

CROSSROADS OF KENSINGTON SITE PLAN NO. 820220030



Description

Request to redevelop the property with up to 11,400 sf of commercial uses, including a drive-thru bank.

No. 820220030

Completed 5-9-2021

MCPB

Item No.

5-19-2022

2425 Reedie Drive

Floor 14

Wheaton, MD 20902

Montgomeryplanning.org

Crossroads of Kensington, Site Plan No. 820220030

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LOCATION

10619 Connecticut Avenue, Kensington

MASTER PLAN

2012 *Kensington Sector Plan*

ZONE

CRT-2.5, C-2.0, R-2.0, H-75

PROPERTY SIZE

1.06 acres

APPLICANT

Mountain View Burleson, LLC

ACCEPTANCE DATE

10/6/2021

REVIEW BASIS

Chapter 59



Summary:

- Staff recommends approval with conditions.
- The Application proposes redevelopment of a former gas station on the southeast corner of Connecticut Avenue and Plyers Mill Road.
- The Applicant is seeking approval for the project using the standard method of development. Site plan approval is required for the proposed drive-thru lane.
- The project substantially conforms to the *Kensington Sector Plan*, promoting a mixed-use Town Center with pedestrian-friendly connections to Kensington neighborhoods.
- The number of curb cuts on the Site will be reduced from four to one.
- The Town of Kensington submitted a letter of support for the Project. Two residents contacted Staff with questions and comments.

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SECTION 1: RECOMMENDATIONS AND CONDITIONS

SITE PLAN 820220030

Staff recommends approval of the standard method Site Plan 820220030. 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.

Density & Height

1. Density

The Site Plan is limited to a maximum of 11,400 square feet of retail/service establishment and restaurant uses¹ and one drive-thru lane associated with a bank.

2. Height

The development is limited to a maximum building height of 26 feet, as measured from the building height measuring point, as illustrated on the Certified Site Plan.

Open Space, Facilities and Amenities

3. Public Open Space, Facilities, and Amenities

- a) The Applicant must provide a minimum of 6,218 square feet of public open space (15% of Site area) on-site.
- b) Prior to issuance of the final Use and Occupancy permit, the Applicant must construct the streetscape improvements along the Property's frontage on Connecticut Avenue and Plyers Mill Road, as shown on the Site Plan sheet C-4 and cross sections shown on sheet C-6.
- c) Before the issuance of the final Use and Occupancy permit, all public open space areas on the Subject Property must be completed.
- d) The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to landscaping and lighting.

Environment

4. Stormwater Management

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 4, 2022 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of Site Plan approval. The MCDPS Water Resources Section will

¹ Can be changed to other commercial uses if there is no adverse impact on the Site Plan and APF findings and it is approved by Staff.

review, approve, and inspect all landscaping within the Stormwater Management easements and facilities.

Transportation & Circulation/ Adequate Public Facilities (APF)

5. Transportation

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section (DPS-ROW) in its memo dated October 14, 2021 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in their memo, which DPS-ROW may amend if the amendments do not conflict with other conditions of Site Plan approval.

6. Pedestrian & Bicycle Circulation

- a) The Applicant must provide one long-term and one short-term bicycle parking spaces.
- b) The long-term spaces must be in a secured, well-lit bicycle room, and the short-term spaces must be inverted-U racks (or approved equal) installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Site Plan.
- c) Prior to the final Use and Occupancy Permit, the Applicant must provide the following master planned pedestrian and bicycle facilities, the exact location, design and construction of which must comply with requirements set forth by the State Highway Administration:
 - i. On Connecticut Avenue, a 17-foot sidewalk, 3-foot intermittent tree/ pavement strip, 8-foot sidepath, and 6-foot street buffer with tree wells; and
 - ii. On Plyers Mill Road, a 6-foot street buffer with tree wells, 8-foot sidepath, and 11-foot sidewalk.

7. APF Validity

The Adequate Public Facilities Review (APF) will remain valid for five (5) years from the initiation date set forth in Section 50.4.3.J.5 of the County Code.

8. Fire and Rescue

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 January 11, 2022, and hereby 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 amendments do not conflict with other conditions of Site Plan approval.

Record Plat/Easements

9. Record Plat

- a) Prior to issuance of any Use and Occupancy Permit, a new record plat must be recorded for the Property.
- b) The Applicant must provide the following dedications and show them on the record plat and execute any required deeds of dedication, for the following existing roads:

- i. Eight (8) feet along Connecticut Avenue; and
- ii. Fifteen (15) feet along Plyers Mill Road.

10. Easement

Prior to issuance of any building permit, the Applicant must record an easement over the adjacent property (10592 Metropolitan Avenue) to allow ingress and egress from Metropolitan Avenue.

Site Plan

11. Site Design

The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheet A-301 of the submitted architectural drawings, as determined by M-NCPPC Staff.

12. 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 the lot line, excluding areas impacted by streetlights within the right-of-way.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.

13. Site Plan Surety and Maintenance Agreement

Prior to issuance of any building permit, 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, site furniture, trash enclosures, and retaining walls. The surety must be posted before issuance of any building permit for 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.

14. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved prior to the approval of the Certified Site Plan.

15. 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 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.”
- c) Modify data table to reflect development standards approved by the Planning Board.
- d) Ensure consistency of all details and layout between Site and Landscape plans.
- e) Eliminate the retaining wall/curb near the intersection of Connecticut Avenue/Plyers Mill Road.
- f) Show a double row of *Cercis canadensis* along Connecticut Avenue.
- g) Minor updates based on the approved Stormwater Management Concept Plan.

SECTION 2: SITE DESCRIPTION

VICINITY

The Property is located within an enclave of commercial and industrial businesses surrounded by neighborhoods with single-family homes.

Immediately to the east of the Property is a strip commercial building containing a 7-Eleven convenience store and Baskin-Robbins ice cream shop. To the south of the Property are the CSX rail tracks and, over the tracks, a Safeway grocery store and associated surface parking. To the west of the Property, across Connecticut Avenue, are the Kensington Gas Station and the Kensington Volunteer Fire Department. To the north of the Property, across Plyers Mill Road is a Mobil gas station.

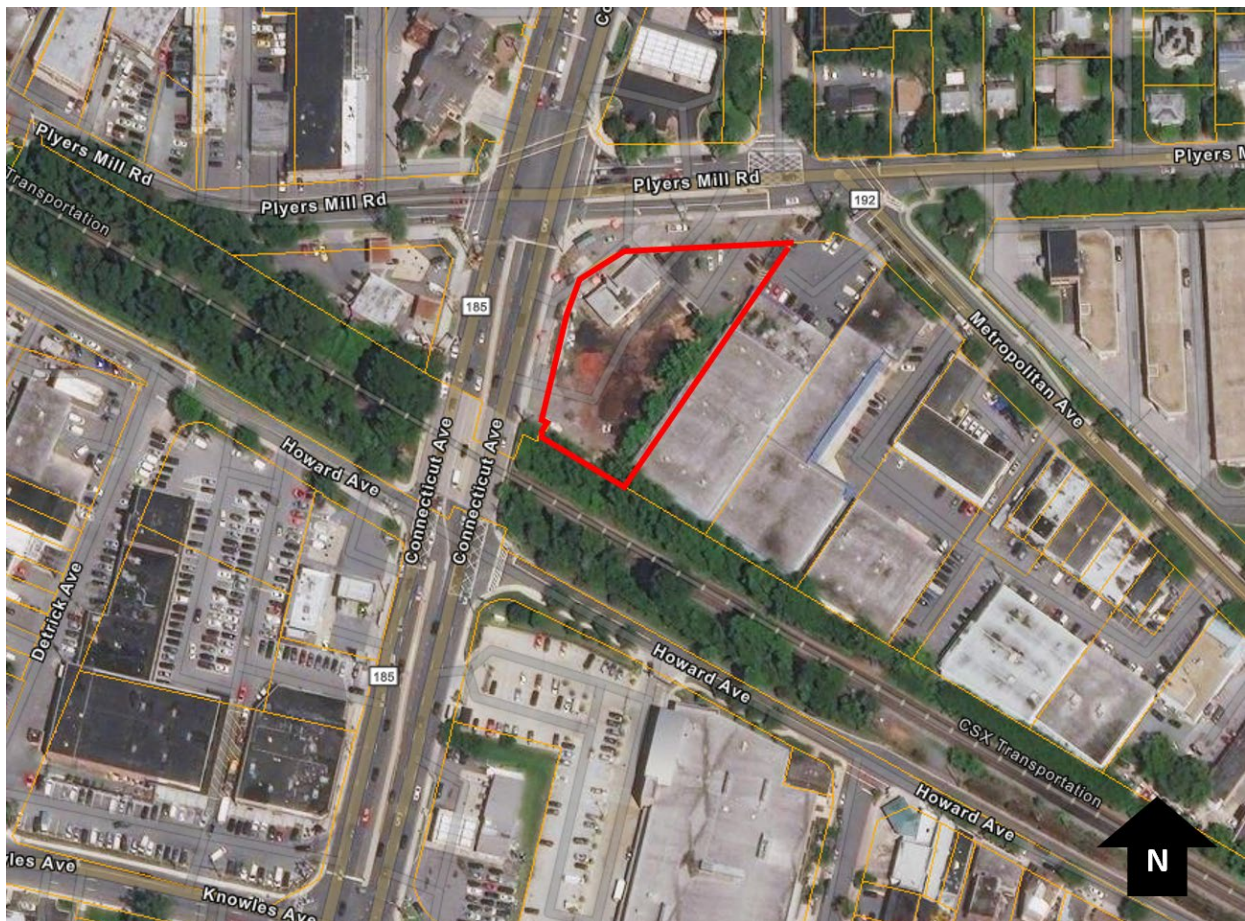


Figure 1 – Vicinity Map (Property outlined in red)

PROPERTY DESCRIPTION

The subject site (“Subject Property” or “Property” – outlined in red in Figure 2 below) is located at the southeast corner of the intersection of Connecticut Avenue (MD 185) and Plyers Mill Road in Kensington. The Property is more formally identified as Part of Lot 2 in the Knowles Estate subdivision, as recorded among the Land Records of Montgomery County, Maryland at Plat No. 24 in 1898. The Property is the remaining “part of a lot” due to several takings of right-of-way by the State of Maryland and Montgomery County for road widenings. As such, pursuant to Section 50-3.3.B.2, the Property is considered a buildable lot and does not need to be re-platted. However, the Applicant has agreed to re-plat the Property to provide the required dedication along Connecticut Avenue and Plyers Mill Road.



Figure 2 – Subject Property

The Property is currently improved with a vacant gas and service station and surface parking area. The main building and a temporary outbuilding are currently being used for seasonal retail sales. The current development is largely impervious and has no vegetation, with no known stormwater management on the Property. Vehicular access to the Property is currently unfettered – with four largely uncontrolled access points along both Connecticut Avenue and Plyers Mill Road. Two of the existing vehicular access points are located in very close proximity to the signalized intersection.

SECTION 3: PROJECT DESCRIPTION

PREVIOUS APPLICATION

The Property was the subject of Conditional Use application No. CU 2019-03, to allow construction of a 141,433-square foot self-storage facility with street level retail/restaurant uses. The application was denied by the Hearing Examiner on October 8, 2019 because the proposed use was not consistent with the goals of the *Kensington Sector Plan* and would result in undue, non-inherent adverse effects on the community.

PROPOSAL

The Applicant proposes to redevelop the Property, using the standard method of development, with a retail center and a surface parking lot with one drive thru-lane located to the rear of the building. The Project also proposes significant streetscape improvements, including various seating opportunities and landscaping along Connecticut Avenue and Plyers Mill Road.

BUILDING/ARCHITECTURE

The proposed building will be pulled up to the street along both frontages at the prominent intersection of Connecticut Avenue and Plyers Mill Road. The Project includes two proposed single-story linked commercial buildings, with up to 11,400 square feet of combined gross floor area. The two buildings will be connected by a covered passageway that will provide protection from the elements to facilitate outdoor seating opportunities year-round. This covered passageway will also provide connectivity through the Property, so that patrons who park behind the buildings will have easy access to the doorway entrances that face the sidewalks and streets.

The buildings are designed to provide a modern, contemporary appearance that will significantly improve the aesthetics of the Property at this prominent intersection. The buildings incorporate a variety of material and horizontal plane changes that will provide articulation and break up the building façades. The materials include brick masonry, composite siding, and concrete masonry units (CMUs), all in neutral tones, which have been designed to complement the surrounding aesthetic. The

buildings will have a flat roof with a varied roofline – parapets will be used to provide visual interest and also to highlight the storefront entrances. The covered pass-through/plaza will have an architectural rooftop embellishment that will highlight this prominent space between the two buildings and identify the Project. The covered plaza provides a multi-season outdoor gathering and/or dining space.

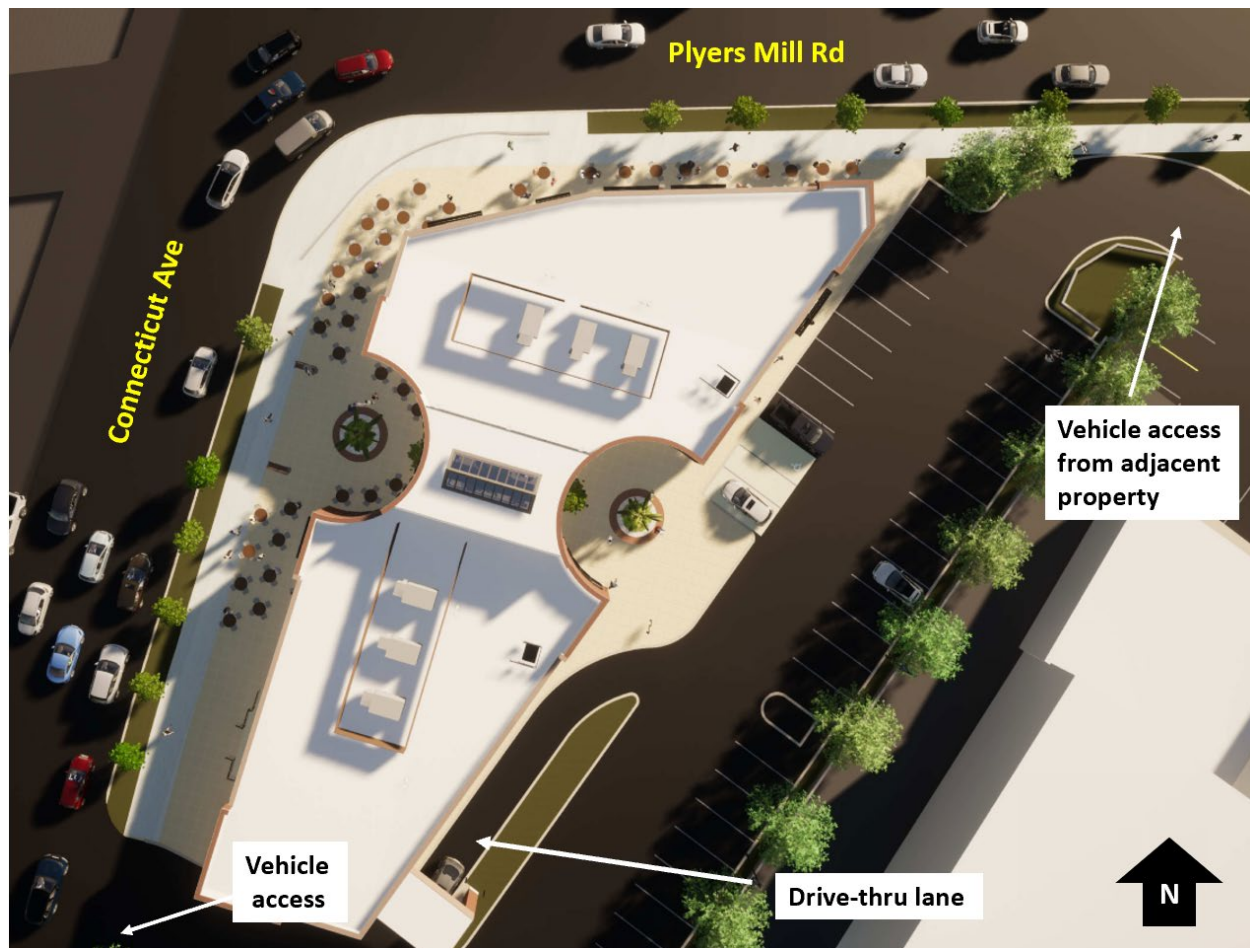


Figure 3 - Illustrative Site Plan



Figure 4 - Rendered image of buildings from Connecticut Avenue (facing east)

The proposed buildings have been designed to have four-sided architecture, with articulation and large floor-to-ceiling windows on all four façades. The dark metal door frames and window mullions will provide a contrast with the brick façade, that will tie in with the Project identification signage. The buildings incorporate ample transparency and provide direct pedestrian entrances along the street to further enliven this space. The facades are composed of areas of recesses and projections to break down the wall planes, provide differentiation of retail uses, and create greater visual interest.



Figure 5 - Rendering of buildings from proposed parking area (facing west)

OPEN SPACE

The Project will provide approximately 6,218 square feet of public open space (or approximately 15% of the site area). The public open space will be primarily located along Connecticut Avenue and Plyers Mill Road and will feature attractive landscaping, various seating opportunities, and shade, to activate the street and create a friendlier pedestrian environment. The Project will also provide significant streetscape improvements along both road frontages, including a double row of trees along Connecticut Avenue.

TRANSPORTATION

The Project improves the site access and circulation by reducing the existing four uncontrolled access points to one narrower vehicular curb cut along Connecticut Avenue, which is located as far away from the signalized intersection as practicable. Additionally, the Applicant has negotiated a shared access agreement with the adjacent property owner to utilize the existing access point on Metropolitan Avenue that is located on that adjacent property (Attachment B).

Trash pick-up will be accommodated through the placement of a new dumpster with vehicular access located off the drive aisle in the proposed rear surface parking area, where trash will be wheeled out of the existing adjacent buildings for pick-up, with an expected frequency of twice per week.

A one-way drive-through lane is proposed to the rear of the building that will likely be occupied by a bank tenant. Vehicular movement will be restricted in a southbound direction to prevent turning conflicts between vehicles entering and exiting onto Connecticut Avenue and provide ample queuing area within the Site.

SECTION 4: SITE PLAN 820220030 FINDINGS AND ANALYSIS

- 1. When reviewing an application, the approval findings apply only to the site covered by the application.**

The findings herein apply only to the Subject Property.

- 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;**

There are no previous approvals that apply to the site.

- 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 as there are no binding elements of an associated development plan or schematic development plan in effect on October 29, 2014.

- 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 as the Subject Property's zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

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

i. Use Standards

Retail/Service Establishments (up to 50,000 sf) and Restaurants are permitted uses in the CRT Zone. A drive-thru lane is classified as a limited use in the CRT Zone with the following use standards:

- (1) A Drive-Thru, including the queuing area, must be located a minimum of 100 feet from any property that is vacant or improved with a residential use in the Agricultural, Rural Residential, or Residential Detached zones.**

There are no residentially or agriculturally zoned properties within 100 feet of the Property.

- (2) For a Restaurant with a Drive-Thru, access to the site from a street with a residential classification is prohibited.**

Not applicable; as conditioned, the proposed drive-thru is associated with a bank. However, if a restaurant with a drive thru is proposed in the future, a site plan amendment would be needed to comply with Section 59-7.3.4.E.3 of the Zoning Ordinance.

- (3) A drive-thru service window, drive aisle, or queuing area located between the street and the front main wall of the main building is prohibited.**

The drive-thru service window, drive aisle and queuing areas are located behind the buildings, internal to the site. There is no drive aisle or stacking area associated with the drive-thru located between the building and the street.

- (4) A drive-thru service window, drive aisle, or stacking area may be located between the street and the side wall of the main building on a corner lot if permanently screened from any street by a minimum 3 foot high wall or fence.**

Not applicable; the drive aisle will not be located between the buildings and the street.

- (5) Site plan approval is required under Section 7.3.4.**

The Subject Application seeks Site Plan approval from the Planning Board in compliance with Section 7.3.4.

(6) A conditional use application for a Drive-Thru may be filed with the Hearing Examiner if the limited use standards under Section 3.5.14.E.2.a.i through Section 3.5.14.E.2.a.iv cannot be met.

Not applicable; the proposed drive-thru satisfies the use standards for approval as a limited use.

ii. **Development Standards**

Table 1: Data Table for CRT-2.5, C-2.0, R-2.0, H-75 Zone, Standard Method (General Building), Section 59.4.3

Development Standard	Permitted/ Required	Proposed
Tract Area	n/a	46,408 SF
Proposed Dedication	n/a	5,585 SF
Site Area	n/a	40,823 SF
Density		
Residential	81,646 SF/2.0 FAR	0
Commercial	81,646 SF/2.0 FAR	11,400 SF/0.25 FAR
Total	102,057 SF/2.5 FAR ¹	11,400 SF/0.25 FAR
Parking Setback	Behind front/side street building line	Behind front/side street building line
Building Height, max	75 FT	26 FT
Public Open Space, min	10% (4,082 SF)	15% (6,218 SF)
Building Setback, min		
Front (Connecticut Ave)	0 FT	11.69 FT
Side street (Plyers Mill Rd)	0 FT	5.66 FT
Side	0 FT	38.36 FT
Rear	0 FT	72.85 FT
Parking Setback, min		
Front	Behind front building line	Behind front building line
Side street	Behind side street building line	Behind side street building line
Side/ Rear	Must accommodate required landscaping	Landscaping accommodated
Build-to Area (BTA)		
Front setback, max	20 FT	< 20 FT
Building in front BTA, min	70%	100%
Side Street Setback, max	20 FT	< 20 FT
Building in side street BTA, min	35%	100%
Building Orientation		
Facing Street or Open Space	Required	Provided
Entrance spacing (max)	100 FT	37 FT
Building Transparency		
Front, min	40%	40%
Side, min	25%	40%
Blank wall, max	35 FT	27.58 FT

¹ The maximum standard method density is 1.0 FAR or 10,000 SF of gross floor area (whichever is greater).

iii. **General Requirements**

(1) Division 6.1 Site Access

Pedestrian access to the Site will be from the established sidewalk network along Connecticut Avenue (MD 185) and Plyers Mill Road (MD 192), which will each be enhanced by streetscape improvements along the Property frontages, consistent with recommended streetscape standards within the 2012 *Kensington Sector Plan*.

The Applicant proposes to consolidate ingress and egress to the Site from four existing access points to one. Vehicular access to the Property will occur via an existing curb cut on Connecticut Avenue, at the southwest corner of the Site, just north of the existing above-grade railroad crossing. The Applicant proposes to locate its primary vehicle access via a right-in, right-out curb cut measuring 26-feet-wide. Additional vehicle access is proposed on the eastern side of the site via a new drive aisle leading from the adjacent parking lot.

(2) Division 6.2 Parking, Queuing and Loading

Table 2: Parking, Queuing and Loading Requirements

Standard/Metric	Permitted/ Required	Proposed
Vehicle Parking Spaces Retail Sales and Service (3.5/1000 SF min, 6/1000 SF max)	40 min/65 max	40
Bicycle Parking Spaces Retail Sales and Service (1/10,000 SF of GFA, 15% long-term)	2 (1 long term)	2 (1 long term)
Drive-Thru Queuing Spaces	3 spaces (non-restaurant)	3 spaces
Loading Spaces	0	0

(3) Division 6.3 Open Space

The Project will provide 15% of the Property as public open space, exceeding the Zoning Ordinance requirement. The public open space will be primarily located along Connecticut Avenue and Plyers Mill Road. The public open space will feature attractive landscaping, various seating opportunities, and shade, to activate the street and create a friendlier pedestrian environment.

(4) Division 6.4 General Landscaping and Outdoor lighting

Proposed landscaping and lighting will enhance the streetscape along Connecticut Avenue and Plyers Mill Road. The facilities will be safe, adequate, and efficient for year-round use and enjoyment by

patrons and passers-by. The on-site lighting will limit the necessary light levels to streets and sidewalks, providing safe lighting at a pedestrian scale.

e) Satisfies the applicable requirements of:

i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

DPS approved a Combined Stormwater Management Concept/ Site Development Stormwater Management Plan on May 4, 2022. The plan proposes to meet required stormwater management goals via microbioretention planter boxes and Stormfilter. DPS conditionally approved a partial stormwater management waiver due to site constraints.

ii. Chapter 22A, Forest Conservation.

Environmental Guidelines

The Site contains no streams or stream buffers, wetlands or wetland buffers, 100-year floodplains, hydraulically adjacent steep slopes, or known occurrences of Rare, Threatened and Endangered species. The Site drains to the Kensington Heights Branch of Lower Rock Creek watershed, a State Use Class I stream. The Site is not within a Special Protection Area.

Forest Conservation

There is no forest on the Property. An exemption from Article II of the Forest Conservation Law was confirmed for this Project on July 18, 2018 (No. 42018257E). The Project is exempt from Article II under Section 22A-5(s)(1) because this activity is being conducted on a tract less than 1.5 acres with no existing forest or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet (Attachment C).

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

The Project is designed to promote efficiencies in internal vehicle circulation and to also provide for a safer and improved pedestrian environment externally – both through the consolidation of the vehicular curb cuts and the streetscape improvements proposed along Connecticut Avenue and Plyers Mill Road. The proposed surface parking lot is located behind the retail buildings. The Applicant proposes a 24-foot-wide drive aisle to allow for two-way circulation, which is adequate for standard passenger vehicles. The Project will substantially improve pedestrian and vehicular circulation on the Property.

The proposed one-story buildings will be pulled up to the street to help activate the pedestrian realm and define the prominent intersection. The parking lot will be located behind the buildings and screened from view of the street. The Project provides a prominent public open space and streetscape improvements in front of the buildings, providing opportunities for outdoor seating and landscaping.

The covered plaza connecting the buildings provides a multi-season outdoor gathering and dining space.

g) Substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;

The Project substantially conforms with the recommendations of the 2012 *Kensington Sector Plan* ("Sector Plan" or "Plan"). The proposed Project helps advance the Sector Plan's overall vision:

To promote a mixed-use Town Center with pedestrian-friendly connections to the vibrant neighborhoods that define Kensington. Kensington's Town Center will be a lively and active place with streets that are welcoming and comfortable for residents, workers, and visitors (pg 1).

The proposed Project substantially improves the pedestrian environment at this prominent intersection through significant streetscape improvements and more controlled vehicular access (through the closure of three of the four existing, wide curb cuts). The proposed buildings are pulled up to the street, providing an active retail center that will help enliven and activate the pedestrian realm.

The Sector Plan's broad goal is to reinvigorate the Town Center while preserving Kensington's scale and historic character by:

- *Acknowledging the "commuter" status of Connecticut Avenue while creating new pathways for townspeople to move car free throughout the Town...*
- *Redefining public spaces for people and creating activity along sidewalks ...*
- *Defining new public spaces that will exemplify the unique scale and character of Kensington.*
- *Promoting sustainable infill and reuse ...*
- *Implementing effective environmental practices ...*
- *Transforming Kensington's exclusively commercial business district into an active Town Center with new residential uses.*
- *Promoting Kensington's heritage through its building, spaces, and people. (pg 1)*

The Project is an infill development that will replace a former gas station with neighborhood serving commercial uses and public spaces that can be used for gathering and outdoor dining. The Project will help enliven the streetscape along the Property frontage and serve as a first step in promoting walkability in this part of Kensington. The Project will also advance the Sector Plan's environmental goals by reducing impervious area on the Property and by providing stormwater management where none currently exists.

Town Center District and Property Recommendations

The Property is located within the Town Center district of the Sector Plan. The Town Center is envisioned as "a walkable, attractive place with local convenience retail, housing, dining and entertainment, offices, and neighborhood services in a compact development pattern with a variety

of buildings along Connecticut." (pg 18) The Sector Plan identifies the Property as "TC-5 Huggins" within the Plan's Town Center district and includes the following property specific recommendation:

The approximately one-acre Huggins property may also support mixed-use development. Any development should include street-level shops on Connecticut Avenue and Plyers Mill Road. Parking facilities for this property should be to the rear, with access from Plyers Mill Road. Joint development of this property and the adjoining properties to the east, for a single, mixed-use development, would be desirable (pg 27).

The Project provides street level commercial uses along both Property frontages and provides parking to the rear of the buildings. Despite the Sector Plan's recommendation, access from Plyers Mill Road was deemed problematic, and the Project instead will have access from Connecticut Avenue and from Metropolitan Avenue through an easement with the adjacent Property. The modest scale of the proposed development will not preclude a mixed-use development on this Property in the future. The Project is consistent with the Sector Plan's designation of both Property frontages as "priority retail streets" that should enliven the Town Center (pg 43).

Finally, the Project advances the design goals enumerated in the Sector Plan in the following ways:

- Orienting the buildings towards the sidewalk with windows and entrances;
- Reducing curb cuts from four to one;
- Providing street trees along both frontages to improve aesthetics and functionality for pedestrians; and
- Minimizing visual impacts of parking by locating it behind the buildings and screened from view.

Master-Planned Roadways and Bikeways

The segment of Connecticut Avenue along the Property frontage is classified as M-7, a major highway, within the *Master Plan of Highways and Transitways*. While the segment currently meets the minimum planned 120-foot-wide requirement, with six (6) divided travel lanes, a public right-of-way dedication to accommodate planned separated bicycle lanes is necessary. As indicated in Figure 7, the Connecticut Avenue property frontage will be enhanced with a 17-foot sidewalk, 8-foot sidepath, and 6-foot street buffer with tree wells, in accordance with the Town Center Boulevard streetscape requirements in the *Complete Streets Design Guide*.

Although bidirectional separated bicycle lanes are recommended along both sides of Connecticut Avenue pursuant to the *Bicycle Master Plan*, the proposed development will construct a sidepath as an interim bicycle facility prior to the future installation of bidirectional separated bicycle lanes as part of the eventual reconstruction of the Connecticut Avenue bridge over the CSX rail immediately to the south. At this time, it is undetermined when a new grade-separated crossing or parallel bikeway facility will be built. Without reconstruction of the existing Connecticut Avenue bridge (or a separate bicycle bridge over the CSX rail), it is not possible to continue new separated bike lanes south of the

Site (Figure 6). The interim sidepath proposed along the Subject Property frontage is the result of close coordination with Planning Staff and will serve the public as both a bicycle facility and generous streetscape.



Figure 6 - Connecticut Avenue (Looking South)

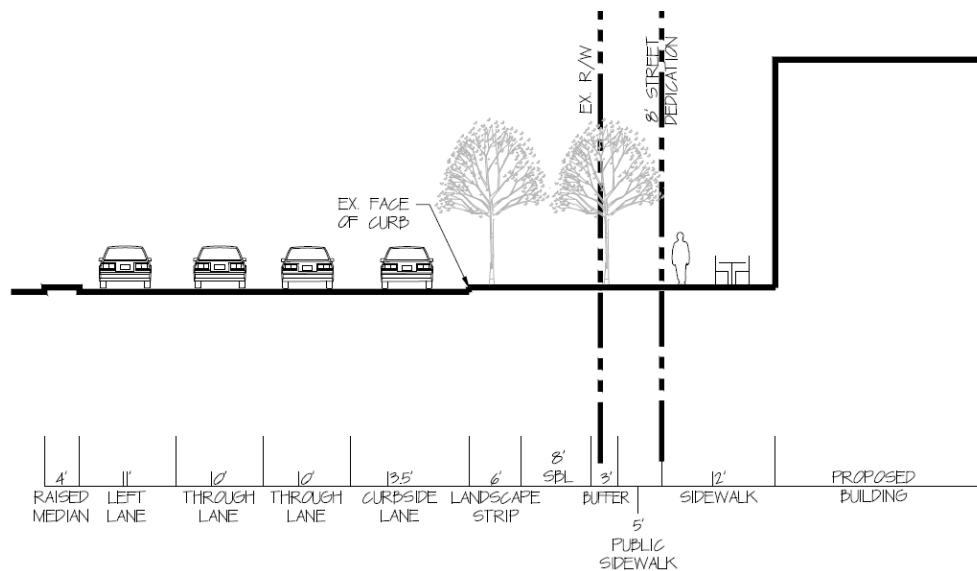


Figure 7 - Connecticut Avenue (MD 185) Section

(Northbound lanes; Subject Property on the right of the image)

Plyers Mill Road is designated as a minor arterial, MA-31, with a recommended 100-foot right-of-way, and recommended separated two-way bicycle lanes along the south side of the roadway. Similar to the proposed condition along Connecticut Avenue, the Applicant proposes to construct an eight-foot sidepath along the property frontage as an interim design solution, prior to the construction of the bikeway along adjacent properties to the east, along Plyers Mill Road. As indicated in Figure 8, the Applicant proposes to reconstruct the streetscape to accommodate a six-foot street buffer with tree wells, the eight-foot sidepath, and 11-foot sidewalk that meets the intent of the *Kensington Sector Plan Design Guidelines* and the Town Center Street requirements of the *Complete Streets Design Guide*. Due to constraints and orientation of the proposed buildings and parking areas, a buffer between the sidepath and sidewalk was not feasible. Nevertheless, each facility will feature differentiated paver and design treatments to provide visual distinction in the interim, prior to implementation of signage and marking when the full separated bikeway is built along the corridor.

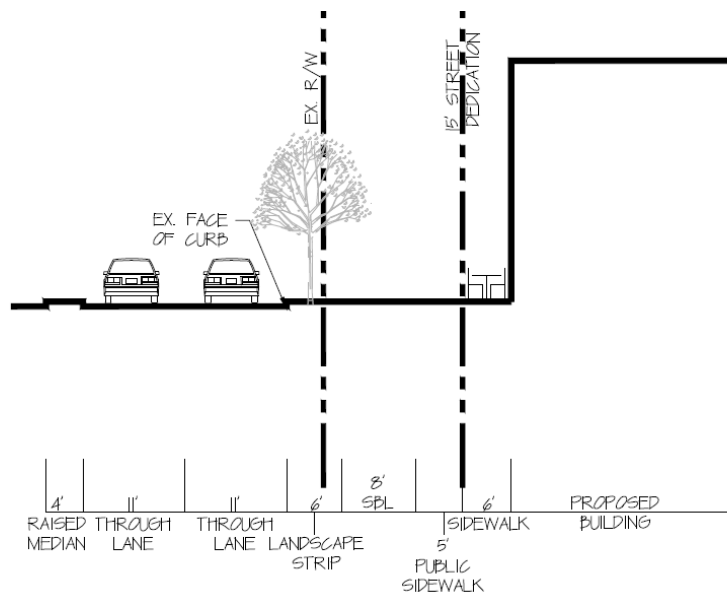


Figure 8 - Plyers Mill Road (MD 192) Section
(Eastbound lanes; Subject Property on the right of the image)

As aforementioned, the Applicant proposes to dedicate right-of-way along both property frontages to incorporate the bikeway facilities and portions of the sidewalk within the public right-of-way. The development will provide a right-of-way dedication of eight-feet along Connecticut Avenue and 15-feet along Plyers Mill Road. At each end of the property, both termini of the sidewalks and sidepaths will transition to tie directly with off-site frontage conditions. Future improvements to meet the requirements outlined in the *Complete Streets Design Guide* and the *Bicycle Master Plan* will be completed, pursuant to future off-site capital projects and redevelopment. Finally, for the sake of preserving clear paths of travel, existing utility poles will be maintained in the buffer between the sidepath and sidewalk along Connecticut Avenue, and within the street buffer along Plyers Mill Road.

While the provision of a drive-through lane runs contrary to the goals of reducing auto-centric uses within the Sector Plan, Staff is in agreement with the Town of Kensington of permitting its use in order to ensure the viability of relocating an anchor financial tenant to the site in-turn, activating streetscapes along both Property frontages.

Design Guidelines

The proposed Project is in substantial conformance with the objectives of the 2013 *Kensington Sector Plan Design Guidelines* (the “Design Guidelines”) as described below.

- *Objective: Highlight Kensington*

The Design Guidelines recommend managing and protecting elements that are important to Kensington’s identity. The Project promotes this objective by incorporating traditional façade elements such as traditional brick detailing, soldier course, punched masonry openings, and traditional materials of brick and CMUs. The modern aspects of the design, including a varied roofline, curved walls, and floor-to-ceiling windows, will complement, but not compete with the historic structures within the Town.

- *Objective: Create a high-quality pedestrian network.*

The Project significantly improves the pedestrian environment and its safety. The Project consolidates three of the four existing access points (which are largely uncontrolled), into a single narrower curb cut along Connecticut Avenue. This will reduce the potential for pedestrian and vehicular conflicts. The project also incorporates streetscape improvements with additional landscaping and seating, and street-activating retail uses.

- *Objective: Create a variety of public open spaces.*

The proposed Project will provide public open space, focused along Connecticut Avenue and Plyers Mill Road and will include specialty pavers, landscaping, shade, and various seating opportunities, to provide opportunities for social interactions.

- *Objective: Enhance the pedestrian experience through careful orientation.*

The proposed buildings are oriented to the street, with several direct access points, and ample articulation and transparency on all four façades. As such, the buildings’ orientation and design will activate and enhance the pedestrian environment.

- *Objective: New development should respect the character of existing residential neighborhoods.*

The traditional building elements of the Project, such as the brick façade and large multi-pane windows, complement the design of nearby residential neighborhoods. Importantly, the neighborhood serving commercial uses proposed for the Project will support the residents of Kensington.

- 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;***

Transportation

Existing Transit Service

The Subject Site is serviced by Ride On and WMATA, with existing bus stops located along the Property's frontages with Connecticut Avenue and Plyers Mill Road. The Property is also within a ¼ mile of the MARC-Brunswick line's Kensington Station, providing weekday commuter rail service to Silver Spring, Rockville, Gaithersburg, and Union Station in Washington, DC. The nearest public transit routes are as follows:

- Ride On route 5 operates along Connecticut Avenue and Plyers Mill Road, providing service between the Silver Spring CBD, Rockville, the Pike District, Wheaton, Potomac, and the Twinbrook, White Flint, Grosvenor-Strathmore, and Silver Spring Metrorail stations.
- Ride On route 33 operates along Connecticut Avenue, providing service to the NIH, Veirs Mill Road, and the Medical Center and Glenmont Metrorail stations.
- Ride On route 34 operates along Connecticut Avenue, providing service to Aspen Hill, the NIH, the Bethesda CBD, Friendship Heights, and the Wheaton, Medical Center, Bethesda, and Friendship Heights Metrorail stations.
- Ride On route 37 operates along Connecticut Avenue and Plyers Mill Road, providing service to the Silver Spring CBD, Rockville, the Pike District, Wheaton, Potomac, and the Grosvenor-Strathmore and Wheaton Metrorail stations.
- Metrobus route L8 operates along Connecticut Avenue, providing service to Aspen Hill, Veirs Mill Road, Chevy Chase, Friendship Heights, and the Friendship Heights Metrorail station.

Pedestrian and Bicycle Facilities

To address needed upgrades in the sidewalk network envisioned in the Sector Plan, Staff, the Applicant, and the Town of Kensington have coordinated to enhance sidewalk infrastructure along each respective street frontage, with added care given to the Connecticut Avenue frontage. Along the Connecticut Avenue Property frontage, the Applicant proposes to construct a wider sidewalk and a separate sidepath, both with shaded buffering from the street, consistent with guidance within the *Kensington Sector Plan Design Guidelines* and the *Complete Streets Design Guide*.

With the intent of attracting future restaurant and retail tenants, the Applicant proposes to utilize portions of the frontage zone along the streetscape for café seating. Additional street trees will be

placed to the rear of the proposed sidepath to provide visual distinction between walking and bicycling travel, and in order to provide shade and comfort from vehicles traveling along the major highway. The provision of additional seating accessible to the public realm and use of plants and trees to soften the urban setting meet the vision of the Sector Plan Design Guidelines. By implementing the envisioned redevelopment of Connecticut Avenue into an urban boulevard, the improvement will help foster a more comfortable space for people walking and bicycling parallel to the high-volume state road.

Likewise, the Applicant is committed to upgrading the Property's frontage along Plyers Mill Road, proposing to construct wider sidewalks, with a street buffer accommodating tree wells, and a separate sidepath to support east-to-west connectivity across the Town. Additional café seating is proposed within the frontage zone, adjacent to the building.

Furthermore, the Applicant proposes to construct a new ADA-compliant curb ramp that would tie directly with the aforementioned sidewalk enhancements to the crosswalk across Plyers Mill Road. The single driveway access along Connecticut Avenue will be raised to sidewalk-level to foster safe travel for people walking and bicycling north-to-south. Finally, an existing 12-inch retaining wall at the southeast corner of the Connecticut Avenue-Plyers Mill Road intersection will be regraded to eliminate the tripping hazard, further facilitating safe and comfortable travel and access at this critical site within the town center.

Transportation Adequate Public Facilities (APF) Review

The Applicant filed a transportation statement, which included up to 11,700 square feet of proposed retail space for the proposed shopping center and drive-in bank. A 2,044-square foot filling station use previously occupied the Site. The transportation statement submitted with the Application stated that the Project would generate a loss of 212 morning and 221 evening net person trips and a loss of 148 morning and 154 evening net peak hour vehicle trips. Table 3 below, shows the projected new vehicle trips generated by the Site Plan.

Table 3: Vehicular Trip Generation

Vehicle Trip Generation	AM	PM	
Existing Site Generated Vehicle Trips (Driver) (ITE 10 th Edition – 2,044 SF Gasoline/Service Station)	166	214	
Site Generated Vehicle Trips (Driver) (ITE 10 th Edition – 9,165 SF Shopping Center)	9	34	
LATR Policy Area Adjustment (Retail)	69.8% of ITE Rate		
Site Generated Vehicle Trips (Driver) (ITE 10 th Edition – 1 drive through lane Bank)	9	26	
LATR Policy Area Adjustment (Retail)	69.8% of ITE Rate		
Net New Vehicle Trips (Driver)	-148	-154	
Net New Person Trips (Converted using total vehicle driver mode share)	-212	-221	
Local Area Transportation Review Required? (Are AM or PM person trips ≥ 50?)	No	No	

(Source: ITE, 10th Edition, from Applicant's LATR Review)

As such, under the 2020-2024 Growth and Infrastructure 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.

Other Public Facilities

School facilities will not be impacted by the proposed Project because no residential development is proposed. Furthermore, the Project will be served by public water and sewer systems. Electric, gas, and telecommunication services will also be available. Other public facilities and services – including police stations, firehouses, and health care facilities – are currently operating in accordance with the 2020-2024 Growth and Infrastructure Policy and will continue to be sufficient following construction of the Project.

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

The Subject Property is not located in a Rural Residential or Residential zone.

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

The proposed Project will be compatible with the surrounding commercial uses and will provide additional neighborhood-serving uses to support the existing and future residents of Kensington. The Project represents an important first step in transforming the automobile-oriented development that proliferates this area of Kensington into a more active, pedestrian friendly environment. Additionally,

the architecture of the proposed retail buildings has been specifically designed to complement the character of Kensington's Town Center.

- 3. To approve a Site Plan for a Restaurant with a Drive-Thru, the Planning Board must also find that a need exists for the proposed use due to an insufficient number of similar uses presently serving existing population concentrations in the County, and the uses at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood.**

Not applicable, this Site Plan does not include a restaurant with a drive-thru.

- 4. For a property zoned C-1 or C-2 on October 29, 2014 that has not been rezoned by Sectional Map Amendment or Local Map Amendment after October 30, 2014, if the proposed development includes less gross floor area for Retail/Service Establishment uses than the existing development, the Planning Board must consider if the decrease in gross floor area will have an adverse impact on the surrounding area.**

Not applicable, the Subject Property was not zoned C-1 or C-2 on October 29, 2014.

SECTION 5: COMMUNITY OUTREACH

The Applicant held a pre-submittal public meeting on June 8, 2021. The meeting was conducted virtually per COVID-19 Guidelines and the Applicant has complied with all submittal and noticing requirements. Staff was notified on March 28, 2022 that the application signage included the wrong phone number. The Applicant promptly corrected the application signs upon Staff's request.

The Town of Kensington submitted a letter of support for the Application. A member of the Parkwood Resident's Association contacted Staff for information about the Development Review Committee meeting, meetings with Town of Kensington officials, and the timing of Staff reports. In addition, a community member called Staff to express concern about the removal of the existing gas station building. The building is a "Googie"-styled gas station constructed in 1961. Although commercial Googie-styled architecture is rare in Montgomery County, the Property does not have a historic designation and is suitable for redevelopment (Attachment E).

SECTION 6: CONCLUSION

Site Plan No. 820220030, Crossroads of Kensington, complies with the findings required for approval in the Zoning Ordinance and is consistent with the goals and recommendations of the *Kensington Sector Plan*. Staff recommends approval of Site Plan No. 820220030, with the conditions included at the beginning of this report.

ATTACHMENTS

Attachment A: Site Plan

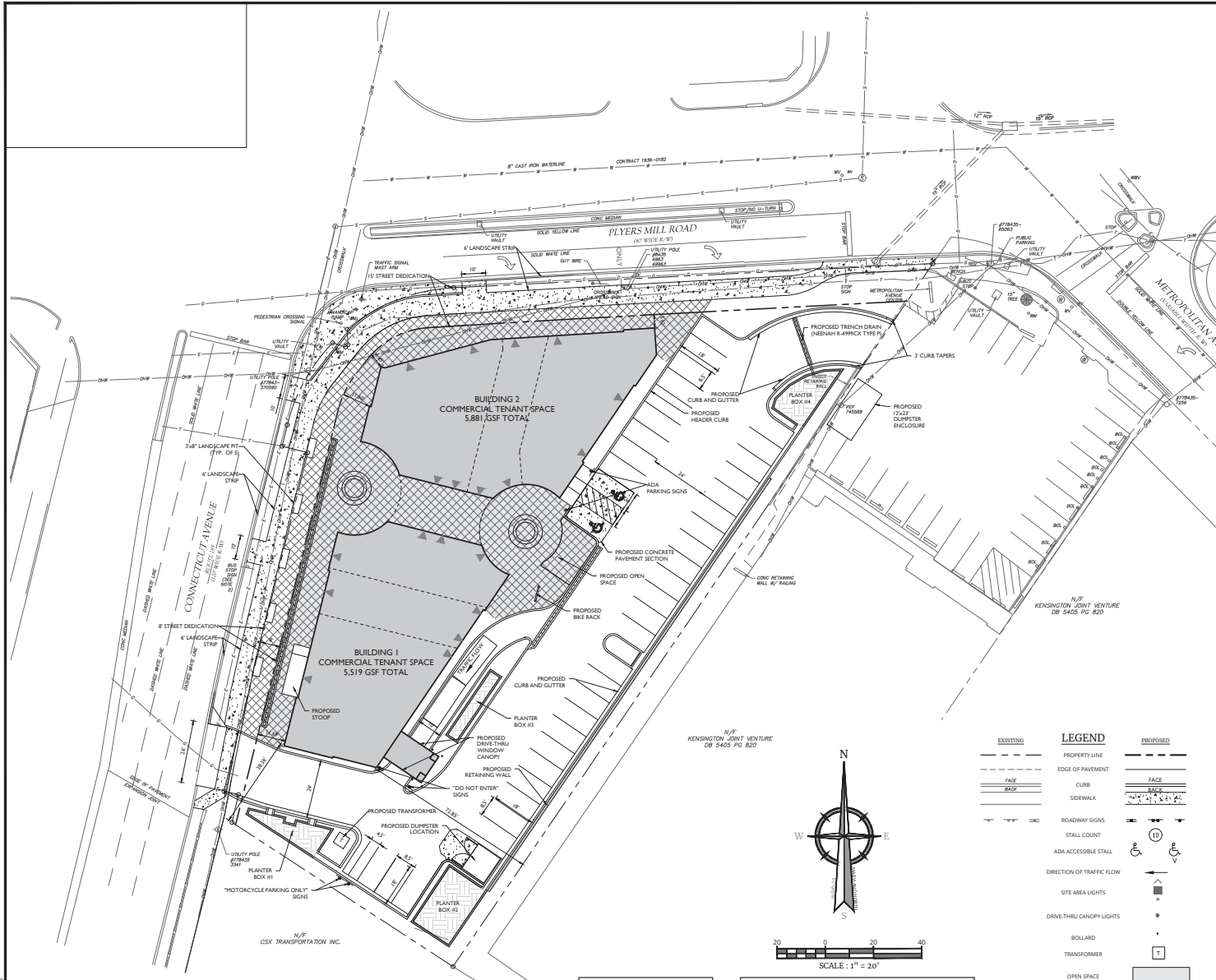
Attachment B: Access Agreement from Owner of 10592 Metropolitan Avenue

Attachment C: Forest Conservation Exemption

Attachment D: Agency Approval Letters

Attachment E: Correspondence

ATTACHMENT A

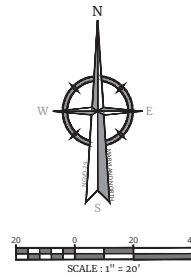


LINE DATA

SEGMENT	DIRECTION	LENGTH
L1	N 12° 59' 37" E	11.82'
L2	N 76° 50' 43" W	6.15'
L3	N 76° 06' 35" W	11.00'
L4	N 13° 53' 28" E	9.02'
L5	S 72° 13' 57" E	5.64'
L6	N 46° 32' 26" E	1.40'
L7	N 2° 53' 04" W	6.40'

CURVE DATA

SEGMENT	RADIUS	LENGTH	DELTA	CHORD
C1	75.00'	38.35'	30° 03' 40"	S 28° 54' 22" W 38.90'
C2	75.00'	48.26'	36° 52' 00"	S 68° 41' 51" W 47.43'



LEGEND

EXISTING	PROPERTY LINE	PROPOSED
---	EDGE OF PAVEMENT	---
---	CURB	---
---	SIDEWALK	---
---	ROADWAY SIGNS	---
---	STALL COUNT	---
---	ADA ACCESSIBLE STALL	---
---	DIRECTION OF TRAFFIC FLOW	---
---	SITE AREA LIGHTS	---
---	DRIVE-THRU CANOPY LIGHTS	---
---	ROLLARD	---
---	TRANSFORMER	---
---	OPEN SPACE	---

SITE TABULATION

LOT AREA	
EXISTING LOT AREA	46,408 SF
STREET DEDICATION	5,585 SF
NET LOT AREA	40,823 SF

NOTE: THIS PROPERTY IS ZONED CRT-2.5, C-2.0, R-2.0, H-75. DENSITY AND LOT YIELD CALCULATIONS ARE BASED UPON THE NET LOT AREA OF 40,823 SF. THERE IS NO REZONING PROPOSED WITH THIS SITE PLAN.

DENSITY STANDARDS REQUIRED/PROVIDED		
	MAX. ALLOWED	PROPOSED
MAX. NON-RES FAR:		
CRT-2.5	102,057 SF	11,400 SF
MAX. RES. FAR: C-2.0	81,646 SF	0 SF
MAX. COMBINED FAR	2.5	0.28
BUILDING HEIGHT	75 FT	26.0 FT
OPEN SPACE	10% (4,350 SF)	15% (6,218 SF)

PRINCIPAL BUILDING SETBACK		
STANDARD	REQUIRED SETBACK	PROVIDED SETBACK
FRONT (CONN. AVE.)	0	11.69 FT
SIDE STREET (PLYERS MILL)	0	5.66 FT
SIDE YARD (SOUTH)	0	38.36'
REAR YARD (EAST)	0	72.85'

BUILD TO AREA (BTA, MAX SETBACK AND MIN. % OF BUILDING FAÇADE)		
	20' MAX/MIN. 70% OF FAÇADE	100% OF FAÇADE UNDER 20' FROM R/W
FRONT SETBACK (CONN. AVE.)	20' MAX/MIN. 35% OF FAÇADE	100% OF FAÇADE UNDER 20 FEET FROM R/W

BUILDING TRANSPARENCY		
	REQUIRED (MIN)	PROVIDED
TRANSPARENCY FOR WALLS FACING A STREET OR OPEN SPACE	40%	40%

VEHICULAR AND BICYCLE PARKING (SEE FOOTNOTE)		
STANDARD/METRIC	REQUIRED	PROVIDED
RETAIL SALES AND SERVICE (3.5/1000 SF MIN. 6.0/1000 MAX.)	11.4 X 3.5 = 39.9 = 40 (MIN)	40
ADA SPACES	2	2
MOTORCYCLE SPACES	N/A	2

BICYCLE		
STANDARD AND LONG TERM, ALL RETAIL		
RETAIL (1/10,000 SF OF GFA, 50 MAX)	1.17 X 1 = 1.2 = 2 MIN.	2

LONG TERM		
15% OF STANDARD PROVIDED	2 X 0.15 = 0.3 = 1	1

FOOTNOTE

VEHICULAR (AUTO AND MOTORCYCLE) AND BICYCLE PARKING (SITE IS WITHIN REDUCED PARKING AREA, AS DEFINED BY THE PROPERTY ZONE). PARKING IS CALCULATED BASED ON THE REQUIREMENT FOR RETAIL/SERVICE USE, WHICH IS THE HIGHER PARKING GENERATOR. HOWEVER, THIS SPACE MAY BE DEVOTED TO RESTAURANT USE WITHOUT REQUIRING A SITE PLAN AMENDMENT.

DEVELOPER'S CERTIFICATE

THE UNDERSIGNED AGREES TO EXECUTE ALL THE FEATURES OF THE SITE PLAN APPROVAL NO. 820220030, INCLUDING APPROVAL CONDITIONS, DEVELOPMENT PROGRAM AND CERTIFIED SITE PLAN.

DEVELOPER'S NAME: MOUNTAIN VIEW BURLISON, LLC

ADDRESS: 1825 EYE STREET N.W., DC, 20006

PHONE: (202) 772-5888

SIGNATURE: _____

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11/29/2021

Robert Paul Pease
MARYLAND PROFESSIONAL ENGINEER
LICENSE NUMBER: 18890
COLLIERS ENGINEERING & DESIGN, INC.

SITE PLAN
#820220030

CROSSROADS OF KENSINGTON

10619 CONNECTICUT AVE

ELECTION DISTRICT 13
MONTGOMERY COUNTY
MARYLAND

22115 Rockville Centre, Suite 110, Gaithersburg, MD 20878
Phone: 703.430.4330

SITE PLAN

PROJECT NUMBER: 820220030

DATE: 08/05/2021

BY: [Signature]

FOR: [Signature]

SCALE: AS SHOWN

PROJECT NUMBER: 820220030

DATE: 08/05/2021

BY: [Signature]

FOR: [Signature]

SCALE: AS SHOWN

PROJECT NUMBER: 820220030

DATE: 08/05/2021

BY: [Signature]

FOR: [Signature]

SCALE: AS SHOWN

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION

ATTACHMENT B

December 15, 2021

To Whom It May Concern:

I, Alan Levin, as Managing Member of Kensington Joint Venture, a Maryland General Partnership, owner of the property located at 10592 Metropolitan Avenue (the "Property"), hereby authorize Mountain View Burleson, LLC to utilize the Property for purposes of general vehicular access to the property located at 10619 Connecticut Avenue (the "Connecticut Avenue Property"), for the uses being proposed in Site Plan No. 820220030. Kensington Joint Venture will grant a formal Access Easement to Mountain View Burleson, LLC in connection with the redevelopment of the Connecticut Avenue Property. Specifically, the Access Easement will specify the terms through which Mountain View Burleson, LLC, its tenants, visitors, and guests can access and utilize the Property for purposes of providing general vehicular connectivity between the Connecticut Avenue Property and Metropolitan Avenue. The Access Easement will be prepared and executed by the parties and recorded at the appropriate time, prior to occupancy of the redevelopment on the Connecticut Avenue Property.

Kensington Joint Venture,
a Maryland General Partnership

By: _____

Name: Alan Levin

Title: Managing Member

ATTACHMENT C



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 18, 2018

1784 Capital Holdings, LLC
8777 North Gainey Center Drive, Suite 191
Scottsdale, AZ. 85258

Re: Forest Conservation Exemption 42018257E; 10619 Connecticut Avenue; Lot P2

Dear Madam or Sir:

Based on the review by staff of the Montgomery County Planning Department, the Forest Conservation Exemption Request submitted on July 18, 2018 for 10619 Connecticut Avenue, is confirmed. The project site is exempt from Article II of the Montgomery County Code, Chapter 22A (Forest Conservation Law), Section 22A-5(s)(1) because this activity is being conducted on a tract less than 1.5 acres with no existing forest, or existing specimen or champion tree, and the afforestation requirements would not exceed 10,000 square feet.

A pre-construction meeting is required after the limits of disturbance have been staked before any clearing or grading begins. The property owner should contact this inspector before construction to verify the limits of disturbance and to determine if any tree protections are required. The property owner, construction superintendent, this forest conservation inspector, and the Montgomery County Department of Permitting Services (DPS) sediment control inspector should attend this pre-construction meeting.

You may contact me at david.wigglesworth@montgomeryplanning.org or at (301) 495-4581.

Sincerely,

David Wigglesworth

Sr. Planner

Development Applications & Regulatory Coordination

CC:Bradford Fox (Bohler Eng)
42018257E

ATTACHMENT D



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

May 4, 2022

Mr. Robert Pease
Colliers Engineering & Design
22375 Broderick Drive, Suite 110
Sterling, VA 20166

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
Crossroads of Kensington
Preliminary Plan #: 820220030
SM File #: 287175
Total Concept Area: 51,352 sq ft / 1.18 ac
Lots/Block: P2
Watershed: Lower Rock Creek

Dear Mr. Pease:

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 microbio retention planter boxes and Stormfilter. A partial stormwater management waiver has been requested due to site constraints and is hereby conditionally granted as discussed below.

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. The Stormfilter treatment volume will need to be maximized for the contributory drainage area.
2. An exhaustive investigation into Environmental Site Design (ESD) treatment opportunities will be required, such as exploring the use of green roof once the building design is available. The concept plan includes a request for a waiver that requires further justification as the design progresses.
3. A detailed review of the stormdrain design computations will occur at the time of detailed plan review. As discovered through conversations during this concept plan development phase with MDSHA and the Town of Kensington who own and maintain downstream stormdrain systems, there is to be no increase in the final design to any stormdrain system along Plyers Mill Road or Metropolitan Avenue.
4. The stormdrain is proposed to discharge to an adjacent property on the south side of the concept site. This discharge will require a stormdrain easement from the adjacent property owner or owners. Safe conveyance must be demonstrated. This includes designing the system so that the 10-year water surface elevation does not impact any structures and that the system has a



2425 Reedy Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingervices



Department of Permitting Services
Fire Department Access and Water Supply Comments

DATE: 11-Jan-22
TO: Robert Pease - robert.pease@colliersengineering.co
Colliers Engineering
FROM: Marie LaBaw
RE: Crossroads of Kensington
820220030

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **11-Jan-22** .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.

January 11, 2022

S Marie LaBaw PhD, PE
Fire Department Access and Water Supply
2425 Reddie Drive, 6th Floor
Wheaton, Maryland 20902

FDA for Site Plan #: 820220030
Performance Based Design Evaluation
Plan Name: Crossroads of Kensington
Colliers Project No. : 20002505A

Dear Ms. LaBaw,

FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation

BY: SML FM: 43 DATE: 1/11/2022

During the design review process for the Crossroads of Kensington Site Plan, it was determined that compliance with Executive Regulation 08-16, Section 18.2.3.2.3.3 could not be met for the tenant space that is located on the west side of the northerly building. The regulation states that a non-residential occupied structure must provide access to the occupied interior through a main, side-hinged door, via a clear and unobstructed walkable grade, within 50 feet of the fire department apparatus access. For this particular tenant space, the door is approximately 70 feet from the department apparatus access.

Performance based design, however, allows for instances where the distance from the door to the apparatus space can be considered in tandem with the interior access space when the total distance from the apparatus to the furthest reach within the space does not exceed 200 feet. In this particular case, the total distance would be approximately 136 feet. Please refer to attached for further information. We hereby request approval of the access route for this tenant space based on conformance with the requirements of performance based design.

If there are any questions regarding these responses, please call (703-430-4330) at your earliest convenience.

Sincerely,

Colliers Engineering & Design



Robert Pease, PE
Senior Project Manager

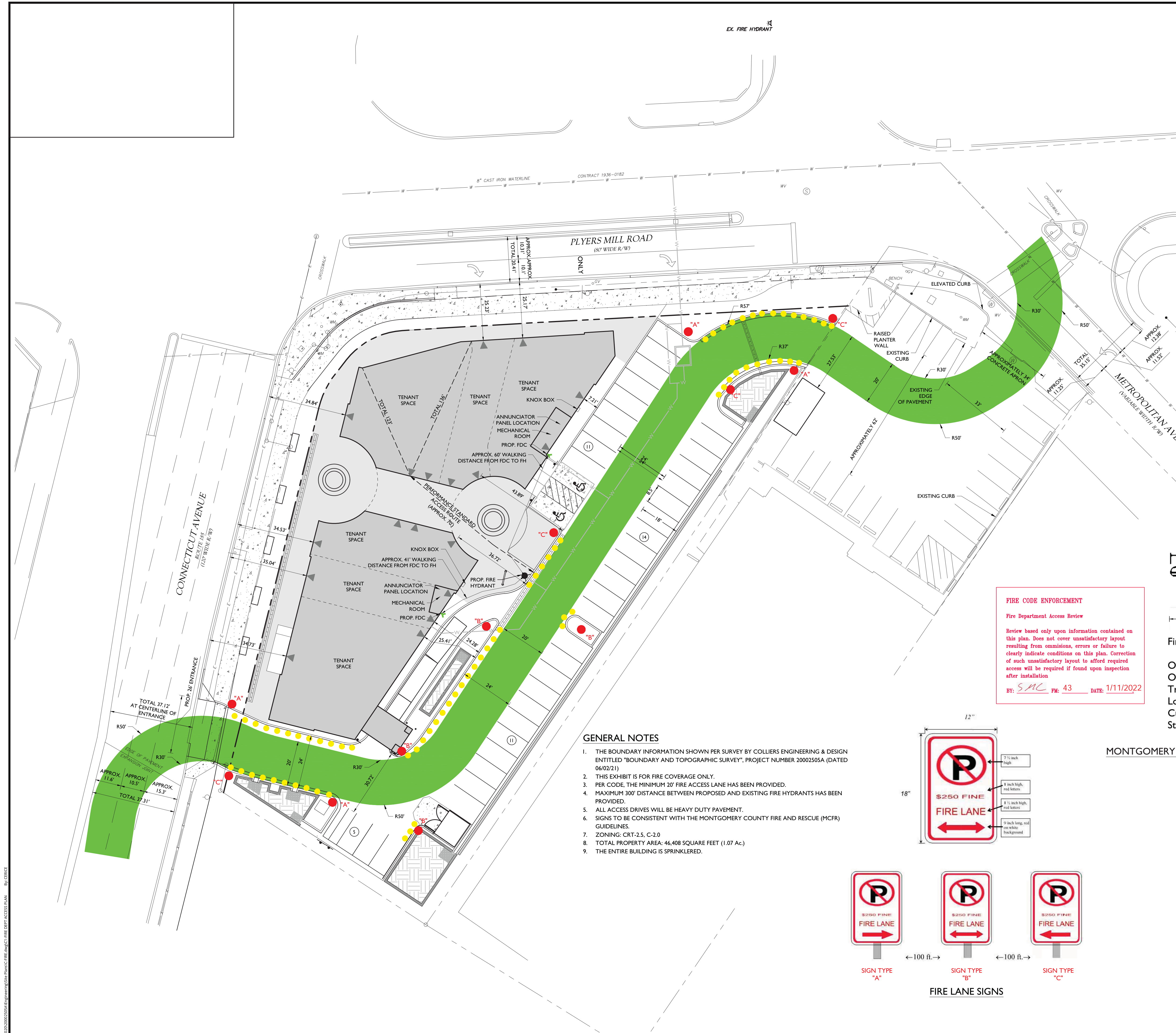


1/11/22

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NUMBER: 18890

EXPIRATION DATE: 10/24/22



EX. FIRE HYDRANT

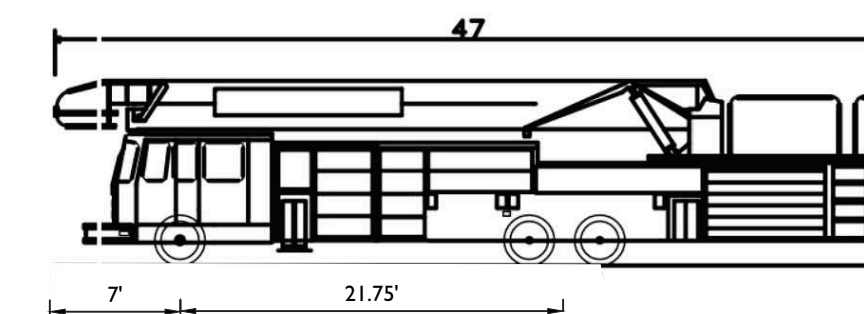
LEGEND

Diagram illustrating the layout of a fire lane, showing various markings and labels:

- SITE PROPERTY LINE
- RADI' OF FIRE ACCESS LANE
- PROPOSED WATER SERVICE
- EXISTING WATER SERVICE
- PROPOSED FIRE LANE SIGN
- PROPOSED FIRE LANE CURB MARKINGS
- FIRE ACCESS LANE

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NUMBER: 18890 EXPIRATION DATE: 10/24/22



Fire - MD - Montgomery County

Overall Width	8.00 ft
Overall Body Height	10.43
Track Width	8.00 ft
Lock-to-lock time	6.00 s
Curb to Curb Turning Radius	43.10 ft
Steering Angle	33.20°

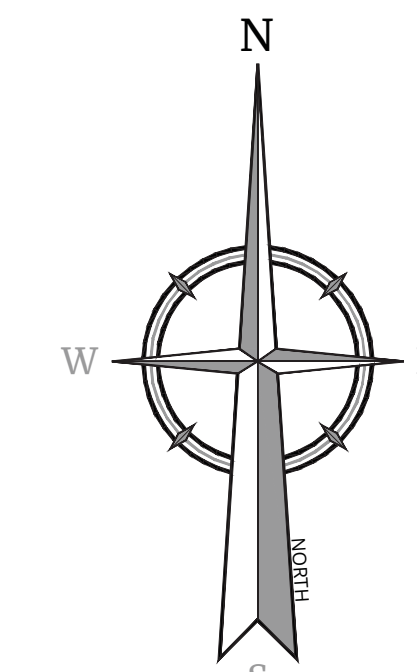
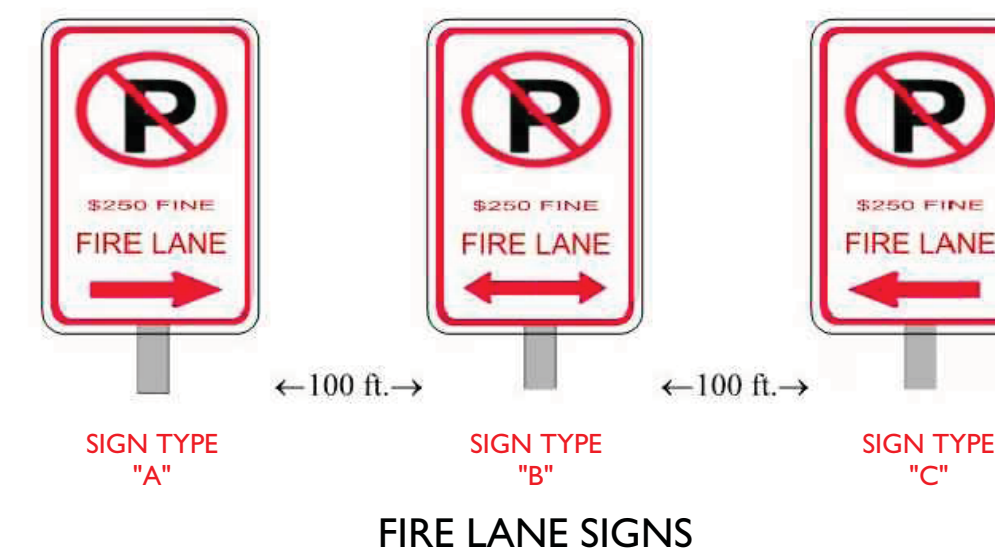
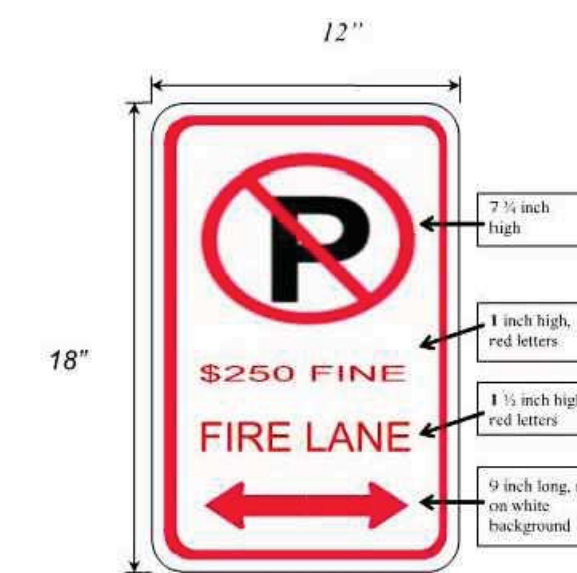
FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation

GENERAL NOTES

1. THE BOUNDARY INFORMATION SHOWN PER SURVEY BY COLLIER'S ENGINEERING & DESIGN ENTITLED "BOUNDARY AND TOPOGRAPHIC SURVEY", PROJECT NUMBER 20002505A (DATED 06/02/21)
2. THIS EXHIBIT IS FOR FIRE COVERAGE ONLY.
3. PER CODE, THE MINIMUM 20' FIRE ACCESS LAKE HAS BEEN PROVIDED.
4. MAXIMUM 300' DISTANCE BETWEEN PROPOSED AND EXISTING FIRE HYDRANTS HAS BEEN PROVIDED.
5. ALL ACCESS DRIVES WILL BE HEAVY DUTY PAVEMENT.
6. SIGNS TO BE CONSISTENT WITH THE MONTGOMERY COUNTY FIRE AND RESCUE (MCFR) GUIDELINES.
7. ZONING: CRT-25, C-2.0
8. TOTAL PROPERTY AREA: 46,408 SQUARE FEET (1.07 A_c.)
9. THE ENTIRE BUILDING IS SPRINKLERED.



SCALE : 1" = 20'



Engineering
& Design

www.colliersengineering.com

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2	11-11-11	1	
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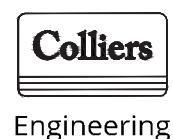
Robert Paul Pease
MARYLAND PROFESSIONAL ENGINEER
LICENSE NUMBER: 18890
COLLIERS ENGINEERING & DESIGN, INC.

FIRE DEPARTMENT ACCESS PLAN

FOR
CROSSROADS OF
KENSINGTON

10619 CONNECTICUT AVE

ELECTION DISTRICT 13
MONTGOMERY COUNTY
MARYLAND



Colliers
Engineering
& Design

STERLING
22375 Broderick Drive,
Suite 110
Sterling, VA 20166
Phone: 703.430.4330

COLLIERS ENGINEERING & DESIGN, INC.
DOING BUSINESS AS MASER CONSULTING

SCALE: AS SHOWN	DATE: 08/20/2021	DRAWN BY: HS/CME	CHECKED BY: RP
PROJECT NUMBER: 20002505A		DRAWING NAME: C-FIRE	

SHEET TITLE:

FIRE DEPARTMENT
ACCESS PLAN

SHEET NUMBER: 1 OF 1

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

stable outfall with non-erosive velocities. Documentation of the existing site condition through the flowpath and the condition of the ultimate outfall will be required.

5. The underground storage proposed for quantity control in this concept design is designed in this concept to receive water via a flowsplitter that also feeds the Stormfilter practice. It is preferable to have the quantity storage at the downstream point of the stormdrain system in series with other stormdrain and not be designed to receive water through a flowsplitter. The stormdrain layout should be revisited and designed using as simple a configuration as possible.
6. An engineered sediment control plan must be submitted for this development.
7. 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**.

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 Jean Kapusnick, P.E. at jean.kapusnick@montgomerycountymd.gov or at 240-777-6345.

Sincerely,



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

MCE: jak

cc: N. Braunstein
SM File # 287175

ESD: Required/Provided 6,343 cf / 3,861 cf
PE: Target/Achieved: 1.8"/1.1"
STRUCTURAL: 1,916 cf
WAIVED: TBD ac.

820220030 Crossroads of Kensington

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

“07-SITE-820220030-00C4.pdf V3” uploaded on/ dated **“10/6/2021”**.

As there seems to be minimal impact to the County ROW (per the above site plan), we do not have any comments at this point. Please note, access and improvements along Connecticut Ave (MD 185) and Plyers Mill Road (MD 192) are per MSHA. We recommend:

1. Construction of Master-Planned bikeways along the site frontages.
2. Ensuring of safe access (especially along Plyers Mill Road).
3. Ensure of adequate ROW dedication.
4. installation of a bus shelter that the County will maintain at adjacent Ride On and WMATA stops.

ATTACHMENT E

Mayor Tracey Furman

Council Member Darin Bartram
Council Member Nate Engle



Council Member Conor Crimmins
Council Member Bridget Hill-Zayat

January 19, 2022

Ms. Carrie Sanders
Chief, Mid-County Planning Division
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

Re: Crossroads of Kensington Development Project
10619 Connecticut Avenue

Dear Ms. Sanders:

On behalf of the Kensington Town Council, please accept this letter in support of the proposed Crossroads of Kensington development project at 10619 Connecticut Avenue.

The project was most recently presented before our Development Review Board (DRB) on January 4, 2022, and discussed by the Town Council at our January 10, 2022, meeting. The Applicant addressed questions pertaining to the cross-sections of Connecticut Avenue and Plyers Mill Road, drive-thru queuing and the redesign and change of traffic flow to the drive-thru lane, stormwater management, Connecticut and Metropolitan Avenue egress/ingress, green building construction standards and parking and operations.

The Town generally supports the proposed development project presented by the Applicant and requests that the Planning Board approve the project as well, with the understanding that further review by Planning staff and the Town of Kensington will address concerns pertaining to green building construction standards, circulation, and architecture and building materials.

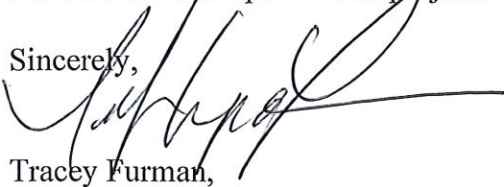
As with previous development projects, the Town strongly encourages all applicants to exceed the minimal green building requirements of the County that are outlined in the International Green Construction Code (IgCC) through measures that would, whenever feasible, achieve the equivalent of at least LEED Silver designation. Furthermore, the Town awaits the passing of policies associated with the proposed measures presented in the County's Climate Action Plan, which will enhance the minimum green building requirements for future development throughout the County writ large.

The Town is highly supportive of the reduction of curb cuts along Connecticut Avenue and Plyers Mill Road and improvements to pedestrian and bicycle access and safety proposed by this development. Separate from this project but in light of the additional residents who may visit here by car, bus, bike, or foot, we ask that County Planning work with the Town and MDOT SHA to continue to review the complicated and hazardous 5-way intersection of Plyers Mill Road, Metropolitan Avenue, and Concord Street to identify ways

to make changes that would increase pedestrian and bicycle safety, safe access to this development, and efficient roadway operations at this intersection.

The Crossroads of Kensington project promises to provide the community additional banking, restaurant, and retail options within the heart of our Town, and we look forward to continuing to work with the Owner/Developer on this project.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tracey Furman', with a long horizontal flourish extending to the right.

Tracey Furman,
Mayor

CC: Kensington Town Council
Alan Levin, Property Owner
Michael Sanders, Property Owner
William Kominers, Counsel to Property Owner

From: [Tettelbaum, Emily](#)
To: [Clare Murphy](#)
Subject: RE: Crossroads of Kensington - Plan Number #820220030
Date: Monday, March 7, 2022 4:24:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Clare,

This project is now tentatively scheduled on the Planning Board's 4/21 agenda. For a 4/21 hearing, the staff report will post on the Planning Board's website by 4/11. I am not sure why the timeline on our website shows a predicted June Planning Board decision, but I will look into it.

If you have any question or concerns about the project, feel free to contact me.

Best Regards,
Emily



Emily Tettelbaum
Planner Coordinator

Montgomery County Planning Department
2425 Reddie Drive, Floor 14, Wheaton, MD 20902
emily.tettelbaum@montgomeryplanning.org
o: 301-495-4569



From: Clare Murphy <saul243@verizon.net>
Sent: Saturday, March 5, 2022 9:09 AM
To: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Subject: Re: Crossroads of Kensington - Plan Number #820220030

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Thank you, Emily, for your prompt and informative reply.

I see on the Planning website that the Predicted Planning Board Decision is now June 9th and that your Staff Report for PB Review2 is expected by April 18th. I'll check the website in April for your Report.

Thanks again,
Clare

-----Original Message-----

From: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>

To: Clare Murphy <saul243@verizon.net>
Sent: Mon, Feb 28, 2022 4:36 pm
Subject: RE: Crossroads of Kensington - Plan Number #820220030

Good Afternoon Ms. Murphy,

Thank you for reaching out to the Planning Department to inquire about the Crossroads of Kensington project. Regarding the Development Review Committee (DRC) meeting on October 26, 2021, I have included a list (see below) of the meeting attendees. Marie LaBaw is with the Department of Permitting Services and Paul Mortenson is with the Planning Department. I am not aware of any community members or other private citizens who attended the meeting.

I attended three meetings with Town of Kensington officials to discuss this project on October 28, November 2, and November 19.

The Planning Board is reviewing a request to extend the regulatory review period for this project on March 3rd; a link to the extension request staff report is available [here](#). Assuming the Planning Board approves the extension request, the hearing to review the project will likely be in mid to late April. If it would be helpful, I can let you know once the Planning Board date is set, or feel free to check in with me in a few weeks. Staff reports are posted on the Planning Board website 10 days prior to the Planning Board hearing.

Feel free to contact me if you have any further questions.

Best Regards,
Emily

10/26/2021 DRC Attendees

Kominers, William
Robert Pease
Scott Wolford
Bradshaw, Laura
Etheridge, Mark
Sanders, Michael I.
Emily Lally
Sorrento, Christina
Goutos, Melissa
Bruce Zavos (Guest)
Rogers, Elizabeth C.
LaBaw, Marie
Kohler, Andrew
Mills, Matthew
Tse, Yee-mei
Sanders, Carrie
Brown, Angela
Tettelbaum, Emily
Farhadi, Sam
Myers, Allison
Mortensen, Paul
Torma, Rebecca
Somarajan, Deepak

Smith, Andy
Fahim, Natasha
Gonzalez, Elwyn
Kwesi Woodroffe
Panjshiri, Atiq
Lindsey, Amy
Folden, Matthew
Vaia, Emily
Thorsell, Jon-Edward
Whelan, William
Quattrocchi, Dominic



Emily Tettelbaum
Planner Coordinator

Montgomery County Planning Department
2425 Reedy Drive, Floor 14, Wheaton, MD 20902
emily.tettelbaum@montgomeryplanning.org
o: 301-495-4569



From: Clare Murphy <saul243@verizon.net>
Sent: Monday, February 28, 2022 11:18 AM
To: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Subject: Crossroads of Kensington - Plan Number #820220030

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello Ms. Tettelbaum,

I'm a long-time resident of the Parkwood community in the Kensington area. Parkwood is not within the Town of Kensington and is, in fact, a much larger community than the TOK.

I'm also an active member of the Parkwood Residents Association and currently am on its "Development Committee" which "monitors the status of development projects, both proposed and underway, that could affect the Parkwood community" (PRA website). The Committee doesn't advocate for or against any project but gathers information about projects to keep our community informed.

I'm contacting you to get information about the "Crossroads of Kensington" project. The location of the project at Connecticut Avenue and Plyers Mill Road, is one that most Parkwood residents maneuver through on a regular basis. Also, we have concerns about the appearance and economic vitality of the major artery near our community.

I've looked at the project's records on the Montgomery Planning website and have several specific requests for you.

I liked to have more information about the people who attended the "Development Review Committee" meeting on October 26, 2021. Below is a list of speakers noted in the minutes of that meeting. I can identify some of them from other documents and some I can't.

Please identify the speakers at the meeting who I can't identify. Also, please let me know who else attended that meeting. Were there any community members there, i.e., private citizens not associated with the Applicant or Montgomery County?

Speakers

Representing the Applicant/Developer

William Kominers, Lerch, Early and Brewer, "representing the applicant"- as attorney,
Elizabeth Rogers, Lerch, Early and Brewer
Scott Wolford, Colliers Engineering and Design
Bruce Zavos, "Guest", Zavos Architecture + Design

Unidentified

Marie LaBraw
Paul Mortensen

Also, how many private meetings did you and other Montgomery Planning employees have with the Town of Kensington officials regarding this project?

Lastly, when will your Staff Report for the Planning Board be posted on the Planning website and available to the public? I saw on the website that the project's "Predicted Planning Board Decision" is April 7, 2022. We private citizens who aren't development professionals need time to read and understand the technicalities of the Planning Staff's Reports.

Thank you,
Clare Murphy

Tettelbaum, Emily

From: Deborah Chalfie <dmchalfie@yahoo.com>
Sent: Thursday, January 27, 2022 4:54 PM
To: Tettelbaum, Emily
Subject: Re: Planning Board hearing on Crossroads at Kensington

Follow Up Flag: Follow up
Flag Status: Completed

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Emily,
I was wondering if you yet had a new ETA on scheduling the Planning Board hearing on Crossroads of Kensington?
Thanks,
Debbie

On Thursday, January 20, 2022, 10:34:12 AM EST, Tettelbaum, Emily <emily.tettelbaum@montgomeryplanning.org> wrote:

Hello Again Ms. Chalfie,

I am writing with an update on the Crossroads of Kensington hearing. We are removing this project from the Planning Board's February 3 agenda because we are still waiting on the stormwater management approval. I expect that the hearing will still be sometime in February, but I am not certain yet. I will try to remember to let you know when the new date is determined, but feel free to check in with me in a week or two.

Best Regards,

Emily



Emily Tettelbaum

Planner Coordinator

Montgomery County Planning Department

2425 Reedie Drive, Floor 14, Wheaton, MD
20902

emily.tettelbaum@montgomeryplanning.org

o: 301-495-4569



From: Deborah Chalfie <dmchalfie@yahoo.com>
Sent: Tuesday, January 18, 2022 12:02 PM
To: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Subject: Re: Planning Board hearing on Crossroads at Kensington

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Thanks.

On Tuesday, January 18, 2022, 07:51:02 AM EST, Tettelbaum, Emily <emily.tettelbaum@montgomeryplanning.org> wrote:

Hello Ms. Chalfie,

The Crossroads of Kensington hearing is still scheduled on the Planning Board's February 3rd agenda.

Best Regards,

Emily



Emily Tettelbaum

Planner Coordinator

Montgomery County Planning Department

2425 Reddie Drive, Floor 14, Wheaton, MD
20902

emily.tettelbaum@montgomeryplanning.org

o: 301-495-4569



From: Deborah Chalfie <dmchalfie@yahoo.com>
Sent: Monday, January 17, 2022 3:32 PM
To: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Subject: Planning Board hearing on Crossroads at Kensington

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello Emily,

I spoke with you briefly last month to check on the status of this proposed development. At that time, you indicated that the tentative date set for the Planning Board hearing was February 3rd. The [DAIC tracker](#) makes it appear that the hearing has been moved out to late Feb. or even early March. Could you please clarify the likely date for the hearing?

Thank you,

Deborah Chalfie

Art Deco Society of Washington