






## Kensington Manor Senior Housing, Sketch Plan No. 320180210

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Completed: 10/1/2018

### Description

Construction of a five-story senior living facility with up to 100,000 square feet of total development with up to 94 units, including up to 30,805 square feet exempt from Gross Floor Area as Moderately Priced Dwelling Units (MPDUs) or affordable housing units.

Location: 3906 and 3910 Knowles Avenue.

Sector Plan: 2012 *Kensington Sector Plan*.

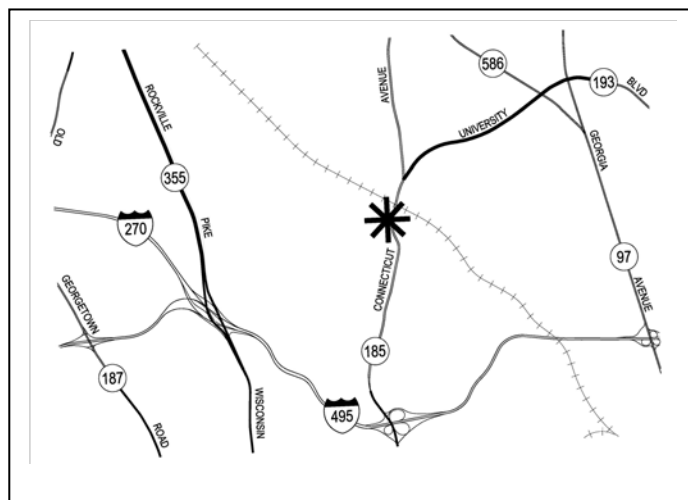
Zone: CRT-2.5, C-2.0, R-2.0, H-75.

Size: 34,597-square foot tract.

Applicant: Kensington Manor Senior Housing LLC.

Acceptance Date: June 13, 2018.

Review Basis: Chapter 59, Sketch Plan.



### Summary

- Staff recommends approval with conditions.
- Project will provide a minimum of 25 percent senior affordable housing.
- The development has received approval from the Town of Kensington.
- The community has concerns regarding traffic congestion along Knowles Avenue.
- A traffic study is not required, because the project generates less than 50-person trips under Local Area Transportation Review (LATR).

## SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Kensington Manor Senior Housing, Sketch Plan No. 320180210, a senior housing residential Optional Method MPDU development on an approximately 34,597 square foot tract, zoned CRT-2.5, C-2.0, R-2.0, H-75. 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 binding under Section 59-7.3.3.F:

1. Maximum density and height;
2. Approximate locations of lots and public dedications;
3. General location of vehicular access points; and
4. Public benefit schedule.

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

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 100,000 square feet of residential development on the Subject Property including up to 30,805 square feet of MPDUs or Department of Housing and Community Affairs (DHCA) approved units, which is exempt from the calculation of FAR pursuant to Section 59.4.7.3.D.6.c.iii. of the Zoning Ordinance. The maximum number and distribution of residential dwelling units will be determined at Preliminary and Site Plan.

2. Height

The development is limited to a maximum height of 60 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 50. The requirements of Division 59.4.7.1 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. Minimum Parking achieved by providing 47 spaces.
- b. Moderately Priced Dwelling Units, achieved through a minimum of 25 percent MPDUs.
- c. Enhanced Accessibility for Seniors or the Disabled, achieved by providing a least five percent of dwelling units with interiors that satisfy American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard.
- d. Structured Parking achieved by placing parking in a below grade parking structure.

4. Transportation

At Preliminary Plan, the Applicant must provide an interim cross section and final buildout cross section for the frontage improvement along Knowles Avenue. Both must be approved by the State Highway Administration (SHA), Montgomery County Department of Transportation (MCDOT), and Planning Staff.

The interim cross section must include a buffer between the building and sidewalk, an adequate sidewalk facility, and a landscape buffer between the sidewalk and travel lanes. The landscape area between the sidewalk and travel lanes must incorporate an area for the bus stop and can provide a space for a lay-by-lane.

The final buildout cross section must include a buffer between the building and sidewalk, an adequate sidewalk facility, a two-way bikeway path, a landscape buffer between sidewalk and travel lanes, and a reduced travel lane along Knowles Avenue. The landscape area between the sidewalk and the travel lane must incorporate an area for the bus stop and can provide a space for a lay-by-lane.

5. Future Coordination for Preliminary Plan(s) and Site Plan(s)

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 Plan or Site Plan:

- a. Applicant must improve the circulation and design at the vehicular access, lay-by-lane and pedestrian sidewalk at the main entrance of the site.
- b. Applicant must finalize the interim and final built out cross-sections, with applicable road code section, as approved by SHA, MCDOT, and Planning Staff.
- c. Applicant must provide a bus shelter.
- d. Applicant must meet Recreational requirements per Section 59.6.3.9.
- e. Architectural features at Site Plan must adhere to the *2013 Kensington Sector Plan Design Guidelines* and *2012 Kensington Sector Plan*. Further coordination with Staff is necessary to ensure that architectural design reflects the character of Kensington and is compatible with the surrounding properties.
- f. The development must provide MPDUs in accordance with Chapter 25A with the final distribution of MPDUs approved by the DHCA.
- g. Installation of the appropriate traffic control to restrict left turns into and out of the proposed curb cut from Knowles Avenue.
- h. The Applicant must demonstrate that trucks can safely maneuver into and out of the proposed loading area from Knowles Avenue and within the garage.
- i. Further coordination with MCDOT, Commuter Services Section regarding feasible traffic mitigation actions that will encourage alternative non-auto-driver transportation modes.
- j. Further coordination with the MCDOT, Division of Transit Services regarding the necessary modifications to the existing bus stop along Knowles Avenue.
- k. Dedicate additional right-of-way for a total of 40 feet from the centerline of Knowles Avenue.
- l. Assure pedestrian crosswalks are ADA-compliant.
- m. Provide two inverted-U bike racks (or equivalent as approved by the Planning Board Staff) for short-term bicycle parking spaces located near the main entrance.
- n. Provide the required number of bicycle parking spaces within a bike room for long-term bicycle parking in a safe and conveniently location in the garage.
- o. Confirmation and approval of the "encroaching overhang" of the building along Knowles Avenue by SHA and the Montgomery County Department of Permitting Services (DPS).

## SECTION 2: SITE DESCRIPTION

### Vicinity

The Subject Property ("Subject Property" or "Property" outlined in red in Figure 1 below) is described as Lots 3, 4 and 5 on a plat entitled "R.B. Detrick's Subdivision" recorded in the Land Records of Montgomery County at Plat Book B, Plat 30, on November 2, 1891. The Property is located at 3906 and 3910 Knowles Avenue in the Town of Kensington, outside the historic district, midblock between the southwest intersection of Connecticut Avenue and Knowles Avenue, and east of the intersection of Knowles and Detrick Avenues. The Subject Property is located within the 2012 Kensington Sector Plan area, and approximately a half-mile west of the Kensington MARC Rail Station.

Directly to the north of the Property is Kensington Shopping Center which includes several restaurants, an urgent care clinic and a hardware store. To the east is the Kensington Safeway, Kensington Antique Row and the Town Hall. To the west is Kensington Park Public Library located at 4201 Knowles Avenue. To the south is the Kensington Skatepark, Montgomery County Housing Opportunities Commission and a residential neighborhood.

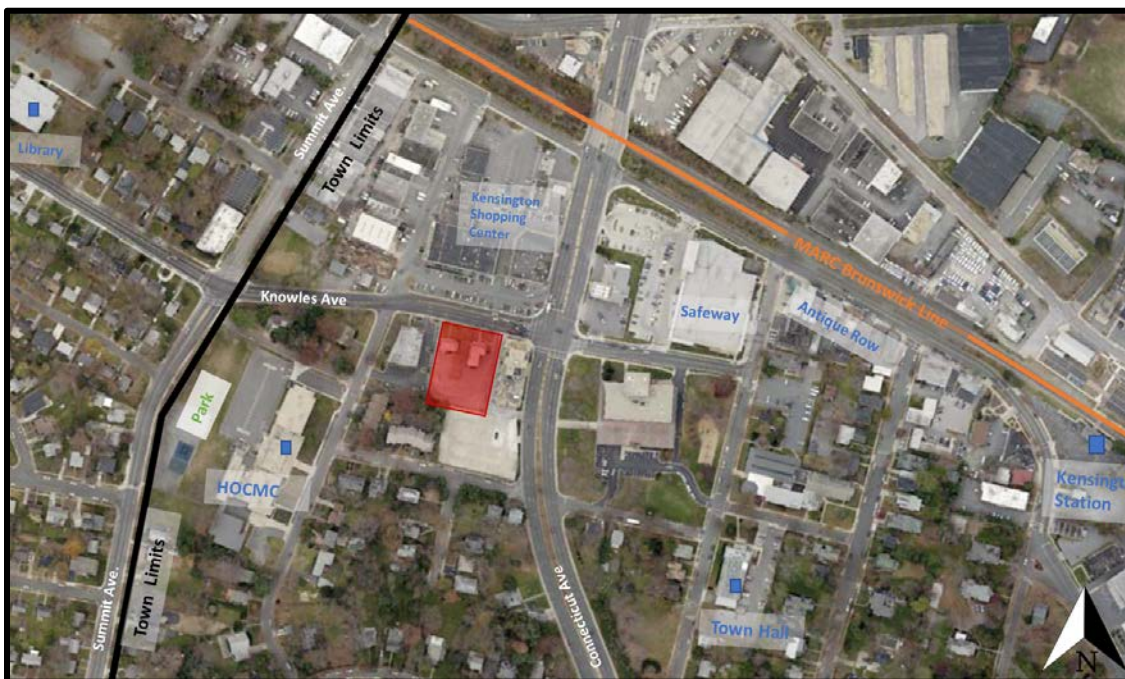


Figure 1: Vicinity Map -Property outlined in red

### Site Analysis

The 34,597-square foot Property is zoned CRT-2.5 C-2.0 R-2.0 H-75. The Property is currently improved with two houses used as professional offices that are 1,806 square feet and 3,075 square feet in size, and an undefined gravel surface parking lot. There are currently two access driveways on the site at the west and east edge of the Property boundary on Knowles Avenue.





*Figure 2: Subject Property outlined in red*



*Photos: Existing front and rear of Site*

### SECTION 3: PROJECT DESCRIPTION

Per Section 59.4.5.4.B.3 of the Zoning Ordinance, setbacks for principal buildings, accessory structures, and parking are established by the Site Plan approval process. Per Section 59.4.5.4.B.4 of the Zoning Ordinance, form standards are established by the Site Plan approval process and must address, at a minimum, transparency, blank walls, and active entrances. Therefore, building placement and form, including parking placement, as shown on the Sketch Plan drawings, are conceptual, and must demonstrate compliance with the Zoning Ordinance and the *2012 Kensington Sector Plan* and Design Guidelines.

#### Proposal

The Applicant is proposing to redevelop the Property into an Independent Living Facility for Seniors with up to 94 residential units, including a minimum of 25% MPDUs, which will be a combination of one and two-bedroom units. The Project will also contain one level of private underground parking with approximately 47 parking spaces, as well as private amenities and recreation, including a fitness center, wellness center, common room and community garden. The proposed maximum height is 60 feet at five stories and will provide the required step-back in height due to the adjacent residential townhouse zone. The building is designed in a U-shape surrounding a courtyard with a community garden and a plaza area. The Project will include a dedication of 18 feet (2,808 square feet) of right-of-way to allow for the Sector Planned 80-foot width of Knowles Avenue. The dedicated area along Knowles Avenue will be improved to include new sidewalks, a planting buffer and streetscape improvements. The Applicant's ultimate cross-section for Knowles Avenue would accommodate two-way separated bike lanes. The Applicant has provided architectural renderings, but Staff has not accepted these as final. Staff will continue discussions with the Applicant regarding the proposed materials and design of the building. Further refinement is expected at Site Plan.



*Figure 3: Conceptual Elevation*





Figure 4: Sketch Plan

### Height Compatibility

The Subject Property abuts a property zoned RT (Residential Townhouse) 12.5 for a portion of the rear property boundary. Per section 4.1.8.B. Height Compatibility, the proposal must not protrude beyond a 45-degree angular plane projecting over the Subject Property, measured from a height equal to the height allowed for a detached house in the abutting zone at the setback line. The follow illustration shows how the rear elevation will accommodate the height compatibility requirement (Figure 5).

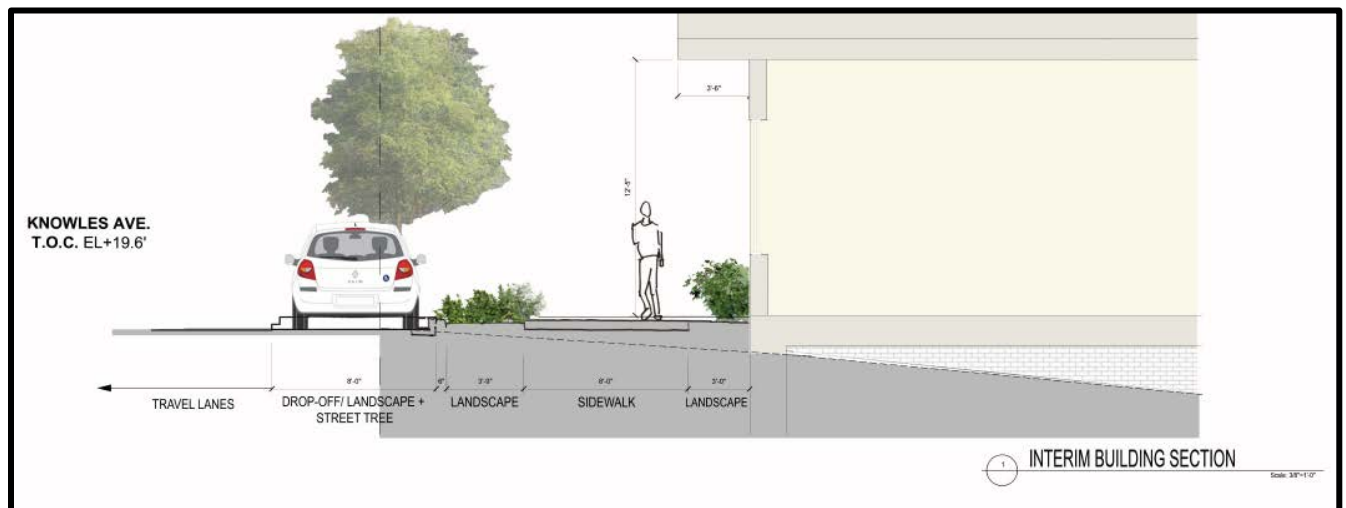


Figure 5: Height Compatible

### Streetscape

The frontage improvement will be an interim design until a CIP project completes the final layout as a larger project along Knowles Avenue between Connecticut Avenue and Detrick Avenue. The interim cross section (Figure 6) must include the following:

- Maintain the width of the existing travel lanes on Knowles Avenue;
- 8-foot space that includes a lay-by-lane, pedestrian bus stop shelter, and landscape with streets;
- 4-foot landscape area;
- 6-foot sidewalk; and
- 3-foot buffer between the building and a sidewalk, which can include planters or landscaping.



*Figure 6: Interim Cross Section*

The final buildout (Figure 7) must incorporate the Bikeway Master Plan recommendation for a two-way elevated bike path and the narrowing of travel lanes to 11 feet on Knowles Avenue. The final buildout must include the following:

- 11-foot travel lane on Knowles;
- 8-foot space that includes a lay-by-lane, pedestrian bus-stop shelter, and landscaping;
- 2-foot landscape area;
- 8-foot future two-way bike lane;
- 6-foot sidewalk; and
- 3-foot buffer between the building and a sidewalk, which can include planters or landscaping.

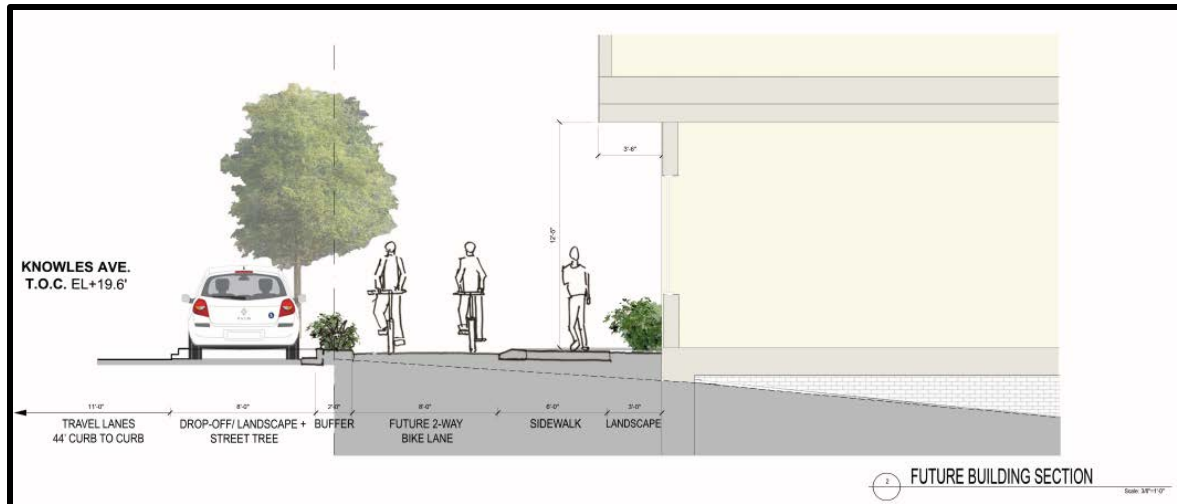


Figure 7: Final Cross Section

Both cross-sections will have bay windows that will project into the dedicated right-of-way for Knowles Avenue, provided that the projections occur only at the second floor and above approximately 12-feet above grade. The Applicant must obtain approval of the projections from MCDPS and SHA at Site Plan.

## Transportation

### Circulation

The Subject Property is constrained by only having frontage along Knowles. The Project will have one access point onto Knowles Avenue, which is a reduction from the two existing access driveways. The proposed access is further away from the intersection of Knowles and Connecticut Avenue compared to the existing curb cuts. The access driveway will allow for entry into the parking garage and accommodate the loading area for the site. As part of the streetscape improvements, the Project will provide a lay-by-lane to handle quick pick-ups/drop-offs, deliveries and other short-term parking needs.

### Vehicular Site Access Point and Parking

Vehicular access to the off-street parking garage and loading dock is from Knowles Avenue. The Applicant is discussing with SHA the installation of “No Left Turn” and “Right Turn Only” signs along Knowles Avenue, because during the weekday evening peak hours, an eastbound queue of vehicles approaching the intersection with Connecticut Avenue limits access to the proposed curb cut.

The Applicant is proposing an interim lay-by-lane for a shuttle bus to drop-off and pick-up residents, employees, and visitors. The Applicant should work with SHA regarding proposed lay-by-lane along Knowles Avenue frontage given the nearby existing bus stop.

The number of parking spaces in the on-site parking garage must be in accordance with the Zoning Ordinance. There are on-street parking spaces two blocks away from the site. The Applicant is also working with the two nearby property owners to possibly rent surplus parking spaces for employees and residents.

### Sector/Master-Planned Roadway and Bikeway

Knowles Avenue is designated as an Arterial, A-66, with a recommended 80-foot right-of-way in the 2012 *Kensington Sector Plan*. The existing right-of-way is approximately 44 feet wide along the Property frontage. At preliminary plan, the Applicant must dedicate 18 more feet from the centerline for a total

of 40 feet of right-of-way along Knowles Avenue. Although the 2012 *Kensington Sector Plan* recommends a signed shared roadway, SR-18, the draft Bikeways Master Plan recommends two-way separated bike lanes along the southside of Knowles Avenue. The Applicant's ultimate cross-section for Knowles Avenue would accommodate the future two-way separated bike lanes.

#### Public Transit Service

The subject site is a one-half mile away from the Kensington MARC Station. The nearest public transit routes are as follows:

- Ride On route 4 operates along Connecticut Avenue and Amory Avenue between the Kensington and the Shady Grove Metrorail Station.
- Ride On route 5 operates along Connecticut Avenue between the Twinbrook Metrorail Station and the Shady Grove Metrorail Station.
- Ride On route 33 operates along Howard Avenue and Kensington Parkway between the Glenmont Metrorail Station and the NIH/Medical Center Metrorail Station.
- Ride On route 37 operates along Connecticut Avenue between the Wheaton Metrorail Station and the Potomac Community Center on Falls Road.

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 and Friendship Heights Station.
- Metrobus route L8 operates along Connecticut Avenue between Aspen Hill and Friendship Heights Station.

#### Pedestrian and Bicycle Facilities

The Applicant is proposing to upgrade the existing four-foot wide sidewalks to an interim eight-foot wide sidewalk with a tree panel. When construction of the final bike lanes along the entire segment of Knowles Avenue occurs, the cross-section would be reconfigured to reduce the lane width from 12 to 11 feet and add the two four-foot wide bike lanes between a tree panel and the sidewalk.

The Applicant will provide two bike racks by the main entrance and a bike room in the garage.

#### Local Area Transportation Review

The senior housing is proposed to replace the two existing single-family units, currently used as offices. A trip credit for the existing office trips can be used to reduce the number of the proposed senior housing trips because the office use had existed for at least 12 years.

The Montgomery County Council's Resolution No. 17-601, "2012-2016 Subdivision Staging Policy," states that, "if use and occupancy certificates for 75% of the originally approved development were issued more than 12 years before the LATR study scope request, the [traffic statement] study must be based on the increased number of peak-hour trips rather than the total number of peak-hour trips." For the existing offices, the use and occupancy certificate has existed for at least 12 years. Therefore, the traffic statement was based only on the increased number of peak-hour trips by the senior housing rather than the total number of peak-hour trips permitting the trip reduction generated by general office space.

The numbers of peak-hour trips generated by the proposed senior housing development use the Institute of Transportation Engineers' (ITE) Trip Generation rates. These ITE rates were compared with



the trip generation rates from a similar facility located in Takoma Park and found to be statistically similar. Attachment 4 shows the number of trips generated by senior housing units minus the existing office space within the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak hour (4:00 to 7:00 p.m.).

Under the 2016-2020 Subdivision Staging Policy, a traffic study is not required to satisfy the LATR test, because the number of morning and evening person trips is fewer than the standard of 50 or more trips within the weekday peak hours.

The Applicant has acknowledged the traffic congestion along Knowles Avenue at the Connecticut Avenue intersection and proposes traffic mitigation strategies. These include: controlling the vendor's routes to service the site, providing a ride-share van for the residents, proposing a right-turn only for the site, and signage or median post (as approved by SHA) to limit left turns into the site. These strategies would help minimize the impacts this project imposes to the existing traffic in the Town of Kensington.

### **Environment**

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD #42018223E) on July 11, 2018. There is no forest, streams, wetlands, floodplains, or environmental buffers on the site. The site lies in the Lower Rock Creek subwatershed of the Rock Creek watershed and is outside of any Special Protection Areas. The proposed project complies with the *Environmental Guidelines*.

### **Forest Conservation**

The proposed project is subject to the Montgomery County Forest Conservation law (Chapter 22A of the Code) but has received an exemption from Article II from the requirements of preparing a forest conservation plan under 22A-5(s)(2). This exemption covers an activity conducted on a tract less than one acre that will not result in the clearing of more than a total of 20,000 square feet of existing forest, or any existing specimen or champion tree, and reforestation requirements would not exceed 10,000 square feet. Forest in any priority area on-site must be preserved. However, a Tree Save Plan will be required at the time of Preliminary Plan due to the clearing of a specimen tree.

### **Sector Plan**

The Sector Plan's vision aims to "transform Kensington's exclusively commercial business district into an active Town Center with new residential uses." The Sector Plan also aims to "broaden housing choices for an array of ages and income" (Page 1). The Property is located within the Town Center District in the Approved and Adopted 2012 *Kensington Sector Plan*. The Sector Plan recommends CRT- 2.5, C-2.0, R-2.0, H-75 Zone for the Subject Property.

### **Building Height and Density**

The *Kensington Sector Plan* states that for 3906 and 3910 Knowles Avenue: "Smaller properties on Knowles Avenue could undergo joint development under the optional method or separate development under the standard method. Building heights on Knowles Avenue between Connecticut Avenue and Detrick Avenue should step down from 75 feet at Connecticut Avenue to 60 feet at mid-block and 45 feet at Detrick Avenue. Reduced density and building height at Detrick Avenue will help create a smoother transition to residential properties to the south and west." The Sector Plan states that the two smaller properties (3906 and 3910 Knowles Avenue) should have a maximum height of 60 feet (Page 26-27). Per the Zoning Ordinance, the Subject Property has a maximum permitted height of 75 feet. Thus, there is some ambiguity in the Sector Plan relative to the maximum allowable building height for the Property.

Regardless of the recommended height in the Sector Plan, the project is permitted to exceed the applicable building height through the provision of MPDUs above and beyond 12.5%. Specifically, Section 59-4.7.3.D.6.c.i. of the Zoning Ordinance states that, “if a project exceeds 12.5% MPDUs, the height limit of the applicable zone and sector plan does not apply to the extent required to provide the MPDUs...”.

However, the Applicant has adhered to the community’s concerns and proposes a building height of up to 60 feet which meets the intent of the sector plan for this segment of the block, and Staff supports the requested maximum height of 60 feet. In the rear of the Property, the building will step down in accordance with the CRT Zone setback compatibility standards per Section 59.4.1.8.A. of the Zoning Ordinance.

#### Public Open Space and Connectivity

The Sector Plan’s recommendations for connectivity prioritizes pedestrians through recommending better streetscapes and encouraging biking and transit use within the Plan Area in general.

Pursuant to Section 59.4.5.4.B.1. of the Zoning Ordinance, the Project is not required to provide any Public Open Space since the Property comprises less than one acre in tract area and has frontage on only one public right-of-way. However, the Project will include a dedication of 2,808 square feet of right-of-way to allow for the Sector Planned 80-foot width on Knowles Avenue. In coordination with the SHA, the dedicated area along Knowles Avenue will be improved to include new sidewalks, a planting buffer and streetscape improvements consistent with the recommendations of the Sector Plan and associated Design Guidelines. The project will reserve area for a future bike lane as recommended in the draft Countywide Bicycle Master Plan. The existing bus stop directly in front of the entry doors will be retained.

#### Design

The Sector Plan discusses the need for “Street-Oriented Development” that creates safe, pedestrian oriented environments. The Project’s main pedestrian entrance is proposed along the Knowles Avenue frontage. While no retail uses are proposed for the Project, the building will incorporate active rooms containing fitness equipment, arts and crafts, and conferencing solutions at the ground floor along Knowles Avenue. The project will also provide comfortable sidewalks along with streetscaping along Knowles Avenue.

#### Affordable Housing

The project is required to provide a minimum of 12.5 percent MPDUs per the County’s MPDU requirements. The project is proposing a minimum of 25 percent MPDUs, with up to 90 percent MPDUs, and is therefore in conformance with the affordable housing requirements. Providing more than the required proportion of affordable housing further supports the Sector Plan’s goals for increasing housing options within the Town Center for all ages and incomes.

#### Public Facilities

The Sector Plan does not recommend any new public facilities. No public facilities are proposed within this project.

#### Public Benefits

The Sector Plan does not prioritize specific public benefit categories. The Project is anticipated to provide more than the minimum 50 public benefit points required. Because the Project proposes a minimum of 25% MPDUs, the Application is not required to obtain public benefit points from any

categories beyond the diversity of uses and activities category per Section 59-4.7.3.D.6.a.v of the Zoning Ordinance. However, the Applicant proposes public benefit points in a total of three categories:

- Connectivity and Mobility
  - Minimum parking: The Project will provide 47 parking spaces, which is the equivalent of the minimum number of parking spaces required under the Zoning Ordinance, and at this time the Applicant anticipates achieving 10 points in this public benefit category.
- Diversity of uses and activities
  - The Project is seeking receipt of public benefit points in the categories of enhanced accessibility for seniors or the disabled and Moderately Priced Dwelling Units.
    - Enhanced Accessibility for Seniors or the Disabled. Five percent of the dwelling units in the Project will incorporate interiors that satisfy American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard. For every one percent of units that meet this standard, 3 public benefit points are allowed. Therefore, the Project will receive 15 public benefit points in this category.
    - Moderately Priced Dwelling Units. The Project will provide a minimum of 25% MPDUs and is thus entitled to receipt of 150 public benefit points in this category.
- Quality building and site design
  - Structured parking: The Project will provide structured parking, with all the 47 parking spaces to be provided in a below-ground parking garage, achieving 20 points in this public benefit category.

### **Community Outreach**

Planning Staff has received approximately twenty-six letters with five in support and twenty-one recommending denial of the plan. As a result, the Applicant attended town hall meetings on August 13, 2018 and September 10, 2018 to address concerns and provide alternative solutions. Due to this additional outreach, the plan has received approval from the Town of Kensington, and the Sketch Plan addresses many the concerns regarding traffic impacts, building heights, and parking requirements.

The Applicant has reduced the height of the building which limits the number of trips and required vehicle spaces from the original submittal. Also, the Applicant is willing to pursue the following which are not required: controlling the vendor's routes to service the site, providing a ride-share van for the residents, proposing a right-turn only for the site, and any signage or median post (as approved by SHA) to limit left turns into the site.

In addition, MCDOT is planning a Capital Improvement Program (CIP) Project No. 509337 for nearby Summit Avenue. This CIP project is intended to provide traffic relief on Connecticut Avenue, which in turn should relieve some traffic congestion along Knowles Avenue (Attachment 5).

## **SECTION 4: 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 Plan 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 CRT Zone permits a mix of residential and nonresidential uses at varying densities and heights. The CRT Zone promotes economically, environmentally, and socially sustainable development patterns where people can live, work, recreate, and access services and amenities. The application of the CRT Zone is appropriate where impacts can be mitigated by co-locating housing, jobs, and services.

The Sketch Plan meets the development standards of Section 59-4.5.4, as shown in Table 1 below.

Table 1- Project Data Table			
Section 59	Development Standard	Permitted/ Required	Proposed
	Gross Tract Area (sf)		34,597 sq. ft.
	Previous Knowles Avenue Dedication		3,432 sq. ft.
	Knowles Avenue Dedication		2,808 sq. ft.
	Net Area		28,357 sq. ft.
<b>Zone</b>	<b>CRT-2.5, C-2.0, R-2.0, H-75</b>		
<b>4.5.4.B.2.b</b>	<b>Density</b>		
	FAR (Total)		
	Commercial	C-2.0	C-0
	Residential	R-2.0	R-2.0
	Gross Floor Area	69,195	100,000 sq. ft.
	Total CRT Density	86,494 sq. ft.	100,000 sq. ft.
	Exempted MPDUs <sup>1</sup>	n/a	30,805 sq. ft.
<b>4.5.4.B.2.b</b>	<b>Building Height (feet)</b>	75	60
<b>4.5.4.B.3</b>	<b>Minimum Setback (feet)</b>	0	n/a
<b>4.5.4.B.1</b>	<b>Minimum Public/Common Open Use Space (%)</b>	n/a	n/a
<b>6.2.4.</b>	<b>Total Parking Spaces for 94 units<sup>2</sup></b>	47	47

The Sketch Plan conforms to the intent of the CR Zone as described below.

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

As described in the Sector Plan section of this report, the proposed development implements the recommendations of the *2012 Kensington Sector Plan*.

<sup>1</sup> Approximately 29 units totaling 30,805 square feet (30 percent) are proposed to be exempted from the calculation of the Gross Floor Area as MPDUs.

<sup>2</sup> Parking for bikes and vehicles will be determined at Site Plan

- b) *Encourage development that integrates target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.*

The Property is currently comprised of two office buildings with exclusively non-residential uses and surface parking. The Project presents a unique opportunity for redevelopment in the Town Center core that will introduce residential uses to a district that predominantly includes commercial uses. The Project is a pedestrian-friendly proposal that will incorporate activating ground-floor design and uses. It replaces surface parking with a below grade parking garage that is screened from the adjacent residential community.

- 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 includes at least 25% MPDU residential units, and the Property is located within a half-mile of the Kensington MARC Rail Station and within walking distance of bus stops that provide access to several Metro Stations (White Flint, Grosvenor, Medical Center, Bethesda, Wheaton, and Silver Spring). The Project will also replace a surface parking lot with structured parking below the proposed development. The senior housing provides opportunities in the Town for residents that have different income levels to live near many transit options (MARC Rail and Metro).

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

The Project is proposed to have a maximum building height of 60 feet along the Knowles Avenue frontage and a step-down towards the townhouse dwelling units located to the south of the Property. The proposed density utilizes both the maximum 2.0 residential FAR permitted under the zoning for the Property, as well as the applicable density bonus. Thus, the heights and densities proposed by the Project are compatible and provide appropriate transitions to the surrounding development.

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

The Project provides new residential with affordable housing opportunities for seniors, including a minimum 25 percent MPDUs. The Project integrates a housing opportunity in an area that is close to retail uses, restaurants and neighborhood services.

- 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 three categories to achieve the desired incentive density above the standard method limit.

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

As discussed in the Sector Plan section of this report, the Project substantially conforms to recommendations of the *2012 Kensington Plan Sector Plan*.

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

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

4. *under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;*

The Property's zoning classification on October 29, 2014 was not a result of a Local Map Amendment.

5. *achieve compatible internal and external relationships between existing and pending nearby development;*

The project achieves compatible internal and external relationships between existing and pending nearby development through the building placement close to the right-of-way and allocation of MPDUs to provide a housing option for residents. The west elevation incorporates a street wall setback to accommodate a stepped down massing towards the residential neighborhood. This massing reflects a stepping down from Connecticut Avenue which achieves height compatibility with the residential scale along Detrick Avenue. Last, the Project will upgrade the streetscape along Knowles Avenue to allow for enhanced pedestrian connectivity through the Sector Plan boundaries.

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

As described in the Transportation section of this report, the Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Vehicle and pedestrian access will be available from Knowles Avenue. Bicycle infrastructure will be provided along the frontage as part of a larger CIP project. The Applicant will build an interim frontage improvement that can easily transition into the final design. The loading will occur internally to site and will have to be managed to not obstruct traffic flow entering and exiting the parking garage.

7. *propose an outline of public benefits that supports 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 a development of this size in the CRT Zone, the Zoning Ordinance requires 50 points in at least one category, per Section 59-4.7.3.D.6.a.v. Although at the time of Sketch Plan review, only the



categories need to be approved, the following table shows both the categories and points for public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient public benefits points. The final calculations and benefit points earned will be further refined and ultimately determined at subsequent Site Plan(s). Table 2 shows the Applicant's proposed public benefits in the following three categories: Connectivity and Mobility, Diversity of Uses and Activities, and Quality Building and Site Design. Staff supports the proposed public benefits at this time, with a more detailed review and the final number of points to be determined at site plan.

Table 2 – Proposed Public Benefits			
Public Benefit	Incentive Density Points		
	Note	Max Allowed	Total Requested
<b>59.4.7.3.C: Connectivity and Mobility</b>			
2.Minimum Parking	The project is parking providing 47 spaces	10	10
<b>59.4.7.3.D: Diversity of Uses and Activities</b>			
4.Enhanced Accessibility	5% Type A (3 points per 1% provided)	20	15
Affordable Housing	25% MPDUs minimum	n/a	150
<b>59.4.7.3.E: Quality of Building and Site Design</b>			
6.Structured Parking	100% below grade parking	20	20
<b>Total</b>	-	-	<b>195</b>

#### Connectivity and Mobility

*Minimum parking:* The Applicant is seeking to provide 47 parking spaces for 94 units, which is the equivalent of the minimum number of parking spaces required, and at this time the Applicant proposes 10 points in this public benefit category.

Formula:  $[(A-P)/(A-R)]*10$

A (94 maximum allowed spaces)

R (47 minimum required spaces)

P (47proposed spaces)

$$[(94-47)/(94-47)]*10 = 10$$

#### Diversity of Uses and Activities

*Enhanced Accessibility* for Seniors or the Disabled. Five percent of the dwelling units in the Project will incorporate interiors that satisfy American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard. For every one percent of units that meet this standard, three public benefit points are allowed. Therefore, the Applicant proposes 15 public benefit points in this category.

*Moderately Priced Dwelling Units:* The Applicant seeks to gain approval for 150 points for providing 25 percent MPDU's, which exceeds the minimum requirement of 12.5%. Twelve points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the formula below.

$$(25\% \text{ MPDUs provided} - 12.5\% \text{ MPDUs required}) * 12 = 150 \text{ points}$$

Quality building and site design

*Structured parking:* The Project will provide structured parking, with all the 47 parking spaces to be provided in a below-ground parking garage, and will likely achieve 20 points in this public benefit category per the following formula:

$$\text{Formula: } [(A/T)*10]+[(B/T)*20]$$

A (0 above-grade spaces)

B (47 below-grade spaces)

T (47 total spaces)

$$[(0/47)*10]+[(47/47)*20] = 20$$

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

The Applicant plans to construct the Project in one Phase, thus, all improvements and dedications will be provided and determined at the subsequent Preliminary Plan and Site Plan. As previously stated, the final streetscape with bikeway improvements will be constructed within a larger CIP project for Knowles Avenue.

## **SECTION 5: 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.

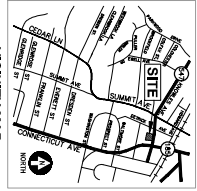
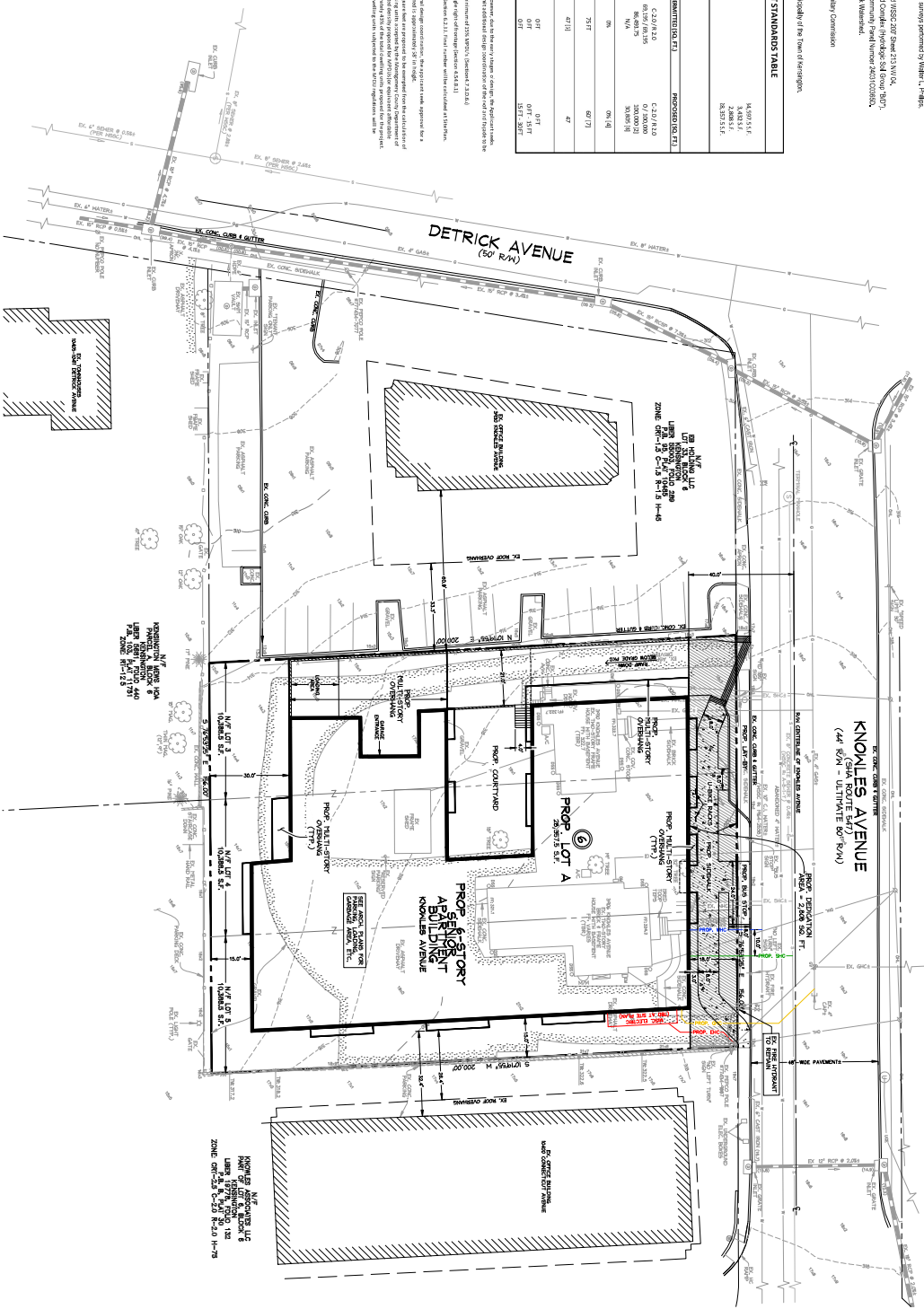
## **ATTACHMENTS**

1. Sketch Plan
2. Approval Letters
3. Correspondence
4. Traffic Statement Chart
5. Applicant's Traffic Statement
6. Summit Avenue Staff Report Capital Improvements Program CIP Project No. 509337

10. Property is located in the incorporated municipality of the Town of Kensington.

[illegible]

1. The first and the second, 2. The third and the fourth, 3. The fifth and the sixth, 4. The seventh and the eighth, 5. The ninth and the tenth, 6. The eleventh and the twelfth, 7. The thirteenth and the fourteenth, 8. The fifteenth and the sixteenth, 9. The seventeenth and the eighteenth, 10. The nineteenth and the twentieth, 11. The twenty-first and the twenty-second, 12. The twenty-third and the twenty-fourth, 13. The twenty-fifth and the twenty-sixth, 14. The twenty-seventh and the twenty-eighth, 15. The twenty-ninth and the thirtieth, 16. The thirty-first and the thirty-second, 17. The thirty-third and the thirty-fourth, 18. The thirty-fifth and the thirty-sixth, 19. The thirty-seventh and the thirty-eighth, 20. The thirty-ninth and the fortieth, 21. The forty-first and the forty-second, 22. The forty-third and the forty-fourth, 23. The forty-fifth and the forty-sixth, 24. The forty-seventh and the forty-eighth, 25. The forty-ninth and the fiftieth, 26. The fifty-first and the fifty-second, 27. The fifty-third and the fifty-fourth, 28. The fifty-fifth and the fifty-sixth, 29. The fifty-seventh and the fifty-eighth, 30. The fifty-ninth and the sixtieth, 31. The sixty-first and the sixty-second, 32. The sixty-third and the sixty-fourth, 33. The sixty-fifth and the sixty-sixth, 34. The sixty-seventh and the sixty-eighth, 35. The sixty-ninth and the seventieth, 36. The seventy-first and the seventy-second, 37. The seventy-third and the seventy-fourth, 38. The seventy-fifth and the seventy-sixth, 39. The seventy-seventh and the seventy-eighth, 40. The seventy-ninth and the eightieth, 41. The eighty-first and the eighty-second, 42. The eighty-third and the eighty-fourth, 43. The eighty-fifth and the eighty-sixth, 44. The eighty-seventh and the eighty-eighth, 45. The eighty-ninth and the ninetieth, 46. The ninety-first and the ninety-second, 47. The ninety-third and the ninety-fourth, 48. The ninety-fifth and the ninety-sixth, 49. The ninety-seventh and the ninety-eighth, 50. The ninety-ninth and the hundredth.



**10 LAYER FEATURES**

1. Physical: Transmitting raw bits
2. Data Link: Establishing connections
3. Network: Routing packets
4. Transport: End-to-end communication
5. Session: Establishing sessions
6. Presentation: Data representation
7. Application: User interface
8. User Interface: User interface
9. User Interface: User interface
10. User Interface: User interface

**PROTOCOLS BY LAYERS**

- 1. Physical: Coaxial Cable, Twisted Pair, Fiber Optic, BNC, RJ-45
- 2. Data Link: HDLC, PPP, SDLC, Frame Relay, ATM, Ethernet II, IEEE 802.3, IEEE 802.11
- 3. Network: IP, ICMP, OSPF, BGP, EIGRP, RIPv2, RIPv1, IS-IS
- 4. Transport: TCP, UDP, SCTP, DCCP, QUIC
- 5. Session: NetBIOS, SMB, NFS, X.25, X.400, X.500, X.509, X.540, X.550, X.560, X.561, X.562, X.563, X.564, X.565, X.566, X.567, X.568, X.569, X.570, X.571, X.572, X.573, X.574, X.575, X.576, X.577, X.578, X.579, X.580, X.581, X.582, X.583, X.584, X.585, X.586, X.587, X.588, X.589, X.590, X.591, X.592, X.593, X.594, X.595, X.596, X.597, X.598, X.599, X.600, X.601, X.602, X.603, X.604, X.605, X.606, X.607, X.608, X.609, X.610, X.611, X.612, X.613, X.614, X.615, X.616, X.617, X.618, X.619, X.620, X.621, X.622, X.623, X.624, X.625, X.626, X.627, X.628, X.629, X.630, X.631, X.632, X.633, X.634, X.635, X.636, X.637, X.638, X.639, X.640, X.641, X.642, X.643, X.644, X.645, X.646, X.647, X.648, X.649, X.650, X.651, X.652, X.653, X.654, X.655, X.656, X.657, X.658, X.659, X.660, X.661, X.662, X.663, X.664, X.665, X.666, X.667, X.668, X.669, X.670, X.671, X.672, X.673, X.674, X.675, X.676, X.677, X.678, X.679, X.680, X.681, X.682, X.683, X.684, X.685, X.686, X.687, X.688, X.689, X.690, X.691, X.692, X.693, X.694, X.695, X.696, X.697, X.698, X.699, X.700, X.701, X.702, X.703, X.704, X.705, X.706, X.707, X.708, X.709, X.710, X.711, X.712, X.713, X.714, X.715, X.716, X.717, X.718, X.719, X.720, X.721, X.722, X.723, X.724, X.725, X.726, X.727, X.728, X.729, X.730, X.731, X.732, X.733, X.734, X.735, X.736, X.737, X.738, X.739, X.740, X.741, X.742, X.743, X.744, X.745, X.746, X.747, X.748, X.749, X.750, X.751, X.752, X.753, X.754, X.755, X.756, X.757, X.758, X.759, X.760, X.761, X.762, X.763, X.764, X.765, X.766, X.767, X.768, X.769, X.770, X.771, X.772, X.773, X.774, X.775, X.776, X.777, X.778, X.779, X.780, X.781, X.782, X.783, X.784, X.785, X.786, X.787, X.788, X.789, X.790, X.791, X.792, X.793, X.794, X.795, X.796, X.797, X.798, X.799, X.800, X.801, X.802, X.803, X.804, X.805, X.806, X.807, X.808, X.809, X.810, X.811, X.812, X.813, X.814, X.815, X.816, X.817, X.818, X.819, X.820, X.821, X.822, X.823, X.824, X.825, X.826, X.827, X.828, X.829, X.830, X.831, X.832, X.833, X.834, X.835, X.836, X.837, X.838, X.839, X.840, X.841, X.842, X.843, X.844, X.845, X.846, X.847, X.848, X.849, X.850, X.851, X.852, X.853, X.854, X.855, X.856, X.857, X.858, X.859, X.860, X.861, X.862, X.863, X.864, X.865, X.866, X.867, X.868, X.869, X.870, X.871, X.872, X.873, X.874, X.875, X.876, X.877, X.878, X.879, X.880, X.881, X.882, X.883, X.884, X.885, X.886, X.887, X.888, X.889, X.890, X.891, X.892, X.893, X.894, X.895, X.896, X.897, X.898, X.899, X.900, X.901, X.902, X.903, X.904, X.905, X.906, X.907, X.908, X.909, X.910, X.911, X.912, X.913, X.914, X.915, X.916, X.917, X.918, X.919, X.920, X.921, X.922, X.923, X.924, X.925, X.926, X.927, X.928, X.929, X.930, X.931, X.932, X.933, X.934, X.935, X.936, X.937, X.938, X.939, X.940, X.941, X.942, X.943, X.944, X.945, X.946, X.947, X.948, X.949, X.950, X.951, X.952, X.953, X.954, X.955, X.956, X.957, X.958, X.959, X.960, X.961, X.962, X.963, X.964, X.965, X.966, X.967, X.968, X.969, X.970, X.971, X.972, X.973, X.974, X.975, X.976, X.977, X.978, X.979, X.980, X.981, X.982, X.983, X.984, X.985, X.986, X.987, X.988, X.989, X.990, X.991, X.992, X.993, X.994, X.995, X.996, X.997, X.998, X.999, X.1000
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**EDG Architects, LLC**  
3 BETHESDA METRO CENTER  
SUITE 110, BETHESDA MD 20814  
301.654.0058 - edgarchitects.net  
**E n v i r o n m e n t**



**EDG**  
Design Group

KENSINGTON MANOR  
3906-3910 KNOWLES AVENUE, KENSINGTON MD  
SKETCH PLAN (MNCPPC 320180210)  
RELATIONSHIPS OF EX./PROP. BUILDING & ROW'S

PRINTING	DATE
50% CD SET	03-09-2018
SKETCH PLAN	05-03-2018
SKETCH PLAN (POST DRC)	06-02-2018

**CAS ENGINEERING**  
10 South Bentz Street  
Frederick, Maryland 21701  
301-607-8031 Phone  
info@casengineering.com  
www.casengineering.com

**3906 & 3910 Knowles Avenue**  
**Lots 3-5, Block 6, Detrick's Subdivision**  
**Sketch Plan (MNCPC, 320180210)**  
**Relationships of Existing/Proposed Building & ROW**

## Attachment 2

Mayor Tracey Furman

**Council Member Darin Bartram**  
**Council Member Bridget Hill-Zayat**



**Council Member Conor Crimmins**  
**Council Member Duane Rollins**

Mr. Troy Leftwich  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, MD 20910

**Re: Knowles Manor Senior Housing**  
**3906/3910 Knowles Avenue, Kensington, Maryland 20895**

Dear Mr. Leftwich:

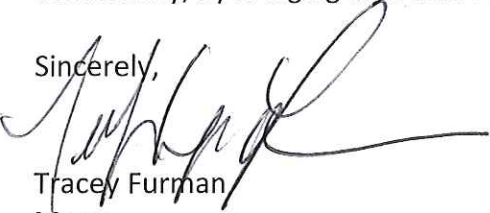
Please accept this letter on behalf of the Kensington Town Council in support of the preliminary sketch plan application for the Knowles Manor Senior Housing project at 3906/3910 Knowles Avenue. The Town's Development Review Board has been working with the Developer and Architect for the project since February 2017, and the Council was presented with a revised sketch plan at our September 10<sup>th</sup> Town Council Meeting that addressed a number of concerns the community has expressed with this project.

The revised sketch plan presented September 10<sup>th</sup> adequately addresses those concerns with regards to height and parking. Specifically, we were very pleased to see the design team make a considerable concession with regards to height. The new 5-story proposal will not exceed 60 feet in height, which is inline with our sector plan while addressing our parking concerns by reducing the number of apartments. In addition, the implementation of the lay-by-lane has eased some concerns for short term parking for deliveries and pickups. The suggestion by the developer to use channelizers to prevent left turns in and out of the property is a solution we will encourage them to pursue with SHA.

While our concerns remain with the overall impact this development proposal could have on the Connecticut Avenue and Knowles Avenue intersection, we believe that the Planning Board's support of the proposed Summit Avenue Extension project (option L1), will help relieve future congestion.

Overall, the Town believes that the Knowles Manor Senior Housing project will be a positive for our community, by bringing affordable housing to seniors within the down-county area.

Sincerely,

  
Tracey Furman  
Mayor

Cc: Kensington Town Council  
Bruce Levin, Keystar LLC

Town of Kensington 3710 Mitchell Street Kensington, MD 20895  
Phone 301.949.2424 Fax 301.949.4925  
[www.tok.md.gov](http://www.tok.md.gov)

## Attachment 3

**From:** Bridget Hill-Zayat  
**To:** [Leftwich, Troy](#)  
**Subject:** Proposed Kensington Manor Project at 3906 - 3910  
**Date:** Thursday, July 5, 2018 12:47:10 PM

---

Hello Mr. Leftwich,

I wanted to express my concern about the proposed development on Knowles Ave. As a council member for the Town of Kensington, I've received copious e-mails and phone calls from town residents about this project. To be frank, I share their concerns.

The parking accounted for by the plans falls significantly short of the reasonable number one would expect for an apartment building of this size. Indeed, the parking space minimum requirement seems only to be met by including scooter parking. Given the surrounding area's increased development and the residential nature of the surrounding neighborhood, the residents and town government concerns are reasonable.

Also, the current traffic pattern would require visitors to turn right into the receiving area or parking lot. This, in turn, would require drivers coming from the south, to turn down Washington or Baltimore streets. Again, what was a slow residential neighborhood would be forcibly transformed.

Please be aware of our town's intense dislike of this project. You may call my cell if I can be of any further help.

Thank you,

Bridget Hill-Zayat Esq.  
3911 Baltimore St.  
302-521-7659

## Attachment 3

**Leftwich, Troy**

---

**From:** Wendy Fischman <wfischman@yahoo.com>  
**Sent:** Monday, July 2, 2018 4:54 PM  
**To:** Leftwich, Troy  
**Cc:** mayor.council@tok.md.gov; kklarl@yahoo.com  
**Subject:** Kensington Manor--3906/3910 Knowles Ave

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Leftwich:

I am a resident of the Parkwood neighborhood and I share the concerns that the President of our Residents Association, Kira Lueders expressed in her message below.

I support opportunities for smart growth within the County and I particularly support increased housing for senior citizens and those with lower incomes. The merit of this proposed project should not, however, overshadow the significant impact that it clearly would have on traffic in an already clogged intersection. I also question whether the developers' report accounted for the likely increase in traffic on Knowles Ave. once the Knowles Station project is complete.

I urge you to consider the substantial impact that Kensington Manor could have on an already substantially congested intersection, as well as the safety concerns posed for the residents and visitors to Kensington Manor.

Thank you for your consideration.

Sincerely,

Wendy Fischman  
Parkwood Resident

----- Forwarded Message -----

**From:** Kira Lueders <kklarl@yahoo.com>  
**To:** troy.leftwich@montgomeryplanning.org <troy.leftwich@montgomeryplanning.org>  
**Cc:** mayor.council@tok.md.gov <mayor.council@tok.md.gov>  
**Sent:** Monday, July 2, 2018, 1:41:00 PM EDT  
**Subject:** Kensington Manor--3906/3910 Knowles Ave

I attended the pre-submission meeting about this development in the Kensington Town Hall on May 16th, and signed up to be a party of record as President of the Parkwood Residents Association to obtain information about the project that I could present to the residents of my neighborhood. However, my comments in this letter do not reflect any position taken by the Association, since no vote has been taken to authorize me to speak on its behalf.

In reading the report of the May 16th meeting submitted by the developers of this project, I was surprised that the concerns raised about the impact on traffic, which were the major part of the discussion, did not come through. Those who have evaluated the project thus far do not seem to be aware that traffic at the intersection of Knowles Ave and Connecticut Ave is already causing it to have a rating of F, or the lowest possible in the County. It was emphasized by the developers at this meeting that additional traffic from Kensington Manor would not have a large impact because the age of



## Attachment 3

the residents (few elderly drivers) and the proximity of public transportation (residents would take the bus) would cause an insignificant additional burden. The traffic impact statement included in the developers' submission contradicts this in a striking way. The analysis shows the following new traffic:

Peak hour trips	am	37	pm	49
auto		<b>22</b>		<b>29</b>
transit		<b>3</b>		<b>4</b>
bike		3		4
pedestrian		6		8

I have highlighted two sets of numbers, that show the contradiction in the developers' claims. The impact statement shows that car use exceeds transit use by 7 to 1. In light of this, the statement "Location of site will take advantage of multiple non-auto modes in immediate vicinity of property" is contradicted by the traffic impact statement. The residents will primarily drive, not use public transportation. Although there are stores, doctors, and a few restaurants close by, crossing 5 or 6 lane, busy roads is required to reach them. What safety features are planned for the intersection to make it possible for seniors to accomplish this?

It is hard for someone like me who is not a traffic engineer to evaluate the validity of the traffic impact statement. What data were used to reach these numbers, which by necessity have to be estimates, and to conclude that since the number of trips (37 and 49) fell just below the threshold of 50 trips, no transportation study is necessary. While the project is worthwhile in providing affordable senior housing in the area, the concerns about impact of traffic cannot be ignored.

The plans as presented have a single driveway from Knowles Ave north of the building to accommodate two way traffic to a parking garage and access to the building for deliveries. If that driveway were to be placed south of the building, would it be possible to have access to the building from Connecticut Ave as well as Knowles? Residents will not be able to make a left turn into the garage on northbound Knowles Ave. What options would they have during the pm peak hour when traffic blocks all three southbound lanes of reaching the building? Traffic concerns are a major factor that should not be considered trivial.

Thank you,  
Kira Lueders  
10112 Wildwood Rd  
Kensington, MD 20895  
301-564-0263

---

Posted by: Kira Lueders <kklarl@yahoo.com>

---

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Parkwood Residents Association dues support the community. Join the PRA today at <http://parkwoodresidents.org>. This web site also contains lots of useful information for the community, including how to subscribe to this listserve.

**VISIT YOUR GROUP**

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## Attachment 3

### Leftwich, Troy

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**From:** Pamela Smith <westerlea@midmaine.com>  
**Sent:** Monday, July 2, 2018 12:26 PM  
**To:** Leftwich, Troy  
**Subject:** Knowles Ave Senior Housing Development

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Mr. Leftwich:

I am very concerned about this proposed development. This intersection and the surrounding intersections are over capacity. Traffic here is at a standstill at certain times of the day, for blocks in every direction. Adding an apartment building here will exacerbate an already failing intersection. Furthermore, the developers are vastly understating the trips during peak hours in order to avoid a traffic study as a traffic study would kill this project. They are also not providing sufficient parking spaces for this building and guests, building workers and residents will be forced to take street parking from neighbors on the surrounding streets. We urge you to do a traffic study. This will clearly show that this intersection is well above capacity and an apartment building should not be approved for this location

Pam Smith  
Kensington  
Sent from my iPhone

# Attachment 3

## Leftwich, Troy

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**From:** Silvia Maza <silviamaza357@gmail.com>  
**Sent:** Monday, July 2, 2018 6:26 PM  
**To:** Leftwich, Troy; mayor.council@tok.md.gov  
**Subject:** Proposed "Kensington Manor" development at 3906/3910 Knowles Avenue

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Leftwich,

My name is Silvia Maza, and I live in the Town of Kensington. Even though I am retired, I drive on Knowles Avenue east and west of Connecticut Avenue almost every day as I go about errands, shopping, library visits, and general daily living.

The area of Connecticut and Knowles is busy almost all daylight hours, and into the evening. This is true most weekdays and even on weekends, especially during the school year.

There are several traffic concerns brought up by this proposed development which do not seem to be realistically addressed by the plans presented.

1) For example, the access to the property from Connecticut Avenue. At the present time, there is a "No Left Turn" sign into the Strosnider's parking lot from westbound Knowles which is frequently ignored as drivers see their intended destination, and which would be a nightmare to enforce, as all traffic would be jammed into 1 or 2 lanes from 4 while the matter was being attended to. The Kensington Manor proposal is to have a "No left turn" sign from eastbound Knowles into the property. The developers may live in a perfect world where no one ever disobeys traffic signs, but those of us who live in the here and now can expect this maneuver to take place several times a day, creating ever more gridlock with each passing day. The alternative, for those who want to follow the laws, is to filter through narrow residential streets, creating another serious problem for families living in the adjacent streets. New ideas are needed here.

2) Pick up and drop off space. As the plans were presented to us in the spring, there will be one spot inset into the sidewalk area in front of the building. With a proposed size of 123 dwelling units, some for more than one person, the likelihood that only a single pick up or drop off will be occurring at all times is minuscule. The more realistic scenario will be a line of waiting cars obstructing the right hand lane of westbound Knowles. Traffic will inevitably try to go around, as the right lane is the only straight and right turn lane, creating chaos especially at the busiest times, when residents of the building will also be the most active. And the day will most certainly come when some family member or friend will be struck by traffic while getting out of the driver's side of a vehicle to help the elderly resident. By that time, it will be too late to change the configuration of the street side of the building; there will be no space to create more room for cars.

This doesn't even look at emergency vehicles' access to the building, which we old people do need.

I urge you to address these concerns with the developers and request realistic changes to their plans.

Sincerely,  
Silvia Maza  
10207 Frederick Avenue  
Kensington, MD 20895

## Attachment 3

**Leftwich, Troy**

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**From:** Steve Griffin <griffs726@verizon.net>  
**Sent:** Monday, July 2, 2018 1:56 PM  
**To:** Leftwich, Troy  
**Subject:** Proposed "Kensington Manor" development at 3906/3910 Knowles Avenue

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Leftwich,

I am writing to express my concern with the proposed "Kensington Manor" development at 3906/3910 Knowles Avenue in Kensington. It is my understanding that there has not been an adequate independent traffic study done with respect to this proposal. The intersection of Knowles and Connecticut Ave., where this is located near, is already gridlock and overcrowded at most times of the day and by adding this proposed development to the area will make an already overcrowded intersection even more unmanageable. I would propose that this development be required to perform an adequate traffic study before any approvals are even considered. Thank for you for your time and for considering my concerns.

Thanks,  
Steve Griffin  
4215 Matthews Lane  
Kensington, MD 20895  
(240) 281-4204 (cell)

## Attachment 3

**Leftwich, Troy**

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**From:** Gerald Sharp <gbs2001@yahoo.com>  
**Sent:** Monday, July 2, 2018 10:44 AM  
**To:** Leftwich, Troy; mayor.council@tok.md.gov  
**Subject:** Proposed "Kensington Manor" development at 3906/3910 Knowles Avenue

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Leftwich:

As a resident living close to the planned development on Knowles Avenue, I would like to make some comments.

There is little on-street parking in the area (none on that section of Knowles) and the parking lots for the businesses across the street are often full. The plan is to only provide parking spots for the development for about half of the units (62 spots for 123 units).

This is their justification:

*In accordance with this recommendation, the Project limits on-site parking to a total of 62 parking spaces, which is the minimum required by the Zoning Ordinance. The proposed parking facility will be located below grade to avoid any visual impact and will include spaces for carpool, car share, and scooters in order to discourage the use of single-occupancy vehicles by residents, employees, and visitors. As noted above, the proximity of the Project to the MARC Rail Station and numerous commercial and medical services will also reduce auto demand.*

This is a suburban location where most residents, even seniors, have cars. If parking spaces prove to be inadequate, will the building restrict tenants to only those without cars? If they can't find enough seniors to rent units, will they leave them empty rather than choosing younger tenants? The building is likely to be here for decades, and while seniors are to be targeted now as occupants, that may change in the future. I think we need to insist that the building provide more than the minimum number of off-street parking spaces. How about one for each unit?

The other issue is that access to the property is limited to Knowles Avenue, which at rush hours has backed up traffic. Residents' cars and service vehicles are likely to make traffic flow on Knowles even more problematic than it is already. Providing vehicle access to the building from one of the side streets other than Connecticut and Knowles Avenues would be a better option.

Gerald Sharp  
4630 Edgefield Road  
Bethesda, MD 20814  
email: gbs2001@yahoo.com

# Attachment 3

**Leftwich, Troy**

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**From:** S Friedman <scottafriedman@gmail.com>  
**Sent:** Thursday, July 5, 2018 2:46 PM  
**To:** Leftwich, Troy  
**Cc:** mayor.council@tok.md.gov  
**Subject:** Proposed "Kensington Manor" development at 3906/3910 Knowles Avenue

Mr. Leftwich,

I am writing to you in response to the Proposed "Kensington Manor" development at 3906/3910 Knowles Avenue. I have examined the plans and I know the area well. As a resident of Kensington for the past 15 years and a resident of Montgomery County for over 40 years, I wish to object strongly to the building of this development at this location.

My reasons for my objection:

1. Traffic - I live on Summit Ave. I witness and experience the terrible traffic that occurs everyday on Summit Ave. The traffic congestion is from the lights at Connecticut/Knowles avenues and Connecticut Ave/Plyers Mill road. On Connecticut ave., the traffic in the afternoon backs up to at least Franklin st. heading North. On Summit ave, the traffic can also back up well past Franklin st. This congestion would increase exponentially if more cars/pedestrian traffic are added to that area. The current infrastructure is not built to handle the amount of traffic there.
2. Current and existing development. As a result of the new hardware store (Ace hardware) and the current construction of the building right next store to it, the traffic has gotten worse. Again, the current infrastructure can't support the amount of traffic trying to get through this area.
3. Kensington Manor development - if this development were to be approved, the amount of construction traffic would cause enormous delays and hardship for the residents that live right around that property and the surrounding neighborhoods. The builders proposal lacks sufficient planning to support parking/traffic that would be associated with the building. You cannot lawfully tell the residents that they cannot have cars and what happens when the residents have more than the anticipated amount of vehicles. What about deliveries/families/visitors/workers need to park. I can't see a way where that area can support the number of vehicles that could be using that facility on a regular basis. There is simply not enough parking for the current infrastructure that currently exists and adding more vehicles would not be in the best interest of the people that live in the neighborhoods that surround this site.

In conclusion, I hope I have presented my thoughts on this proposal as clear and precise as possible. Therefore, I seriously hope that this proposal is denied. Thank you for your time and effort and for taking my thoughts into consideration. If there are any questions regarding what I have discussed above, please feel free to respond.

Thank you,

Scott Friedman



## Attachment 3

### Leftwich, Troy

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**From:** Ann Johnson <annnoria@gmail.com>  
**Sent:** Monday, July 2, 2018 1:55 PM  
**To:** Leftwich, Troy; mayor.council@tok.md.gov  
**Subject:** proposed Kensington Manor

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I would like to express my concern about the proposed senior facility on Knowles Avenue. I am not opposed to a senior facility at that location. However I am extremely concerned about the suggested density ratio of the number of units to the extremely low number of parking spaces.

Even though seniors may be low income that does not mean that they do not have a car. And many seniors have an aide come in to help them. How much staff will it take to run this size establishment? How many people will have aides? Have you allowed sufficient parking spaces for staff? Many people have family, what about guest parking? What about ambulance access to this location, especially during rush hour?

My Mother lives in a senior residence near here and there are insufficient spaces for the aides and some staff. They are forced to park in the neighborhood, making the neighborhood very unhappy. Parking is already at a premium near Connecticut and Knowles. If you have insufficient parking spaces people will park at the adjacent office buildings, the shopping center across the street, or in the surrounding neighborhood.

Thanks for listening.

Ann Johnson  
4300 Colchester Drive  
Kensington, Md 20895

## Attachment 3

**Leftwich, Troy**

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**From:** Noah Monick <nmonick@yahoo.com>  
**Sent:** Tuesday, July 3, 2018 7:45 AM  
**To:** Leftwich, Troy  
**Cc:** Mayor.Tracey@tok.md.gov  
**Subject:** Kensington Manor

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good morning -

I am a Kensington resident. I'm writing in support of the proposed development on Knowles Ave. This development appears to be a solid contribution to the town of Kensington, providing needed housing for the elderly along with customers for the nearby businesses. I am mainly writing because I have heard that some residents oppose this development due to concerns over traffic. While I understand these concerns, I believe they are misplaced. First, it is hard to conceive of a development for this location that would have less impact on traffic. The majority of seniors likely do not drive, and to the extent they do they are unlikely to have to do so during rush hour. However, even if that were not the case it would be a mistake to cancel or reduce the size of this development based on traffic concerns. The majority of cars coming into Kensington during rush hour are commuters who are traveling through the town on their way home or to work. Those commuters already impose significant costs on the town in terms of noise, pollution, traffic, etc. Allowing those commuters to have what amounts to a veto right over new development would be a poor precedent to set. To the extent there is a traffic problem in Kensington it is a problem caused by cars and their drivers; those cars should bear the costs of resolving that problem rather than the elderly and the Kensington business community.

I believe that Kensington's town leadership understands these points and are doing a good job; I am writing merely to support them.

Thank you for your attention.

Noah Monick

Perry Ave.

## Attachment 3

### Leftwich, Troy

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**From:** leslie max <lmaxam@hotmail.com>  
**Sent:** Monday, July 2, 2018 3:12 PM  
**To:** Leftwich, Troy  
**Cc:** Town of Kensington; Al Carr; eddy.dyer@gmail.com  
**Subject:** Kensington Manor Senior Housing Development Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thank you for the opportunity to provide comments regarding the proposed Kensington Manor Senior Housing project at 3906-3910 Knowles Avenue. The concerns below have been expressed by residents of the Kensington Mews Homeowners Association, which abuts the proposed development.

General concerns have been noted that the proposed development will add an additional burden to an already stressed intersection at Connecticut and Knowles Avenue, a mere half block away. Plans to address traffic backups on the roads surrounding this proposed development site should be explored and pushed forward as soon as possible.

Northbound pedestrian access across Knowles Avenue is particularly treacherous with southbound Connecticut Ave traffic "rolling" right onto Knowles. Pedestrian enhancements or signaling changes should be strongly considered at this intersection and others nearby.

Egress into the proposed development site is limited to eastbound Knowles Avenue only, with concerns that visitors/residents will circle the block using small neighborhood streets to gain access to the property. Egress limitations are a general concern for this proposed development site.

The egress concerns above also extend to public safety vehicles throughout the night interrupting what is a quiet neighborhood behind the property.

The neighboring Kensington Mews residents have been given assurances that trash vehicles and other deliveries/pickups will be contained fully inside the building to minimize noise to the adjacent homes. West side elevation drawings do not make it clear to the layman's eye that these vehicles will be in a fully enclosed space.

The parking plan does not address dedicated parking for caregivers, visitors and delivery services, which are assumed to be frequent due the potential medical and social needs of the residents. Residents are looking for assurances that all parking needs will be adequate and feel that visitor parking needs have not been clarified to date.

PDF 320180210002.pdf Massing Building and Height, does not accurately portray the relationship between the south side of the proposed development and its connection to the adjoining townhome property. The Kensington Mews property is set lower than the current site and is separated by a stepped retaining wall which is not shown on the drawings. The current retaining wall may need replacing. A plan should be developed which accurately portrays the connection between the properties and addresses any concerns which may arise from the variance in elevation between the properties.

## **Attachment 3**

In addition to an elevation difference, there is a significant slope from Knowles Avenue towards the back of the townhouses and a plan needs to be in place to address any drainage concerns. The Kensington Mews Homeowners Association would like to be notified when the stormwater/environmental plan is created to ensure the development site does not negatively impact its properties.

The Kensington Mews Homeowners Association looks forward to meeting with the developers to create a plan to adequately provide a buffer between properties and ensure noise and light pollution are kept at a minimum.

Thank you for your acceptance of the comments above.

Sincerely,

Leslie Maxam  
President, Kensington Mews Homeowners Association

cc: Ed Dyer, Vice President Kensington Mews Homeowner Association

# Attachment 3

**Leftwich, Troy**

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**From:** Shira Modell <sdmodell17@gmail.com>  
**Sent:** Monday, July 2, 2018 6:49 PM  
**To:** Leftwich, Troy  
**Cc:** mayor.council@tok.gov  
**Subject:** Kensington Manor proposed development

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Leftwich:

Please consider the follow comments with respect to the effect on local traffic (#1 and #2) and the limited number of parking places contemplated by the developer (#3 and #4):

1. It seems extremely coincidental that the developers estimate only 49 peak afternoon trips, when 50 trips would trigger the need for a transportation study. I hope you are examining the basis for that estimate and ensuring that it is based on sound data. (By the way, if you are not familiar with that intersection, traffic currently backs up during rush hour all the way to the traffic light at Cedar Lane and Knowles Avenue.)
2. In addition, I think there is a real risk of accidents as drivers attempt to merge into the line of traffic on Knowles from the development.
3. The "proximity" of the MARC station cannot be taken seriously as a basis for limiting parking for this development. We are talking about SENIOR housing -- the MARC is a commuter service for people who are still working, not for retired persons. Plus, the MARC only runs on weekdays, and even then, there are no Eastbound trains after after 9:00 in the morning and only about 7 Westbound trains (between 4:00 and 8:00 p.m) daily.
4. Ditto for bus service to Grosvenor and proximity to the Kensington Safeway. Does anyone seriously think that seniors are going to ride the bus to Metro or lug their groceries home on foot?? No, they are going to drive!! In fact, I suspect that the only seniors who don't have their own cars are those who have become unable to drive (which also means they are not candidates for public transportation). I am sure there are data out there on the percentage of seniors who still drive (perhaps AARP has data on this question).

I realize that there is some irony in the fact that I seem to be suggesting both that the proposal brings too many cars into this intersection and also that the developers are underestimating the necessary parking spaces. In this case, I think both are true because that location is simply not the right place for this proposed development

Thank you for your consideration of these comments.

Yours truly,  
Shira Modell (Parkwood)

## Attachment 3

**Leftwich, Troy**

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**From:** Janie Worch <janieworch@verizon.net>  
**Sent:** Monday, July 2, 2018 5:42 PM  
**To:** Leftwich, Troy  
**Cc:** mayor.council@tok.md.gov  
**Subject:** Kensington Manor Proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Leftwich,

I am writing to express my concern over the plans to build Kensington Manor on the corner of Knowles and Connecticut Ave. in Kensington, MD. Our community can not withstand more traffic congestion in this area. A development would mean more cars in and out of that area. It would be unsafe to the many people that use this as a walking route to downtown Kensington and area bus stops. This is a major area of back up and delays every morning and evening as it is. The shopping center across the street is currently often at capacity and the parking lot is ridiculously busy. This would only worsen that situation.

The entire community can not take on that number of additional residents and the traffic that comes with them.

Thank you for your consideration.  
Sincerley,  
Janie

Janie Worch

301.461.7060

# Attachment 3

**Leftwich, Troy**

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**From:** Jennifer Loukissas <jennifer.lynott@gmail.com>  
**Sent:** Monday, July 2, 2018 12:26 PM  
**To:** Leftwich, Troy  
**Cc:** Al Carr; Emily Shetty; councilmember.riemer@montgomerycountymd.gov; Mark Elrich; CM Berliner; Leventhal's Office, Councilmember; councilmember.floreen@montgomerycountymd.gov; Douglass Lynott  
**Subject:** Kensington Manor 3906/3910 Knowles Avenue  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Leftwich:

I am writing to communicate my concern over the development proposal for Kensington Manor on 3906/3910 Knowles Avenue. I am a resident of Kensington Estates, just a few blocks from the proposed development. For as much as I would love to see that land utilized effectively, I have serious reservations about the proposed use. If you aren't familiar with the East-West cut through that is Strathmore/Knowles--one lane in each direction, peppered with lights--it is an absolutely nightmare at rush hour--2:30 - 7ish with the schools' traffic.

We already have the Kensington Station property going in across the street, which will snarl things. I can't imagine what high-density housing will do to that corner. Any plan for that space must take into account the need for on-site parking for residents, as well as access/egress for emergency vehicles. The pull in to parking is too narrow/sharp, coming from a main corridor like Knowles. There will be endless backups. The developer should be required to buy land from the adjacent lot to create an 'on-ramp' lane so that cars can move through more quickly. Further, there is not sufficient room for emergency vehicles in the valet/pull through lane.

As much as I would welcome affordable senior housing in Kensington, this plan seems like a really bad idea for this intersection. I urge you to reconsider this plan, and for you to spend an afternoon (or two) standing at the corner of Knowles and Connecticut Ave so you have a full appreciation of the traffic situation.

Respectfully,  
Jennifer K. Loukissas  
4222 Warner Street  
Kensington, MD 20895

# Attachment 3

**Leftwich, Troy**

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**From:** Jill McCrory <tbcpastorjill@gmail.com>  
**Sent:** Tuesday, July 3, 2018 8:03 AM  
**To:** Leftwich, Troy  
**Cc:** mayor.council@tok.md.gov  
**Subject:** Comments on proposed Kensington Manor project at 3906/3910 Knowles Ave.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Mr. Leftwich,

I am a resident of Kensington, MD and live on Baltimore St. I am very concerned about the proposed project on Knowles Avenue that I understand you are discussing today.

I am most concerned about the access to the property - to parking and "drop off". There are two major concerns. First, if you were to observe the traffic on Knowles you would see that although one lane increases to three as one approaches Connecticut Ave. on Knowles, there is heavy traffic in all three lanes, but an extraordinary amount of traffic in the curb lane. Traffic trying to turn into this property will further exacerbate an already bad traffic situation, potentially creating back ups that would extend all the way to Summit Ave. In addition, those traveling on Connecticut Ave., once having turned onto Knowles will have to turn left mid-street battling that same congested traffic - meaning that Connecticut Ave. will be even more impeded than it already is. Furthermore, those travelling North on Connecticut are not going to want to wait for the left turn light at Connecticut and Knowles, therefore they will turn at Washington or Baltimore Street and cut through the neighborhood to Detrick - this is already a huge problem and signs that say do not enter during rush hours are not working.

Please consider the real use of Knowles and Connecticut as you are considering this project. Anyone who would observe this stretch of road at 4pm any afternoon would clearly see that this is going to create huge traffic issues.

I may be reached for comment or clarification at this email or (301) 404-5323

Thank you,  
Jill

--

Rev. Dr. Jill McCrory  
(301) 404-5323



# Attachment 3

**Leftwich, Troy**

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**From:** alfred.carr@gmail.com on behalf of Delegate Al Carr (office)  
<alfred.carr@house.state.md.us>  
**Sent:** Tuesday, July 3, 2018 7:39 AM  
**To:** Leftwich, Troy  
**Cc:** mayor and council; Bridget Hill-Zayat  
**Subject:** Comments on proposed Kensington Manor project at 3906/3910 Knowles Ave

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Leftwich,

As you consider the impact of Kensington Manor - the first apartment building proposed for Kensington in about 50 years - I would encourage you to familiarize yourself with a nearby, existing, similar project called Victory Forest (formerly Leafy House) at 10000 Brunswick Avenue in Silver Spring.

Victory Forest has a similar mix of affordable units compared with what is proposed at Kensington Manor.

About 6 weeks ago I visited Victory Forest to observe the conditions there. The building is comprised of 181 small, one-bedroom apartments. The building has 43 regular parking spaces plus 25 handicap spaces for a total of 68 parking spaces. There is overflow parking into a residential neighborhood, primarily on Brunswick Avenue.

I spoke with some Victory Forest tenants and asked them about the parking situation. They explained that lack of adequate parking is a major quality of life issue at the building. The lot is often entirely filled, especially after work requiring driving around, waiting for a spot and/or parking on nearby streets.

I would also ask you to visit the area near where this project is proposed. Less than one block away are the offices of Montgomery County's Housing Agency, the HOC, at 10400 Detrick Avenue. The HOC has paved over just about every inch of usable area to meet the demand for employee parking. The lack of parking at HOC and at the medical building at 10400 Connecticut Avenue have led to overflow parking into commercial areas which unfortunately led to aggressive towing policies.

The other existing large apartment building in Kensington is the Kensington House, just steps from the MARC station. Parking demand there is such that the building owner encroached and paved over the adjacent MNCPPC-owned parkland.

So my conclusion is that the proposed number of parking spaces at Kensington Manor is unrealistic. Kensington is a car-dependent area despite the presence of a bus routes and a MARC station (with very limited, unidirectional service and existing commercial areas). There is a lack of available, nearby on-street parking. If this project were to go forward as planned it would lead to unintended consequences.

I am also concerned about the single access point into the building on congested Knowles Avenue. Deliveries and emergency access may be difficult. A more perfect project would work with neighboring properties to create multiple, shared access points or alleys on both Knowles and Connecticut and perhaps shared parking.

Sincerely,

Al

## **Attachment 3**

Delegate Al Carr  
Maryland's 18th Legislative District

P.S. I would have sent comments sooner but had some difficulty learning that the DRC meeting was scheduled for today, July 3, 2018. This project for some reason is missing from the Development Finder online map where I searched for it about a week ago. Also, the DAIC web page mistakenly lists Emily Tettlebaum as the Lead Reviewer.

## Attachment 3

**Leftwich, Troy**

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**From:** daf@cerus.us  
**Sent:** Tuesday, July 3, 2018 10:00 AM  
**To:** mayor.council@tok.md.gov; Leftwich, Troy  
**Subject:** 3906/3910 Knowles Ave

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

While I support plans to develop the 3906/3910 Knowles Ave properties into senior housing, I cannot support the plan as it currently stands. Having reviewed the Development Review Board meeting notes and proposed site plan, there is insufficient planning for transportation and traffic impact.

The current project limits on-site parking to 62 spaces for 123 units, and provides building access only from Knowles Avenue. This is an unrealistic plan given the proposed use and current transportation challenges of the area, and shifts cost to the public in terms of traffic congestion and parking density. Proximity of the project to MARC rail, commercial and medical services may very well reduce the frequency in which residents drive, but there is no data that supports the conclusion that it would reduce the need for parking for residents/visitors/caretakers, especially by such a drastic number.

Reject this plan until it properly addresses the transportation challenges of that intersection.

Respectfully,  
Daphne Fuentevilla  
Parkwood Drive  
Kensington MD

# Attachment 3

**Leftwich, Troy**

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**From:** Tracey Furman <mayor.tracey@tok.md.gov>  
**Sent:** Monday, July 2, 2018 3:31 PM  
**To:** Leftwich, Troy  
**Cc:** Matt Hoffman; Daily, Sanford WORK; Bridget Hill-Zayat  
**Subject:** 3906 and 3910 Knowles Avenue

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Mr. Leftwich -

The Town has been working with the developers of the proposed Kensington Manor Senior Housing apartment since early 2017. While the Senior Housing project conforms to our 2012 Sector Plan, functional egress and ingress for the property remains a significant concern. The existing traffic congestion along this block of Knowles Avenue (MD 547), along with the property's proximity to Connecticut Avenue (MD 187) is intolerable on most days.

While we support SHA's proposed lay-by lane (pull off), which should function as a merge area for vehicles exiting right from the property, it does not address the problem of cars attempting to illegally turn left either going in or coming out. This already happens multiple times each day to the existing businesses on the property causing additional traffic backups.

Lack of adequate tenant & visitor parking, cut through traffic and pedestrian safety also remain concerns for the Town as well as to our residents.

I plan to attend tomorrow mornings meeting and was compelled to send this email since there will be no public testimony taken at this time.

Mayor Furman

# Attachment 3

**Leftwich, Troy**

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**From:** Scott Stuckey <stuckey9802@msn.com>  
**Sent:** Tuesday, July 3, 2018 7:10 AM  
**To:** Leftwich, Troy  
**Cc:** mayor.council@tok.md.gov; alfred.carr@gmail.com  
**Subject:** "No" to the proposed senior housing apartment at Knowles and Connecticut

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Troy Leftwich  
Senior Planner  
Montgomery County Planning Department

Dear Mr. Leftwich:

The idea that a builder could replace two houses with a six-story apartment building with 123 apartments at an already gridlocked intersection without causing major problems defies logic and common sense.

This proposed property would not, after all, sit atop a Metro station, where it would make sense. It's on a very busy corner that already just barely functions adequately due to heavy traffic. The new building will make a bad situation worse.

A second big problem with the proposal is the lack of adequate parking for the residents. Of course, that could be considered "their problem," but the other effect of this is the spillover at the shopping center across the street. It's already hard to find parking there for those wanting to patronize the hardware store, 7-Eleven, etc. One can reasonably assume that visitors to the proposed apartment building would seek parking at the shopping center as well. Where else could they park? Possibly blocks away in the surrounding neighborhood, but only after they've tried to find parking in the shopping center. The idea that visitors would only try to access the apartment via public transportation is a pipe dream.

Please reconsider approval of this project. It doesn't make sense. It will degrade quality of life for thousands of residents already living in the surrounding communities. Please raise these concerns at the Development Review Committee meeting this morning.

Thank you.

Scott Stuckey  
9802 Parkwood Drive  
Bethesda, MD 20814

## Attachment 3

**From:** Debra Egan  
**To:** [Leftwich, Troy](#)  
**Subject:** Senior development knowles ave  
**Date:** Thursday, July 5, 2018 10:59:31 AM

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Thank you for your review. As a resident that tries not to walk across Connecticut ave due to safety concerns (we have had fatalities at this intersection)I cannot imagine older residents making it across to take the Marc train ( a train that runs with very limited service)

Additionally I currently can't get across Connecticut to Safeway due to traffic and can't even think of more traffic in this area during our extended rush hour that includes various shift changes with Walter reed and nih along with school dismissal.

Finally, the issue of providing limited parking. I see this as a major downfall that will only cause resident streets in the area to get permit parking.

We do not have the public transport system of nyc nor safe walkability.

Overall this location is not suited for this.

Thank you  
Debra Egan

Sent from my iPhone

## Traffic Statement - Kensington Manor Senior Housing, Sketch Plan No. 320180210

Land Use	LUC	Amount	Unit	ITE Trip Generation		SSP 2016-2020 Trip Generation															
				AM Peak Hour	PM Peak Hour	AM Peak Hour								PM Peak Hour							
Existing				In	Out	Total	In	Out	Total	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Person Trips	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Person Trips
	Office	710	1806 SF	2	0	2	0	3	3	2	1	0	0	0	3	3	1	0	0	0	4
	Office	710	3075 SF	3	1	4	1	3	4	4	1	0	0	0	6	4	1	0	0	0	6
	Total Existing			5	1	6	1	6	7	6	2	0	0	0	9	7	2	0	0	0	10
Proposed																					
Senior Living	252	94 DU	7	12	19	14	11	25	17	7	2	2	2	4	29	23	9	3	3	6	39
Total Total Trips			2	11	13	13	5	18	11	5	2	2	2	4	20	16	7	3	3	6	29

Note:

1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Kensintong/Wheaton Policy Are



# Attachment 5



**WELLS + ASSOCIATES**

## MEMORANDUM

**TO:** Edward Axler  
Transportation Planning Division  
Maryland - National Capital Park and Planning Commission

**CC:** Michael Tucker RA, LEED AP  
Eco Housing Corp

**FROM:** Chris Kabatt, P.E.  
Jeremy Ko  
Wells + Associates, Inc.

**DATE:** May 21, 2018  
Revised September 4, 2018

**RE:** Knowles Avenue Site  
Traffic Statement for Sketch Plan Application;  
Kensington, Montgomery County, Maryland

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## Introduction

This document comprises a traffic statement for the site located at 3906 and 3910 Knowles Avenue on the north, midblock between Connecticut Avenue to the east and Detrick Avenue to the west.

The property is currently improved with two houses with 1,806 square feet (SF) and 3,075 SF of professional office space. Two curb cuts along Knowles Avenue provide access to a surface lot for each existing house.

The Applicant, Kensington Manor Senior Housing, LLC, proposes to redevelop the site by razing the two houses and constructing a six-story residential building with approximately 94 dwelling units (DU) of senior housing. Vehicular access to the proposed site would be provided via a single driveway on Knowles Avenue, on the western edge of the site, reducing the curb cuts by one. Loading access would be provided by the same driveway. A lay-by lane is proposed adjacent to the driveway to provide space intended for short-term deliveries and pick up and

## Attachment 5

drop off. A future bike lane on Knowles Avenue will also be provided by public dedication to the right of way.

This traffic statement has been prepared in accordance with the adopted Local Area Transportation Review Guidelines, Fall 2017, and includes trip generation analysis for the 94 senior living dwelling units, a comparison of other development options, a trip generation comparison to Victory Tower in Takoma Park, and the results of driveways counts at three other sites. The statement also outlines the traffic circulation and parking for the site, and public transportation facilities in the site vicinity.

### **Trip Generation Analysis**

The number of vehicle, transit, and pedestrian trips for 94 senior housing DUs was calculated per the LATR guidelines methodology using the Institute of Transportation Engineers, Trip Generation Manual 10<sup>th</sup> Edition and appropriate adjustments for the Kensington/Wheaton Policy Area.

The number of Auto Driver trips was calculated using the ITE trip generation in conjunction with the adjustment factors provided on Table 1a from the LATR guidelines, and the Total Person Trips, Non-Motorized Trips, Transit Trips, and Auto Passenger Trips were calculated using the mode-split factors provided on Table 1b of the LATR guidelines. The Pedestrian trips were calculated as the sum of the Transit and Non-Motorized trips.

As shown in Table 1, the proposed project is expected to generate 29 AM peak hour and 39 PM peak hour person trips, 17 AM peak hour and 23 PM peak hour auto driver vehicle trips, 2 AM peak hour and 3 PM peak hour transit trips, 2 AM peak hour and 3 PM peak hour non-motorized (bicycle) trips, and 4 AM peak hour and 6 PM peak hour pedestrian trips.

The existing professional office space is estimated to generate 9 person trips during the AM peak hour and 10 person trips in the PM peak hour, 6 AM peak hour and 7 PM peak hour auto driver vehicle trips, zero AM peak hour and PM peak hour transit trips, zero AM peak hour and PM peak hour non-motorized (bicycle) trips, and zero AM peak hour and PM peak hour pedestrian trips. Thus, the proposed residential use will generate 20 new AM peak hour person trips and 29 new PM peak hour person trips. The threshold for a transportation study is 50 person trips during either the AM or PM peak hour. The newly generated trips for all modes are below the 50 trips threshold. On this basis, an LATR transportation study will not be required when determination for adequate public facilities is required.

# Attachment 5

## Other Development Options

The number of person trips that will be generated by the proposed senior living facility was compared to other development options that could be realized on this site. Those options include:

- |                   |                                      |
|-------------------|--------------------------------------|
| a. Multi-Family:  | 94 dwelling units                    |
| b. Office:        | 62,000 SF                            |
| c. Retail\Office: | 15,000 SF retail<br>37,000 SF office |

As shown in the Tables 2 through 5, each of the other development options would generate more trips compared to senior living dwelling units. A multi-family building of the same size would generate 23 and 24 more person trips than the senior units during the AM and PM peak hours.

A 62,000 SF office building would generate 66 and 56 more person trips than the senior units during the AM and PM peak hours.

A mixed-use office and retail building would generate 47 and 201 more person trips than the senior units during the AM and PM peak hours.

The senior living facility will have less of an impact on the adjacent road network compared to other developments that could be built on this site.

## Vehicle Trip Generation Comparison to Other Sites

Driveway counts were collected at other senior living sites to compare the number of vehicle (auto driver) trips expected to be generated at Knowles Manor. The Victory Tower complex in Takoma Park includes 187 dwelling units was surveyed on August 7, 2018. The results are shown on Table 6. In 2014, a trip generation analysis was completed comparing senior living facilities to the Institute of Transportation Engineers rates. Those results are summarized in Attachment I and discussed below.

Table 6 indicates that the Victory Towers site generated 26 AM peak hour and 42 PM peak hour vehicle trips, for rates of 0.14 and 0.22 trips per dwelling unit, respectively. Attachment I, with counts collected at other comparable senior living facilities, shows that the observed AM peak hour vehicle trip rates ranged from 0.14 to 0.24 trips per dwelling unit, while the observed PM peak hour vehicle trip rates ranged from 0.20 to 0.29 trips per dwelling unit. The trip generation informed by the Victory Towers counts are similar to those of the other sites.

## Attachment 5

The proposed project, as previously mentioned, is estimated to generate 17 AM peak hour and 23 PM peak hour auto driver vehicle trips, for rates of 0.18 trips per dwelling unit during the AM peak hour and 0.24 trips per dwelling unit during the PM peak hour. The observed counts, therefore, indicate that the trip generation estimates for Knowles Manor are validated.

### **Traffic Circulation and Parking**

As mentioned above, two curb cuts along Knowles Avenue provide access to a surface lot for two, existing, professional offices. There is on-street parking available near the vicinity of the site as shown in Figure 1. Vehicular access to the proposed site would be provided via a right-in, right-out driveway on Knowles Avenue, on the western edge of the site. Turn restrictions and truck routes to access the site are shown in Figure 2. Loading access will be provided by the same driveway. A lay-by lane is proposed on Knowles Avenue, adjacent to the driveway.

Sidewalks are provided along both sides of Knowles Avenue. The adjacent intersection of Knowles Avenue at Connecticut Avenue operates under signal control. Crosswalks are provided along with pedestrian accommodations provided on all approaches with exception to the north leg. The primary pedestrian access to the residential building lobby will be provided on Knowles Avenue.

### **Public Transportation Facilities and Services**

The site is served by transit that would reduce the number of vehicle trips generated by the proposed development.

The site is served by both the Washington Metropolitan Area Transit Authority (WMATA), L8 line, and RideOn bus services, routes 4, 5, 33, 34, and 37, at stops within 1,000 feet from the proposed development. A RideOn bus stop is located on the site's frontage. Figure 3 shows the bus routes that travel to and from different WMATA Metro stations near the site.

Per the Proposed Bicycle Network Map of the preliminary Bicycle Master Plan, a separated bikeway is recommended on Knowles Avenue along the site frontage.

# Attachment 5

## Summary

Kensington Manor Senior Housing proposes to redevelop the two existing houses at 3906 and 3910 Knowles Avenue with a residential building including approximately 94 senior housing dwelling units. The location of the site will take advantage of the multiple non-auto modes in the immediate vicinity of the property.

Compared with the observed counts of four similar senior living facilities, the trip generation estimates for Knowles Manor are similar and validated by those observations. Further, compared to other developments that could potentially be built on the site, the senior living facility will have a less intense impact on the adjacent road network.

The proposed use compared with the existing use are expected to generate fewer than 50 peak hour person trips as required for testing under the recently enacted Fall 2017 LATR guidelines. Thus, at the time of determining adequate public facilities, a transportation study would not be required.

Questions regarding this document should be directed to Wells + Associates.

# Attachment 6

**MCPB**  
Item No. 14  
Date: 9-06-2018

## Summit Avenue Extension – MCDOT Facility Planning Study, Town of Kensington



Stephen Aldrich, Master Planner/Supervisor, FP&P, [stephen.aldrich@montgomeryplanning.org](mailto:stephen.aldrich@montgomeryplanning.org), 301-495-4528



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Pamela Dunn, Chief, FP&P, [pamela.dunn@montgomeryplanning.org](mailto:pamela.dunn@montgomeryplanning.org), 301-650-5649

### Description

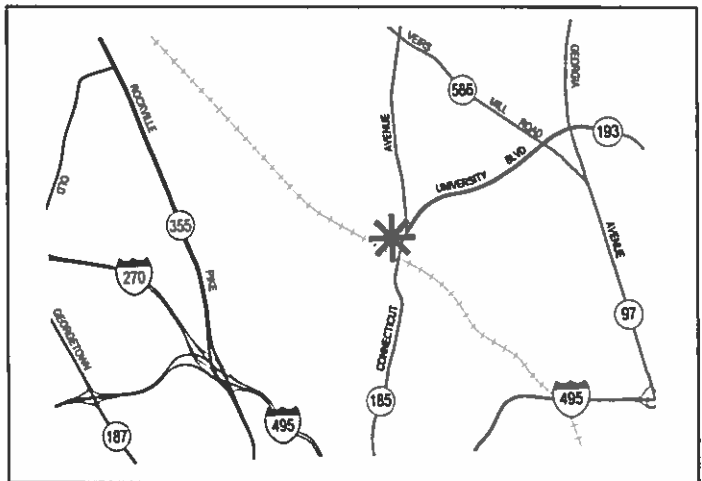
Completed: 08/29/2018

**Summit Avenue Extension, Kensington**  
Facility Planning Phase 1 study of Summit Avenue Extension, Town of Kensington

Master Plan: 2013 Kensington Sector Plan

Applicant: Montgomery County Department of Transportation

**MCDOT is seeking Planning Board comments on the alternatives prepared in this study**



### Executive Summary

The purpose of this project is to conduct a Facility Planning Phase 1 study of the Summit Ave Extension as recommended in the 2013 Kensington Sector Plan. The Montgomery County Department of Transportation (MCDOT) has conducted a detailed study and is now evaluating three short-term and three long-term options. MCDOT will request direction from the County Council's Transportation, Infrastructure, Energy and Environment (T&E) Committee on the proposed alternatives in October 2018. This agenda item provides the Planning Board the opportunity to transmit comments to the T&E Committee.

### Recommendation

**Support the completion of Summit Avenue Extension with either Alternative L1 (Connection via Farragut Avenue) or L2 (Connection via Dupont Avenue), with the following comments to the Montgomery County Department of Transportation:**

#### Long-Term Alternatives

1. Alternative L1 (Connection via Farragut Avenue) is most consistent with the Kensington Sector Plan recommendations; however, staff prefers Alternative L2 (Connection via Dupont Avenue) as it accomplishes most of the same benefits at a reduced cost, provides redevelopment potential by providing a new business district street, does not further complicate the Connecticut Avenue/

# Attachment 6

University Boulevard intersection and provides an additional pedestrian crossing opportunity on Connecticut Avenue at Dupont Avenue.

2. The Option B typical cross section shown for Summit Avenue Extension with two-way separated bicycle lanes on the west side of the street should be selected for this project. Option B is consistent with the Planning Board Draft of the Bicycle Master Plan now under consideration by the County Council.
3. Alternative L3 (Connecticut Avenue widening) is not recommended. This alternative did not include two-way separated bike lanes on both sides of Connecticut Avenue as included in the Planning Board Draft of the Bicycle Master Plan now under consideration by the County Council. Any future bridge widening over the railroad tracks should include space for these master-planned facilities. Connecticut Avenue already has the number of through lanes planned in the Kensington Sector Plan.

## **Short-Term Alternatives**

4. Alternative S-A: The northbound right-turn lane proposed on Connecticut Avenue at Plyers Mill Road should not be designed as a channelized right-turn lane with a triangular island. This is problematic for pedestrians crossing and inconsistent with the urban road code and the town character within Kensington. The corner radius should be tightened to conform to the urban road code and the triangular island eliminated.
5. Alternative S-B: More traffic operations analysis may be needed to ensure that the intersection of Plyers Mill Road with Metropolitan Avenue will truly benefit from signalization/coordination. Based on past experiences, caution is advised in adding a three-color traffic signal at this location without significant traffic simulation using VISSIM for multiple time periods to ensure that the improvement will be more beneficial than the existing traffic control.
6. Alternative S-C is recommended.

## **General Comment**

7. The Concord Street conceptual improvement option identified by the County Council in the Kensington Sector plan should be considered as part of this study. This improvement was intended to reduce turning traffic on Connecticut Avenue between Plyer's Mill Road and the Connecticut Avenue/University Boulevard intersection by shifting the Metropolitan Avenue to Connecticut Avenue north desire line onto Concord Street. This option should be evaluated in detail, including the development of a new short-term or long-term alternative. This option would require the signalization of Plyers Mill Road with Metropolitan Avenue and Concord Street and modifications to the existing signal on Connecticut Avenue with University Boulevard.

## **Project Description**

Summit Avenue, between Knowles Avenue and Plyers Mill Road, is a two-lane, two-way business district street that runs in a north-south direction in the Town of Kensington. Summit Avenue currently terminates at Plyers Mill Road. A planned extension of this road between Plyers Mill Road and Connecticut Avenue was a recommendation in the 2013 Kensington Sector Plan. The location of the planned road extension is displayed in Figure 1.

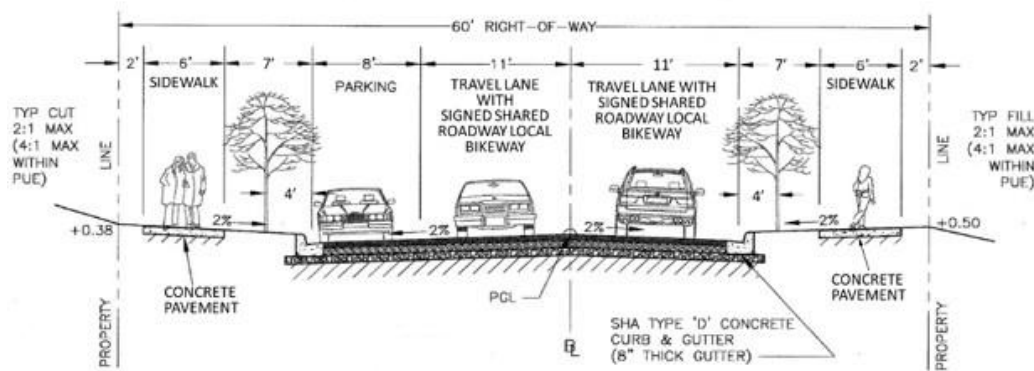


## Attachment 6



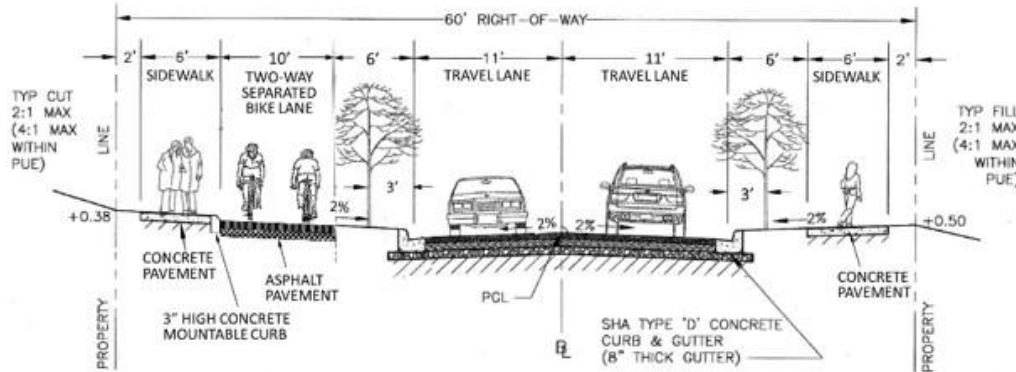
**Figure 1: Project Limits and Site Vicinity**

The Summit Avenue Extension project is currently being studied by the Montgomery County Department of Transportation in a Facility Planning Stage 1 study. The project has evolved since it was first presented to the public in 2017 at two public meetings. The current concept plans include three long-term alternatives and three short-term alternatives. For the construction of the Summit Avenue Extension, two alternative cross section options have been proposed by MCDOT for Summit Avenue Extension and these are shown in Figure 2 and Figure 3.



**Figure 2: Summit Avenue Extension Typical Section Option A**

## Attachment 6

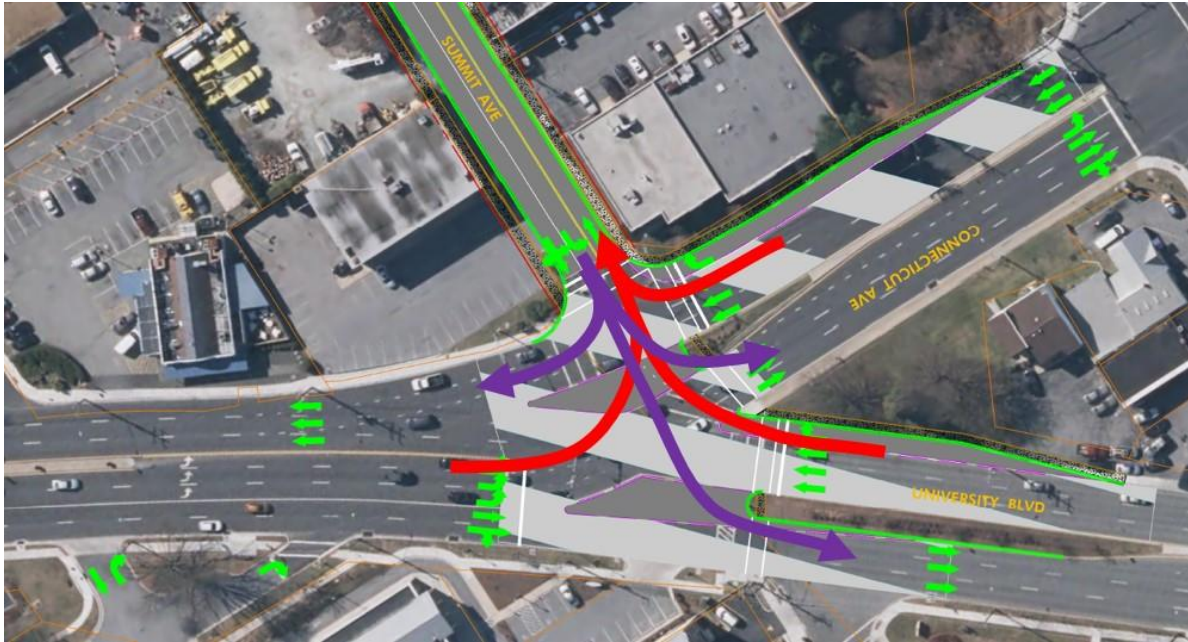


**Figure 3: Summit Avenue Extension Typical Section Option B**

MCDOT is currently considering three long-term and three short-term improvement options. These are described below (Concept Plans for these alternatives are included as Attachment A).

- Long-Term Alternative L1 constructs the Summit Avenue Extension along the alignment of Farragut Avenue between Plyers Mill Road and Connecticut Avenue. This would allow full movement at the intersection of Connecticut Avenue with University Boulevard through modifications to the existing signalized intersection. For Alternative L1, the termination of the planned Summit Avenue Extension would occur along the alignment of existing Farragut Avenue at the intersection of Connecticut Avenue with University Boulevard. This would require geometric modifications at the intersection to provide full ingress and egress for Summit Avenue Extension. A snapshot of these turning movements are shown in Figure 4 with outbound shown in purple and inbound in red.

## Attachment 6



**Figure 4: Summit Avenue Extension Connection at Connecticut Avenue/University Boulevard Intersection**

- Long-Term Improvement L2 is a variant of L1 but only extends Summit Avenue as far north as Dupont Avenue. A new signalized intersection would be provided on Connecticut Avenue at Dupont Avenue. L2 has a much higher benefit/cost index than L1, per MCDOT.
- Long-Term Improvement L3 does not extend Summit Avenue at all. Instead, it focuses on improving capacity by widening the Connecticut Avenue bridge over the CSX tracks and adding one lane in each direction on Connecticut Avenue between Knowles Avenue and Plyers Mill Road.
- Short-Term Alternative S-A focuses on improvements to Connecticut Avenue between University Boulevard and Knowles Avenue that could be implemented in the short-term without the need to widen the Connecticut Avenue bridge over the CSX tracks.
- Short-Term Alternative S-B focuses on improvements to the Plyers Mills Road intersections with Connecticut Avenue and Metropolitan Avenue to improve operations and efficiency.
- Short-Term Alternative S-C focuses on improvements to the eastbound Knowles Avenue left-turn lane at Summit Avenue and includes pavement rehabilitation on Summit between Knowles Avenue and Plyers Mill Road.

### Presentation of MCDOT Materials

A summary of the Kensington Area Improvement Costs and Benefits, provided by MCDOT, is attached with this staff report as Attachment B. This describes the improvements under consideration, estimated opinion of probable construction cost, summary of benefits, and MCDOT priority (ranking for the short-term improvements only). A comment letter submitted by the Town of Kensington to MCDOT on April 8, 2018 is attached as Attachment C.

# Attachment 6

## Public Outreach

For this project, there has been considerable public involvement with public meetings and public outreach efforts on the following dates:

- June 13, 2017: Public workshop at Kensington Town Hall.
- September 14, 2017: Public workshop at Kensington Town Hall.
- Posting of project materials on the MCDOT website.
- Meetings with Town officials, Kensington Volunteer Fire Department and the Montgomery County Fire and Rescue Service in 2017.
- March 12, 2018: Presentation to the Kensington Town Council

## Master Plan Consistency

The following master plan recommendations are relevant for this project:

- The 2018 Master Plan of Highways and Transitways recommended Summit Avenue Extension between Plyers Mill Road and Connecticut Avenue as a two-lane business district street with a 60-foot wide right of way.
- The 2018 Master Plan of Highways and Transitways added the Connecticut Avenue corridor as an Urban Road Code and Bicycle-Pedestrian Priority Area. All county roads within this designated area are subject to the County's Context-Sensitive Design Standards.
- The Planning Board Draft of the Bicycle Master Plan now under consideration by the County Council proposes two-way separated bike lanes on the Summit Avenue Extension on the west side of the street.
- The Planning Board Draft of the Bicycle Master Plan now under consideration by the County Council recommends two-way separated bike lanes on both sides of Connecticut Avenue between Knowles Avenue and University Boulevard.
- The 2013 Kensington Sector Plan recommended that the use of Concord Street be studied in the Council Resolution to the adopted sector plan, as follows: "Study, with the State Highway Administration, the Department of Transportation, and the Town of Kensington, pedestrian and vehicular circulation north of the CSX right-of-way, with a focus on the proposed redesigned intersection at Connecticut Avenue, Farragut Avenue and University Boulevard, including evaluation of Concord Street as an alternative between southbound Connecticut Avenue and east Plyers Mill Road as well as other improvements that would benefit pedestrian movement across Connecticut Avenue."

The Option B typical cross section shown for Summit Avenue Extension with two-way separated bicycle lanes on the west side of the street (could be used for Long-Term Alternatives L1 or L2) is consistent with the Planning Board Draft of the Bicycle Master Plan now under consideration by the County Council.

Long-Term Alternative L1 is most consistent with the Kensington Sector Plan recommendations; however, staff prefers Long-Term Alternative L2 (Connection via Dupont Avenue) as it accomplishes most of the same benefits at a reduced cost, provides redevelopment potential by providing a new business district street, does not further complicate the Connecticut Avenue/ University Boulevard intersection and provides an additional pedestrian crossing opportunity on Connecticut Avenue at

## Attachment 6

Dupont Avenue. Long-term Alternative L2 is also consistent with the 2013 Council resolution addition in that it provides an additional pedestrian crossing across Connecticut Avenue at Dupont Avenue.

Long-Term Alternative L3 (Connecticut Avenue widening) is inconsistent with the master plan recommendations as it does not include two-way separated bike lanes on both sides of Connecticut Avenue. Any future bridge widening over the railroad tracks should include space for these master-planned facilities.

Short-Term Alternative S-A is inconsistent with the master plan recommendations by proposing a channelized right-turn lane with a triangular island on the northbound Connecticut Avenue approach to Plyers Mill Road. This is problematic for pedestrians crossing and inconsistent with the urban road code and the town character within Kensington. The use of tighter curb radii and elimination of the triangular island is desired.

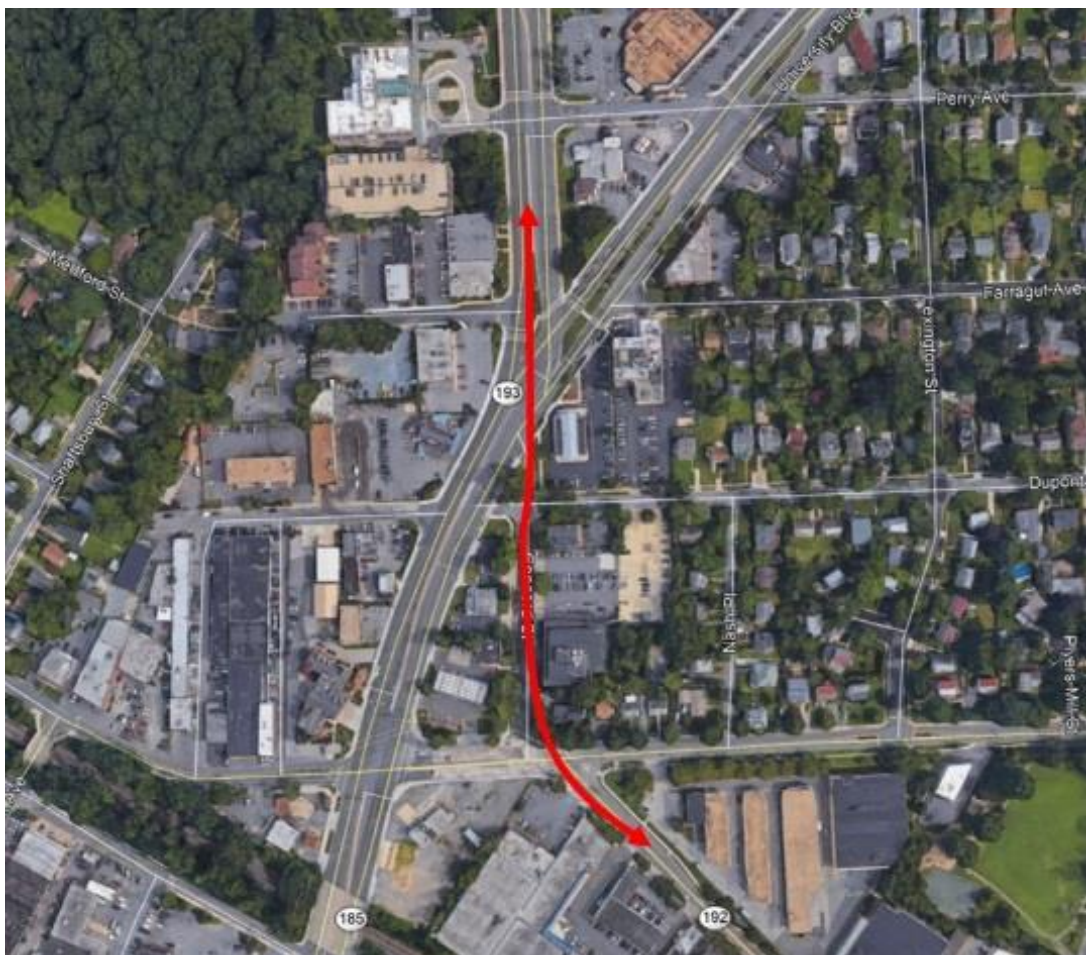
Short-Term Alternative S-B is consistent with the master plan recommendations.

Short-Term Alternative S-C is consistent with the master plan recommendations.

The exclusion of a Concord Street conceptual improvement option and/or evaluation is inconsistent with the master plan recommendations. This improvement could reduce turning traffic on Connecticut Avenue between Plyer's Mill Road and the Connecticut Avenue/University Boulevard intersection by shifting the Metropolitan Avenue to Connecticut Avenue north desire line onto Concord Street. This potential traffic path is depicted in Figure 5. This option should be evaluated in detail, including the development of a new short-term or long-term alternative. This option would require the signalization of Plyers Mill Road with Metropolitan Avenue and Concord Street.



## Attachment 6



**Figure 5: Kensington Sector Plan: Use of Concord Street**

**ATTACHMENT A: Concept Plans: Short and Long-Term Improvements**

**ATTACHMENT B: MCDOT Summary of Long and Short-Term Improvement Costs and Benefits**

**ATTACHMENT C: April 6, 2018 Letter to MCDOT from Town of Kensington**