



Knowles Manor, Preliminary Plan No. 120190140 & Site Plan No. 820190080



Troy Leftwich, Planner Coordinator, Area 2 Division, troy.leftwich@montgomeryplanning.org, 301-495-4553



Patrick Butler, Supervisor, Area 2 Division, Patrick.Butler@montgomeryplanning.org, 301.495.4561



Carrie Sanders, Chief, Area 2 Division, Carrie.Sanders@montgomeryplanning.org, 301.495.4653

Completed: 7/1/2019

Description

Preliminary Plan: Request to consolidate Lots 3, 4, and 5, into one (1) lot, approximately 28,357 square feet in size; for a maximum of 100,000 square feet for an Independent Living Facility for Seniors, for up to 94 units, with a minimum 30% Moderately Priced Dwelling Units (MPDUs).

Site Plan: Request to construct a five-story Independent Living Facility for Seniors with up to 100,000 square feet of total development, with up to 94 units, including up to 30,805 square feet of bonus density for providing 30% MPDUs or DHCA approved alternative.

Location: 3906 and 3910 Knowles Avenue.

Sector Plan: 2012 *Kensington Sector Plan*.

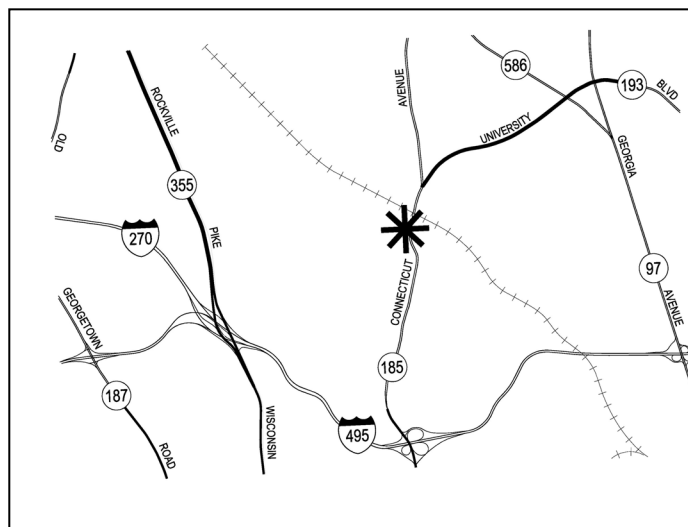
Zone: CRT-2.5, C-2.0, R-2.0, H-75.

Size: 34,597-square foot tract.

Applicant: Kensington Manor Senior Housing, LLC.

Acceptance Date: February 11, 2019.

Review Basis: Chapter 50, Subdivision Regulations and Chapter 59, Zoning Ordinance.



Summary

- Staff recommends approval with conditions.
- The Applicant will provide a minimum of 30 percent MPDUs or DHCA approved alternative.
- The development has received approval from the Town of Kensington.
- The community has concerns regarding parking and the potential blocking of traffic from service vehicles along Knowles Avenue.
- As allowed under Section 7.3.3.I, this Site Plan amends Condition No. 1 of Sketch Plan No. 320180210 to be consistent with the calculation of MPDU bonus density per ZTA No. 18-06 (see Site Plan Finding 2a. of this report).
- This report was postponed from Thursday, June 27, 2019 to Thursday, July 11, 2019 to allow for 10-days of public noticing.

SECTION 1: RECOMMENDATION AND CONDITIONS

Preliminary Plan No. 120190140

Staff recommends approval of Preliminary Plan No. 120190140. All site development elements shown on the latest electronic version of Preliminary Plan No. 120190140 submitted via ePlans as of the date of this Staff Report are binding:

Density and Use

1. This Preliminary Plan is limited to one (1) lot, approximately 28,357 square feet in size, for a based density of 69,195 square feet and 30,805 square feet of MPDU Bonus Density, for a maximum of 100,000 square feet for an Independent Living Facility for Seniors, per Section 3.3.2.C, including up to 94 residential units, with a minimum of 30% MPDUs or DHCA approved equivalent on the Subject Property.

Adequate Public Facilities and Outside Agencies

1. The Adequate Public Facility (APF) review for the Preliminary Plan will remain valid for sixty (60) months from the date of mailing of this Planning Board Resolution.

Outside Agencies

2. The Planning Board accepts the recommendations of the Montgomery County Department of Transportation (MCDOT) in its letters dated March 8, 2019 and April 16, 2019 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letters, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
3. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT's requirements for access and improvements.
4. The Planning Board accepts the recommendations of the Maryland State Highway Administration (SHA) in its letter dated April 17, 2019, and amended by email dated June 6, 2019, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter as amended by the email, which may be amended by MDSHA if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before the issuance of access permits, the Applicant must satisfy the Maryland State Highway Administration's requirements for access and improvements.
6. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS) – Water Resources Section in its stormwater management concept letter dated April 18, 2019 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.

7. The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter dated March 18, 2019, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.
8. The Planning Board accepts the recommendations of the Montgomery County Department of Housing and Community Affairs (DHCA), in its letter dated May 10, 2019 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which DHCA may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

Concurrent Site Plan Approval

9. Before submitting a record plat application or clearing or grading the Subject Property, the Applicant must receive Staff certification of Site Plan No. 820190080. The number and location of site elements including but not limited to buildings, dwelling units, on-site parking, site circulation, sidewalks and bikepaths are determined through site plan review and approval.
10. If an approved site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan amendment.

Transportation

Existing Frontage Improvements

11. The Applicant must dedicate all land necessary to accommodate forty (40) feet from the centerline along the Subject Property frontage for Knowles Avenue and show on the record plat(s).
12. Prior to the recordation of plat(s), the Applicant must satisfy all necessary requirements of MDSHA to construct an eight (8)-foot-wide sidewalk along the property frontage on Knowles Avenue unless construction is waived by MDSHA.

Record Plats

13. Except for demolition of existing structures, no clearing or grading of the site is permitted prior to recordation of the plat.

Easements

14. The record plat must show necessary easements.

Notes and Labels

15. The record plat must reflect all areas under common ownership.
16. The final number of MPDUs required will be determined by the site plan approval.

Certified Preliminary Plan

17. The Applicant must include the stormwater management concept approval letter and Preliminary Plan Resolution on the approval or cover sheet(s).
18. The certified Preliminary Plan must contain the following note:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of issuance of building permit(s) [or] site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.

Site Plan No. 820190080

Staff recommends approval of Site Plan 820190080. The development must comply with the binding elements and conditions of approval for Sketch Plan 320180210 and Preliminary Plan No. 120190140.

All site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions.¹

Density, Height & Housing

1. Density
The Site Plan is limited to a based density of 69,195 square feet and 30,805 square feet of MPDU Bonus Density, for a maximum of 100,000 square feet for an Independent Living Facility for Seniors Independent, per Section 3.3.2.C, including up to 94 residential units with a minimum of 29 units of MPDUs or Department of Housing and Community Affairs (DHCA) approved equivalent on the Subject Property.
2. Height
The development is limited to a maximum height of 60 feet, as measured from the building height measuring point, as illustrated on the Certified Site Plan.
3. Moderately Priced Dwelling Units (MPDUs)
The Planning Board accepts the recommendations of the DHCA in its letter dated May 10, 2019, and incorporates them as conditions of the Site Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which DHCA may amend provided that the amendments do not conflict with other conditions of the Site Plan approval.

¹ For the purposes of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor (s) in interest to the terms of this approval.

- a) The development must provide a minimum of 30 percent MPDUs or DHCA -approved equivalent on-site consistent with the requirements of Chapter 25A and the applicable Master Plan. The Applicant is receiving a 30 percent density bonus for providing 30 percent MPDUs or DHCA-approved equivalent on-site.
 - b) Before issuance of any building permit for any residential unit(s), the MPDU agreement to build between the Applicant and the MCDHCA must be executed.
4. Prior to Certification of any Site Plan that includes age-restricted units:
- a) The Applicant must enter into a covenant with the Planning Board reflecting the age restriction in a form approved by the M-NCPPC Office of General Counsel.
 - b) The covenant must be recorded in and among the Montgomery County Land Records.
 - c) The Book and Page reference must be included on the Certified Site Plan.

Open Space, Facilities and Amenities

5. Public Benefits

The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the CR Zone Incentive Density Implementation Guidelines for each one. 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.

- a) Connectivity between Uses, Activities, and Mobility Options
 - i. Minimum Parking

The Applicant must provide a minimum of 47 parking vehicular spaces.
- b) Diversity of Uses and Activities
 - i. Affordable Housing/MPDUs
 - a) The development must provide a minimum of 25 percent MPDUs on-site.
 - b) Before issuance of any building permit for any residential unit, the MPDU agreement to build between the Applicant and the DHCA must be executed.
 - c) The Planning Board accepts the recommendations of DHCA in its letter dated May 10, 2019 and incorporates them as conditions of the Site Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by DHCA provided that the amendments do not conflict with other conditions of the Site Plan approval.
 - ii. Enhanced Accessibility for the Disabled

The Applicant must construct five (5) dwelling units that satisfy American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard.
- c) Quality Building and Site Design
 - iii. Structured Parking

The Applicant must provide a minimum of 47 parking spaces within a below grade structure.

Site Plan

6. Site Design

- a) The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheet A201- A203 of the submitted architectural drawings, as determined by M-NCPPC Staff.

7. Lighting

- a) Prior to certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- b) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
- c) Deflectors will be installed on all fixtures to prevent excess illumination and glare.
- d) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at any property line abutting public roads and residentially developed properties.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.

Transportation

- 8. Any vehicle serving the property must not block traffic during peak hours. Peak hours are determined from 6:30 to 9:30 a.m. and 4:00 to 7:00 p.m.
- 9. The Applicant must coordinate with SHA for installation of "No Left Turn" and "Right Turn Only" signs along Knowles Avenue during peak hours (6:30 to 9:30 a.m. and 4:00 to 7:00 p.m.).

10. Pedestrian & Bicycle Circulation

- a) The 24 long-term bicycle parking spaces must be in a secured, well-lit bicycle room adjacent to the parking garage.
- b) The Applicant must provide 2 short-term bicycle parking spaces (inverted-u racks or approved by staff) installed at a location convenient to the main entrance on a stable concrete surface. The specific placement and location of the short-term bicycle parking spaces must be identified on the Certified Site Plan and are subject to SHA approval.
- c) The Applicant must provide eight (8)-foot-wide sidewalks along Knowles Avenue.
- d) The Applicant must provide the area to accommodate the bus shelter.

11. Site Plan Surety and Maintenance Agreement

Prior to issuance of any building permit, sediment control permit, or Use and Occupancy Certificate, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.

- b) The cost estimate must include applicable Site Plan elements, including, but not limited to plant material, on-site lighting, street lights, indoor and outdoor recreational facilities, short and long-term bicycle parking features, installation of the art mural, site furniture, fences, railings, art mural, sidewalks, private utilities, storm drainage facilities, and street trees. The surety must be posted before issuance of any building permit of development and will be tied to the development program.
- c) The bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by a site plan completion inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

12. Art Mural

Prior to issuance of the final Use and Occupancy Permit, Planning Staff and the Town of Kensington must approve the art/mural, and the Applicant must install the art/mural on the front building façade.

13. Development Program

The Applicant must construct the development in accordance with the development program. The development program and table must be reviewed and approved by Planning Staff prior to the approval of the Certified Site Plan.

14. Certified Site Plan

Before approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) Include the stormwater management concept approval letter, development program, and Site Plan resolution (and other applicable resolutions) on the approval or cover sheet(s).
- b) Add a note to the Site Plan stating that "M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading."
- c) Add a note stating that "Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services."
- d) The layby must be centered along the frontage of the site on Knowles Avenue, as approved by Planning Staff and SHA.
- e) Provide the location of five (5) units in the Project that will incorporate interiors that satisfy the American National Standards Institute A117.1 Residential Type A standards or an equivalent County standard.

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 approximately 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 single-family detached 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

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 30% MPDUs, which will be a combination of one and two-bedroom units. The Project will consolidate Lots 3, 4 and 5 into one (1) lot. The facility will contain one level of private underground parking with 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 to meet the compatibility requirements of the Zoning Ordinance, 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-wide right-of-way for 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 will accommodate two-way separated bike lanes. The Applicant has provided architectural elevations which Staff supports. The building will feature green screening walls and a large art/mural space on the front façade. The art/mural is expected to be installed/created by a local artist and relate to the Town of Kensington. The proposed building will have bay windows that project into the dedicated right-of-way for Knowles Avenue, provided that the projections occur only at the second floor and above 12-feet above grade. The Applicant has obtained approval of the façade encroaching into the right-of-way from SHA.



Figure 3: Front North 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 59.4.1.8.B. Height Compatibility, the proposed building 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 following illustration shows how the rear elevation will comply with the height compatibility requirement of the Zoning Ordinance (Figure 5).

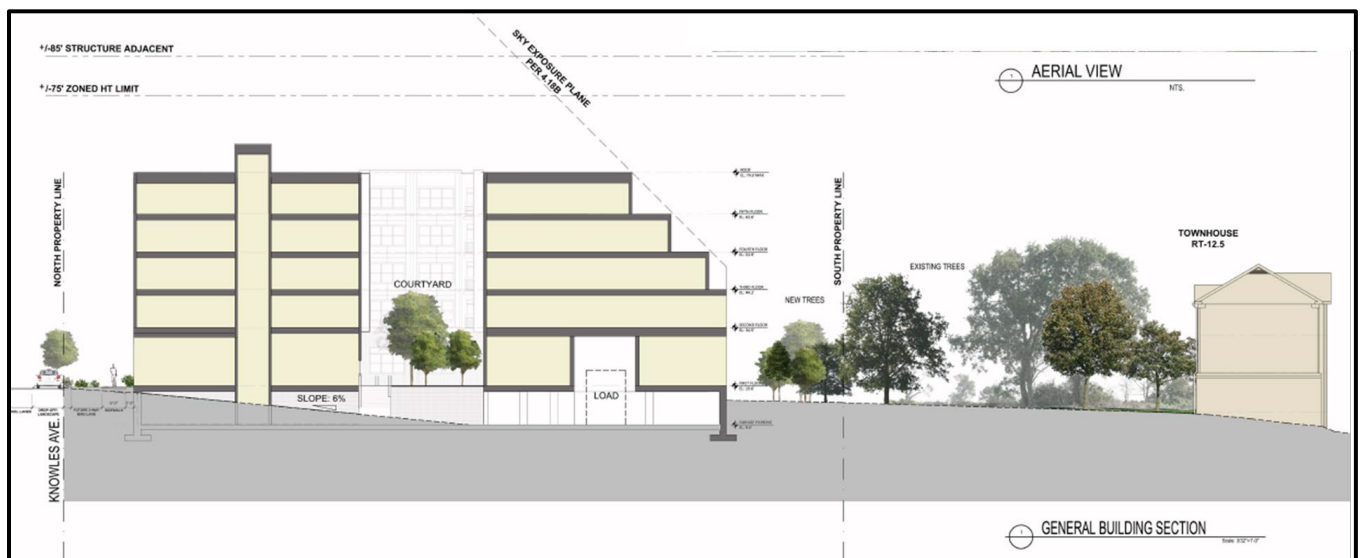


Figure 5: Height Compatibility

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 Summit Avenue. As conditioned, the layby will be centered on the main entry door of the proposed building in both the interim and final streetscape conditions (see Figure 8 below). The interim cross section (Figure 6) will include the following elements:

- Maintain the width of the existing travel lanes on Knowles Avenue;
- 12-foot frontage zone that includes a layby, bus stop and shelter, and landscaping;
- 8-foot sidewalk; and
- 3-foot buffer between the building and a sidewalk, which can include planters or landscaping.

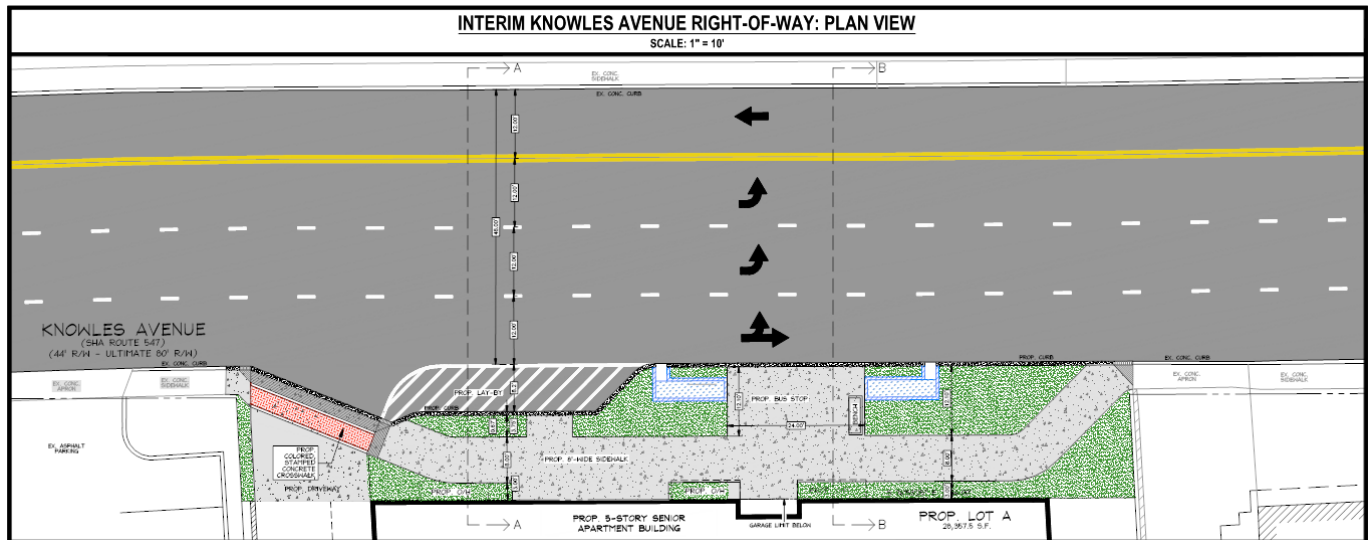


Figure 6: Interim Right-of-Way Knowles Avenue

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

- 11-foot travel lanes on Knowles Avenue;
- 8-foot frontage zone that includes a layby, bus stop and shelter, and landscaping;
- 2-foot landscape area;
- 8-foot two-way bike lane;
- 6-foot sidewalk; and
- 3-foot buffer between the building and a sidewalk, which can include planters or landscaping.

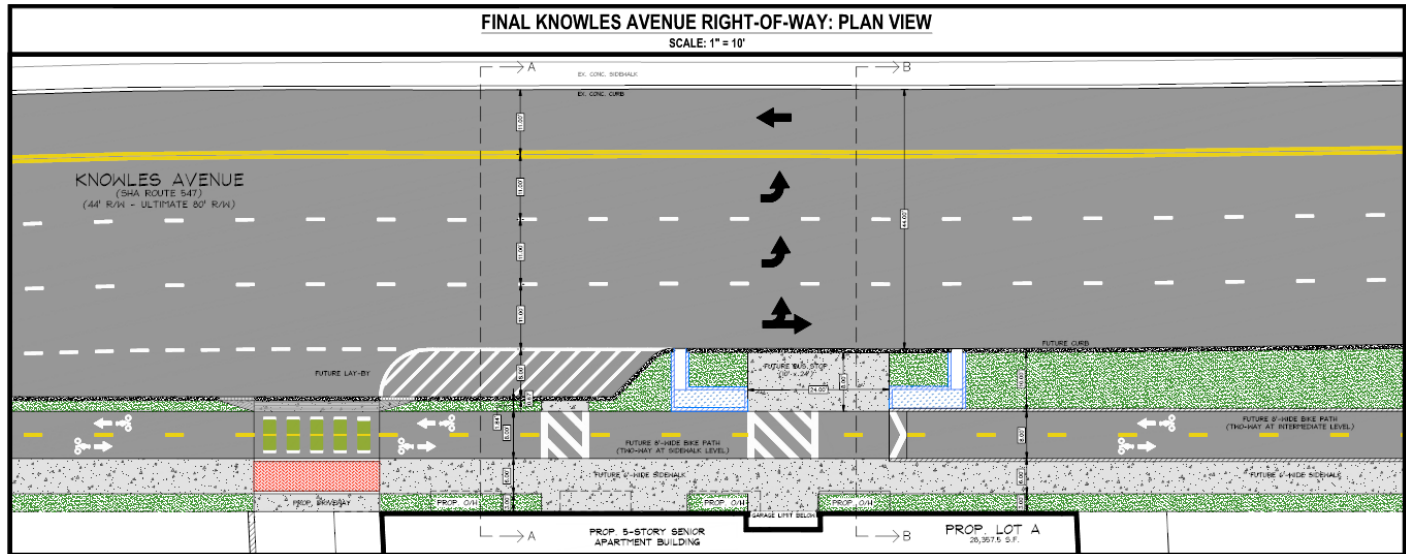


Figure 7: Final Right-of-Way Knowles Avenue

Transportation

Circulation

Access to the site is limited to Knowles Avenue, which constrains vehicular access and internal circulation. One new driveway, located further west than the two existing driveways that will be removed as part of the Subject Project, will provide access to the Property's parking garage and internal loading areas. As part of the streetscape improvements, a layby is proposed to handle pick-ups/drop-offs, deliveries and other short-term parking needs. The Town of Kensington requested the layby be incorporated into the design to accommodate transportation services for the Property's older adult residents.

Vehicular Site Access Point and Parking

Vehicular access to the Property's parking garage and loading areas is from Knowles Avenue. Due to vehicular congestion on Knowles Avenue during the morning and evening peak periods, "No Left Turn" and "Right Turn Only" signs will be installed on Knowles.

The layby will provide a dedicated zone for transportation providers serving the Property's older adult residents. Providing the layby will reduce on-street conflicts and improve vehicle flow on Knowles Avenue.

Centering the Layby Lane

Planning Staff is requiring the Applicant to center the layby lane to the main entry door along the frontage of the Property. This will ensure there is clear separation from vehicles accessing and exiting the site. Furthermore, centering the layby will allow for a safer alignment for the pedestrian sidewalk across the access driveway. See Figure 8 for the concept layout.

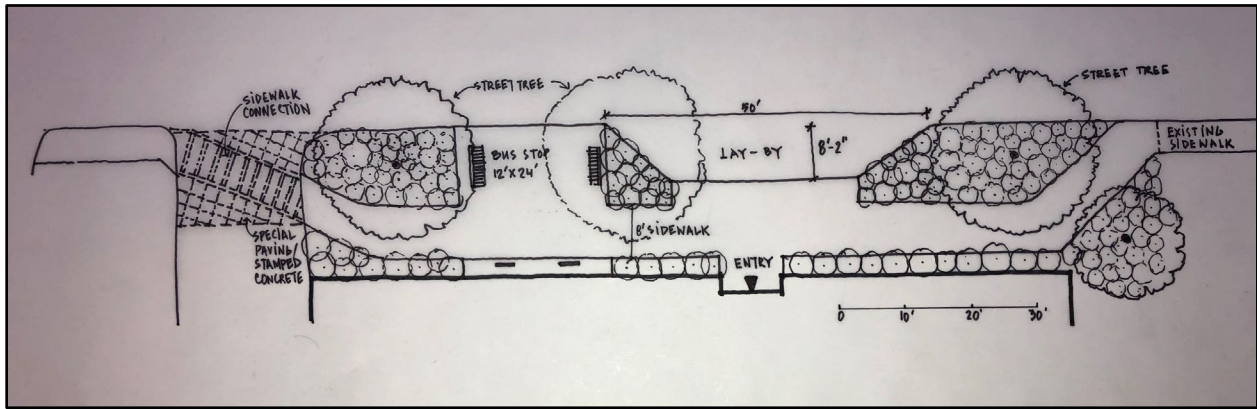


Figure 8: Centered layby concept

Parking

The number of parking spaces in the on-site parking garage meet the requirement per the Zoning Ordinance, by providing 47 vehicle spaces, 26 long term bike spaces, and 2 short term bike racks (located at the main entrance). On-street parking is also available within two blocks from the Property. The Applicant is also working with 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* area. The existing right-of-way is approximately 44 feet wide along the Property frontage. The Applicant is dedicating 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 2018 *Bicycle 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 located one-half mile from the Kensington MARC Station. The nearest public transit routes are as follows:

- Ride On route 4 operates along Connecticut Avenue and Armory 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.
- Ride On route 34 operates along Cedar Lane to Connecticut Avenue to University Boulevard between Aspen Hill and the Friendship Heights Metrorail Station.
- Metrobus route L8 operates along Connecticut Avenue between Aspen Hill and the Friendship Heights Metrorail 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 (2) four-foot-wide bike lanes between a tree panel and the sidewalk. Also, the Applicant will provide two (2) 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 has 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 5 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 period (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, and signage or median posts (as approved by SHA) to limit left turns into the Property. These strategies would help minimize the impacts this project imposes to the existing traffic in the Town of Kensington.

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. The proposed height of 60 feet is consistent with Sector Plan.

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 *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, because the application was filed after the new 15 percent MPDU required was established. The project is proposing a minimum of 30 percent MPDUs, with the applicant expressing the potential of providing up to 90 percent MPDUs. Therefore, the proposal is 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.

Community Outreach

The Applicant has met all proper signage, noticing and pre-submission meeting requirements for the submitted Applications. Staff has received emails and calls expressing two main concerns from residents on the proposed development. The first concern is in regard to service vehicles, shuttles and taxi/uber vehicles using travel lanes for drop-off/pick-up, thus, blocking travel lanes on Knowles Avenue in front of the Property during peak travel times. The second concern was regarding the amount of parking

provided and parking demand for the seniors, caretakers, and visitors. The Project meets the minimum parking requirements of the Zoning Ordinance, as discussed in the transportation section of this report, and there is also additional on-street parking available in the vicinity. The Applicant may pursue renting spaces from adjacent parking lots to handle future demand, if needed.

SECTION 4: PROJECT ANALYSIS AND FINDINGS

Preliminary Plan No. 120190140

Under Section 50.4.2.D, the Planning Board must make the following findings to approve a Preliminary Plan:

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

The proposed lot size, width, shape and orientation are appropriate for the location of the subdivision considering the recommendations in the 2012 *Kensington Sector Plan* and the type of development. The lot was reviewed for compliance with the dimensional requirements for the CRT Zone as specified in the Zoning Ordinance (see Site Plan Finding No 1. "Table 1 -Project Data Table"). The lot, as proposed, will meet all the dimensional requirements for area, frontage, width, and setbacks in the CRT Zone.

- a. *The Preliminary Plan provides for required public sites and adequate open areas.*

The Preliminary Plan provides adequate space for a future bus shelter. Open space requirements are not applicable per this development proposal. Per Section 59.4.54.B.1.a "Open Space", on a tract of land between .51 to 1.00 acres with one (1) frontage to a right-of-way the Optional Method Development is required to provide 0% of open space. However, the applicant is providing an internal private courtyard as an amenity for the residents.

- b. *The Lot(s) and Use comply with the basic requirements of Chapter 59.*

The lot was reviewed for compliance with the dimensional requirements for the CRT Zone, as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in the zone.

2. *The Preliminary Plan substantially conforms to the Sector Plan or Urban Renewal Plan*

As described in the Sector Plan section of this report, the proposed development is in substantial conformance with the recommendations of the 2012 *Kensington Sector Plan*.

3. *Public Facilities will be adequate to support and service the area of the subdivision*

Roads and Other Transportation Facilities

As discussed within the "Transportation" section of this report, the access is adequate to serve the proposed development by this Preliminary Plan.

Local Area Transportation Review (LATR)

The Project generates fewer than the standard of 50 or more trips within the weekday peak hours. Under the 2016-2020 Subdivision Staging Policy, a traffic study is not required to satisfy the LATR test.

Schools

Due to this being an age-restricted building, the use does not generate students. Thus, an analysis of school capacity is not applicable.

Other Public Facilities

The proposed development will be served by public water and sewer systems. Fire and Rescue has reviewed the application and has determined that the Property has appropriate access for fire and rescue vehicles. Other public facilities and services including police stations and health care will continue to be sufficient following the construction of the project. Electric, gas and telecommunications services will also be available.

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

Natural Resources Inventory

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD #42018223E) on July 11, 2018. There are 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. While the proposed development requires the removal of a 32" white oak, the landscape plans include 5 native canopy trees, which will mitigate for the loss of form and function of the existing specimen tree.

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

The Preliminary Plan Application meets the stormwater management requirements of Chapter 19 of the County Code. The Applicant received a stormwater concept approval from MCDPS Water Resources Division on April 18, 2019. The Applicant will meet stormwater management goals through micro-bioretenention facilities.

6. Any other applicable provisions specific to the property and necessary for approval of the subdivision is satisfied.

No other provisions apply to the Subdivision.

Site Plan No. 820190080 Findings

Per Section 7.3.4 of the Zoning Ordinance,

1. When reviewing an application, the approval findings apply only to the site covered by the application.
2. To approve a site plan, the Planning Board must find that the proposed development:
 - a. satisfies any previous approval that applies to the site;

Section 59.7.3.3.I allows a Sketch Plan, including the conditions of approval, to be amended during site plan review.

Condition #1 from Sketch Plan No. 320180210 is not consistent with changes related to MPDU bonus density enacted by ZTA No. 18-06 (Effective October 29, 2018). The density limitation remains the same, but the language and code reference is no longer accurate. Staff recommends amending Sketch Plan No. 320180210 Condition No. 1 as follows:

Sketch Plan No. 320180210 - Condition No. 1

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 bonus density based on 30% MPDUs or Department of Housing and Community Affairs (DHCA) approved units, ~~which is exempted from the calculation of FAR~~ pursuant to Section ~~59.4.7.3.D.6.c.iii.~~ 59.4.5.2.C.1 of the Zoning Ordinance. The maximum number and distribution of residential dwelling units will be determined at Preliminary and Site Plan.

This modification of the Sketch Plan condition does not substantively impact any of the previously approved Sketch Plan findings. With the modified Sketch Plan Condition, the Project is consistent with Sketch Plan No. 320180210 and Preliminary Plan No.120190140 (reviewed concurrently with the Site Plan).

- b. satisfies under Section [7.7.1](#).B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;

This section is not applicable.

- c. satisfies under Section [7.7.1](#).B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;

This section is not applicable.

- d. satisfies applicable use standards, development standards, and general requirements under this Chapter;

i. *Division 4.5 Commercial/Residential Zones and Division 4.4 Residential Zones*

Development Standards

The Site is approximately 34,597 square feet zoned CRT-2.5, C-2.0, R-2.0, H-75. The data table below shows the Application's conformance to the development standards of Section 59-4.5.4.

Table 1- Project Data Table			
Section 59	Development Standard	Permitted/ Required	Proposed
	Tract Area (sf)		34,597 sq. ft.
	Previous Knowles Avenue Dedication		3,432 sq. ft.
	Knowles Avenue Dedication		2,808 sq. ft.
	Site Area		28,357 sq. ft.
Zone	CRT-2.5, C-2.0, R-2.0, H-75		
4.5.4.B.2.b	Density		
	FAR (Total)		
	Commercial	C-2.0	C-0
	Residential	R-2.0	R-2.0
	Gross Floor Area	69,195 sq. ft.	69,195 sq. ft.
	Bonus Density MPDUs ¹	n/a	30,805 sq. ft.
	Total CRT Density	86,494 sq. ft.	100,000 sq. ft.
4.5.4.B.2.b	Building Height (feet)	75	60
4.5.4.B.3	Minimum Setback (feet)	0	n/a
4.5.4.B.1	Minimum Public/Common Open Use Space (%)	n/a	n/a
6.2.4.	Total Parking Spaces for 94 units²	47	47

ii. *Division 4.7 Optional Method Public Benefits*

For an optional method development in the CRT Zone, the zoning code requires 50 points in at least three categories. The following table shows both the categories and points for the proposed public benefits to demonstrate the project's ability to meet the required benefit points. Per Section 59-4.7.1.B, granting points as a public benefit for any amenity or project feature otherwise required by law is prohibited.

¹ Approximately 29 units totaling 30,805 square feet (30 percent) are proposed to be Bonus Density of the calculation of the Gross Floor Area as MPDUs.

² Parking for bikes and vehicles will be determined at Site Plan.

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

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. Staff supports the Applicant's request for 10 points in this public benefit category based on the calculations below.

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. As conditioned, five percent of the dwelling units for a total of five (5) 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, Staff supports the request for 15 public benefit points in this category.

Moderately Priced Dwelling Units: The Applicant seeks to gain approval for 150 points for providing 25 percent MPDUs, which exceeds the minimum requirement of 12.5%. Twelve points are allowed for every percentage point over the required 12.5% MPDUs. Staff supports the Applicant's request for 150 points in this public benefit category based on the calculations 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. Staff supports the Applicant's request for 20 points in this public benefit category based on the calculations below.

Formula: $[(A/T)*10]+[(B/T)*20]$

A (0 above-grade spaces)

B (47 below-grade spaces)

T (47 total spaces)

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

iii. Division 6.1. Site Access

As conditioned, the Project provides safe, adequate, and efficient circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists and integrates the project into the surrounding area.

iv. Division 6.2 Parking, Queuing, and Loading

The Project will provide an underground parking garage and meets all parking, queuing and loading requirements, per the proposed use. The loading will occur at the main entrance of the parking garage. The loading provides adequate space to maneuver the loading vehicles. The Applicant has stated that the operational process for the vendors will be managed in way to not affect vehicles entering and exiting the parking garage.

Layby Lane

As discussed, Planning Staff conditioned the layby to be relocated from the edge of the driveway entrance to the garage to the center of the Property's Knowles Avenue frontage, directly in front of the main entrance and immediately adjacent to the bus stop. This is to ensure there is clear separation between the vehicular access drive and the layby. Furthermore, it provides a safer connection for the pedestrian sidewalk to the existing adjacent properties.

v. Division 6.3 Open Space and Recreation

Per Section 59.4.54.B.1.a of the Zoning Ordinance, the Open Space requirement is not applicable for this development. The development satisfies the Recreational Guidelines see Table 3.

Table 3: Recreational Facilities Adequacy**ONSITE RECREATION FACILITIES**

Recreation Facility	Quantity	% Bonus Points	Tots	Children	Teens	Young Adults	Adults	Seniors
Bikeways	1	10.00%	0.52	0.72	0.47	11.32	8.69	2.59
Bicycle Parking Garage	1	0%	0	7	14	14	12	5
Indoor Fitness Room	1	0%	0	0.66	0.28	17.16	10.53	3.53
Resident Lounge	1	0%	0	2	5	10	8	7
Interior Courtyard, Garden or Lawn	1	0%	2	3	4	7	7	5
Picnic/Seating	3	0%	3	3	4.50	9	9	9
Total Onsite Supply Points=			5.52	16.38	28.25	68.48	55.22	32.12

RECREATION FACILITIES: DEMAND, SUPPLY & ADEQUACY

Age Group	Total Demand Points	Offsite Supply Points	Onsite Supply Points	Total Supply Points	Adequacy
Tots	9.40	3.29	5.52	8.81	Adequate
Children	6.58	2.30	16.38	18.68	Adequate
Teens	2.82	0.99	28.25	29.24	Adequate
Young Adults	68.62	24.02	68.48	92.50	Adequate
Adults	52.64	18.42	55.22	73.64	Adequate
Seniors	23.50	8.23	32.12	40.35	Adequate

vi. Division 6.4 General Landscaping and Outdoor Lighting

The project provides adequate landscaping and lighting, as well as other site amenities, to ensure that these facilities will be safe, adequate, and efficient for residents and visitors. The Project will include streetscaping along Knowles Avenue, with a widened sidewalk, street trees, landscape buffer, and lighting.

As shown in the Development Standards table and findings above, the proposed Site Plan meets all the general requirements and development standards of Divisions 59-4.4 and 59-4.5 of the Zoning Ordinance, and the general development requirements of Article 59-6 of the Zoning Ordinance.

*e. satisfies the applicable requirements of:**i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and*

As stated in Preliminary Finding no. 5, this project meets the requirements for Chapter 19.

ii. Chapter 22A, Forest Conservation.

As stated in Preliminary Finding no. 4, this project meets the requirements for Chapter 22A, Forest Conservation.

f. provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;

As conditioned, the Site Plan provides adequate, safe, and efficient parking and circulation patterns. The Project provides well-integrated onsite parking with one (1) access point. The Site

Plan provides adequate site amenities, circulation patterns, streetscape improvements, safe pedestrian environments, and adequate building massing consistent with the zone. The Application includes sidewalk and streetscape upgrades to the Property's frontage along Knowles Avenue's frontage. These enhancements will facilitate improved pedestrian connections from adjacent properties by offering access to future planned bikeways.

- g. substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;

As discussed in the Sector Plan section of this report, the proposed Project substantially conforms with the recommendations of the *Kensington Sector Plan* and the associated design guidelines.

- h. will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;

As described in the Preliminary Plan section of this report, the Project will be served by adequate public services and facilities.

- i. on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and

Not applicable as the Property is not located in a Rural Residential or Residential Zone.

- j. on a property in all other zones, is compatible with existing and approved or pending adjacent development.

The Property is compatible with existing adjacent development. The Project adheres to the height and density of the Property's zone and with the recommendations contained in the Sector Plan. The Subject Property abuts a property zoned RT and meets the standards, per Section 4.1.8.B. Height Compatibility. The Project will contribute to the diversity of housing opportunities in Kensington's commercial core, and will encourage a pedestrian-friendly Town Center, as envisioned in the Sector Plan.

The building's architecture and design provide an appropriate scale that complements the existing and permitted density/heights of the surrounding properties.

SECTION 5: CONCLUSION

The Preliminary Plan and Site Plan applications satisfy the findings under Section 50.4.2.D of the Subdivision Regulations and Section 59-7.3.4. of the Zoning Ordinance and substantially conforms to the recommendations of the 2012 *Kensington Sector Plan*. Therefore, Staff recommends approval of the Preliminary Plan and Site Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

1. Preliminary Plan
2. Site Plan
3. Approval Letters
4. Correspondence
5. Applicant's Traffic Statement

CAS JOB NO. 17-118
DATE: 12/20/18

DATE: 12/20/18
PROJECT: 3006 & 3910 Knowles Avenue
SUBJECT: PRELIMINARY PLAN
DRAWN BY: JAC
CHECKED BY: JAC
DATE: 12/20/18

Curt A. Schaffer
CURT A. SCHAFER, P.E.
04/02/2019
PROFESSIONAL ENGINEER
17101 South Brent Street
Suite 100
Kensington, Maryland 20895
www.cas-engineering.com
Phone: 301.871.4311
Fax: 301.871.4312
Email: info@cas-engineering.com
www.cas-engineering.com

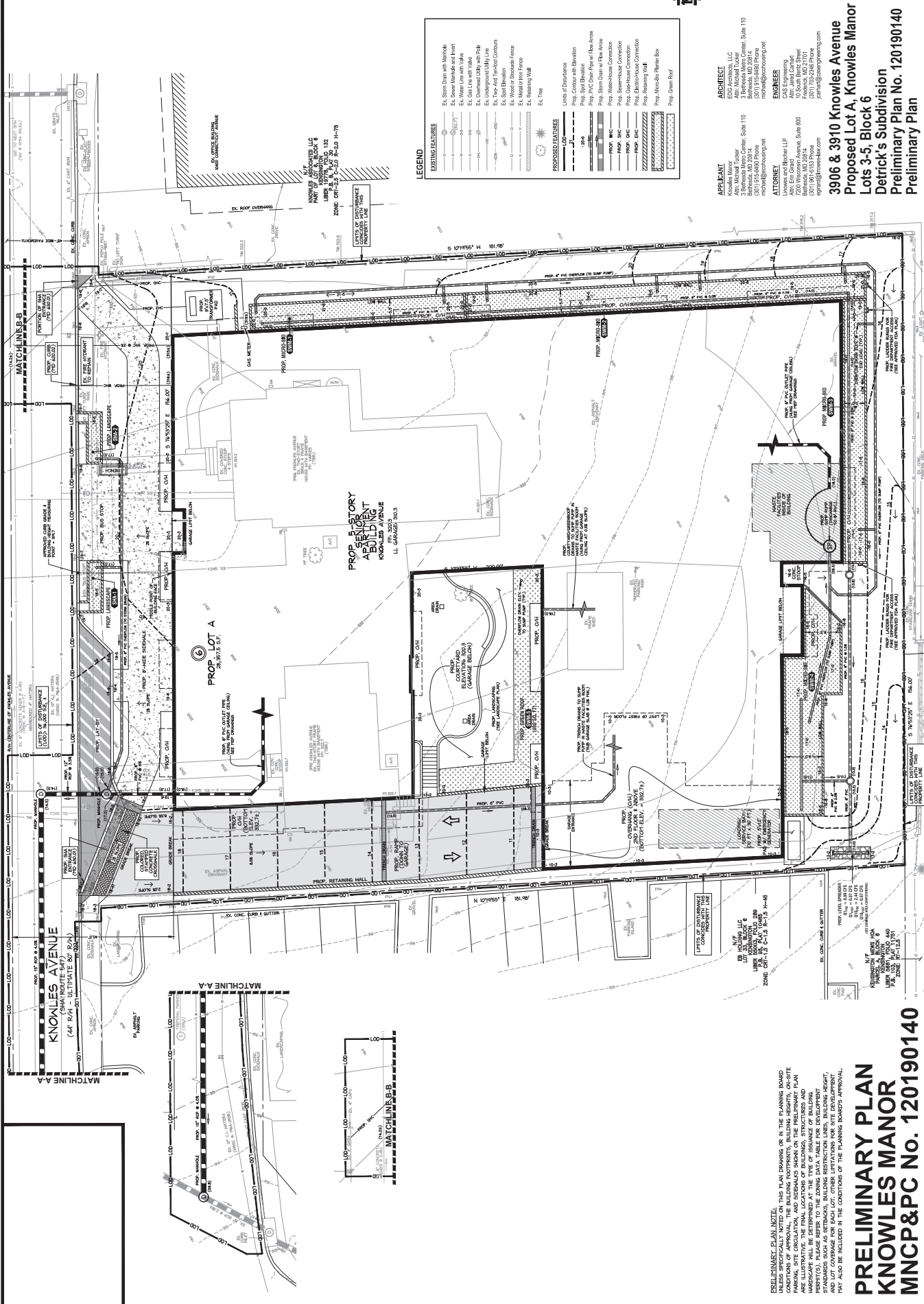
3906 & 3910 Knowles Avenue
Kensington, Maryland 20895
Proposed Lot A, Block 6, Knowles Manor
Lots 3-5, Block 6, Detrick's Subdivision
Wheaton (13th) Election District, Montgomery County, MD



CAS ENGINEERING
10 South Brent Street
Suite 100
Kensington, Maryland 20895
Phone: 301.871.4311
Fax: 301.871.4312
Email: info@cas-engineering.com
www.cas-engineering.com

4
SHEET TITLE
Preliminary Plan
(07-APR-120190140-04)

PP-4



APPLICANT
3006 & 3910 Knowles Avenue
Kensington, Maryland 20895
Phone: 301.871.4311
Fax: 301.871.4312
Email: info@cas-engineering.com
www.cas-engineering.com

ARCHITECT
3006 & 3910 Knowles Avenue
Kensington, Maryland 20895
Phone: 301.871.4311
Fax: 301.871.4312
Email: info@cas-engineering.com
www.cas-engineering.com

ENGINEER
3006 & 3910 Knowles Avenue
Kensington, Maryland 20895
Phone: 301.871.4311
Fax: 301.871.4312
Email: info@cas-engineering.com
www.cas-engineering.com

Attachment 3

Mayor Tracey Furman

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



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

June 13, 2019

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

**Re: Knowles Manor Senior Housing (Site Plan No. 820190080)
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 site plan (No. 820190080) for the proposed Knowles Manor Senior Housing project at 3906/3910 Knowles Avenue. The Town's Development Review Board has been working with the developer since February 2017, and we approve of the submitted preliminary site plan.

In addition, the Town had the opportunity to meet with Andre Futrell, State Highway Administration, District 3 Engineer, to discuss our concerns with SHA's initial objection to the lay-by lane along Knowles Avenue (MD 547). In speaking with Mr. Futrell about the impact the removal of the lay-by lane would have on an already congested intersection, the State Highway Administration has agreed to reconsider their position following a review of a revised lay-by lane proposal from the developer.

The Knowles Manor Senior Housing project will be a positive addition to our community, as the project will provide affordable senior housing within the down-County area and set a standard for future development within the Connecticut and Knowles Avenues corridor of our Sector Plan. We fully support the submitted preliminary site plan, including the revised lay-by lane proposal, and look forward to this project breaking ground.

Sincerely,


Tracey Furman
Mayor

Cc: Kensington Town Council
Bruce Levin, Keystar LLC

From: [Kwesi Woodroffe](#)
To: [Freer, Walker](#); [Leftwich, Troy](#)
Subject: RE: SHA approval letter for Knowles Manor, Preliminary No. 120190140 & Site Plan No. 820190080
Date: Tuesday, June 11, 2019 2:39:13 PM
Attachments: [17118_19_0603_Site Plan \(w Expanded Layby\)_V2.pdf](#)

Troy/ Walker:

Our District Engineer and Traffic Engineer met with the engineers and developer last week to discuss the frontage improvements. They made some recommendations and the engineers revised the design to address them. Our Traffic Engineers reviewed the revisions (attached) and found them to be acceptable.

We will still need to formally review/approve the plans and all supporting documentation before an Access Permit can be issued.

Let me know if you have any questions.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
MDOT - SHA Access Management, District 3
9300 Kenilworth Avenue, Greenbelt, MD 20770
301-513-7347 (Direct)

From: Freer, Walker <Walker.Freer@montgomeryplanning.org>
Sent: Tuesday, June 11, 2019 12:53 PM
To: Leftwich, Troy <Troy.Leftwich@montgomeryplanning.org>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Subject: RE: SHA approval letter for Knowles Manor, Preliminary No. 120190140 & Site Plan No. 820190080

To clarify, the report is scheduled to be posted on Monday, June 17, 2019.

Walker M. Freer | Transportation Planner Coordinator
Montgomery Planning | Area 2 Division
T: 301.495.4651

From: Leftwich, Troy
Sent: Tuesday, June 11, 2019 12:43 PM
To: kwoodroffe@sha.state.md.us
Cc: Erin E. Girard - Linowes and Blocher LLP <EGirard@linowes-law.com>; Butler, Patrick <Patrick.Butler@montgomeryplanning.org>; Freer, Walker <Walker.Freer@montgomeryplanning.org>
Subject: SHA approval letter for Knowles Manor, Preliminary No. 120190140 & Site Plan No. 820190080

Hi Kwesi,

Could provide the SHA approval letter for Knowles Manor, Preliminary No. 120190140 & Site Plan No. 820190080 by this Friday, June 14, 2019. If not, please let know the status and when the letter will be issued. We have a Planning Board date scheduled for Thursday, June 27, 2019 and need the letter before the report is posted on Monday, June 27, 2019.

Thanks,

Troy Leftwich

Planner Coordinator Area 2 Planning Division

Montgomery County Planning Department

8787 Georgia Avenue | Silver Spring, Maryland 20910

troy.leftwich@montgomeryplanning.org

301.495.4553






DEVELOPERS CERTIFICATE
I HEREBY CERTIFY TO EXECUTE ALL THE FEATURES OF THE ITCR AN APPROVAL NO. 0201 00080
INCLUDING APPROVAL, CONSIDERATION, DEVELOPMENT PROGRAM, AND CERTIFIED PLAN.

DEVELOPER: ANDREW ELSAMER MICHAEL EDOGER
COMPANY CONTRACTOR

ADDRESS: 3 BETHESDA METRO CENTER, SUITE 110, BETHESDA, MARYLAND 20814

PHONE: (301) 915-9460

SIGNATURE: 

April 17, 2019

Mr. Jared Carhart
CAS Engineering
10 South Bentz Street
Frederick, MD 21701

Dear Mr. Carhart,

Thank you for the opportunity to review the Plan Review submittal for the proposed (**Knowles Manor- 19APMO006XX**) located on MD 547 (mile point: 1.78) in Prince George's County. The State Highway Administration (SHA) has reviewed the plans and is pleased to respond.

Based on the information provided, please address the following comments in a point-by-point response:

District 3 Traffic Comments (Robert Olawabi) (Alvin Powell):

1. SHA does not support installation of the proposed lay-by(s) along MD 547 (Knolls Avenue). Please remove the lay-by(s) and maintain the existing curb line parallel to roadway.
2. The proposed project driveway should be located along the existing curb line.
3. Please clarify the purpose of the ramp (Modified SHA sidewalk ramp MD 655.12) located east of the bus stop. A mid-block ramp across MD 547 will not be permitted.

If you have any questions or concerns, please contact me at 410-654-3790 or apowell@primeeng.com.

Highway Hydraulics Division (James Kramperth):

COMMENTS

1. Once obtained, please provide documentation of the *final* local approval for both stormwater management and erosion/sediment control through the Montgomery County Department of Permitting Services.
2. Although we defer to the Montgomery County Department of Permitting Services for stormwater management approval, we have the following comments.
 - a. Please provide a copy of the Stormwater Management Report for the project that includes the proposed improvements within the MDOT SHA right-of-way.

Mr. Jared Carhart
SHA Tracking No: 19APMO006XX
Page 2 of 6
04/17/2019

- b. Please indicate the change in impervious area within the MDOT SHA right-of-way. This should include impervious area that is new, removed and redeveloped.
 - c. Please indicate how stormwater management is being provided for any increase in impervious area within the existing MDOT SHA right-of-way and any dedication area.
3. The plans present an Interim and Final design layout along the state route. Please discuss as to the timing of these layouts.
4. The proposed 8-foot sidewalk is sloped towards the state route. Please compute and compare the existing and proposed flows to the existing inlets at the corners with Detrick Ave. and Connecticut Ave. for the 10-year storm flow. Include a drainage area map for each condition.
5. Please provide a spread analysis at the existing inlets at the corners with Detrick Ave. and Connecticut Ave. for the 2-year storm flow and the inlet capture efficiency
6. The plans show a proposed storm drain connection from the proposed building to the existing system at Detrick Ave.
 - a. Please provide flow computations for the system for the 10-year storm flow and hydraulic gradient.
 - b. Please provide a profile of the proposed system and include the 10-year flow and velocity in the profile and the plot of the hydraulic gradient.
 - c. The proposed system is crossing a water line. Please show all utility crossings on the profile and indicate if there will be any conflicts requiring relocations.
 - d. Please provide a Structure and Pipe Schedule for the proposed system on the plans.
 - e. Since the proposed system is discharging flow from the proposed building and not any roadway runoff, please indicate who will be responsible for the ownership and maintenance of this system. It would seem likely that the County should have this responsibility.
7. Please indicate if there is going to be any new dedication of land to MDOT SHA as a result of this project. If so, please provide a copy of a signed 'recordable' plat (in MDOT SHA format and on MDOT SHA border) and accompanying deed for right-of-way dedication, once finalized. For questions regarding plat preparation, please contact Mr. Matthew Bloedorn (MBloedorn@mdot.sha.state.md.us) of MDOT SHA Office of Highway Development – Plats & Surveys Division.

RECOMMENDATIONS

Please address the above comments and make a formal submission with a response letter. On the submitted CD, please include an electronic copy of all the hydraulic reports, plans, and

Mr. Jared Carhart
SHA Tracking No: 19APMO006XX
Page 3 of 6
04/17/2019

computations in PDF format. For clarifications of any of the hydraulic comments, please contact Mr. James Kramperth at 410-512-4533 or jkramperth@wbcm.com.

Cultural Resources Comments (Lisa Kraus):

Based on this assessment, the proposed roadway improvements to MD 192 associated with the Knowles Manor project do not have the potential to impact historic properties. Formal consultation with the Maryland Historical Trust is not recommended.

Office of Materials and Technology (Endri Mustafa) (PAGD):

Existing Conditions / Road Improvement Plans

1. For the bike path refer to Standard No. MD 580.08. If the bike path is going to be asphalt pavement refer to the Flexible Pavement Section in the standard. Add a note that states that the bottom of the Graded Aggregate Base layer is the "Limit of Class 1 Excavation" and "Top of Subgrade". Add a note on the full-depth bike path section that states: "The subgrade shall be test rolled as specified in Section 204 of the 2018 Standard Specifications for Construction and Materials".
2. For Curb and Gutter placement refer to Standard No. MD 580.03.
3. Provide a detail showing the proposed pavement structure for the Lay-by.
4. Is there mill and overlay proposed on Knowles Avenue? If yes, provide a detail showing the milling depth and the asphalt mix used for resurfacing.
5. Will there be new driveway entrances being constructed? If yes, distinguish between residential and commercial driveways.
6. Please send us the next submittal for our review.

If you have any question, please do not hesitate in contact Endri Mustafa at 443-572-5090 or Evan Howard at 443-572-5174.

Office of Environmental Design (Dennis Haskins):

SUMMARY

1. Guidance Documents.

- A. Please refer to the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) Environmental Guide for Access and District Permit Applicants, MDOT SHA Landscape Design Guide (LDG), MDOT SHA Landscape Construction Cost Estimating Manual, and the MDOT SHA Preferred Plant List (PPL) at <http://www.roads.maryland.gov/index.aspx?PageId=25>. In addition, refer to the MDOT

Mr. Jared Carhart
SHA Tracking No: 19APMO006XX
Page 4 of 6
04/17/2019

SHA 2018 Standard Specification for Construction and Materials located at <http://www.roads.maryland.gov/pages/sscm.aspx?PageId=853&lid=SSP>.

- B. The Applicant shall note that MDOT SHA Standards and Specifications for Construction and Materials shall supersede all other specifications for landscape construction within MDOT SHA property; and all landscape construction on MDOT SHA property shall conform to the requirements of the current MDOT SHA Standards and Specifications
2. Plans for Landscape Construction. Provide on Sheet LS101, Detailed Landscape Plan, all existing, proposed, and relocated utility structures and lines relative to all proposed landscape/streetscape elements.
3. Assistance. Please direct future correspondence or questions regarding these comments by email to OEDProjectReview@sha.state.md.us.

Innovative Contracting Division (John Vranish) (Attachments):

Sheet PP-4

- a. The proposed sidewalk has two locations that a pedestrian can change direction. One location is at the loading and unloading area and the other is at the proposed bus stop. A landing area will need to be provided at each location. The landing area will need to be the width of the two intersecting sidewalks and must be 2% in both directions. Provide this note on the plan sheet for each location. First location at loading zone **“Landing Area 8’x 8’ and 2% in Both Directions”** and the other at the bus stop **“Landing Area 8’x 20’ and 2% in Both Directions”**. See attachment.
- b. At the far right, at the tie-in to the existing concrete apron, a MD 655.12 is not needed. Provide a taper over 5’ from the 8’ proposed sidewalk to the existing apron.

If you have any questions, please contact Mr. John Vranish, Maryland Department of Transportation State Highway Administration (MDOT SHA) Office of Highway Development Transportation Engineer, at 410-545-8778 or by email at jvranish@sha.state.md.us.

Mr. Jared Carhart
SHA Tracking No: 19APMO006XX
Page 5 of 6
04/17/2019

Further plan submittals should reflect the above comments. Please submit a CD containing the plans and all supporting documentation in PDF format, including a point-by-point response to reflect the comments noted above directly to the Access Management Division at 9300 Kenilworth Avenue, Greenbelt, MD 20770, to the attention of Mr. Kwesi Woodroffe. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via the SHA Access Management web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions or require additional information please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at kwoodroffe@sha.state.md.us or shaamdpermits@sha.state.md.us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andre Futrell', followed by a stylized flourish or second signature.

Andre Futrell,
District Engineer

AF/ar

cc:

Marvin Coble (SHA-OMT)

Jared Paper-Evers (SHA - ICD)

Eric Frempong (SHA-OMT)

Mr. Derek Gunn, ADE Mo Co., District #3 – Traffic

James Kramperth (SHA - HHD)

Mr. Troy Leftwich (Troy.Leftwich@montgomeryplanning.org)

Aaron Levinthal (OPPE - EPD) Evan Howard (SHA - OMT)

Robert Owolabi (D3 - Traffic - MO Co.)

Oedprojectreview@sha.state.md.us

Attachment 3

Mr. Jared Carhart
SHA Tracking No: 19APMO006XX
Page 6 of 6
04/17/2019

Julie Schablitsky, Assistant Division Chief, HCR

Mr. Deepak Somarajan
(deepak.somarajan@montgomerycountymd.gov)

Ms. Rebecca Torma (Rebecca.Torma-Kim@montgomerycountymd.gov)

Michael Tucker (Kensington Manor Senior Housing LLC)
(michael@ecohousing.net)

John Vranish (OHD - ICD)



**Department of Permitting Services
Fire Department Access and Water Supply Comments**

DATE: 24-Jul-18
TO: Curt Schreffler - curt@casengineering
CAS Engineering
FROM: Marie LaBaw
RE: Kensington Senior Housing (3906 & 3910 Knowles Ave) - Knowles Manor/Kensington
320180210

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **24-Jul-18**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

***** 3/18/2019 Amendment: transformer location and access to SWM planters *****



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Diane R. Schwartz Jones
Director

April 18, 2019

Mr. Curt Schreffler, P.E.
CAS Engineering
10 South Bentz Street
Frederick, Maryland 21701

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
3906 & 3910 Knowles Avenue
Preliminary Plan #: 120190140 & 820190080
SM File #: 284413
Tract Size/Zone: 28,358 SF CRT-2.5
Total Concept Area: 28,358 SF
Lots/Block: Lot A
Parcel(s):
Watershed: Lower Rock Creek

Dear Mr. Schreffler:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via Microbioretention.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Please provide SHA requirements for Stormwater in their Right of Way with the design of the engineered sediment control plan.

This list may not be all-inclusive and may change based on available information at the time.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to



255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

Mr. Curt Schreffler, P.E.
April 18, 2019
Page 2 of 2

reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Andrew Kohler at 240-777-6275.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark C. Etheridge", is written over a light blue horizontal line. The signature is fluid and cursive.

Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: 284413

cc: N. Braunstein
SM File # 284413

ESD: Required/Provided 4005 cf / 4023 cf
PE: Target/Achieved: 2.2"/2.21"
STRUCTURAL: N/A cf
WAIVED: N/A ac.



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdieh
Director

March 08, 2019

Mr. Troy Leftwich, Senior Planner
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

RE: Preliminary Plan No. 120190140
Knowles Manor

Dear Mr. Leftwich:

We have completed our review of the preliminary plan dated January 25, 2019 (Revision Date) that was reviewed by the Development Review Committee at its March 5, 2019 meeting. We recommend approval of the plan subject to the following comments:

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

Significant Plan Review Comments

1. We do not support the layby along Knowles due to traffic safety concern as the Knowles Avenue curves towards the west and may not have enough sight distance for the vehicles travelling eastbound on Knowles Avenue. As Knowles Avenue is maintained by Maryland State Highway Administration (MDSHA), we defer to them for a final decision.
2. We strongly recommend MDSHA, the Maryland-National Capital Park & Planning Commission (MNCPPC) and the Town of Kensington to ensure adequate right-of-way is available along the site frontage to accommodate the two-way separated bike lane including a floating bus stop. Bus

Office of the Director

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

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Mr. Troy Leftwich
Preliminary Plan No. 120190140
March 08, 2019
Page 2

shelters pads are twenty-two (22) foot wide by six (6) feet deep concrete pad that is six (6) inches deep, reinforced with rebar. For operational reasons we would not support that they build this as a short segment.

3. We recommend that the applicant ensure that the ramp on the northeast corner aligns pedestrians directly toward the target receiving ramp.
4. Design all access points to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway.
5. We recommend that the existing sidewalk along the site frontage be improved to a minimum of 5-feet to meet the Americans with Disabilities Act (ADA) requirements.
6. We recommend the applicant install a bus shelter at the location of the existing bust stop. At or before the permit stage, please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate any improvements to the RideOn bus stop located on your site's frontage. Mr. Miller may be contacted at Wayne.Miller2@montgomerycountymd.gov or at 240 777-5836.
7. **Transportation Demand Management:**
 - a) **Information Display:** CSS recommends two types of information display be provided in the lobby:
 - i. a standing display for promotional material (maps, brochures, bus schedules, etc.) on transportation options in the area, and
 - ii. a monitor that displays Real Time Transit Information and other transportation-related information to assist residents, employees and visitors. This can be the same monitor planned for use to display project-related information. It is recommended that the monitor be mounted on the lobby-facing wall between the meeting room and the library for maximum visibility en-route to the fitness area, meeting room, library, multiuse, meeting room, library or office areas.
 - b) **Parking:**
 - i. Provide two electric vehicle (EV) charging stations, or the number required by law, whichever is greater, on site. Given that there is no nearby County garage or other nearby charging facility, on-site charging stations will serve employees and visitors with electric or hybrid vehicles.

Mr. Troy Leftwich
Preliminary Plan No. 120190140
March 08, 2019
Page 3

- ii. To encourage use, relocate the carshare and carpool spaces to more highly-preferential locations than where they are currently shown on the Garage Parking Level Plan near the loading entrance and trash room.

The applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section, or Beth Dennard, both of whom can be reached at (240) 777-8380

Standard Plan Review Comments

8. Show all existing driveways adjacent and opposite the site on the plan.
9. We defer to MDSHA for any improvements along Knowles Avenue (MD-547).
10. **Sight Distance:** The sight distance for the proposed access shall be approved by MDSHA.
11. **Storm Drain Analysis:** The Storm Drain shall be approved by the Town of Kensington or MDSHA.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,



Rebecca Torma, Manager
Development Review Team
Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\Knowles Manor\Letter\ 120190140-Knowles Manor-DOT Preliminary Plan Letter

Enclosures: (0)

cc: Letters notebook

Mr. Troy Leftwich
Preliminary Plan No. 120190140
March 08, 2019
Page 4

cc-e:	Jared Sims Carhart	CAS Engineering
	Erin Girard	Linowes and Blocher LLP
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Wayne Miller	MCDOT DTS
	John Thomas	MCDOT DTE
	Sandra Brecher	MCDOT DTS
	Beth Dennard	MCDOT DTS
	Deepak Somarajan	MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdieh
Director

April 16, 2019

Mr. Troy Leftwich, Senior Planner
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

RE: Preliminary Plan No. 120190140
Knowles Manor
AMENDED LETTER

Dear Mr. Leftwich:

This letter is to amend the comments contained in March 08, 2019 Preliminary plan letter.

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

Significant Plan Review Comments

1. All previous comments in our March 08, 2019, letter remain applicable unless modified below
2. Comment # 7(a)(i) from the previous letter dated March 08, 2019:

Original language:

- a standing display for promotional material (maps, brochures, bus schedules, etc.) on transportation options in the area, and*

shall be DELETED.

Office of the Director

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

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Mr. Troy Leftwich
Preliminary Plan No. 120190140
April 16, 2019
Page 2

3. Comment # 7(b)(i) from the previous letter dated March 08, 2019:

Original language:

- ii. *Provide two electric vehicle (EV) charging stations, or the number required by law, whichever is greater, on site. Given that there is no nearby County garage or other nearby charging facility, on-site charging stations will serve employees and visitors with electric or hybrid vehicles.*

shall be DELETED.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,



Rebecca Torma, Manager
Development Review Team
Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\Knowles Manor\Letter\120190140-Knowles Manor-DOT Preliminary Plan Letter-AMENDED Letter

Enclosures: (0)

cc: Letters notebook

cc-e:	Jared Sims Carhart	CAS Engineering
	Erin Girard	Linowes and Blocher LLP
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Wayne Miller	MCDOT DTS
	John Thomas	MCDOT DTE
	Sandra Brecher	MCDOT DTS
	Beth Dennard	MCDOT DTS
	Deepak Somarajan	MCDOT OTP



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Isiah Leggett
County Executive

Clarence J. Snuggs
Director

May 10, 2019

Mr. Troy Leftwich
Area 2 Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Knowles Manor
Preliminary Plan No. 120190140
Site Plan No. 820190080

Dear Mr. Sigworth:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval.

Sincerely,

Lisa S. Schwartz, Acting Manager
Affordable Housing Programs Section

cc: Jared Sims Carhart, Case Engineering

S:\Files\recurring\Housing\MPDU\Developments\Kensington Manor Senior Housing\Knowles Manor DHCA Letter_5-10-2019.docx

Division of Housing

Affordable Housing

Common Ownership Communities

Landlord-Tenant Affairs

Multifamily Housing

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • www.montgomerycountymd.gov/dhca

Attachment 4

From: [Al Carr](#)
To: [Leftwich, Troy](#)
Subject: Questions about loading at Knowles Manor development at 3906/3910 Knowles Ave
Date: Thursday, May 16, 2019 4:16:40 PM

Good day Troy,

Thank you for discussing the project with me.

As mentioned, I would like to better understand how staff and the planning board will determine whether the following condition from sketch plan has been satisfactorily addressed:

4. 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:

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 am concerned that some percentage of trucks serving the property for moving or for deliveries will be too large to be able to safely maneuver into and out of the proposed loading area and within the garage.

Does staff have data to establish the size of trucks actually used to serve multi-family properties in Montgomery County?

As an anecdote, last September I observed an 18-wheeler truck attempting to back into the loading dock for the large apartment building on Georgia Avenue in Wheaton that sits atop the Safeway grocery store. The truck contained the belongings of a new tenant moving into the building. The driver was unable to navigate successfully and damaged both the truck and the loading dock. Water sprayed powerfully within the loading dock from a ruptured sprinkler pipe ([see video](#)).

So my concern is what will happen when a large truck arrives at the Knowles Avenue property to make a delivery or move a tenant's belongings in or out. I assume that such a truck will park in front of the building on Knowles Avenue, occupying a traffic lane.

Perhaps the staff many want to recommend that the hours for such large truck visits be restricted to off-peak times.

Delivery trucks for many years have routinely blocked the curb lane on southbound Connecticut Ave because of the lack of adequate provision for loading at the adjacent property, 10400 Connecticut Ave. What is new is that I have recently observed trucks also blocking lanes on Knowles Ave while making deliveries to businesses located on both Knowles and Detrick Avenues.

Sincerely,

Al

Attachment 4

Delegate Al Carr

Fedex Truck blocking EB Knowles Ave - April 2019



Montgomery County DLC delivery truck blocking the WB curb lane on Knowles Ave - April 2019



Damaged moving truck in Wheaton - September 23, 2018

Attachment 4



Attachment 4

From: [Molly Hauck](#)
To: [Leftwich, Troy](#)
Subject: Re: My concerns about the proposed building on Knowles
Date: Wednesday, May 22, 2019 10:41:09 PM

Thanks. I will look for it.

On Wed, May 22, 2019 at 1:49 PM Leftwich, Troy
<Troy.Leftwich@montgomeryplanning.org> wrote:

Hi Molly,

No, it's not the HOC property. It's the office building located at 3910 Knowles Ave, Kensington, MD 20895

Thanks,

Troy Leftwich

Planner Coordinator Area 2 Planning Division

Montgomery County Planning Department

8787 Georgia Avenue | Silver Spring, Maryland 20910

troy.leftwich@montgomeryplanning.org

301.495.4553



From: Molly Hauck <mollyphauck@gmail.com>
Sent: Wednesday, May 22, 2019 11:35 AM
To: Leftwich, Troy <Troy.Leftwich@montgomeryplanning.org>
Subject: Re: My concerns about the proposed building on Knowles

Is the building that you are referring to HOC?

Attachment 4

On Wed, May 22, 2019 at 10:05 AM Leftwich, Troy
<Troy.Leftwich@montgomeryplanning.org> wrote:

Hi Molly,

I agree most of Detrick Avenue has resident permit parking. However, there is a portion adjacent to the commercial building at the corner of Knowles and Detrick Avenue that does not require a permit; and is limited to 1-hr parking between 7:30am-5:30pm.

Once I verify the information, I will follow up regarding the number of parking spaces available along both streets.

Regarding the Hearing, anyone can speak or provide written testimony. We do not have a time scheduled at this point.

Also, regarding noticing, the Planning Department mails out "Hearing Notices" 10-days prior to the hearing and will post the agenda via the link below:

<https://montgomeryplanningboard.org/agendas/>

Regarding traffic, Planning Staff and Applicant is aware of the issues regarding traffic congestion on Knowles and Connecticut Avenue. This project has addressed their requirement based on the proposed trips that are being generated.

I hope you find this information helpful.

Thanks,

Troy Leftwich

Planner Coordinator Area 2 Planning Division

Montgomery County Planning Department

[8787 Georgia Avenue | Silver Spring, Maryland 20910](#)

Attachment 4

troy.leftwich@montgomeryplanning.org

301.495.4553



From: Molly Hauck <mollyphauck@gmail.com>
Sent: Tuesday, May 21, 2019 11:45 AM
To: Leftwich, Troy <Troy.Leftwich@montgomeryplanning.org>
Cc: Butler, Patrick <Patrick.Butler@montgomeryplanning.org>
Subject: Re: My concerns about the proposed building on Knowles

Parking:

I just looked at the parking on Summit and Knowles and it is very limited. On Detrick most parking spaces say "permit parking

7 am 5:30pm.

I think that this is M-F.

On Summit there are few parking places.

Please email me a map of all the parking spaces on these two streets and the total number on each street?

What time is the Planning Board mtg on June 20th? Will it be at the Planning Board?

Will certain people from the Planning Board be speaking?

Traffic:

Attachment 4

My main concern is traffic. The intersection at Conn and Knowles has always been the worst one in Kensington.

Have you sent an email about the current status of the proposed bldg and the June 20th mtg to people who live in the many communities in Kensington? I don't think

People know about it.

Molly Hauck

Sent from my iPhone

On May 20, 2019, at 5:32 PM, Leftwich, Troy
<Troy.Leftwich@montgomeryplanning.org> wrote:

Hi Molly,

I appreciate your concerns regarding this project for "Knowles Manor, Preliminary No. 120190140 & Site Plan No. 820190080". Staff is currently drafting the report. Regarding your question for parking, the project meets the requirement, per section 59.6.2.4 By providing 47 vehicle spaces, 26 long term bike spaces and 2 short term bike spaces, for a 94-unit senior housing building. Also, there is available on-street parking within a block of the site. I hope this addresses your concern.

Regarding process, there is a tentative Planning Board date schedule for June 20th. There will be public testimony, or you can submit a written testimony to the planning board via the link below. Since you provided your concern to me I will address this within my report as well. Planning Staff is currently recommending approval with conditions to the Planning Board (which has final determination).

<https://montgomeryplanningboard.org/agendas/>

Please let me know if you have additional questions.

Attachment 4

Troy Leftwich

Planner Coordinator Area 2 Planning Division

Montgomery County Planning Department

8787 Georgia Avenue | Silver Spring, Maryland 20910

troy.leftwich@montgomeryplanning.org

301.495.4553

<image001.jpg>

From: Molly Hauck <mollyphauck@gmail.com>

Sent: Saturday, May 18, 2019 9:44 PM

To: Leftwich, Troy <Troy.Leftwich@montgomeryplanning.org>

Cc: Bob and Ginger Essink <robert.essink@gmail.com>

Subject: My concerns about the proposed building on Knowles

Dear Troy,

I am concerned about whether the building will have enough parking places for the people who will live there, their caregivers and relatives and friends. I have heard that people may need to park in the neighborhood, which already has too little parking. I would like to know what the owners propose to deal with this.

I would also like to know what position AIM is taking on this project.

What are the next steps in the process of getting this project approved? Will there be more public meetings at which residents may express their concerns?

Molly Hauck

Attachment 4

3900 Decatur Ave.

Kensington 20895-1531

Attachment 4

From: [Leftwich, Troy](#)
To: [james cooper](#)
Cc: [Butler, Patrick](#); [Sanders, Carrie](#)
Subject: RE: potential loading problems at the proposed Knowles Manor development at 3906/3910 Knowles Ave
Date: Friday, May 24, 2019 9:49:00 AM
Attachments: [26-CIRC-820190080.pdf](#)

Hi Jim,

Thank you for providing your concerns. Planning Staff will incorporate a condition that will requires the Applicant to not allow vehicles servicing the property to block traffic along Knowles Avenue during peak hours (from 6:30 to 9:30 a.m. and 4:00 to 7:00 p.m.).

Also, as a part of our review, Planning Staff reviewed the truck circulation plan for the Site Plan and has approved the proposal (see Attachment). 18-wheelers are not proposed to service this property.

Regarding "large vehicles trying to access the loading area", the Applicant will control the size of the vendor's vehicles that access the site. However, in the scenario that a large vehicle attempts to access the site, there is a height bar at the front of the access drive that would stop any oversize trucks trying to enter the site.

Thanks,

Troy Leftwich

Planner Coordinator Area 2 Planning Division
Montgomery County Planning Department
[8787 Georgia Avenue | Silver Spring, Maryland 20910](#)
troy.leftwich@montgomeryplanning.org
301.495.4553



From: james cooper <jrcooper_99@yahoo.com>
Sent: Wednesday, May 22, 2019 2:37 PM
To: Leftwich, Troy <Troy.Leftwich@montgomeryplanning.org>; Jill McCrory <tbcpastorjill@gmail.com>; Peter Pickard <pickardpj@yahoo.com>; Kathleen Danforth <kdanforth1930@yahoo.ca>; Helen C. Wilkes <hcrettierwilkes@gmail.com>; Karin Tetzlaff Averbek <kaverbeck@gmail.com>; MAUREEN CAPPADONA <maureen.cappadona@Inf.com>; Marlene Cohn <marlenekc@verizon.net>; Nathan Engle <nlenngle@gmail.com>; metzgerp@niaid.nih.gov; Kristine Oleson <oleson@verizon.net>; Patricia Metzger <pmetzger@trainit.com>; Talia Elkin <talia.elkin@yahoo.com>

Attachment 4

Cc: Al Carr <alfred.carr@gmail.com>; Tracey Furman <mayor.tracey@tok.md.gov>; Darin Bartram <drb3515@gmail.com>; Conor D. Crimmins <conorcrimmins.council@gmail.com>; Bridget Hill-Zayat <bridgethillzayat@gmail.com>; Duane Rollins <duane@grosvenorpark2.com>; Mike Henehan <mhenahan@gmail.com>; Kathi Buss <kdbuss@aol.com>; Brett Bagshaw <brett_bagshaw@yahoo.com>; Meredith Sharp <meredith.sharp@me.com>; Deborah Eckert <deborahanneckert@yahoo.com>; Martha and Val Deale <thedeales@msn.com>; Angelika Stablow <angelik1862@gmail.com>; Annie Frazier <anniefrazier@mac.com>; Carola Alvarez <carolaa@iadb.org>; Laura Brem Silberman <laura.silberman@gmail.com>

Subject: potential loading problems at the proposed Knowles Manor development at 3906/3910 Knowles Ave

Mr Leftwich

I too am concerned about the potential loading problems at the proposed Knowles Manor development at 3906/3910 Knowles Ave. I share Delegate Carr's and other Kensington residents concern that some percentage of trucks serving the property for moving or for deliveries will be too large to be able to safely maneuver into and out of the proposed loading area and within the garage.

Previous emails to the TOK Mayor and Council and during Town Meetings on this subject were raised and never satisfactorily answered by the developer. Delegate Carr's recent May, 16 email to you raises the concern again of what will happen when a large truck arrives at the Knowles Avenue property to make a delivery or move a tenant's belongings in or out and the probability that such a truck will park in front of the building on Knowles Avenue, occupying a traffic lane which will further worsen the exiting failed intersection 100 ft from the proposed building at Knowles and Connecticut Ave. Delegate Carr also questions if the applicant has demonstrated that trucks can safely maneuver into and out of the proposed loading area from Knowles and within the garage.

Jim Cooper

Attachment 4

From: [Jennifer Loukissas](#)
To: [Leftwich, Troy](#)
Cc: [Butler, Patrick](#); [Andrew Friedson](#); [Hacking, Rose M.](#); Michael.Paylor@montgomerycountymd.gov; [Helen Wilkes](#); [Jeff Waldstreicher](#); [Emily Shetty](#); [Al Carr](#); jaredssolomon@gmail.com; [Sanders, Carrie](#)
Subject: Re: written testimony for Oct 11 meeting
Date: Friday, May 31, 2019 10:27:27 AM

How will the delivery issue be enforced? You can imagine that there will be people who request deliveries during peak hours. What's to keep the building managers from allowing that? Is the County now policing the driveways of privately-owned buildings?

what is the procedure to register complains about how the building is managed.

Thanks,
Jennifer

On Fri, May 24, 2019 at 10:19 AM Leftwich, Troy
<Troy.Leftwich@montgomeryplanning.org> wrote:

Hi Jennifer,

Thank you for taking the time for providing your concerns regarding the Knowles Manor, Preliminary No. 120190140 & Site Plan No. 820190080. Regarding sidewalks and providing a green buffer, this project will provide a minimum of a 12' green landscape area between the sidewalk and street; which will provide a safer pedestrian connection along the frontage of the property. (see attachment)

The Applicant will control the timing of deliveries for their vendors that will access the loading area and will not block traffic along Knowles (see attached). Emergency vehicle servicing the property will utilize any space that is needed to address the service call. The plan currently has approval from Fire & Rescue. The project meets the requirement for providing 47 spaces for the 94-unit building. It is not expected that all residents will have or need a vehicle at this location.

I hope this is helpful.

Thanks,

Troy Leftwich

Planner Coordinator Area 2 Planning Division

Attachment 4

Montgomery County Planning Department

8787 Georgia Avenue | Silver Spring, Maryland 20910

troy.leftwich@montgomeryplanning.org

301.495.4553



From: Jennifer Loukissas <jennifer.lynott@gmail.com>

Sent: Wednesday, May 22, 2019 1:11 PM

To: Leftwich, Troy <Troy.Leftwich@montgomeryplanning.org>

Cc: Butler, Patrick <Patrick.Butler@montgomeryplanning.org>; Andrew Friedson <councilmember.friedson@montgomerycountymd.gov>; Hacking, Rose M.

<Rose.Hacking@montgomerycountymd.gov>;

Michael.Paylor@montgomerycountymd.gov; Jeff Waldstreicher

<jwaldstreicher@gmail.com>; Emily Shetty <emily.shetty@gmail.com>; Al Carr

<alfred.carr@gmail.com>; jaredsolomon@gmail.com

Subject: Re: written testimony for Oct 11 meeting

Hi Troy,

I am writing again about the proposed senior housing development for Kensington. Many of us in the community are concerned about the traffic and parking impact that this new building (along with other proposed for the same corridor on Knowles) will have on our community.

Given that there are county and state roads involved, I have copied the Transportation department as well as my D1 councilmember and D18 (state) delegation with the hope that we can find a way forward that makes the most sense.

My concerns are the following:

- maintain a walk-able community for Kensington (the sidewalks on Knowles do not have a median/grassy space between. Summit and Connecticut. This seems unsafe.)
- no adverse effects on local traffic: trucks for deliveries, emergency equipment, etc., will have a hard time getting in and out of that location on Knowles. At the same time, the mayor of the town of kensington is seeing to narrow Summit Ave in the block after Prospect.
- adequate parking (the HOC recently installed an illegal parking lot for their staff, which they have promised to remove; where will residents of the senior housing park once their

Attachment 4

MLP is full? how will that impact the planning for the 27 townhouses proposed for that same corner?).

Thanks in advance for considering these questions and concerns.

Jennifer Loukissas

4222 Warner Street

Kensington, MD 20895

On Mon, Oct 8, 2018 at 3:33 PM Leftwich, Troy
<Troy.Leftwich@montgomeryplanning.org> wrote:

Hi Jennifer Loukissas,

We will make your letter a part of the record. Thank you for providing your comments.

Regards,

Troy Leftwich

Senior Planner, Area 2 Planning Division

Montgomery County Planning Department

8787 Georgia Avenue Silver Spring, MD 20910

301.495.4553

troy.leftwich@montgomeryplanning.org

Attachment 4

From: Jennifer Loukissas <jennifer.lynott@gmail.com>
Sent: Monday, October 8, 2018 1:08 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>; Leftwich, Troy
<Troy.Leftwich@montgomeryplanning.org>
Subject: written testimony for Oct 11 meeting

Dear Troy,

I am not able to attend this week's meeting of the planning board. I respectfully request the attached written testimony be submitted for the record.

With thanks,

Jennifer Loukissas
4222 Warner St, Kensington, MD 20895

Attachment 4

From: [Joan Mitric](#)
To: [Leftwich, Troy](#)
Subject: Questions Concerns re: Knowles Manor senior housing in 1st block off Connecticut. 3300 block (I think)
Date: Thursday, June 6, 2019 7:34:47 PM

Mr Leftwich: (and Chairman Anderson)

I write with concerns and questions re: the senior housing project proposed for the 1st block of Knowles Avenue and across from Strosnider's Hardware, just west of the *failed and at-capacity* intersection @ Connecticut Ave (MD 185) and Knowles (both SHA-maintained roads).

I've lived for 40 years in the Kensington 20895 zip code, specifically (in the Homewood subdivision just east of Capitol View (MD192). Several of my neighbors along Capitol View and Edgewood and Bluford roads share my views. ***But I speak only for myself.***

FIRST: None of us are opposed to senior housing *per se*. In fact, I myself am among the target demographic.

However, *laudable as it is to target lower-income seniors 62 and over*, developers for this project have seriously under-estimated the number of peak/off-peak vehicle trips to be generated when it is fully up and running.

In my humble opinion, that is.

At one presentation for the proposal in February, the developer's spokesperson said something akin to: "we ***don't anticipate*** many residents of Knowles Manor driving." This is inaccurate from both a sociological and a transport perspective. Unless the county designates a low-cost/no cost "**Circulator Type Bus** to ferry residents to CVS, Strosnider's and Safeway, and to make stops down at Johnson's and the Farmer's Market on Saturdays, and at the Kensington Park Library once or twice a day -- ***these folks WILL drive.. even if they put themselves and the rest of us at increased danger.!***

This is not just because they are Americans who've been glued to a car steering wheel since age 15.. but because the ***walkability of this location*** is almost NIL as currently configured.

As a spry 50-year old, I had both a neurologist and an orthopedist in the medical building at 10400 Connecticut.

It was almost IMPOSSIBLE to approach that building's parking lot in a safe and legal manner by car, or as a pedestrian.

The turns are crazy and often difficult to maneuver, if one wants to *legally* gain access to the outdoor ramped parking at 10400 CONN. And the intersection WALK signals for pedestrians are very short -- with many impatient and rude drivers often disregarding the WALK signage entirely. At peak AM/PM times the cross traffic from eastbound drivers on Knowles often disregard the traffic signal and try to enter the northbound Connecticut lanes, effectively blocking the intersection to southbound commuters, and/or local traffic.

The same is true for north or west-bound commuters. NO ONE ever gets slapped with a HIGH FINE at this intersection; fender benders are common, as are pedestrian

Attachment 4

near misses and some deaths at Connecticut & Knowles.

Kensington's teeshirt advertise the community as the place where residents WALK/talk/and take the MARC train.. That is **all** good and was in fact, often possible even 20 years ago.

But now, it is NOT so easy. There are many amenities (some mentioned above: parks, library, a fitness center, Farmer's market, antique row, Strosnider's, restaurants and carry outs in Kensington; buses downtown on Connecticut; Ride-On service to Westfield Mall, Twinbrook, White Flint and Silver Spring metros.

But to make the KNOWLES MANOR housing development work in an integral manner, the county must heavily **INCENTIVIZE residents to LEAVE their cars behind when they go out for daily shopping, walking and errands.** (that's where a developer or county-run circulator bus would add value and safety and be greener than cars!.) Residents might then be persuaded to use cars only on weekends, or for longer trips. Perhaps the developer could also have some kind of shared-parking agreement with the folks at 10400 Connecticut, so overflow traffic, or delivery trucks could park there, *free of charge*.

We have not talked about the VENDORS that ANY senior housing project needs, or the increased deliveries that senior housing always triggers. HERE, we are talking about daily or bi-weekly linens, waste, medical, fire and emergency vehicles, as well as food vendors, on-site nursing staff, or house cleaners, drop-in visitors or staff for patient's routine care. Today, many more folks are ordering groceries or prepared meals (pizza, Peruvian chicken, etc.) to be delivered (*the nearby Safeway offers this service, as does CVS for RX needs.*) So, this all needs to be factored into the traffic picture.

TODAY, it is NOT uncommon to see a large truck, or occasionally *even an 18-wheeler*, or an ambulance blocking the southern most lane on KNOWLES. This makes a dicey traffic situation even worse.

FINALLY, on an OFF-TOPIC tangent. The developer should be required to MOVE the two homes on current site

to an agreed-upon vacant lot, so these buildings can be rehabbed and USED for someone (teacher, first-responders, grocery clerk, nurse, or police officer who works in Montgomery County. Affordable housing is at a premium. It would be unconscionable to demolish two HABITABLE dwellings.

The county would thus join several OTHER ENLIGHTENED jurisdictions (mostly in Western US states) that have created a kind of "Field of Dreams" for houses of eclectic architectural styles -- that may have fallen under *eminent domain use* --or merely be on the path of a proposed use that the overall community deems worthy and good.

SO IN SUMMARY:

ACKNOWLEDGE TRANSIT TRANSIT TRANSIT problems and SEEK to mitigate them prior to the project's commencement. (including, but not confined to, the lack of a safe turning radius underground, insufficient spaces, difficult access and egress for delivery trucks, emergency vehicles, etc). **ALL MUST** be addressed before

Attachment 4

developments gets the GREEN gavel..

DITTO Pedestrian Safety. -- LENGTHEN the pedestrian WALK signals in all directions on Connecticut and Knowles and/or build an UNDERGROUND Passage (like they do all the time in Europe) that connects Kensington Manor's parking garage with a tunnel, or a well-lighted moving sidewalk, or passage across Connecticut and emerges in the Safeway lot.

FINALLY.. I think I am particularly worried about this development because Kensington's eastern 20895 zipcode -- the town's de fact INDUSTRIAL ZONE will also get a much LARGER Development at St Paul's & MD192 (@ the former Mizell LUMBER site). The Kensington Solara Reserve development -- five-stories with two stories set aside for dementia patients -- is shovel ready and apparently ready to start any week now

The SHA said additional traffic generated by this project would NOT reach levels that trigger a thorough traffic study. This is another proposal -- and the fifth SENIOR development in a 2-mile radius from Kensington -- where daily peak/off-peak trips were LOW-BALLED. All traffic generated from the Kensington Solara Reserve will exit EAST of Howard Avenue at St Paul and onto Capitol View (MD192).

There is NO way a signal can go in at this intersection. The road is dangerous and seriously congested during AM/PM rush hours. And this is also **the** route that most families with strollers, or young children use to get to the Farmer's Market, or to patronize restaurants and shops in Old Town.

THERE are NO amenities for this YOUNGER demographic in the SOLARA project. No outside adjacent park that could double as a winter ice-skating or roller rink in middle of SOLARA -- **Nothing for younger families**, who make up a large percentage of this eastern side of Kensington's 20895 and Homewood zipcode.

But the current 2018-19 Planning BOARD DID approve Kensington Solara -- something I believe the Planning Board chairmen & staff NEVER would have done in the 1980s, or all through 1990s -- when I covered the Planning Board for The WashPost. (Those Planning Boards KNEW how dangerous + curvy Capitol View was further south. AND anticipated that riders using the Forest Glen metro -- and peak CUT-Through traffic from I-495 traversing the neighborhood to get to Veirs Mill and Rockville and points north -- or to cut across Howard AVE and the Bridge, or and Knowles to Beech Drive to get to MD 355 or OLD Georgetown Road and Bethesda -- and avoid Beltway congestion -- would worsen traffic exponentially. Smart, Slow, transit- dense development -- is the best way to create walkable, liveable MO CO communities.

Thank you for listening,
Joan McQueeney Mitric
301-933-3042

PLEASE let me know when Knowles Manor will come up before Planning

Attachment 4

Commission (*AND CC the following folks if you would be so kind:*

zebra202@gmail.com, coopervivian@gmail.com, jzitelman@gmail.com,
ktownpiper@protonmail.com, danmgillespie@aol.com, jeff.tyeryar@gmail.com,
alladin1963@gmail.com, sanfuentesj@hotmail.com, duncantebow@comcast.net,
bruce.b.cohen@gmail.com, dtebow@comcast.net, edison54@hotmail.com,
yanceyje@gmail.com, alfred.carr@gmail.com_)



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

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

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 10th 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.

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
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.

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.

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 5

Table 1
Knowles Avenue Site
Trip Generation^{1,2}

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					
				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
Existing																					
Office	710	1,806	SF	2	0	2	0	3	3	2	1	0	0	0	3	3	1	0	0	0	4
Office	710	3,075	SF	<u>3</u>	<u>1</u>	4	<u>1</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
Total Existing				5	1	6	1	6	7	6	2	0	0	0	9	7	2	0	0	0	10
Proposed																					
Senior Living - Attached	252	94	DU	7	12	19	14	11	25	17	7	2	2	4	29	23	9	3	3	6	39
Total Trips				2	11	13	13	5	18	11	5	2	2	4	20	16	7	3	3	6	29

Note:
1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Kensington/Wheaton Policy Area

Table 2
Knowles Avenue Site
Trip Generation^{1,2}

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					
				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
Existing																					
Office	710	1,806	SF	2	0	2	0	3	3	2	1	0	0	0	3	3	1	0	0	0	4
Office	710	3,075	SF	<u>3</u>	<u>1</u>	4	<u>1</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
Total Existing				5	1	6	1	6	7	6	2	0	0	0	9	7	2	0	0	0	10
Proposed																					
Mid-Rise Apartments	221	94	DU	9	25	34	25	16	41	31	13	4	4	8	52	37	16	5	5	10	63
Total Trips				4	24	28	24	10	34	25	11	4	4	8	43	30	14	5	5	10	53

Note:
1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Kensington/Wheaton Policy Area

Attachment 5

Table 3
Knowles Avenue Site
Trip Generation^{1,2}

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					
				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
Existing																					
Office	710	1,806	SF	2	0	2	0	3	3	2	1	0	0	0	3	3	1	0	0	0	4
Office	710	3,075	SF	3	1	4	1	3	4	4	1	0	0	0	6	4	1	0	0	6	
Total Existing				5	1	6	1	6	7	6	2	0	0	0	9	7	2	0	0	10	
Proposed																					
Office	710	62,000	SF	62	10	72	12	60	72	66	18	6	5	11	95	66	18	6	5	11	95
Total Trips				57	9	66	11	54	65	60	16	6	5	11	86	59	16	6	5	11	85

Note:
1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Kensington/Wheaton Policy Area

Table 4
Knowles Avenue Site
Trip Generation^{1,2}

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					
				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
Existing																					
Office	710	1,806	SF	2	0	2	0	3	3	2	1	0	0	0	3	3	1	0	0	0	4
Office	710	3,075	SF	<u>3</u>	<u>1</u>	4	<u>1</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
Total Existing				5	1	6	1	6	7	6	2	0	0	0	9	7	2	0	0	0	10
Proposed																					
Office	710	37,000	SF	37	6	43	7	37	44	40	11	3	3	6	57	40	11	3	3	6	57
Retail	820	15,000	SF	9	5	14	64	69	133	13	5	0	1	1	19	128	44	4	8	12	183
Total Trips				41	10	51	70	100	170	47	14	3	4	7	67	161	53	7	11	18	230

Note:
1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Kensington/Wheaton Policy Area

Attachment 5

Table 5
Knowles Avenue Site
Trip Generation^{1,2}

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					
				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
<u>Proposed</u>																					
Senior Living - Attached	252	94	DU	7	12	19	14	11	25	17	7	2	2	4	29	23	9	3	3	6	39
<u>Development Options</u>																					
Mid-Rise Apartments	221	94	DU	9	25	34	25	16	41	31	13	4	4	8	52	37	16	5	5	10	63
Office	710	62,000	SF	62	10	72	12	60	72	66	18	6	5	11	95	66	18	6	5	11	95
Office	710	37,000	SF	37	6	43	7	37	44	40	11	3	3	6	57	40	11	3	3	6	57
Retail	820	15,000	SF	9	5	14	64	69	133	13	5	0	1	1	19	128	44	4	8	12	183
Subtotal				46	11	57	71	106	177	53	16	3	4	7	76	168	55	7	11	18	240
Difference (Senior Living - Mid Rise Apartments)				-2	-13	-15	-11	-5	-16	-14	-6	-2	-2	-4	-23	-14	-7	-2	-2	-4	-24
Difference (Senior Living - Office)				-55	2	-53	2	-49	-47	-49	-11	-4	-3	-7	-66	-43	-9	-3	-2	-5	-56
Difference (Senior Living - Mixed Use Office & Retail)				-39	1	-38	-57	-95	-152	-36	-9	-1	-2	-3	-47	-145	-46	-4	-8	-12	-201

Note:
1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Kensington/Wheaton Policy Area

Attachment 5

Table 6
Knowles Avenue Site
Trip Generation Comparison With Observed Counts

Land Use	LUC	Amount	Unit	SSP 2016-2020 Trip Generation (Auto Driver Trips)					
				AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Proposed</u>^{1,2}									
Senior Living - Attached	252	94	DU	6	11	17	13	10	23
			Trip Rate (per DU)			0.18			0.24
<u>Observed Counts</u>³									
Victory Towers		187	DU						
			Trips	12	14	26	20	22	42
			Trip Rate (per DU)			0.14			0.22

Note:

1. Trip generation based on ITE Trip Generation Manual, 10th Edition.
2. Kensington/Wheaton Policy Area
3. Based on observed driveway counts taken at the Victory Towers site located in Takoma Park, on August 7, 2018.

Attachment I

Table 1
Victory Crossing Special Exception
Trip Generation Analysis ⁽¹⁾

Land Use	Dwelling Units		<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			In	Out	Total	In	Out	Total
<u>Andrew Kim House</u>								
7:15 am - 8:15 am / 4:00 pm - 5:00 pm	76	Trips Rate	9	9	18 0.24	7	8	15 0.20
<u>Victory Oaks</u>								
6:30 am - 7:30 am / 4:15 pm - 5:15 pm	49	Trips Rate	3	4	7 0.14	7	6	13 0.27
<u>Randolph Village</u>								
8:30 am - 9:30 am / 4:00 pm - 5:00 pm	130	Trips Rate	14	12	26 0.20	22	16	38 0.29

(1) Observed trip generation based on counts conducted Wednesday, August 27, 2014.

Table 2
Victory Crossing Special Exception (ITE Rates)
Trip Generation Analysis ⁽²⁾

Land Use	Rate Source	Dwelling Units		AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Andrew Kim House</u>	ITE 252	76	Trips Rate	3	12	15 0.20	4	16	20 0.25
<u>Victory Oaks</u>	ITE 252	49	Trips Rate	2	8	10 0.20	3	10	13 0.25
<u>Randolph Village</u>	ITE 252	130	Trips Rate	5	21	26 0.20	7	26	33 0.25

(2) Trip generation based on Institute of Transportation Engineers Trip Generation 9th Edition.

Figure 1

PARKING AVAILABILITY MAP



KEY

Restricted to
Permit holders
7:30 AM - 5:30 PM

4 Spaces
1 hour limit
7:30 AM - 5:30 PM

10 Spaces
No Overnight

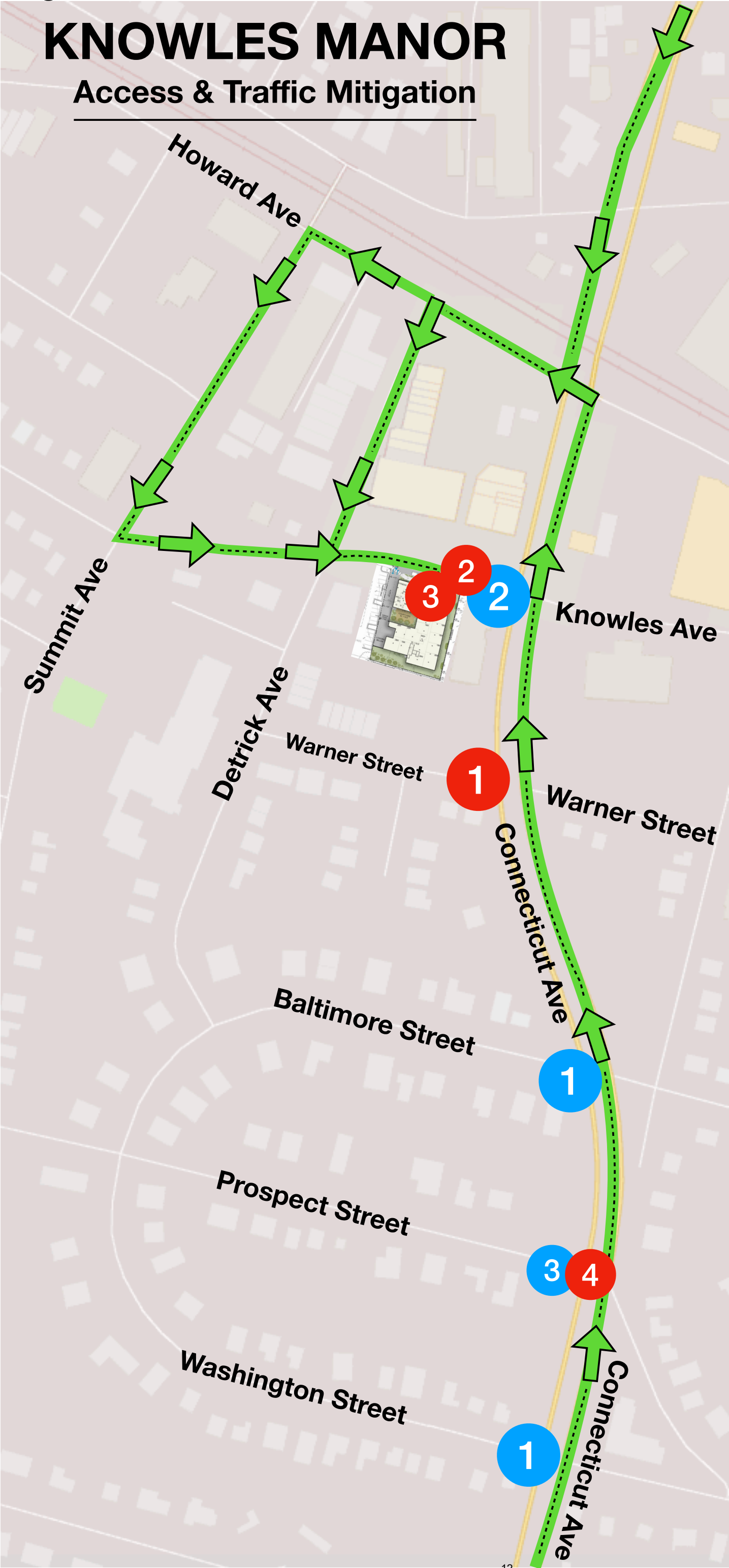
25 Spaces
No Overnight

6 Spaces
2 hour limit
7:30 AM - 5:30 PM

29 Spaces
2 hour limit
7:30 AM - 5:30 PM

TOTAL SPACES: 69

Figure 2



PROPOSED

- 1** Warner & Connecticut
No Trucks & No Through Traffic to Summit Avenue
M-F / 4-7PM
- 2** No Left Turn Into Knowles Manor
- 3** Right Turn Only From Property
- 4** No Through Traffic to Summit Avenue
M-F / 4-7PM

EXISTING

- 1** No Trucks & No Through Traffic to Summit Avenue
M-F / 4-7PM
- 2** Restricted Left Turn onto Knowles Avenue
M-F / 7-9AM
- 3** No Trucks

Green Route is Access to Knowles Manor



Figure 3

Attachment 5

Destination	Travel Time via Bus	Frequency
Whiteflint Metro	11 Min	<div>5</div> Every 20 Min
Grosvenor Metro	5 Min	<div>5</div> Every 20 Min
Medical Center Metro	12 Min	<div>34</div> Every 30 Min
Bethesda Metro	23	<div>34</div> Every 30 Min
Wheaton Metro	9 Min	<div>34</div> Every 15 Min
Silver Spring Metro	18 Min	<div>5</div> Every 20 Min
	20 Min	<div>4</div> Every 12 Min

