

Mayor Tracey Furman

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



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

**Agenda
Development Review Board
Wednesday, August 22nd, 7:00 pm
Map Room, 2nd Floor at Town Hall**

Meeting Notes

Developer Attendees: Don & Michael Tucker

DRB Attendees: Darin Bartram, Conor Crimmins, Paul Sexton, TJ Monahan, Mike Henehan

Public Attendees: Jim Cooper (Washington St.), Peter Bartram (Warner St.)

Re: Knowles Manor courtesy review follow up

- The development team has returned to meet the DRB after the courtesy review on 8/13/18 as to discuss the feedback they received and to find ways to overcome challenges
 - This is all with the goal of the development team earning the active support for the project from the Town and the DRB
- The development team heard and understands that the community is supportive of affordable senior housing
 - They have also heard from the County that affordable senior housing is a top priority
- The sector plan for this site is ambiguous – some sections say that the allowable height is 60' while others indicate 75'
 - The architecture since the beginning has been in keeping with the spirit of the sector plan, in that the proposed building at 64' is a step down from 10400 Connecticut
- In the CRT zone, this use is allowed by right
 - In the CRT zone, the height allowed is higher
 - In 2017, with the issuance of a zoning text amendment, the County increased the allowable height for a building that exceeds the minimum number of MPDUs
 - Development team suggested that conceptually, with an MPDU development, the only limiting factor of building height would be the economics of construction and leasing potential
- Any other by right use for this site would result in more peak trips than affordable senior housing
- Parking discussion:
 - Development team feels a reasonable number of mobility scooter spaces is 5-10. Residents are legally allowed to keep these scooters in their units, but the team would prefer they be in the garage if possible
 - This is still early in the design process – the parking plan could change in the next phase

- Typical parking allocation for senior housing is 1 spot per 2 units
 - This can be lowered for affordable senior housing
- Development team said that the County is supportive of a parking waiver, if they ask for one
- Ingress / Egress discussion:
 - If the Town wants them, the development team is willing to advocate for, and supply, a channelizer system on Knowles to prevent left turns into and out of the property.
 - DRB wonders if we are too early in the process to prescribe a solution for a problem that has yet to be defined
 - Should we see how traffic flows into and out of the building after the project is delivered, and then provide a solution if a problem arises?
 - Should we eliminate the no left turn restriction as a way to keep additional cars off neighborhood streets?
 - Development team concerned about the safety for their residents of making this maneuver
 - They reiterated that they can control how, and from where, their vendors access the property, but cannot do that for visitors
- Trash/Recycling and Move in/out are intended to be done inside the garage. Pick-ups and deliveries could be done inside the garage as there will be a video connection between the garage door and the front office
- The development team has committed to providing a greatly improved streetscape experience inline with, and exceeding, that which is outlined in the sector plan – this will set the tone for future projects. As the design progresses, they will focus on landscaping, hardscape materials, benches, bike racks, activating their building frontage
 - There is one first floor unit, currently listed as a 2 bedroom, that looks out at the sidewalk. If the shades are closed, how will this affect the look of the building? If the shades are open, how will this affect privacy/use of the space?
- The development team confirm that there will be no vinyl siding on any elevation of the building
 - Vinyl windows are commonly used, and are expected here
 - Current renderings show dark colored windows, instead of the more common and less expensive white
 - Any siding would be cementitious
 - Front façade to be stone and brick. There will also be green screen features.
 - The development team has researched the ideal vegetative varieties for this application and will plant and maintain it
 - No plans for EIFS
- The development team has offered the following revisions/concessions:
 - Rideshare van – to be purchased by the property. Might be driven by a volunteer or staff member
 - Transit screen - Metro us, RideOn, Marc, car-share service. Believes it would reduce trip generation by making people able to rely on it, and feel less need for a car
 - Increased visitor parking - Maybe increase visitor spots from 5 to 10, at expense of leased parking to residents. Reevaluate visitor parking bi-annually
 - Continued pursuit of offsite parking. Has received letter from 10400 (Scott Norwitz) indicating interest in leasing spaces. Could have staff park off-site
 - No left turn. Maybe plastic channelizers

- The development team heard our concerns about the height of building. Even with the ambiguity of the sector plan, and the allowable height in the CRT zone, they are willing to remove the top floor of the project making the height of the building, not including elevator/mechanical area, 58' as presented on a revised front elevation. In exchange for this concession, the development team would want, and expect, the active support of the Town and DRB.
 - The revised building would be 5 stories and have less than 100 units
 - They need to go back and review this concept with their lenders/partners