St. Paul Street.

8. Landscape

The Applicant must develop, provide, install and maintain an integrated Landscape Plan at the time of Site Plan submission, that is coordinated with other associated site conditions as well as shall provide the following:

- a. Landscaping shall include plantings, shrubs, groundcover for the east-west pedestrian connection along Metropolitan Avenue, and north-south along St. Paul Street;
- b. Ensure positive drainage in all planted areas;
- c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with signage and site utilities;
- d. Provide detail sections showing above and below grade conditions for plantings above structure; and

- e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
9. Building Lot Terminations (BLTs)
Prior to release of any building permit, the Applicant must provide proof of purchase and/or payment for the required BLTs to the Department of Permitting Services (DPS).
10. Moderately Priced Dwelling Units (MPDUs)
The Applicant must provide a minimum of 15% of the Independent Living units as MPDUs on the Subject Property, and the MPDUs must be provided in accordance with Chapter 25A.
11. Noise Mitigation
Noise analysis to determine appropriate noise mitigation for noise generated by the CSX railroad adjacent to the site at Preliminary Plan.
12. Future Coordination for Preliminary and Site Plan
In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan:
- a. Fire and Rescue access and facility details;
 - b. Streetscape details;
 - c. Demonstration of how each public benefit satisfies the Zoning Ordinance and Incentive Density Implementation Guideline requirements;
 - d. Right-of-way abandonment within the area previously truncated at the intersection of Metropolitan Avenue and St. Paul Street prior to Preliminary Plan;
 - e. Determine existing right-of-way for Metropolitan Avenue and St. Paul Street, and provide dedication as necessary at Preliminary Plan;
 - f. Submit a draft Traffic Mitigation Agreement at Preliminary Plan;
 - g. Provide the 8-foot wide shared-use path along the Metropolitan Avenue frontage as an extension of the master-planned shared-use path to the east;
 - h. Provide the Sector Plan recommended LB-6, shared use path along St. Paul Street;
 - i. Coordination with the Maryland State Highway Administration (SHA) regarding the proposed curb cut from Metropolitan Avenue (MD-192) for the garage access point and assure that the spacing between curb cuts for the drop-off/pick-up loop satisfies SHA requirements;
 - j. Architectural alternatives for the historic structures that will be rehabilitated as part of the project, including additional review by the Historic Preservation Commission prior to submittal of the Site Plan;
 - k. Vehicular and truck/loading circulation;
 - l. Pedestrian crosswalks and ADA-compliant connections; and
 - m. Determine required number of inverted-U bike racks (or equivalent as approved by the Planning Board staff) for short-term bicycle parking spaces located in a well-lit area near the main entrance and the required number of bike lockers (or an alternative bike room) for long-term bicycle parking spaces in a safe and convenient location at Site Plan.

SECTION 2: SITE DESCRIPTION

Site Vicinity and Analysis

Subject Property

The subject site (Subject Property or Property – outlined in red in Figure 1) is located in the southwest quadrant of the intersection of Metropolitan Avenue and St. Paul Street, at the eastern edge of the Town Center core in the Crafts / Services District of the 2012 *Kensington Sector Plan* (Sector Plan) area, and has a portion of the Property located within the Master Plan Historic District of Kensington. The Property is zoned CRT 1.5, C1.5, R1.5, H60, and has a tract area of 84,129 square feet (1.93 acres) and will have a net lot area of 69,309 square feet (1.59 acres) upon subdivision.



Figure 1: Site Aerial of the Subject Property



Figure 3: St. Paul Street with the existing historic buildings (looking west)

SECTION 3: PROJECT DESCRIPTION

Previous Submissions

On July 25, 2017, Staff discussed the concept plan at the Development Review Committee (DRC) meeting with the Applicant where the proposal was for a five-level, 131-unit luxury senior housing community, with adaptive reuse of the two historic structures. Nine hundred-square feet of commercial was envisioned in the reuse of the historic structures. The 1.9 FAR proposed at Concept Plan exceeded the 1.5 FAR recommended by the Sector Plan and the Property’s zoning. To redevelop the Property at a higher density beyond 1.5 FAR, the Applicant would have had to pursue a zoning map amendment for a Commercial/Residential Floating Zone. Staff recommended compliance with the density recommended in the Sector Plan and Zoning Ordinance, and the Applicant revised the subsequent Sketch Plan accordingly.

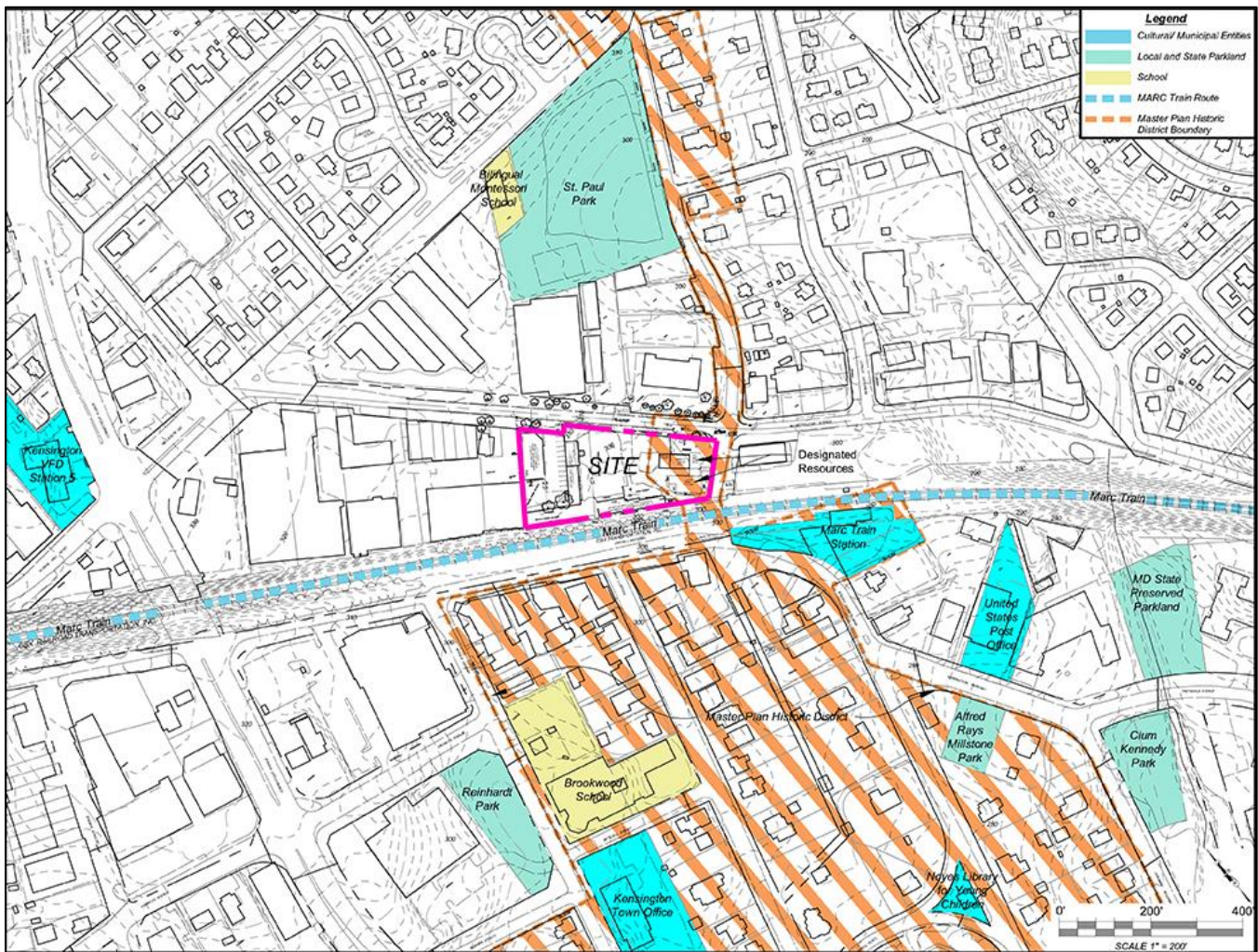


Figure 4: Project site location with various landmarks that define the Master Plan Historic District boundary of the Town of Kensington.

Proposal

The Sketch Plan application (Project – Attachment 1) proposes to develop a five-level 89,129 square foot mixed-use development, including 84,129 square feet of residential uses for a 135-unit senior housing community, 5,000

square feet of retail/service uses with the adaptive reuse of two historic structures fronting on St. Paul Street that will tie themselves architecturally to the proposed building, and one-level of below grade parking.

Buildings

Although building architecture is conceptual at the time of Sketch Plan, the concept features a 5-story senior living residential facility which includes the following numerous services of care: independent living, assisted living, and memory care, and are broken down in the following manner:

- Independent Living: Approximately 66 of the projected 135 total units will be allocated to independent living units. The independent living units will primarily be located on the 4th and 5th floors, with a handful of units located on the ground level. The independent living apartments will be a mix of one- and two-bedroom units and will provide complete cooking facilities. The Project will provide a minimum of 15% of the independent living units as MPDUs.
- Assisted Living: Approximately 45 of the projected 135 total units will be allocated to assisted living units (or 50 beds) and will be provided on the 2nd and 3rd floors of the proposed building. The assisted living component of the Project will include both private and shared suites that vary from one- and two-bedrooms.
- Memory Care: Approximately 24 memory care units (or 26 beds) will be located on the 3rd floor, in a separate memory care wing. For the safety and security of the memory care residents, the memory care wing will be secured and is accessed by a separate elevator designated for the sole use of memory care residents (and employees), and their visitors and guests.



Figure 5: Building Massing with Surrounding Context.

While the current proposal includes the rehabilitation of two buildings on St. Paul Street in the Kensington Historic District, these are the only two designated commercial buildings in this district. Any work done on the two historic buildings requires an approved Historic Area Work Permit. The proposal calls for rehabilitating the historic buildings, removing several non-historic additions, and constructing a contemporary hyphen that will connect the two historic buildings to the proposed new development. The work proposed on the exterior of these two buildings is minimal and is largely repair in nature. The proposed hyphen/connector is a large new feature, but its transparent design will allow the historic buildings to be read as individual historic buildings and is generally compatible with historic preservation best practices. The Applicant participated in a preliminary consultation before the Historic Preservation Commission (HPC) on March 14, 2018. The HPC did not render a decision or provide recommendations for approval at this meeting, but did provide guidance with respect to the following points:

1. Decrease the pressure of the proposed building's impact onto the historic structures;
2. Revise the connector piece linking the proposed building to the historic structures;
3. Revise the number of entrances within the connector piece and the historic structures;
4. Incorporate architectural revisions to scale with respect to the existing historic structures.

The HPC did recommend a second preliminary consultation for the project in order to further give the applicant additional time to work through the different issues raised during the meeting.

As submitted, the Sketch Plan design carries forward most of the elements from the Concept Plan review and modifies the design to increase the total number of proposed units, while concentrating on how to integrate the rehabilitation of the historic structures with the proposed building. The underground parking garage continues to underlie the entire building footprint and the two historic structures are unified within the design with an extended ground level structure that looks to link them together (Figure 4). Retail remains the key essential use for these structures along St. Paul Street. Staff has been working with the Applicant to address design concerns on how the historic structures are integrated into the proposed development.

Open Spaces

Per Section 59.4.5.4.B of the Zoning Ordinance, the Project is required to provide 5% Public Open Space (POS). The Project's primary POS is located at the northeast corner of the site and is the neighborhood connecting space at the intersection of Metropolitan Avenue and St. Paul Street, where it widens to form a small plaza. This public space may contain bicycle parking and will serve as a significant gathering area from Metropolitan Avenue to the MARC Train station. Staff has advised the Applicant that the promotion of such a space would assist in building increased pedestrian traffic within the neighborhood, as well as enhance the quality and interaction of its residents. Staff has already worked with the Applicant in revising the design of the space to continue fitting the requirements per the zone as well as meeting the vision of the Sector Plan of reinvigorating public space and enhancing the pedestrian-oriented public realm for the Town. The final configuration and amount of POS will be determined at Site Plan.

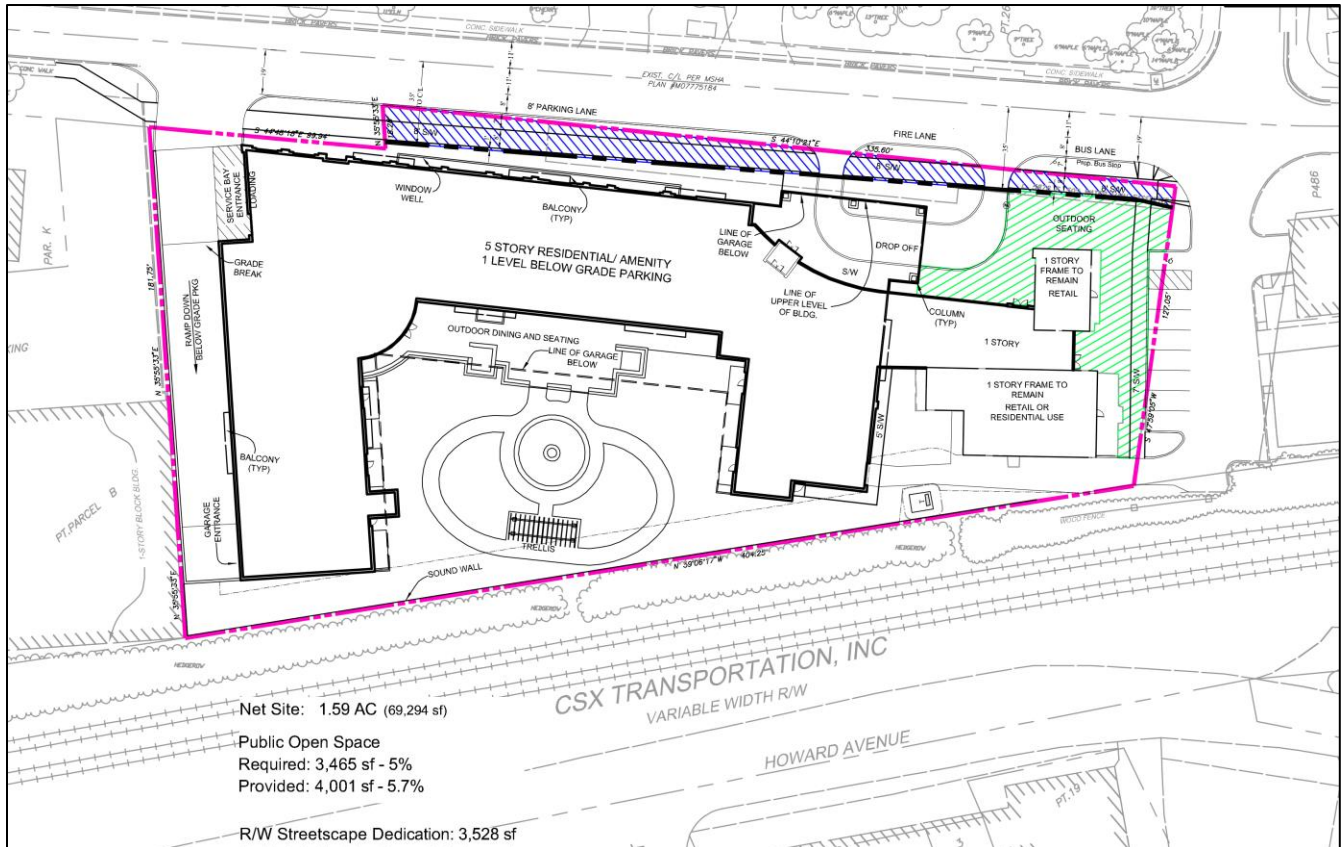


Figure 6: Open Space Exhibit

Environment

Staff approved a Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for the Property on August 4, 2017 (NRI/FSD No. 420180750 – Attachment 2). The Property contains no forest, streams or stream buffers, wetlands or wetland buffers, hydraulically adjacent steep slopes, 100-year floodplains, or known occurrences of Rare, Threatened or Endangered (RTE) species. One specimen tree exists near the southwest corner of the Property and will require a variance at the time of subsequent Preliminary Plan and Site Plan.

Forest Conservation

At the Sketch Plan stage this Application is subject to the Chapter 22A, Montgomery County Forest Conservation Law, but only needs to have approval of an NRI/FSD. The Applicant is required to submit a Preliminary Forest Conservation Plan at the time of Preliminary Plan and a Final Forest Conservation Plan at the time of Site Plan.

Noise

The project shares a common property line with the CSX Railroad tracks and proposes residential units to be built adjacent to the Railway line. The project does initially propose a sound wall to attenuate for noise, but a noise analysis is needed at time of Preliminary Plan submission. A noise analysis must be prepared by an engineer specializing in acoustics that quantifies the existing and 20-year projected noise levels. The study must address the type and location of noise mitigation techniques that may be required to appropriately attenuate noise levels for any affected dwelling units and areas of common outdoor activity, as applicable.

Stormwater Management

A Stormwater Management Concept Plan is not required at the time of Sketch Plan. Submission of the concept to the Department of Permitting Services (DPS) and approval will be required at the time of Preliminary Plan.

Transportation

Sector/Master-Planned Roadway and Bikeways

The master-planned transportation facilities are designated below in accordance with the following:

- 2012 Kensington Sector Plan,
- 2005 Countywide Bikeways Functional Master Plan, and
- Current Draft Bikeways Master Plan.

Metropolitan Avenue, MD Route 192, is designated as a business district street, B-4, with a recommended 70-foot right-of-way. The existing right-of-way varies between 40 and 56 feet along the Property frontage of Metropolitan Avenue. At Preliminary Plan, the Applicant must dedicate additional right-of-way along the Property frontage for a total of 35 feet from its centerline. The Sector Plan recommends a signed shared roadway, LB-5, while the *Countywide Bikeways Functional Master Plan* and draft Bikeways Master Plan does not recommend a bikeway along this segment of Metropolitan Avenue.

Plan Road Number	Name/Route Number	Limits	ROW	Travel Lanes	Target Speed	Design Std.
Business District Streets						
B-4	Metropolitan Ave/MD 192	Plyers Mill Rd to Capitol View Ave	70'	2	30 mph	2005.02
Primary Residential Streets						
P-6	Saint Paul St	Metropolitan Ave to Plyers Mill Rd	70'	2	25 mph	as built
<i>Notes:</i> <ul style="list-style-type: none"> ▪ Travel lanes are through lanes and don't include turning, parking, acceleration, deceleration or other auxiliary lanes. ▪ The Lexington Avenue extension is proposed to be one-way, northbound to reduce the travel lanes on Metropolitan Avenue to the west. ▪ The Saint Paul Street right-of-way is a designated historic district. 						

Figure 7: Master Plan of Highways Roadway Classifications for both Metropolitan Avenue and St. Paul Street.

St. Paul Street, between Metropolitan Avenue and the CSX Railroad, is currently maintained by the Town of Kensington, and the Town has expressed concern over the status and maintenance of this section of St. Paul Street. The Applicant has been advised that at Preliminary Plan, they must provide documentation that clearly identifies if dedication has occurred for St. Paul Street. Staff will then determine if any additional dedication for St. Paul Street is required.

The Sector Plan recommends a signed shared roadway, LB-6, to connect Howard Avenue and Metropolitan Avenue. This connection will be explored further at Preliminary Plan and Site Plan.

Public Transit Service

The Property is adjacent to the Kensington MARC Station which is part of the MARC Brunswick Line that operates between Brunswick, Maryland and Washington, DC's Union Station. The nearest public transit routes are as follows:

- Ride On route 4 operates along Howard Avenue, Kent Street, and Stoneybrook Drive between the Kensington (i.e., Knowles Avenue & Amory Avenue) and the Shady Grove Metrorail Station with half-hour headways on weekdays only.

- Ride On route 5 operates along Metropolitan Avenue between the Twinbrook Metrorail Station and the Shady Grove Metrorail Station with half-hour headways on weekdays and weekends.
- Ride On route 33 operates along Howard Avenue and Kensington Parkway between the Glenmont Metrorail Station and the NIH/Medical Center Metrorail Station with half-hour headways on weekdays only.



Figure 8: Existing bus stop location for Ride On Bus along Metropolitan Avenue.

The nearest bus stops are located at the Metropolitan Avenue/St. Paul Street intersection, the Howard Avenue/Fawcett Street intersection, and the Kent Street/Stoneybrook Drive intersection. Connecticut Avenue (MD 185) is located approximately 1,300 feet to the west, where the following two other bus routes operate:

- Ride On route 34 operates along Cedar Lane to Connecticut Avenue to University Boulevard between Aspen Hill (i.e., Grand Road & Bel Pre Road) and the Friendship Heights Metrorail Station with half-hour headways on weekdays and weekends.
- Metrobus route L8 operates along Connecticut Avenue between the Aspen Hill (i.e., Grand Road & Bel Pre Road) and the Friendship Heights Metrorail Station with half-hour headways on weekdays and weekends.



Figure 9: CSX Transportation Inc. (looking west from the Kensington MARC Station)

Community Outreach

The Applicant held a pre-submittal public meeting on September 27, 2017, at the Kensington Town Hall at 3710 Mitchell Street in Kensington and has complied with all submittal and noticing requirements. The meeting regrouped approximately 70 individuals from the community and was relatively well received. Staff has received one letter of support from a community member on March 26, 2018 (Attachment 3).

The Town of Kensington Manager, Mayor and Council, and the Development Review Board are all in support of the proposed Sketch Plan. The Town Manager has indicated that the Development Review Board is in process of drafting a letter of support for the application to the Planning Board.

SECTION 4: OUTSTANDING ISSUES TO BE ADDRESSED DURING SUBSEQUENT REVIEW

During the technical review of this Project, Staff raised numerous issues to be resolved as the design develops in preparation for Preliminary and Site Plan review. Staff remains concerned about the Project's design, architecture, and landscaping as it relates to the historic context of the Kensington Historic District and the adjacent uses. Additional concerns relate to the property's location with respect to noise generating from the CSX transportation railway line and its architectural massing with the historic structures and context of Kensington. However, the Project as conditioned satisfies the intent of the Sketch Plan. The site layout and building design will be further refined during the Site Plan review with careful consideration of the Project's relationship as a project on the edge of the Kensington Historic District.

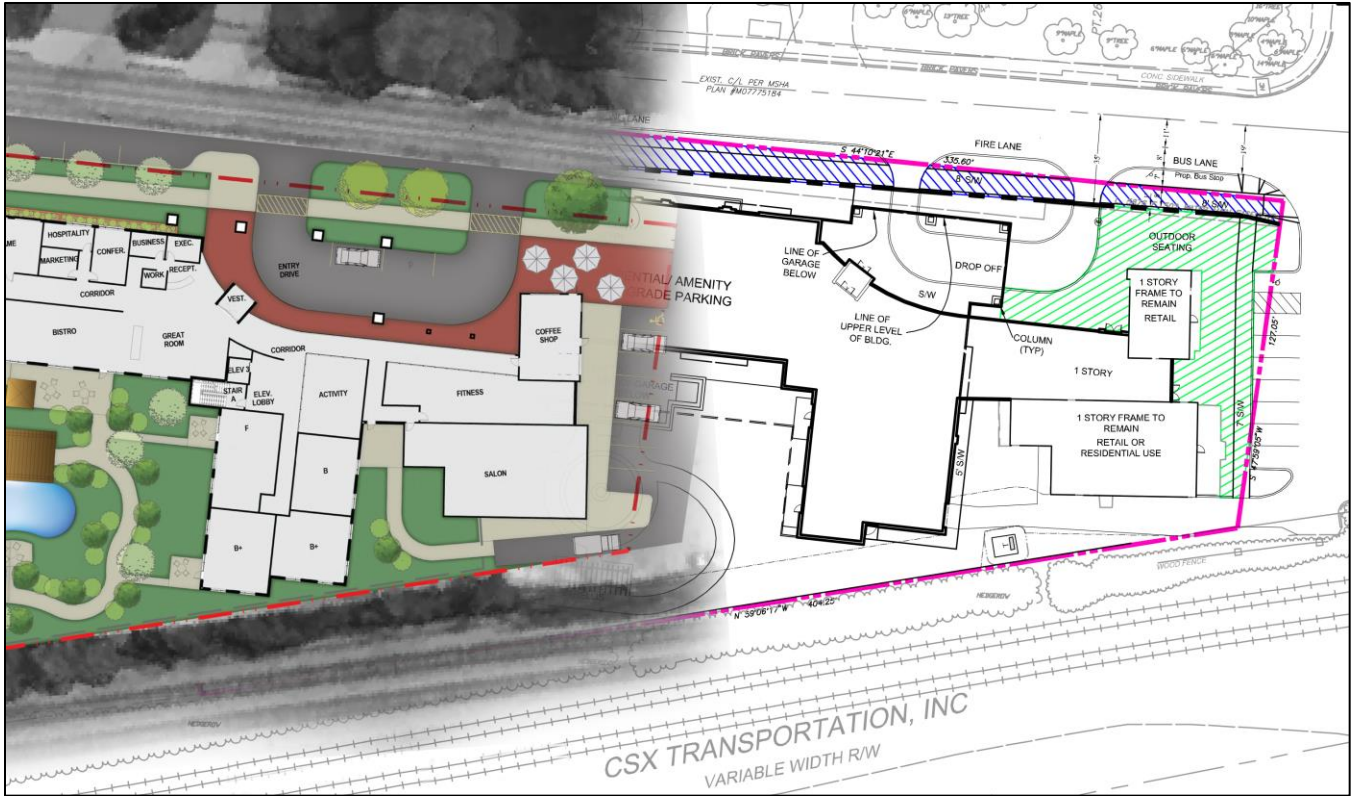


Figure 11: Revised open space layout with the decrease in vehicular drop-off area. Comparison between the initial design and the collaborative effort between Staff and the Applicant.

Lastly, as previously stated, at the time of Preliminary Plan, the Applicant must provide documentation that clearly identifies if dedication has occurred for St. Paul Street. Staff will then determine if any additional dedication for St. Paul Street is required.

SECTION 5: PROJECT ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a Sketch Plan, the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The Sketch Plan must:"

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

The Sketch Plan meets the development standards of Section 59.4.5.4, as shown in the Data Table below:

Table 1 - Project Data Table for the CRT-1.5, C-1.5, R-1.5, H-60 Optional Method of Development

	Required/Allowed	Proposed
Gross Tract Area		1.93 ac. (84,129 sf.)
Dedications		0.35 ac. (15,132 sf.)
Previous		0.25 ac. (11,089 sf.)
Proposed		0.09 ac. (4,043 sf.)
Net Lot Area		1.58 ac. (68,997 sf.)
Zoning	CRT-1.5, C-1.5, R-1.5, H-60	CRT-1.5, C-1.5, R-1.5, H-60
Development Standards (Section 4.5.4)		
Public Open Space	5% (3,465 sf.)	5.3% (3,711 sf.)
Density and Height		
Commercial	1.5 FAR (126,193.50 sf.)	0.04 FAR (3,000 sf.)
Residential	1.5 FAR (126,193.50 sf.)	1.5 FAR (126,193.50 sf.)
Total Density (max.)	1.5 FAR (126,193.50 sf.)	1.5 FAR (126,193.50 sf.)
Height (max.)	60'	60'
Public Benefit Points and Categories (Section 4.5.4.A)		
Public Benefit Points	50	71
Number of Benefit Categories (min.)	2	7
Moderately Priced Dwelling Units (MPDUs)		
	15%	15%
<p>1. Mix of Uses will be determined at Site Plan, but will not exceed the maximum FAR permitted for Commercial Uses (1.5 FAR) and Residential Uses (1.5 FAR).</p> <p>2. Final amount of Public Open Space will be determined at Site Plan as appropriate.</p> <p>3. The Illustrative Right of way dedication area and the Total Site area for Public Open Space Public Benefit Point Calculation shown are illustrative for Public Benefit Point calculation only. Final layout will be determined at Site Plan.</p>		

Table 1: Zoning Criteria Data Table

The Sketch Plan conforms to the intent of the CRT zone as described below.

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

Site-Specific Recommendations

The Subject Property is within the portion of the Kensington Sector Plan described as The Crafts/Services District which includes the West Howard Antiques District and service industrial activities on the south side of Metropolitan Avenue (Sector Plan, page 34). The 6.2-acre area located on the south side of Metropolitan Avenue and east of the intersection of Metropolitan Avenue and Plyers Mill Road is furthermore described within the CS-1, CS-2 Zone for Konterra and Metropolitan Avenue South.

The Sector Plan proposes to preserve the character of this district. Aesthetic and environmental improvements should enhance the area's look and function without compromising its eclectic nature. The portion of this district on the south side of Metropolitan Avenue is recommended for the CRT Zone, with total maximum FARs of 1.5. It furthermore recommends a height of 60 feet with the option to explore going up to 75 feet on the Konterra property if the additional height can be provided in a manner compatible with surrounding uses and if public amenities are provided that exceed the requirements of the CRT Zone, to the extent practicable.

The Sketch plan, as conditioned, is consistent with the recommended zone and height requirements for the area as envisioned by the Sector Plan. The Project provides a mix of residential possibilities (with final unit count and unit mix to be determined at Site Plan) with 15% on-site MPDUs and up to 3,000 square feet of non-residential uses. The Project is also consistent with the recommendation of revitalization to this area, while incorporating additional open space and best management practices for stormwater management.

Thus, the Project is in substantial conformance with the 2012 *Kensington Sector Plan*.

- b) *Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.*

The Project will redevelop the existing underutilized Property with a mixed-use building with residential and ground-floor retail uses, providing a much-needed transformation of the Property. The Project meets the objective of this finding.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Project encourages such development by proposing a variety of levels of independent and assisted senior living options, including market-rate residential units as well as 15% MPDUs. The Project facilitates improved pedestrian, bicycle, and vehicular movement, is located near the Kensington MARC Station and bus service, and improves the streetscape along its two frontages. The Project provides for a public open space amenity and gathering space at the intersection of Metropolitan Avenue and St. Paul Street. Perpendicular parking is proposed along St. Paul Street, which dead-ends at the CSX railroad tracks, to serve the proposed retail uses. However, further analysis of the proposed parking will occur during subsequent Preliminary Plan and Site Plan reviews.

- d) *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The Project will provide activating ground-floor uses in the form of retail along the St. Paul Street frontage, and needed residential uses with height and density compatible with the existing neighborhood and the Sector Plan recommended character of the Crafts/Services District.

e) *Integrate an appropriate balance of employment and housing opportunities.*

The Solera Reserve at Kensington provides much needed senior housing at a variety of different levels of care, including MPDUs, in the County. Employment opportunities within the Project may be found within the proposed 5,000 square feet of retail/service space on the ground floor, and in the many other businesses in the immediate vicinity. As proposed, the Project provides additional employment and housing opportunities, as recommended in the Sector Plan.

f) *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Project will provide the required public benefits from a minimum of two categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

2. *substantially conforms with the recommendations of the applicable master plan;*

As discussed in Finding 1.a. above, the Project substantially conforms with the recommendations of the 2012 *Kensington Sector Plan*. The Project will increase the supply of housing to serve a variety of levels of care for seniors and income levels, redevelop an under-utilized property, improve the visual quality and architectural character of the immediate area, and provide streetscape improvements that improve the safety and character of the existing streets.

3. *satisfies any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development or schematic development plan.

4. *achieves compatible internal and external relationships between existing and pending nearby development;*

The Sector Plan envisions a reinvigorated, pedestrian-oriented, and safe mixed-use Town Center that respects and builds on Kensington's historic character and modest scale, with active streets, new public spaces, well-designed buildings, and enhanced streetscape. The Project moves forward with proposing objectives of design that addresses this vision as the Applicant continues to work with Staff toward reaching the various goals of height, density, diversity of housing, architectural reverence to the historic district, and integral open space that benefit both the residents and the community of Kensington. Thus, the building design is compatible in height and scale with the existing nearby development.

5. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. The Project appropriately locates activating pedestrian realm near the intersection of Metropolitan Avenue and St. Paul Street including the residential entrance, the public open space, and streetscaping inspired by the historic context of Metropolitan Avenue. Staff still has concerns with the vehicular loading access off of St. Paul Street, which will be further analyzed at Preliminary Plan and Site Plan review. The amount and location of long- and short-term bicycle parking will be determined at Site Plan.

6. Proposes an outline of public benefits that support the requested incentive density and is appropriate for the specific community.

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, Staff finds that the following outline of public benefits supports the Applicant’s request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 50 public benefit points in two categories rather than three. This is a result of when a project proposes a minimum of 15 percent MPDUs, one less benefit category than required under Section 4.5.4.A.2 and Section 4.6.4.A.2 must be satisfied¹. Although at the time of Sketch Plan review only the categories need be approved, Table 2 demonstrates both the categories and points for the public benefits recommended at Sketch Plan to demonstrate the project’s ability to meet the requirement to provide sufficient benefit points.

Table 2- Public Benefits Valuations			
Section #	Benefit Categories	Points Allowed	Points Recommended
59-4.7.3B: Transit Proximity			
B1	Transit Proximity	25	5
59-4.7.3C: Connectivity and Mobility			
C.2	Minimum Parking	10	6
59-4.7.3D: Diversity of Uses and Activities			
D.4	Enhanced Accessibility for the Disabled	20	10
D.6	Moderately Priced Dwelling Units	12 pts per 1% MPDUs	30
59-4.7.3E: Quality Building and Site Design			
E.6	Structured Parking	20	18
59-4.7.3G: Building Reuse			
G.1	Building Reuse	100	2
Total			71

Table 2: Public Benefit Points for the project.

Transit Proximity

The Applicant requests 5 points for proximity to a MARC Train Station, a Level 3 transit facility, as a confronting property across St. Paul Street right-of-way from transit. Staff supports the Applicant’s request at this time, with final calculations and points determined at the time of Site Plan.

¹ 2015 C/R Zones Incentive Density Implementation Guidelines, Diversity of Uses and Activities, Zoning Ordinance Citation, Section 4.7.3.D. Diversity of Uses and Activities, 6. Affordable Housing a.v. (p. 31)

Connectivity and Mobility

Minimum Parking: The Applicant requests 6 points for providing approximately 103 parking spaces on-site, which is more than the minimum (e.g. 88 parking spaces), but less than the maximum (e.g. 136 parking spaces) number of parking spaces required. Points for this incentive are granted on a sliding scale from no points for providing the maximum allowable number of on-site spaces to 20 points for providing no more than the minimum numbers of spaces on site. Final determination on the number of points recommended in this category will be made at Site Plan.

Diversity of Uses and Activities

Enhanced Accessibility for Seniors or the Disabled: The Applicant requests 10 points for providing a minimum of 3% of the living units will meet American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard. Final number of points will be determined at Site Plan.

Moderately Priced Dwelling Units: The Applicant is requesting 31 points for providing a minimum of 15% of the independent living units as MPDUs, thereby exceeding the minimum percentage of MPDUs required (e.g. 12.5%), per the following equation of 12 pts per 1% MPDUs. Final number of points will be determined at Site Plan.

Quality Building and Site Design

Structured Parking: The Applicant is requesting 18 points for providing parking on-site in a below-grade structured parking garage. Of the 103 parking spaces proposed, 93 will be located in the structured parking garage, and the points are calculated per the following equation: $[(A/T)*10]+[(B/T)*20]$. Final number of points will be determined at Site Plan.

Building Re-Use

The Applicant requests 2 points by the adaptive re-use of the two historic structures located along St. Paul Street per the following formula: $(R/I)*100$. The Applicant has denoted that a minimum of 75% of the structure system of the building will be retained, and that an architectural deconstruction company will be used to remove reusable and recyclable materials before any demolition. Final number of points will be determined at Site Plan.

7. *Establishes a feasible and appropriate phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

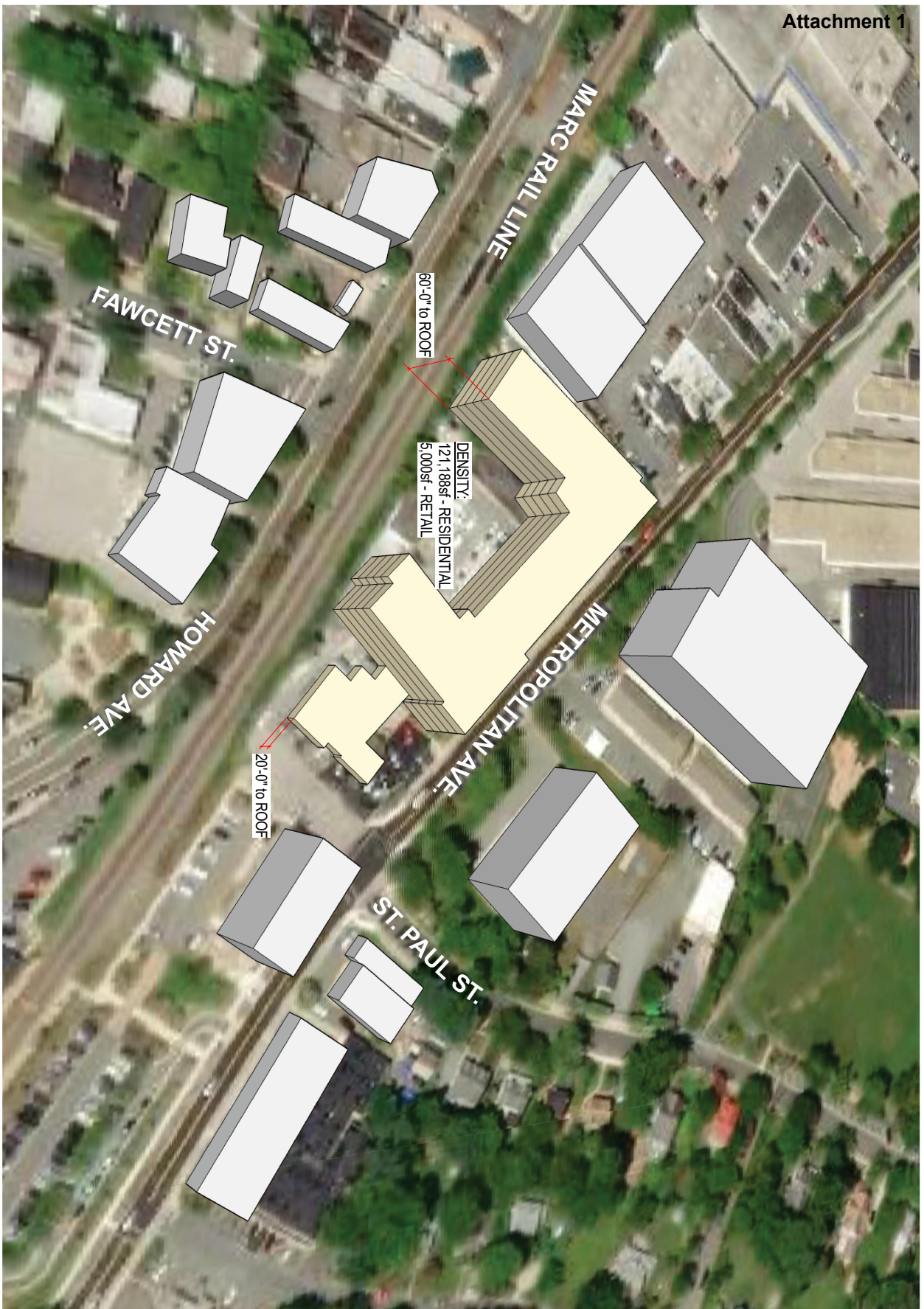
The Project will be constructed in one phase.

CONCLUSION

The Sketch Plan application satisfies the findings under Section 59.4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the 2012 *Kensington Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

1. Sketch Plan
2. Approved NRI/FSD
3. Community Correspondence
4. MCDOT Approval Letter



SOLERA | RESERVE
KENSINGTON

APPLICANT:
SM Kensington Senior Living RE, LLC
2200 Clarendon Boulevard, Suite 1125
Arlington, VA 22201
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FAX: 703.224.4221
Contact: Trena Westwoodland

CONSULTING TEAM:

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FAX: 301.261.1100
Contact: William Komarski

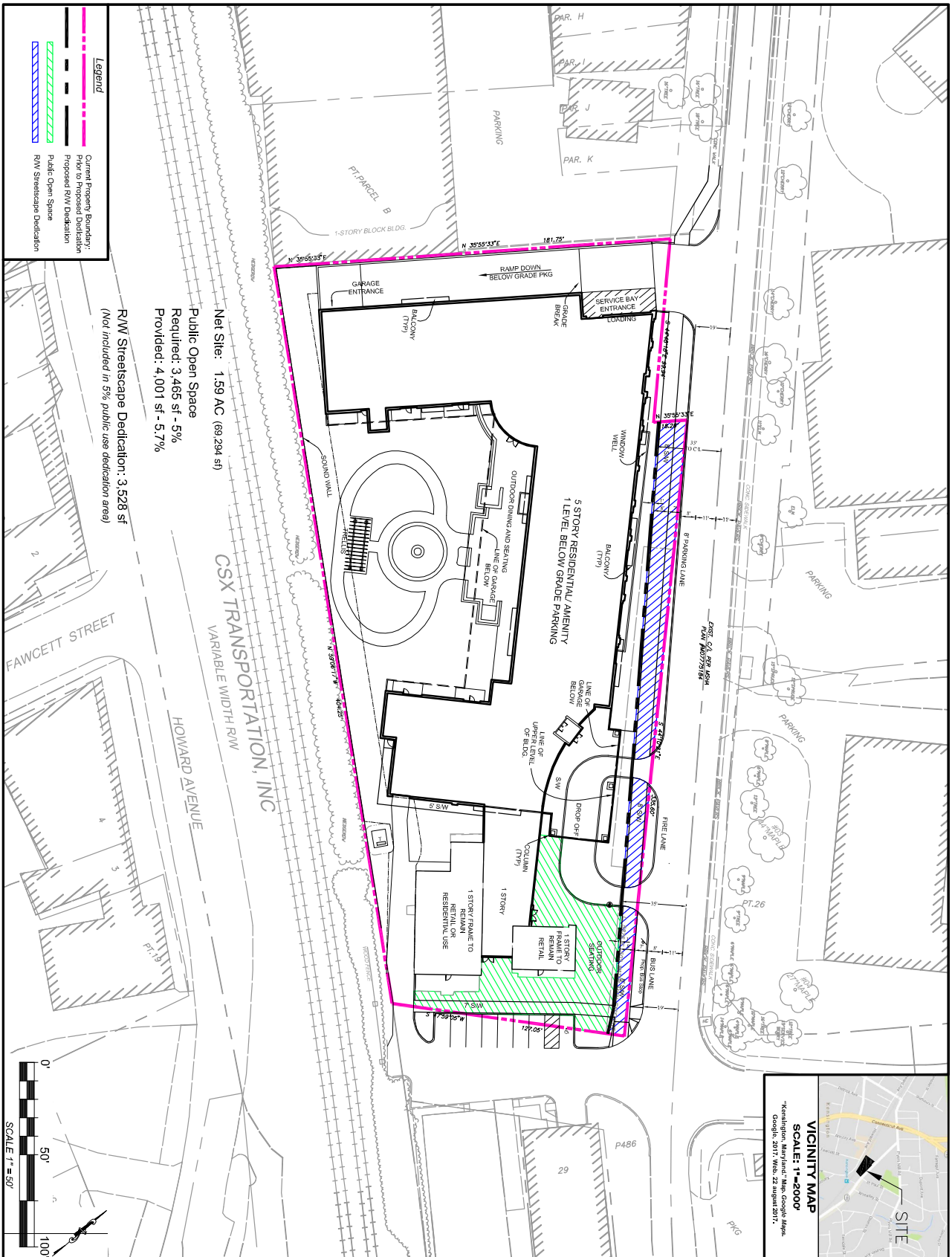
Lead Designer/Architect:
Child Engineer / Land Planner
DEMBERRY CONSULTANTS LLC.
2101 Center Road, Suite 340
Columbia, MD 21046
PH: 301.337.2670
FAX: 301.337.2670
Contact: Meredith Dyer

PP#: _____

No.	DATE	BY	Description

SHEET TITLE
Building Density, Massing, Height

PROJECT NO.: 30089605
07-SKETCH-320180080-000
SHEET NO.:



SOLERA | RESERVE
KENSINGTON

APPLICANT:
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Arlington, VA 22201
PH: 703.482.1934
Contact: Travis Westendorp

CONSULTING TEAM:
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Contact: Meredith Shaw

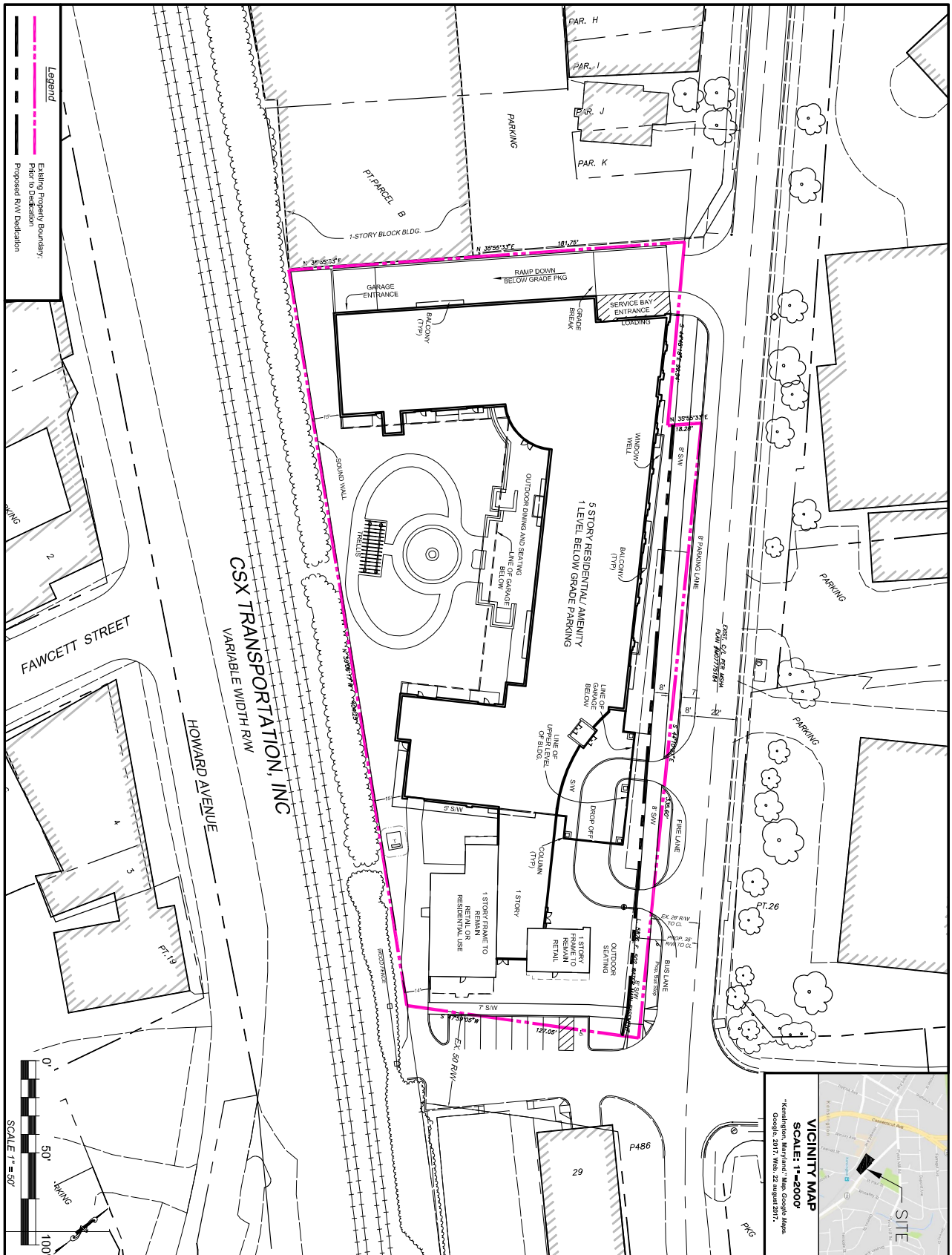
REVISIONS

No.	DATE	BY	DESCRIPTION

SHEET TITLE
PUBLIC OPEN SPACE

PROJECT NO. 50093505
07-SKETCH2-320160080-000

SHEET NO.



VICINITY MAP
 SCALE: 1"=2000'
 *Kensington, Arlington, VA. Google Maps, Google, 2017. Web. 22 August 2017.

SOLERA | RESERVE
 KENSINGTON

APPLICANT:
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LANDSCAPE ARCHITECT
DEWBERRY CONSULTANTS LLC
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 Rockville, MD 20850
 PR: 301.537.2250
 Contact: Meredith Shaw

PP#: _____

No.	DATE	BY	Description

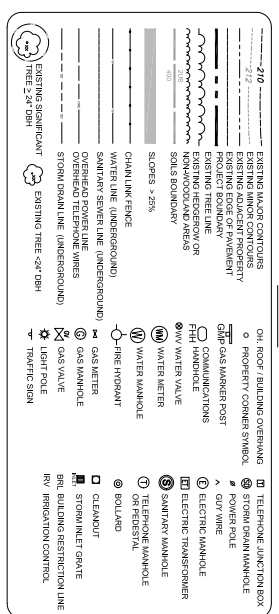
SKETCH PLAN:
 RELATIONSHIPS OF
 EXISTING / PROPOSED
 BUILDINGS & ROW

PROJECT NO.: 50093505
07-SKETCH4-320180080-000

SHEET NO.: _____

APPROVED - 4/20/18/07/30
11/20/17
Site Plan/Utility Engineering/Professional Seal
This site plan/Utility Engineering was prepared by the above-named engineer and is subject to the seal and stamp of the State Board of Professional Engineers.

NOTE:
FOR LOCATION OF UTILITIES GOAL
65-1 ON CONSTRUCTION
48 HOURS IN ADVANCE OF THE WORK
RESERVATION IN THIS VICINITY
UTILITIES WAS OBTAINED FROM AVAILABLE
DRAWINGS IN THE EAST 1/4 SECTION AND
BY VISUAL SURVEY OF THE PROPERTY AND
BY VISUAL SURVEY OF THE ADJACENT
PROPERTY OF THE CITY OF ROCKVILLE.



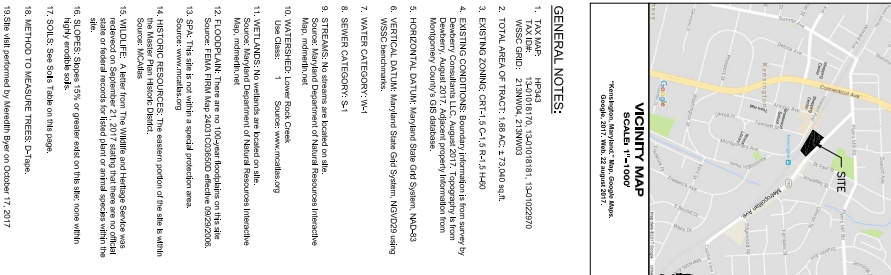
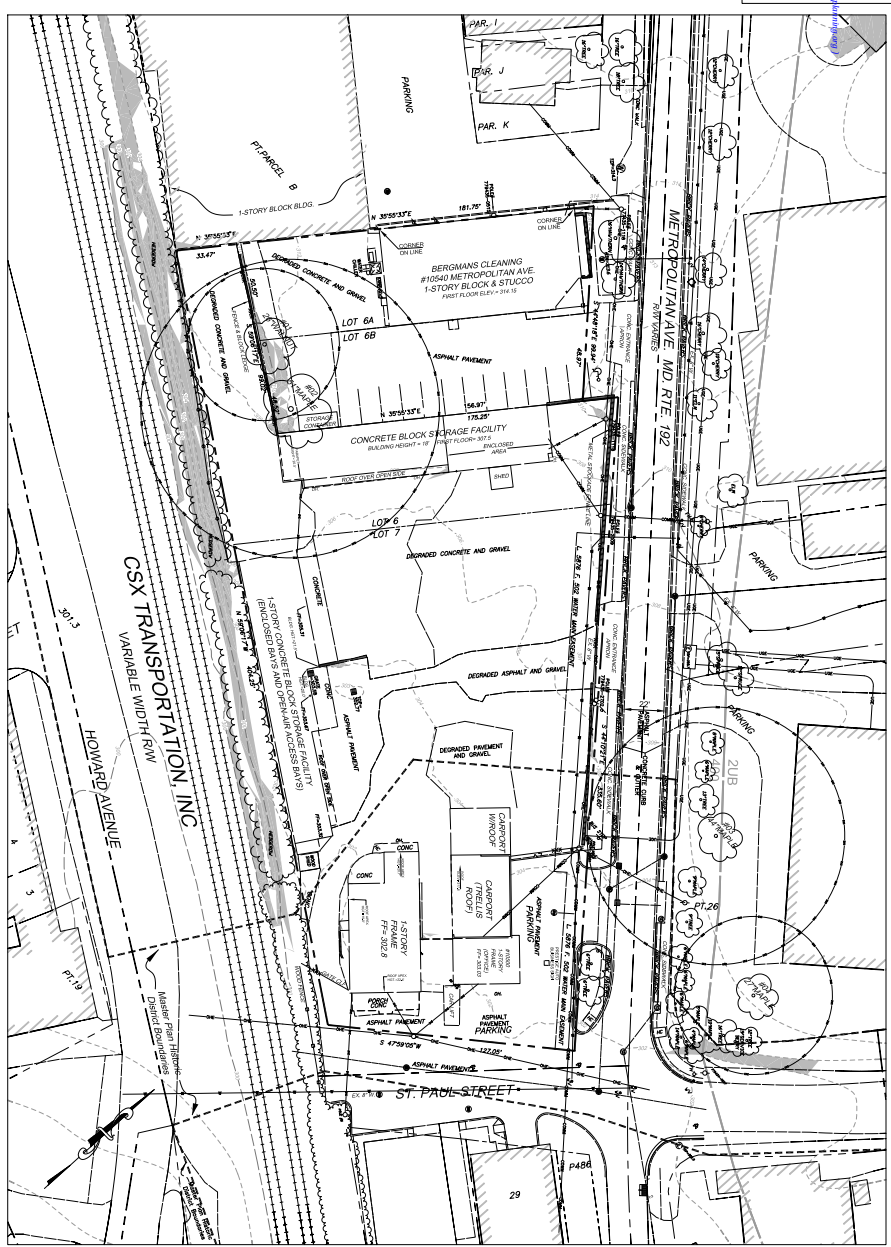
LEGEND

SOILS TABLE

MAP UNIT	MAP UNIT NAME	ERODIBLE SOIL GROUP	HYDROLOGIC GROUP	DRAINAGE CLASS	PERCENTAGE
20B	Urban Land	No	B	Not Defined	Not Determined
20C	Urban Land	No	D	N/A	Not Determined

SIGNIFICANT TREE TABLE

TREE ID	LATIN NAME / COMMON NAME	DBH	CONDITION	COMMENTS
01	Juglans nigra (Black Walnut)	38"	Good	Needs pruning
02	Aster multiflorus (Star Magnolia)	10"	Fair	Some or damaged in storm, needs pruning
03	Aster multiflorus (Star Magnolia)	27"	Excellent	
04	Aster multiflorus (Star Magnolia)	44"	Good	Needs pruning, branches around walk



GENERAL NOTES:

- TAX MAP: 18210, 18211, 18212, 18213, 18214, 18215, 18216, 18217, 18218, 18219, 18220, 18221, 18222, 18223, 18224, 18225, 18226, 18227, 18228, 18229, 18230, 18231, 18232, 18233, 18234, 18235, 18236, 18237, 18238, 18239, 18240, 18241, 18242, 18243, 18244, 18245, 18246, 18247, 18248, 18249, 18250, 18251, 18252, 18253, 18254, 18255, 18256, 18257, 18258, 18259, 18260, 18261, 18262, 18263, 18264, 18265, 18266, 18267, 18268, 18269, 18270, 18271, 18272, 18273, 18274, 18275, 18276, 18277, 18278, 18279, 18280, 18281, 18282, 18283, 18284, 18285, 18286, 18287, 18288, 18289, 18290, 18291, 18292, 18293, 18294, 18295, 18296, 18297, 18298, 18299, 18300, 18301, 18302, 18303, 18304, 18305, 18306, 18307, 18308, 18309, 18310, 18311, 18312, 18313, 18314, 18315, 18316, 18317, 18318, 18319, 18320, 18321, 18322, 18323, 18324, 18325, 18326, 18327, 18328, 18329, 18330, 18331, 18332, 18333, 18334, 18335, 18336, 18337, 18338, 18339, 18340, 18341, 18342, 18343, 18344, 18345, 18346, 18347, 18348, 18349, 18350, 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19781, 19782, 19783, 19784, 19785, 19786, 19787, 19788, 19789, 19790, 19791, 19792, 19793, 19794, 19795, 19796,

Hello, Mr. Anderson,

I do not plan to be at the hearing 5 April for the Solera Independent Living care facility proposed for Kensington. As a resident of the Town of Kensington, I support this project. I feel it is an excellent use of the land area previously used as a car dealer storage lot and a lumber yard. Restoring and reusing the two historic buildings and sign on the property is welcome, subject to the Historic Preservation Commission and LAP for Kensington approval.

I would encourage the Planning Board to allow this project to move forward.

Peter Bartram

3824 Warner Street

Kensington



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Director

December 21, 2017

Mr. Garry Meus, Planner Coordinator
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan Letter
Sketch Plan No. 320180080
Solera Reserve Kensington

Dear Mr. Meus:

We have completed our review of the Sketch Plan with a date of October 25, 2017 on e-plans. This plan will be reviewed by the Development Review Committee at its meeting on January 2, 2018. We recommend approval for the plan based to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

1. MCDOT does not object to the applicant submitting a preliminary plan for this project.
2. St. Paul Street is maintained by the Town of Kensington. We defer to them for any improvements along St. Paul Street.
3. We defer to Maryland State Highway MDSHA for any improvements along Metropolitan Avenue (MD-192)
4. The Storm Drain shall be approved by the Town of Kensington.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Mr. Garry Meus
Sketch Plan No. 320180080
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5. At or before the preliminary plan, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements/relocation to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800.
6. At or before the preliminary plan, coordinate location of the bike path with Ms. Patricia Shepherd of our Division of Transportation Engineering at patricia.shepherd@montgomerycountymd.gov or at 240-777-7231 for Bikeways.
7. CSS recommends that the Applicant coordinate with MCDOT's Commuter Services section regarding a possible bikeshare station to be located on the project. A bikeshare station at this location would help connect employees of the project and Kensington residents and visitors to transit services in the area (bus and MARC rail services). A bikeshare station at the Senior Living project would also connect employees, residents and visitors to several recently installed bikeshare stations in Wheaton (approximately 1 mile away). If a preliminary plan is required for this project, we recommend that the Applicant show a proposed location for a 15-dock station, which requires a concrete pad 43' by 7' in size. Contact Ms. Sande Brecher, Chief Commuter Services Section, at (240) 777-8383 to coordinate further.
8. Additionally, CSS recommends that the Applicant consider offering – and incorporating as a design element into future plans or drawings, shuttle buses to serve the facility. The facility will need to attract employees who ride transit and some may need to come from Wheaton or from Rockville Pike, so they may need to offer shuttle service. In addition, residents will need a good way to get around so shuttle buses can offer convenient connections for them as well. Also, pedestrian walkways in the vicinity should be closely reviewed to ensure that option is also available to residents and employees.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Deepak Somarajan, our Development Review Team for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,



Rebecca Torma, Acting Manager
Development Review Team
Office of Transportation Policy

Mr. Garry Meus
Sketch Plan No. 320180080
December 21, 2017
Page 3

cc: Marshall Mizell Owner
T Westmoreland Contract Purchaser
Paul Nicholas Dewberry
William Kominers Lerch, Early & Brewer
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Ed Axler M-NCPPC Area 2
Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR
Marie LeBaw MCDPS FRS
Kwesi Woodroffe MDSHA District 3
Patricia Shepherd MCDOT DTE
Stacy Coletta MCDOT DTS
Sandra Brecher MCDOT OTP
Beth Dennard MCDOT OTP
Deepak Somarajan MCDOT OTP