




MCPB

Item No. Date:

7-2-20

Residences at Knowles Station, Preliminary Plan No. 120200160

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Staff Report Date: 6/22/20

Description

Request to subdivide one lot into six (6) lots for the construction of six (6) market-rate townhomes; proposal includes provisions for common and public open space and off-street parking.

Location: 4000 Knowles Avenue, Kensington, MD, 20895;

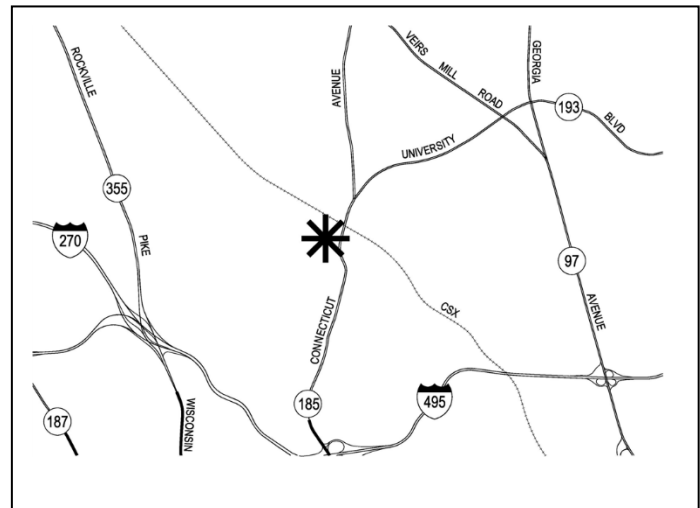
Sector Plan: 2012 *Kensington Sector Plan*; Town Center District;

Zone: CRN-1.0, C-1.0, R-0.5, H-45;

Property Size: 0.19-acre;

Application Accepted: February 12, 2020;

Applicant: 4000 Knowles Venture, LLC;
Review Basis: Chapter 50, Chapter 22A.



Summary

- Staff recommends approval with conditions of the Preliminary Plan.
- The Preliminary Plan proposes to subdivide the Property to create six (6) townhouse lots, two (2) common open space parcels and one (1) public open space parcel.
- As of July 1, 2020, the Subject Property located within the Walter Johnson High School cluster is no longer under moratorium for residential projects with school impacts.
- The Applicant has received approval for a Natural Resource Inventory and Forest Conservation Plan exemption and is subject to approval of a Tree Save Plan.
- The proposal includes the dedication of 15 feet of right-of-way along the Knowles Avenue (MD 547) frontage, for a total of 40-feet to the centerline, to accommodate future construction of the *Bicycle Master Plan* recommendation of a 10-foot-wide, two-way separated bicycle lane. A 10-foot-wide shared-use pathway is the interim condition.
- This Application has received approval from the Town of Kensington Council.

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SECTION 1: RECOMMENDATIONS AND CONDITIONS

Preliminary Plan No. 120200160

Staff recommends approval with conditions of Preliminary Plan No. 120200160, including the Tree Save Plan. 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:

General Approval

1. This Preliminary Plan is limited to a maximum of 10,856 square feet of residential development, six (6) lots for six (6) townhouse dwelling units, two (2) common open space parcels, and one (1) public open space parcel.
2. The maximum height of any residential unit allowed is 40 feet.

Adequate Public Facilities and Outside Agencies

3. 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

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated April 16, 2020 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 MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. Before the issuance of access permits, the Applicant must satisfy the Maryland State Highway Administration’s (SHA) requirements for access and improvements. Plans submitted to SHA for access management review should include roadway (including pavement marking), stormwater management, and storm drain design at a minimum.
7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated May 29, 2020 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.

8. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS"), Fire Department Access and Water Supply Section in its letter dated April 23, 2020 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.

Environment

Forest Conservation

9. The Applicant must comply with the following conditions of approval of the Tree Save Plan, approved as part of this Preliminary Plan.
 - a) The Final Sediment Control Plan must depict the limits of disturbance (LOD) identical to the LOD on the approved Forest Conservation Plan Exemption 42020111E and Tree Save Plan, subject to Staff approval.
 - b) The Applicant must comply with all tree protection and tree save measures shown on the approved Tree Save Plan. Additional tree save measures not specified on the approved Tree Save Plan may be required by the M-NCPPC forest conservation inspector.

Transportation

10. Along Knowles Avenue and Summit Avenue, the Applicant must reconstruct the sidewalks, restripe the crosswalks, and reconstruct the ADA curb ramps as shown on the certified Preliminary Plan with final details subject to review and approval by MDSHA.

Existing Frontage Improvements

11. The Applicant must dedicate fifteen (15) feet and show on the record plat(s) all land necessary to accommodate forty (40) feet from the existing pavement centerline along the Subject Property frontage for Knowles Avenue.
12. Prior to the recordation of plats, the Applicant must satisfy all necessary requirements of MDSHA to construct a ten (10) foot wide shared used path along the property frontage on Knowles Avenue.

Record Plats

13. Except for clearing and grading associated with the existing building demolition, there shall be no clearing or grading of the site prior to recordation of plat(s).

Easements

14. The record plat must show necessary easements.

15. Public Open Space must be recorded within a separate lot or parcel with a protective easement or covenant in the land records, in a form approved by the M-NCPPO Office of the General Counsel, unless the parcel is exempted from recordation under Chapter 50.
16. The plat must include a statement granting public access to the Public Open Space.
17. The record plat must reflect all areas under common ownership.

Open Space, Facilities and Amenities

18. The Applicant must provide a minimum of 1,741 square feet of Common Open Space (20.5% of lot area) and a minimum of 432 square feet of Public Open Space (5% of lot area) on-site, as illustrated on the Certified Preliminary Plan.
 - a. Prior to issuance of the Final Use and Occupancy Certificate, the Applicant must:
 - i. Construct all streetscape improvements along the Property's frontage on Knowles Avenue and Summit Avenue, as shown on the Certified Preliminary Plan.
 - ii. Construct all Common and Public Open Space areas as shown on the Certified Preliminary Plan.
 - iii. Relocate utilities as shown on the Certified Preliminary Plan.
19. The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to, art sculptures, tables, seating, and specialty paving. Furniture may be replaced or reconfigured, with like equivalents, subject to Staff review and approval, without requiring a plan amendment.

Future Site Plan Approval Required

20. Prior to issuance of any building permit that would exceed 40 feet in height, the Applicant must obtain approval of a Preliminary Plan Amendment and Site Plan.

Certified Preliminary Plan

21. The Applicant must include the stormwater management concept approval letter and other applicable agency approval letters, development program, and Preliminary Plan Resolution on the approval or cover sheet(s).
22. The certified Preliminary Plan must contain the following notes:
 - a) *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, sidewalks, and shared use path 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). Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.*
 - b) *All townhouses must have brick exterior and must be substantially similar to the architectural elevations.*

23. The Certified Preliminary Plan extent must include the area on Knowles Avenue (MD 547) to the east of the property frontage.
24. At the time of Certified Preliminary Plan, the Applicant must address the following items. If the 40' height is exceeded, a subsequent Preliminary Plan amendment and Site Plan is necessary; therefore, final details will be determined at Site Plan.
- a. Revise Data Table and all plan notes, where applicable, to show proposed maximum building height at 40 feet; otherwise, a Site Plan must be submitted for review and approval prior to issuance of any building permits.
 - b. Update the architectural elevation drawings to make them consistent in terms of roof line and details. The front elevation should be used as the benchmark.
 - c. Provide a material palette that indicates the specifications of building materials being used, consistent with the proposed application. Minor adjustments in color, texture, manufacturer, etc., are acceptable.
 - d. Revise the Preliminary Plan to show the interim roadway section along the Knowles Avenue (MD-547) frontage:
 - i. Restripe the left lane from 11-ft to a 10-ft lane.
 - ii. Relocate the existing curb 5-ft into the eastbound lane reducing it from 15-ft to an 11-ft lane.
 - iii. 6-ft planting strip.
 - iv. 10-ft sidepath.
 - v. 7-ft green panel.
 - vi. The curb and sidepath along the property frontage should transition to meet the existing curb and sidewalk to the east of the property.

SECTION 2: VICINITY AND SITE DESCRIPTION

Vicinity

The Subject Property, currently known as 4000 Knowles Avenue (outlined in red in Figure 1 below), is approximately 0.19-acre and is located at the southeast corner of the Knowles Avenue (MD 547) and Summit Avenue intersection in the Town of Kensington. Generally, to the west and east, the Property is bordered by a neighborhood of detached homes in the R-60 Zone. To the immediate west of the Subject Property, at the western terminus of Kaiser Place (formerly known as Mitchell Street), a guardrail fronts Summit Avenue. The abutting property to the east of the Subject Property has a single-family detached dwelling and a detached garage, which fronts Detrick Avenue and is also accessible from Kaiser Place. To the south, the Property is bordered by a non-residential use, also in the R-60 Zone. Confronting the Property to the north, at the corner of Knowles and Summit Avenues, is a vacant wooded parcel in the CRT Zone. To the northwest of the Property, across Summit Avenue at the corner of Knowles, is a non-residential use in the CRN Zone. The Kensington Shopping Center is located in close proximity, at the intersection of Knowles Avenue and Connecticut Avenue (MD 185), approximately 350 feet to the east of the Property. The Subject Project is within a Reduced Parking Area due to its location roughly one-half mile from the Kensington MARC station.

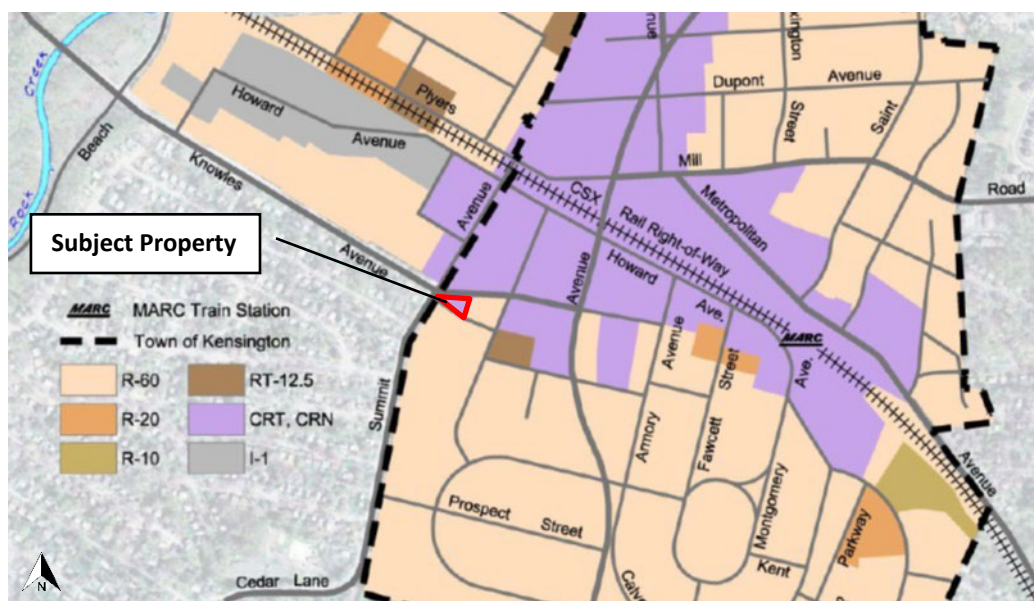


Figure 1: Vicinity Map with Property (0.19-acre) outlined in red

Site Description

The 0.19-acre Subject Property is highly visible due to its location as the western gateway into the Town of Kensington.



Figure 2: View of Subject Property from the intersection of Knowles and Summit Avenues

The Property is comprised of one recorded lot with an existing single-family detached home, with vehicular access from Kaiser Place. Generally, the Subject Property is located at the western edge of the Town Center delineated in the 2012 *Kensington Sector Plan* (Sector Plan). More specifically, the Property is within the Town Center District identified as TC-22 - Kaiser Family and Carlin properties and within the Commercial Residential Neighborhood (CRN) 1.0, C-1.0, R-0.5, H-45' Zone. The residence on the Property is vacant and has fallen into disrepair. The Property has frontage along Knowles Avenue (MD 547), Summit Avenue, and Kaiser Place. There are no curb cuts along Knowles or Summit Avenues. Currently, vehicular access to the Property is from Kaiser Place, and sidewalks exist along the Summit Avenue and Knowles Avenue frontages.

The Property lies within the Lower Rock Creek watershed and contains no forest, streams, wetlands, floodplains, or any associated environmental buffers. There are no known rare, threatened, or endangered species on-site. The Property has one (1) specimen tree which is located within the proposed area of dedication for Knowles Avenue.



Figure 3: Vicinity Map with Property outlined in red



Figure 4: Subject Property (0.19-acre) outlined in red

SECTION 3: PROJECT DESCRIPTION

Proposal

Preliminary Plan No. 120200160 was accepted on February 12, 2020 for a small residential subdivision on 0.19 acre of land in the CRN 1.0, C-1.0, R-0.5, H-45' Zone (the "Project" or "Proposal"). Under the Proposal, the existing single-family home will be demolished, and the lots would accommodate the construction of six (6) townhomes and two (2) common open space parcels and one (1) public open space parcel. The future townhomes would be rear loaded and have four stories. The proposed lots sizes exceed the minimum required lot size of 800 square feet, by providing lots that range from 825 to 1,615 square feet. This variation in lot size is due to the unusual shape of the parcel and site constraints as an infill residential subdivision.

The Application is not required to provide Moderately Priced Dwelling Units (MPDUs) per Chapter 25A-5 of the Montgomery County Code, as the Project results in the development of less than 20 dwelling units. Further, this Application is not subject to a payment to the Housing Initiative Fund since the proposed unit total is under 11 dwelling units.

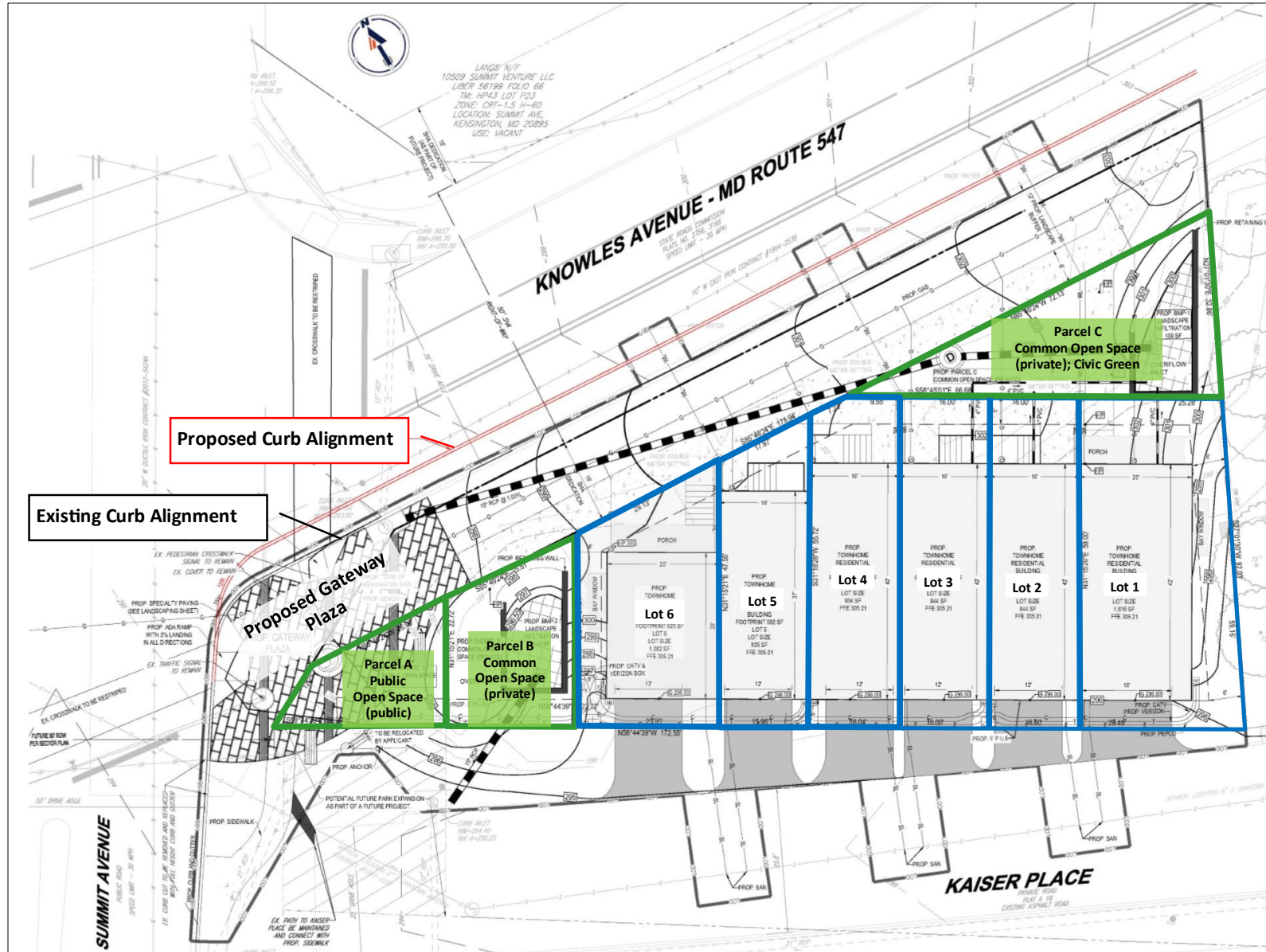


Figure 5: Preliminary Plan (0.19-acre)

Open Space

Three (3) open space parcels are proposed with varying ownership. Parcel A is proposed as a public open space parcel (“gateway plaza”) to be dedicated to the Town of Kensington, located nearest to the intersection of Summit Avenue and Knowles Avenue (MD 547) while Parcels B and C, discussed below, are provided to meet the Site’s common open space requirement. Parcel A is 432 square feet (5% of Site area), whereas Parcels B and C combined are 1,741 square feet (20.5% of Site area). On-site amenities include an art sculpture and seating, to be located within the gateway plaza at the corner of Knowles and Summit Avenues. The publicly owned open space parcel is a highly visible gateway into the Town and is envisioned to connect with a potential future park expansion project to the immediate south. The existing public path along Kaiser Place will remain and will continue to be maintained by the Town of Kensington and will connect with the proposed sidewalk through the public open space. Public open space is not a requirement of the Project; therefore, this proposal of 5% of the Site area as public open space is in addition to the common open space required of this subdivision.

The Applicant proposes privately-owned common open space across two locations on the Property. Proposed Parcel B is adjacent to the proposed gateway plaza and public art fronting the Summit and Knowles Avenues intersection. Proposed Parcel C (“civic green”) is located primarily along the Knowles Avenue (MD 547) frontage. The Proposal includes a total of 20.5% of the Site area as common open space, which exceeds the 10% minimum requirement. Some of the usability of the common open space area is impeded by stormwater management facilities (which is permitted).

Transportation and Circulation

Roadway Dedications

The Project is taking credit for prior right-of-way dedication in the calculation of tract area. Prior road dedications include the provision of 5 feet on Summit Avenue, totaling 1,960 square feet. Required road dedications included in the current Proposal include the provision of an additional 15 feet on Knowles Avenue (MD 547) for a total of 40-feet from centerline. The roadway dedication provided on Knowles Avenue will accommodate landscaping and a shared use path that will eventually be constructed into two-way separated bicycle lanes as recommended in the 2018 *Bicycle Master Plan*.

Vehicular Site Access Point and Parking

There are no existing or proposed curb cuts on Knowles Avenue. Vehicular access to the site is provided via driveways on Kaiser Place. Kaiser Place is owned and maintained by the Town of Kensington. The existing curb cut on Kaiser Place will be reconfigured to accommodate 12-foot-wide driveways on each lot in order to accommodate one (1) internal parking space. The exception is proposed Lot 1, which will have an 18-foot-wide driveway to accommodate two (2) off-street parking spaces. Due to lack of space, no driveway parking can be accommodated between the garages and Kaiser Place. On-street parking is also available for residents and visitors on Kaiser Place and Detrick Avenue. The Subject Project is within a Reduced Parking Area due its location roughly one-half mile from the Kensington MARC station.

Public Transit Service

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

- Ride On Route 5 operates on Knowles Avenue between the Twinbrook Metrorail Station and the Silver Spring Metrorail Station.
- Ride On Route 37 operates on Knowles Avenue between the Wheaton Metrorail Station and the Potomac Community Center on Falls Road.

- Ride On Route 34 operates along Knowles Avenue between Aspen Hill and Friendship Heights Metrorail Station.

Connecticut Avenue (MD 185) is located two blocks east of the Subject Property, where the following routes operate:

- Metrobus Route L8 operates along Connecticut Avenue between Aspen Hill and Friendship Heights Metrorail Station.
- Ride On Route 4 operates along Connecticut Avenue and Amory Avenue between Kensington and the Silver Spring 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.

Architecture

Presently, the Town of Kensington is rich with a variety of historic architecture. Accordingly, per the Kensington Sector Plan Guidelines, the Project seeks to incorporate an innovative design that is sensitive to the Town's historic architecture. The Project seeks to achieve this by incorporating characteristics and patterns of the existing architecture into the new six (6) dwelling units. The proposed architecture does not imitate or duplicate historic buildings, but rather seeks to enhance the diversity of architecture in Kensington by interpreting existing elements in a new way. All townhouse units will have brick exteriors with simplified massing, roof lines, and architectural detailing. The townhouses will have rear balconies, the entrances will have stoops, and the two end units will have porches instead of stoops. All units will have a fourth-story rooftop terrace except for the end unit townhouse closest to the intersection of Summit and Knowles Avenues. Both end unit townhomes will be enhanced with bay windows. If there is not a subsequent Site Plan filed, at the time of Certified Preliminary Plan, the Applicant must provide a material palette that indicates the specifications of building materials being used, consistent with this Application.



Figure 6: Rendering of the Project – View from Knowles Avenue



Figure 7: Rendering of the Project – View from Kaiser Place

SECTION 4: COMMUNITY CORRESPONDENCE

The Applicant has met all proper signage, noticing and pre-submission meeting requirements for the submitted Application. A pre-submission community meeting for the Preliminary Plan was held on December 2, 2019 at the Town of Kensington's Town Hall. With 16 residents in attendance, questions and concerns were raised about trees to be removed, the traffic to be generated, building heights, a desire to increase the proposed density, and how this site relates to the development proposal on the confronting property to the north. While both sites are gateways into the Town, the Applicant is coordinating with the Town and Staff and each site will move forward under a separate application.

Additionally, the Applicant met with the Town of Kensington's Development Review Board (DRB) on various occasions: November 19, 2019, February 12, 2020, and March 4, 2020. A public meeting was held on March 9, 2020.

Staff is also in receipt of a letter of support from the Town of Kensington Council dated March 18, 2020 (Attachment 1). Alongside high-quality architectural treatment on all four sides of the project, the Kensington Town Council requested further review by the Applicant and Planning Staff regarding a revised layout in which the driveways on Kaiser Place will accommodate off-street parking for one vehicle within each driveway to avoid overflow into the public right-of-way, in addition to the garage spaces provided. Below, Figure 8 shows the draft submission from the Applicant during the Pre-Application phase, which prioritizes off-street parking and reflects a condition that would address the Town's concerns.

After receiving the Town Council's correspondence, Planning Staff discussed with the Town the progression of layouts that moved away from the initial proposed layout (Figure 8) and explained site limitations, due to the lot size and irregular shape, can result in townhomes being located closer to Kaiser Place to accommodate additional driveway parking, resulting in the loss of the common open space fronting Knowles Avenue, increased impervious area on the project, and a less desirable organization and interface of the townhouses with the public realm along Knowles Avenue. Instead of increasing impervious surface in the rear of the townhomes for additional onsite vehicular parking, the final site arrangement prioritizes usable open space, a reduction in impervious surfaces, and a much better edge between the townhouses and Knowles Avenue, which better allows for people to enjoy the additional open space and contributes to a desirable public realm envisioned by the Sector Plan. The Project is also within a Reduced Parking Area, which reduces the parking requirement from two (2) parking spaces to one (1) parking space per unit due to proximity to the MARC Kensington Station. Feedback was also factored in from the Parks Department noting the dearth of existing open space in the immediate vicinity, based on their Energized Public Spaces (EPS) analysis of this section of Kensington. Finally, the future residents of the townhouses can utilize on-street parking along Kaiser Place, if needed. The Town found these four key reasons satisfactory in their request to further re-assess additional parking accommodations. Achieving an appropriate balance between parking, open space, and stormwater management on the Subject Property is further noted in Section 5 of this Staff Report.

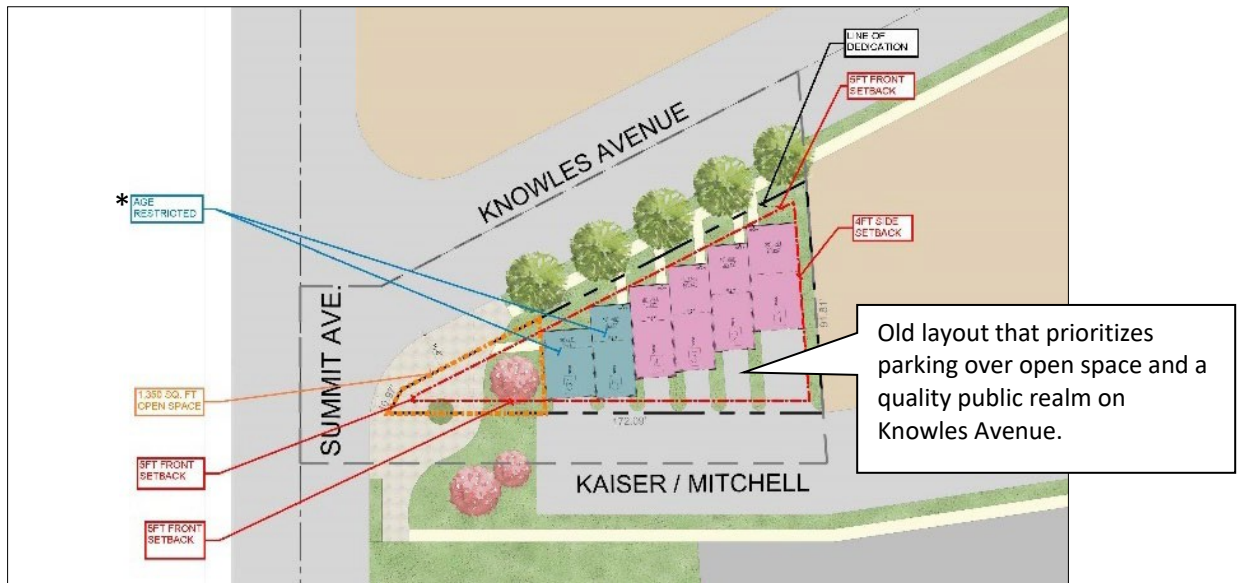


Figure 8: Example from Pre-Application Preliminary Plan Concept
 (*Age-restricted units are no longer proposed in this Application.)

Staff also received several emails during the review process from residents inquiring about details of the Project. An opposition letter (Attachment 5) was also received which requests the Planning Board to deny the approval of the application due to concerns for additional traffic generated, the burden placed on parking in the area, and the cumulative impact on traffic when the confronting property to the north is developed (10509 Summit Avenue). The objection letter was received with an attached map illustrating the Knowles Avenue and Summit Avenue intersection and surrounding uses with estimated parking counts. Staff has provided an analysis in Section 5 below and determined that there are adequate public facilities to accommodate vehicular traffic anticipated by the proposed redevelopment.

SECTION 5: ANALYSIS AND FINDINGS

In making the findings under Section 50-4.2.D of the County Code, the Planning Board must consider the following aspects of the application to approve the 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 sizes and layout of the subdivision are appropriate given its location, the type of use contemplated and the applicable requirements of Chapter 59.

In a broader context, the 2012 *Kensington Sector Plan* recognizes that the revitalization of Kensington will take place either on larger parcels within the CRT Zone or on smaller parcels within the CRT and CRN Zones. Considering the recommendations of the Sector Plan, proposed lot sizes on this block in which the Property is located are smaller in comparison to surrounding properties within the CRN zoning district. More specifically, the Sector Plan envisions the redevelopment of the Subject Property for commercial or residential uses. The Proposal seeks to implement residential uses that can yield smaller lots. Therefore, the lot design is appropriate for the development and use contemplated as required by Section 50.4.3.C of the Subdivision Regulations.

Per the Sector Plan's vision for the Town Center, "buildings along the Town Center streets should be setback 15 to 25 feet from the curb to provide adequate space for sidewalks separated from traffic by a green panel or trees." The Project follows this setback guidance by closely aligning the rear of the townhomes along Kaiser Place, rather than the fronts of the townhomes along Knowles Avenue. The size, width, shape, and orientation of the proposed six (6) lots for residential use are considered appropriate for the specific location and surrounding context. Due to the triangular orientation of the existing lot, the depth of each new lot will vary. The proposed subdivision layout also enables adequate turning movements on Kaiser Place and safe and efficient pedestrian access on Knowles Avenue.

Further, Section 50.4.3.C.1.c states: "Side lines of interior lots must to the extent possible be aligned perpendicular to the road line or radial to a curved road line." The Proposal for Lots 1 through Lot 6 provides perpendicular lines to the extent feasible, considering the lot orientation to surrounding roadways. Additionally, the proposed common open space parcels are not exactly perpendicular to the road line due to the need to address open space and stormwater management. The Preliminary Plan provides for required and adequate open spaces across three (3) parcels – two common open space parcels for the Project's HOA to own and maintain and one (1) public open space parcel to be dedicated to the Town of Kensington.

Staff acknowledges that this is a particularly challenging site to develop and to satisfy various code requirements due to the unusual shape, size, physical location, and surrounding context of the Subject Property. The initial designs for storm water management had very little usable open space for users to enjoy and recreate, albeit this is permissible to accommodate on-site treatment requirements. In response, the Applicant has relocated and reconfigured the stormwater management facilities, which are located exclusively within the open space parcels. Planning staff supports that usable open space should be provided to the greatest extent feasible, which is reflected in the proposed lot lines.

The proposed lots were reviewed for compliance with the dimensional requirements for the CRN Zone as specified in the Zoning Ordinance. As illustrated in Table 1, the proposed lots will accommodate the anticipated use and meet all the dimensional requirements for open space, lot, density, height, placement, form, and building type in the zone, and the Build-to-Area (BTA).

Table 1 – Development Standards in the CRN Zone

Standard	Required/Permitted	Proposed (Lots #1-6)
1. Density		
Density - Residential	0.5 FAR	0.5 FAR (up to 10,856 sq. ft.)
Density - Commercial	1.0 FAR	0.0 FAR
Minimum lot size	800 sq. ft.	825 sq. ft. up to 1,615 sq. ft.
Max Lot Coverage (townhouse)	n/a	n/a
Common Open Space (Site)	10% min. (840 sq. ft.)	20.5% (1,741 sq. ft.)
Public Open Space (Site)	n/a	5% (432 sq. ft.)
Off-street Parking	1 space/ dwelling unit	1 space/ dwelling unit
3. Placement		
Front Setback	5 ft. min.	5 ft.
Side Street Setback	5 ft. min.	5 ft.
Side Setback Abutting R-60	6 ft. min.	6 ft.
Rear Setback	5 ft. min.	5 ft.
Lot Width at Front Building Line	12 ft. min.	16 ft. - 20 ft.
Max Building Height	45 ft.	Up to 40 ft.
4. Build-to-Area		
Building in front street Build-to-Area	70%	Lots front on open space
Front Setback	15 ft.	Varies, Up to 15 ft.
5. Unit Type		
MPDU's Required	No	No

As previously noted, the Subject Property is within the CRN zoning district and surrounded by properties in the R-60 zoning district to the west, south, and east. Per Section 59.4.1.8.B.2.a, when a Subject Property abuts a property in a residential detached zone improved with a residential use, height compatibility must be satisfied. Therefore, any structure on the Subject Property may not protrude beyond a 45-degree angular plane projecting over the abutting property. The single-family dwelling on the abutting property is slightly uphill from the Subject Property, particularly at the front corner and middle of the proposed abutting unit. As shown in Figure 9, the Proposal complies with applicable height restrictions and compatibility.

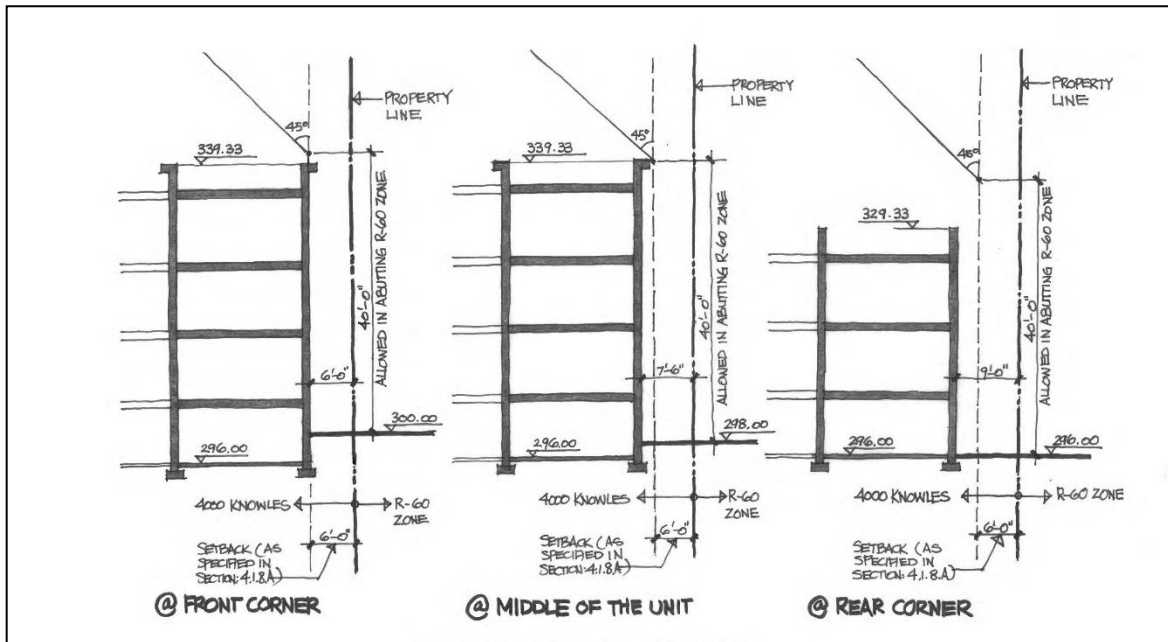


Figure 9: Height Compatibility for Subject Property and Abutting Property to East

2. The Preliminary Plan substantially conforms to the Master Plan.

The Preliminary Plan substantially conforms to the recommendations within the 2012 *Kensington Sector Plan* ("Sector Plan").

a. Land Use

The Sector Plan's vision is to "promote a mixed-use Town Center with pedestrian-friendly connections to the vibrant neighborhoods that define Kensington." The Plan depicts the Town Center as "a lively and active place with streets that are welcoming and comfortable for residents, workers, and visitors."

The Kensington Sector Plan's recommendations seek to protect the environment by "promoting sustainable infill and reuse, with a goal of creating a neighborhood with the lowest feasible carbon footprint," and by "implementing effective environmental practices that will inspire current residents and future generations to become stewards of the environment."

The Subject Property is located within the Sector Plan's Town Center District Area (TC-22), which is identified as the Kaiser Family and Carlin properties. This area consists of two adjacent properties on 0.8 acres bounded by Knowles Avenue, Detrick Avenue, Kaiser Place, and Summit Avenue. The Kaiser Family property, at the corner of Knowles and Detrick Avenues, is a residence in the R-60 Zone. The Subject Property is known in the Sector Plan as the Carlin property, which is closest to the intersection of Summit and Knowles Avenues, and has been used as both an office and a residence. The Sector Plan recommended the CRN 1.0: C 1.0, R 0.5, H 45' for the Carlin property, which reflects the existing zoning.

The Project satisfies the intent of the CRN zone as envisioned in the Sector Plan to target opportunities for redevelopment, encourage development that integrates a combination of housing types, and foster pedestrian-scale development and appropriate transitional edges.

b. Environment

There are no site-specific environmental recommendations for the Property within the Sector Plan. However, the Sector Plan broadly envisions that all private and public development should practice sustainable design and building to protect and enhance the environment. High priority has been placed on several goals, including reducing the amount of impervious surface to maximize infiltration and treating stormwater runoff with environmentally sensitive design (ESD), and reducing energy consumption and carbon emissions through reduced vehicle use. The Project includes ESD to the greatest extent feasible, which includes a planter box and landscape infiltration. Also, the Property is within close proximity to the Kensington MARC service, which results in fewer required parking spaces. Via a new shared used path, the Project will also expand access to walking and bicycling to help reduce carbon emissions.

c. Transportation

Sector-Planned Roadway

Knowles Avenue is designated as an Arterial, A-66, with a recommended 80-foot right-of-way in the 2012 *Kensington Sector Plan*. Accordingly, the Knowles Avenue public right-of-way will be increased by the Applicant by 15-feet of dedication, for a total of 40 feet to the centerline, along the Property's frontage.

Master-Planned Bikeway

The 2018 *Bicycle Master Plan* recommends the construction of two-way separated bike lanes on the south side of Knowles Avenue along the Site's frontage. However, the Master Plan recommended bike lanes would not be installed under this Application, but with either a future Capital Improvement Project (CIP), or a developer contribution in the future. As an interim condition, this Application is narrowing lanes on Knowles Avenue and extending the curb along the Site's frontage by 15 feet to provide the right-of-way for a bicycle facility.

More specifically, interim conditions under this Application are as follows:

- Narrow existing travel lanes on Knowles Avenue by a total of four (4) feet and re-stripe lanes:
 - Reduce southbound turn lane from Knowles Avenue to Summit Avenue to 10-feet wide.
 - Reduce eastbound travel lane on Knowles Avenue (along the Site's frontage) from 15-feet to 11-feet. The curb and sidepath along the Property frontage should transition to meet the existing curb and sidewalk to the east of the Property.
- 7-foot landscape panel
- 10-foot shared-use path (asphalt) as interim master-planned bicycle facility
- 6-foot landscape panel

For a final future condition, the 10-foot wide shared pathway will eventually be converted into two-way separated bike lanes and will include a parallel 6-foot sidewalk. As shown in Figure 10 below, the final future conditions are anticipated as follows:

- Maintain 10-foot wide southbound turn lane from Knowles Avenue to Summit Avenue
- Maintain 11-foot wide eastbound travel lane on Knowles Avenue (along the Site's frontage)
- 6-inch curb
- 6-foot planting strip
- Convert 10-foot asphalt shared-use path into 10-foot two-way bicycle lanes
- 1-foot transition/3-inch curb
- Install new 6-foot wide sidewalk

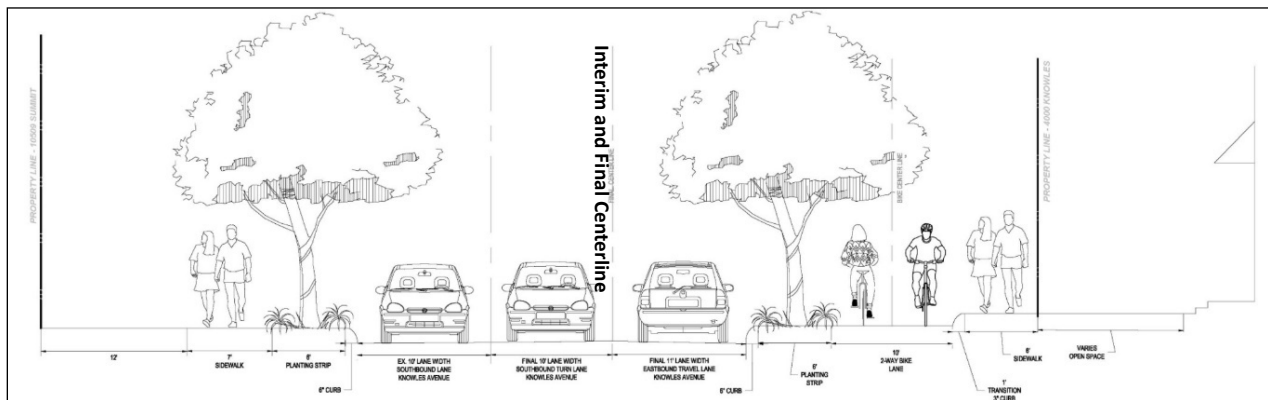


Figure 10: Road Section for Knowles Avenue – Final Future Conditions

Condition Pedestrian and Bicycle Facilities

In addition to the above mentioned interim shared use pathway improvement, the Application includes a 5-foot lead-in sidewalk that will connect to each unit and provide access to the civic green. The gateway plaza on the west side of the site will serve as a “gateway” to Kensington. The plaza will be enhanced with landscaping, hardscape, lighting, and street furniture.

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

a. Roads and Other Transportation Facilities

Transportation access is adequate to serve the proposed development by this Preliminary Plan.

i. Existing Facilities

Existing and future vehicular access to the site is provided via driveways on Kaiser Place, which are adequate to accommodate vehicular traffic anticipated by the proposed redevelopment. The Property is currently served by sidewalks along the frontages of Summit and Knowles Avenues.

ii. Proposed Public Transportation Infrastructure

Improvements for non-motorized transportation along Knowles and Summit Avenues will be constructed as a result of this Application. The existing sidewalk along Knowles Avenue will be replaced with a ten-foot wide shared-use path that is wide enough for use by bicyclists and

pedestrians. The existing sidewalk along Summit Avenue will be reconstructed as part of the adjacent public open space area but delineated by distinctive materials. To facilitate safe pedestrian crossings, ADA curb ramps will be reconstructed with landings in all directions. Two existing crosswalks will be restriped, to the west and east of the Knowles and Summit Avenues' intersection. The existing access point along Kaiser Place will continue to allow access via the rear garages of the townhomes. The driveway widths are the appropriate width and have adequate space between the adjacent driveway. The intersection of Knowles and Summit Avenues will be realigned with a 15-foot turning radius and the curb will be realigned to account for the 15-foot dedication of public right-of-way along Knowles Avenue.

iii. *Proposed private transportation infrastructure*

Section 59.6.2.4 of the Zoning Ordinance requires a minimum of one parking space per dwelling unit for a total of 6 parking spaces for the Project. Adequate parking will be provided to support the proposed townhouses, and each proposed lot will independently meet its parking requirement. The Project does not include any private roads, trails or shuttles.

b. Local Area Transportation Review (LATR)

The Institute of Transportation Engineers' Trip Generation rates are used to calculate the peak-hour trips generated by the proposed six townhomes. Based on this projection, five (5) person trips are expected to be generated in the peak morning hour and five (5) person trips are expected to be generated in the evening peak hour. The site will generate fewer than 50 total person trips, and per the 2017 *Local Area Transportation Review Guidelines*, a transportation study is not required.

c. School Capacity

Overview and Applicable School Test

Preliminary plan application #120200160 for Residences at Knowles Station is scheduled to come before the Planning Board for review on July 2, 2020. Therefore, the FY21 Annual School Test, approved by the Planning Board on June 25, 2020 and effective July 1, 2020 is applicable. The application proposes development of 6 townhouses (5 new dwellings, one existing single-family unit to be demolished).

Calculation of Student Generation

To calculate the number of students generated by the proposed development, the number of dwelling units is multiplied by the applicable regional student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low- to mid-rise multifamily unit, or high-rise multifamily unit. The Subject Property is located in the southwest region of the County.

Table 2: Per Unit Student Generation Rates – Southwest Region

	Elementary School	Middle School	High School
SF Detached	0.186	0.109	0.151
SF Attached	0.167	0.085	0.111
MF Low-Rise	0.150	0.068	0.085
MF High-Rise	0.041	0.018	0.025

With a net of 5 single-family attached units, the proposed project is estimated to generate the following number of students:

Table 3: Student Generation

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
Single Family Detached	-1	0.186	-0.186	0.109	-0.109	0.151	-0.151
Single Family Attached	6	0.167	1.002	0.085	0.510	0.111	0.666
TOTAL	5		0		0		0

On average, this Project is estimated to generate 0 new elementary school students, 0 new middle school students, and 0 new high school students.

Cluster Adequacy Test

The project is located in the Walter Johnson High School Cluster. The student enrollment and capacity projections from the FY21 Annual School Test for the cluster are noted in the following table:

Table 4: Student Enrollment and Capacity Projections

School Level	Projected Cluster Totals, September 2025			Moratorium Threshold	Estimated Application Impact
	Enrollment	Program Capacity	% Utilization		
Elementary	4,607	4,579	100.6%	888	0
Middle	2,494	2,449	101.8%	444	0
High ¹	2,127	2,321	91.6%	658	0

The Moratorium Threshold identified in Table 4 is the number of additional projected students that would cause the projected utilization to exceed the 120% utilization threshold and therefore trigger a cluster-wide residential development moratorium. As indicated in the last column, the estimated enrollment impacts of this application fall below the moratorium thresholds at all three school levels. Therefore, there is sufficient capacity at the elementary, middle and high school cluster levels to accommodate the estimated number of students generated by this Project.

Individual School Adequacy Test

The applicable elementary and middle schools for this Project are Kensington-Parkland Elementary School and North Bethesda Middle School, respectively. Based on the FY21 Annual School Test results, the student enrollment and capacity projections for these schools are noted in the following Table 5:

¹ The projected Walter Johnson High School enrollment has been modified to estimate the impact of redistricting students to Woodward High School in September 2025.

Table 5: Student Enrollment and Capacity Projections for Individual Schools

School	Projected School Totals, September 2025				Moratorium Threshold	Estimated Application Impact
	Enrollment	Program Capacity	% Utilization	Surplus/ Deficit		
Kensington-Parkwood ES	644	757	85.1%	+113	265	0
North Bethesda MS	1,301	1,233	105.5%	-68	179	0

Under the individual school adequacy test, a school is deemed inadequate if the projected school utilization rate exceeds 120% and the school seat deficit meets or exceeds 110 seats for an elementary school or 180 seats for a middle school. If a school's projected enrollment exceeds *both* thresholds, then the school service area is placed in a residential development moratorium.

The Moratorium Enrollment Thresholds identified in Table 5 above are the numbers of additional projected students that would cause the projected utilization to exceed the 120% utilization threshold and the seat deficit threshold. As indicated in the last column, the estimated enrollment impacts of this application fall below the moratorium thresholds for both Kensington-Parkwood Elementary School and North Bethesda Middle School. Therefore, there is sufficient anticipated school capacity to accommodate the estimated number of students generated by this Project.

Analysis Conclusion

Based on the school cluster and individual school capacity analysis performed, using the FY2021 Annual School Test, there is adequate school capacity for the amount and type of development proposed by this Application.

d. Other Public Facilities and Services

The Project will be adequately served by public water and sewer, of which these mains currently service the Property. Dry utilities including gas, electricity, and telephone will also serve the Property. Fire access for the Property has been deemed adequate according to a letter issued on April 23, 2020, by the Montgomery County Department of Fire and Rescue Services.

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

a. Environmental Guidelines

Staff approved a Natural Resources Inventory/Forest Stand Delineation (NRI/FSD No. 42020111E) on January 30, 2020. The Property contains no streams or stream buffers, wetlands or wetland buffers, hydraulically adjacent steep slopes, 100-year floodplains, or known habitats of Rare, Threatened or Endangered species, or historic resources. The Property is within the Lower Rock Creek Watershed, which is a Maryland State Use Class I-P stream. This watershed is not in a Special Protection Area. The submitted Preliminary Plan is in conformance with the Montgomery County Planning Department's *Environmental Guidelines*.

b. Forest Conservation

The project is subject to the Montgomery County Forest Conservation law (Chapter 22A of the

Code) but the Property is exempt from Article II under Section 22A-5(s)(2). This exemption was granted because the proposed activity occurs on a tract of land less than 1 acre in size that will: clear no more than 20,000 square feet of forest; and the afforestation requirements are not in excess of 10,000 square feet. However, since the plan does propose to clear one (1) specimen tree on-site, a Tree Save Plan is required as per Section 22A-6(b). The Project is subject to compliance with the Tree Save Plan.

The Applicant has submitted a Tree Save Plan for approval with the Preliminary Plan, due to the proposed removal of one (1) specimen tree onsite (Figure 11 (Mitchell Street is presently known as Kaiser Place)). While the Tree Save Plan also shows the removal of one (1) specimen tree on adjacent residential property, this tree may not be removed without the adjacent property owner's permission. While the project is not subject to the variance provisions under Article II, the Applicant is proposing to plant two (2) native canopy trees and three (3) ornamental trees, as well as street trees in the right of way. The landscape trees will replace the form and function of the specimen tree lost.

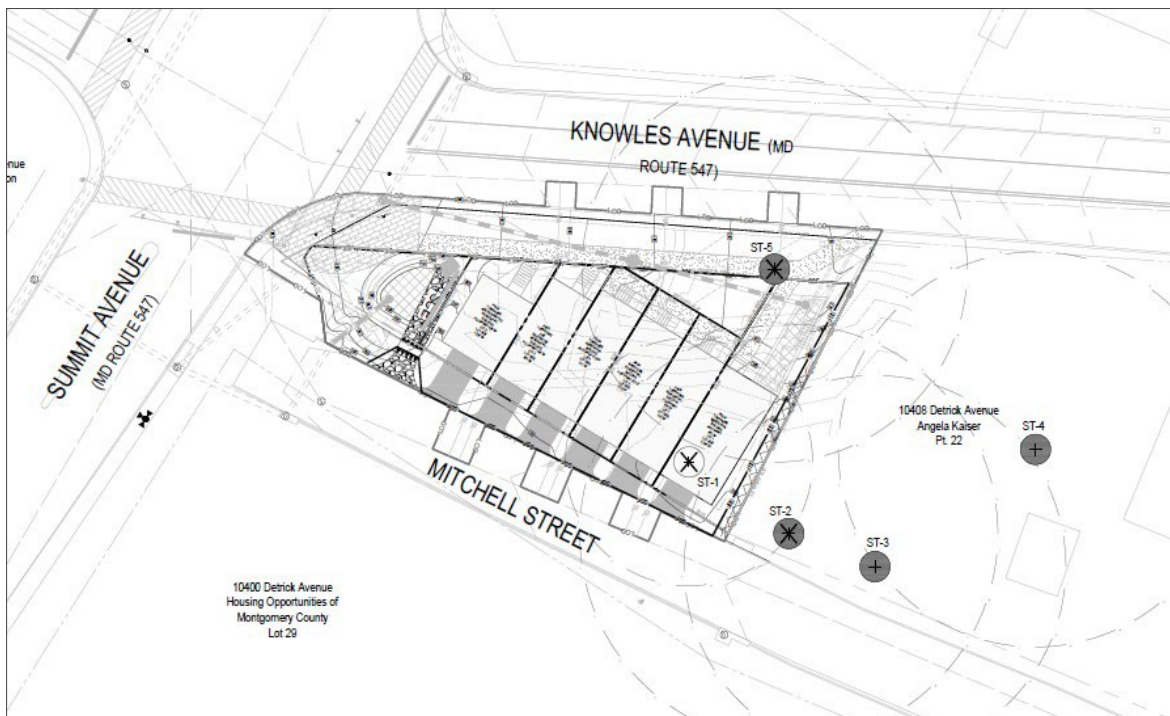


Figure 11: Proposed Tree Save Plan

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 May 29, 2020. The Application will meet stormwater management goals through ESD in the form of a planter box and landscape infiltration. At the request of the Applicant, a stormwater management waiver has been granted by MCDPS and is supported by the Planning Department due to site constraints.

6. *Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.*

Not applicable.

7. *Any other applicable provision specific to the property and necessary for approval of the subdivision is satisfied.*

Not applicable.

SECTION 6: CONCLUSION

The Application meets all applicable requirements of County Code Chapter 50, the Subdivision of Land. The Tree Save Plan meets all applicable Forest Conservation requirements of Chapter 22A of the County Code. Access and public facilities will be adequate to serve the proposed subdivision, and the proposed development conforms with the 2012 *Kensington Sector Plan*. The Application has been reviewed by other applicable county agencies, all of which have recommended approval of the application. The Application has also been reviewed and approved by the Town of Kensington Council. Therefore, Staff recommends approval of Preliminary Plan No. 120200160, with the conditions listed at the beginning of the Staff Report.

ATTACHMENTS:

1. Town of Kensington Letter – March 18, 2020
2. Montgomery County Department of Transportation – April 16, 2020
3. Montgomery County Fire Department Access and Water Supply – April 23, 2020
4. Montgomery County Department of Permitting Services – May 29, 2020
5. Opposition Letter from Kensington Resident - June 8, 2020

ATTACHMENT 1

Mayor Tracey Furman

Council Member Darin Bartram
Council Member Bridget Hill-Zayat



Council Member Conor Crimmins
Council Member Duane Rollins

March 18, 2020

Mr. Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

**RE: Support for the *Residences at Knowles Station – Phase I*
4000 Knowles Avenue, Kensington**

Dear Mr. Anderson:

On behalf of the Kensington Town Council, we wish to submit this letter expressing our support for the *Residences at Knowles Station – Phase I* (plan #42020111E) development project that the Planning Board is reviewing for 4000 Knowles Avenue. The support we express is specific to the latest, 6-unit townhouse proposal reviewed by the Town's Development Review Board (DRB) on March 04, 2020, and to the Town Council during our public meeting on March 09, 2020.

The Town Council voted during our regularly scheduled Town Council meeting on March 09, 2020, to support this project with one condition and one concern. Support from the DRB was predicated on the condition that the applicant continue to work with Park and Planning Staff on the overall design, materials, and community benefits to ensure that the project meets or exceeds the requirements outlined within the *Kensington Sector Plan*. Additionally, support from the Town Council comes with one area of concern for further review by the applicant and Planning Staff; that the project location within the lot be adjusted such that sufficient space exists for each driveway along Kaiser Place/Mitchell Street to accommodate off-street parking for one vehicle in the driveway. We do not believe the space currently provided will accommodate most cars, allowing them to extend into the public right of way.

The *Residences at Knowles Station – Phase I* project consists of six (6) residential townhomes to be located at 4000 Knowles Avenue, at the southeast corner of Knowles and Summit Avenues within the Town of Kensington. The applicant, Woodside Ventures, has presented this project within the Town on four (4) separate occasions: to the DRB on November 19, 2019; February 12, 2020; and March 4, 2020; and in a community meeting on December 2, 2019. We have been pleased with the applicant's readiness to accept

Town of Kensington 3710 Mitchell Street Kensington, MD 20895
Phone 301.949.2424 Fax 301.949.4925
www.tok.md.gov

input from the DRB and local residents to date, and also appreciate the applicant's commitment to exceptional design, including ensuring that all four sides are aesthetically pleasing with high-quality windows, materials, and other finishes.

While this project continues to be reviewed by Planning Staff and amended by the applicant during the normal development process, the Town has expressed our desire to the applicant to continue reviewing the project to ensure that it adheres to both the *Kensington Sector Plan* and our *Design Guidelines*. As this project evolves, the Town may provide further communications of its views to the Planning Technical staff and Planning Board.

Sincerely,



Tracey Furman
Mayor

CC:

Kensington Town Council

Matt Hoffman, Kensington Town Manager

Tom Brault, Woodside Ventures

ATTACHMENT 2



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

April 16, 2020

Ms. Tamika Graham, 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. 120200160
The Residences at Knowles Station

Dear Ms. Graham:

We have completed our review of the preliminary plan uploaded on eplans dated April 7, 2020. A previous plan was reviewed by the Development Review Committee at its March 3, 2020 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. On the certified Preliminary Plan, we recommend that the applicant revise the plan to show the interim roadway section along Knowles Avenue (MD-547) along their frontage:
 - Restripe the left lane from 11-ft to a 10-ft lane.
 - Relocate the existing curb 5-ft into the eastbound lane reducing it from 15-ft to a 11-ft lane.
 - 6-ft planting strip.
 - 10-ft sidepath.
 - 7-ft green panel.

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

- The curb and sidepath along the property frontage should transition to meet the existing curb and sidewalk to the east of the property.

We strongly recommend that the Planning Board require the applicant to build the interim section as described above. We recommend that the applicant coordinate with Mr. Corey Pitts of our Transportation Engineering Section at corey.pitts@montgomerycountymd.gov or at 240-777-7217 regarding the sidepath along Knowles Avenue (MD-547).

We defer to Maryland State Highway Administration (MDSHA) for final decision regarding the improvements on Knowles Avenue (MD-547).

2. We recommend that the existing path connecting the end of Mitchell Street to Summit Ave is preserved.
3. We recommend the applicant remove the curb cut along Summit Ave at the extension of Mitchell Street.
4. **Storm Drain Analysis: INCOMPLETE**
 - a) The portion of the site draining to Summit Avenue maintained by Montgomery County or any storm drain/inlet relocations along Summit Avenue shall be approved by MCDOT. **At or before the permit**, submit storm drain and/or flood plain studies with computations to DPS for review and approval. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis. The DPS may require improvements to the existing public storm drain system based on the review of the storm drain report.
Note: Environmental Site Design (ESD) practices cannot be used to determine the runoff coefficient for storm drain analysis.
 - b) The portion of the site draining to Knowles Avenue (MD 547) or any storm drain/inlet relocations along Knowles Avenue (MD 547) shall be approved by MDSHA.

Standard Plan Review Comments

1. On the certified preliminary plan, show all existing driveways adjacent and opposite the site on the plan.
2. We defer to MDSHA for any improvements along Knowles Avenue (MD-547).

3. **Sight Distance:** No proposed access on to county-maintained roadways.
4. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
 - a. Curb and gutter, sidewalk, and storm drainage and appurtenances along Summit Avenue.
 - b. Enclosed storm drainage and/or engineered channel (in accordance with the Montgomery County Department of Transportation (MCDOT) Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - c. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
 - d. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.

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,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review Team
Office to Transportation Policy

Ms. Tamika Graham
Preliminary Plan No. 120200160
April 16, 2020
Page 4

Enclosures: (0)

cc: SharePoint correspondence Folder

cc-e: Tom Brault	c/o Woodside Ventures & Realty Svcs
Scott Wallace	Linowes and Blocher LLP
Bradford Fox	Bohler Engineering
Kwesi Woodroffe	MDSHA District 3
Carrie Sanders	MNCPPC Area 2
Patrick Butler	MNCPPC Area 2
Walker Freer	MNCPPC Area 2
Atul Sharma	MNCPPC Area 2
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Corey Pitts	MCDOT DTE
Rebecca Torma	MCDOT OTP

ATTACHMENT 3



Department of Permitting Services Fire Department Access and Water Supply Comments

DATE: 23-Apr-20
TO: Bradford Fox - bfox@bohlereng.com
Bohler Engineering
FROM: Marie LaBaw
RE: The Residences at Knowles Station
120200160

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **23-Apr-20** .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.

ATTACHMENT 4



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

May 29, 2020

Mr. Brad Fox, P.E.
Bohler Engineering
16703 Melford Blvd, Suite 310
Bowie, Maryland, 20715

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
The Residences at Knowles Station
Preliminary Plan #: 120200160
SM File #: 285683
Tract Size/Zone: 0.19 Acres. CRN 1.0, C-1.0,
R-0.5, H-45
Total Concept Area: 0.33 Acres
Lots/Block: N/A
Parcel(s): P23, P25, P27
Watershed: Lower Rock creek

Dear Mr. Fox:

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. A SWM waiver has been granted at the request of the applicant and Maryland National Capital Park and Planning Commission due to site constraints. A waiver fee in lieu will be required.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

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

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is required**.



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

Mr. Brad Fox, P.E.
May 29, 2020
Page 2 of 2

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 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,

Mark Etheridge

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

MCE: CN 285683

cc: N. Braunstein
SM File # 285683

ESD: Required/Provided 1163 cf / 1051 cf
PE: Target/Achieved: 2.0"/1.81"
STRUCTURAL: N/A cf
WAIVED: 112 CF.

ATTACHMENT 5

June 4, 2020

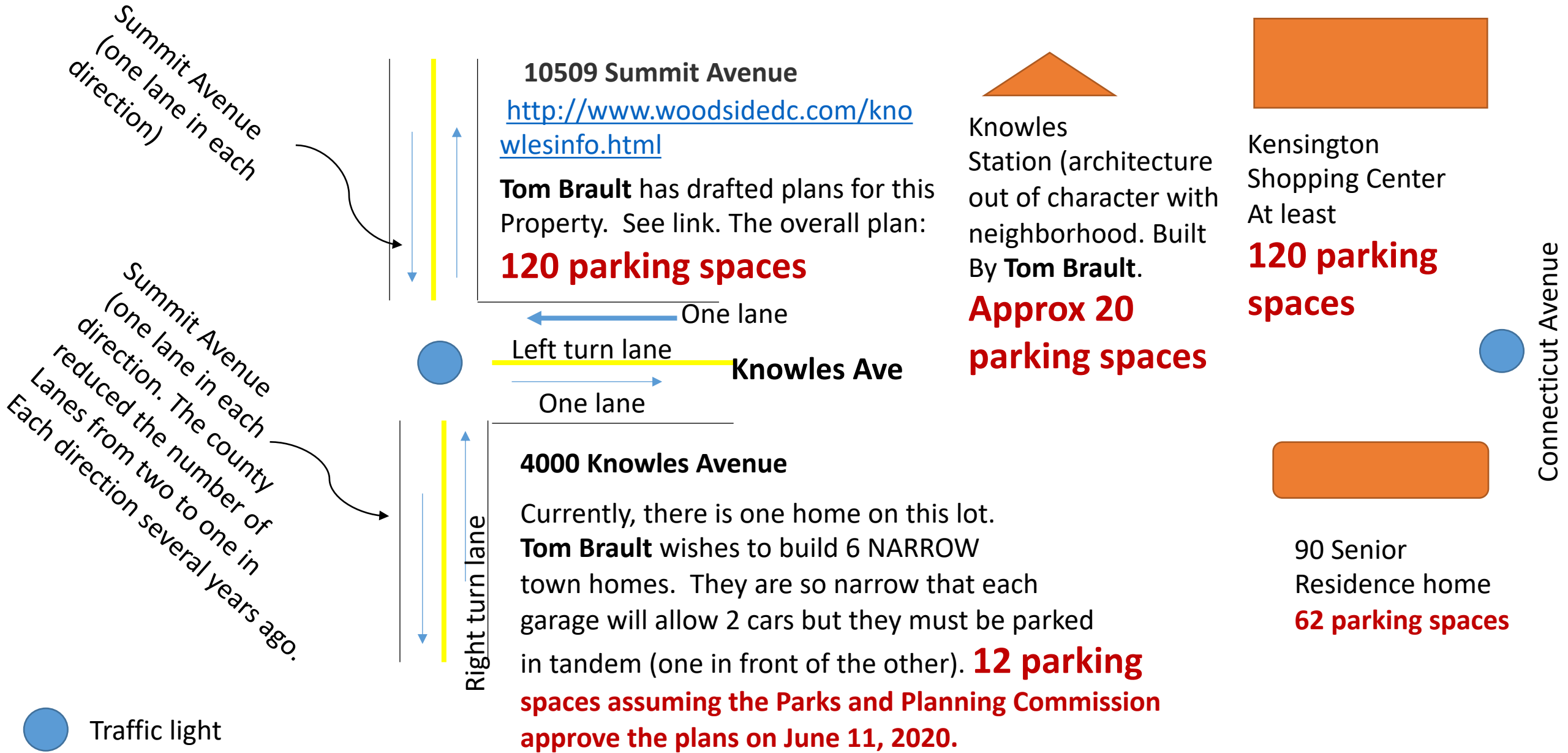
This letter concerns the proposed development of the following properties within the Town of Kensington, Maryland: 4000 Knowles Avenue (DRB: Pg 32, TC-22) Kaiser Family and Carlin properties and 10509 Summit Avenue (DRB, TC-19). Two phases of development are planned by Thomas Brault for each of these properties to include construction of six townhomes at 4000 Summit Avenue and a five-story mixed use commercial and residential building entitled “Residences at Knowles Station.”

We voice our opposition to these projects as they will contribute to a greater volume of traffic and overburden the parking that is now available in such a small area. This will not be a grand “gateway to Kensington” to invite pedestrian traffic but will be just another conduit for automobile traffic that is already endured by our residents of Town of Kensington and surrounding residential areas. The current situation is unacceptable in that traffic backs up for a mile or more on Summit Avenue and Knowles Avenue each morning and afternoon. How do these projects alleviate that problem? If Mr. Brault lived here, then perhaps he could understand the issue. However, he is a resident of Chevy Chase.

In addition, the number of housing units is extremely dense. The six townhouses envisioned for 4000 Knowles Avenue are so narrow and confined that parking in integral two car garage for each unit must be in tandem. How practical is that for off-street parking? It seems that Mr. Brault seeks to maximize his profits at the expense of the new homeowners. Turning to the five-story building to be located at 10509 Summit Avenue, the density issue is again a major problem. With a 90-unit senior living center to be located within one block, how will the tiny intersection of Knowles and Summit absorb the increased traffic when the residents of these building decide to go out? The attached figure shows the number of parking areas with the number of slots that will be located in this confined area. What are the plans for the commercial section of the building located on the first floor? What types of business will be attracted? There is no vision for assisting those new residents of the building or business owners with alternatives to driving a car. We realize that Mr. Brault has not submitted his plans for 10509 Summit Avenue but his drawing on the company’s website (link provided in the attached drawing) and his ownership of the property presumes that these plans will be submitted to the Parks and Planning Board Commission in the near future.

Taken together, this is yet another example of poor planning that will greatly increase traffic and contribute significantly to the bottleneck conditions that already exist at the intersection of Knowles and Summit Avenue during rush hour. The Parks and Planning Commission can make this area a pedestrian friendly environment by allowing Mr. Brault to build only one home on the property of 4000 Knowles Avenue and two homes on the property of 10509 Summit Avenue, assuming Mr. Brault submits his plans illustrated on the company website to the Parks and Planning Commission. That is an appropriate “gateway to Kensington.” The increased traffic expected to be created by the building of six townhomes and a massive commercial/residential area on the property of 10509 Summit Avenue are an unnecessary burden to those of us who live in the neighborhood. We urge the board to decline the proposed plan at 4000 Knowles Avenue and the expected plans to build the massive commercial/residential building at 10509 Summit Avenue. We do not want this area turned into a mini-Bethesda with all of the expected traffic at

this small intersection (Knowles and Summit Avenue) where rush hour traffic heading toward Connecticut Avenue begins at 2:00 PM in the afternoon and at 6:30 AM heading toward Rockville Pike. Traffic at rush hour backs up from the intersection back to the swimming pool on Cedar Lane (about 1 mile) in the afternoon and backs up all the way to Saul Road (2 miles) heading toward Rockville Pike in the morning.



Number of cars and traffic to be added to Knowles/Summit Ave intersection and area in Kensington. One proposal by Tom Brault at 4000 Knowles Ave currently before the Parks and Planning Commission board and another one likely to come before the board.