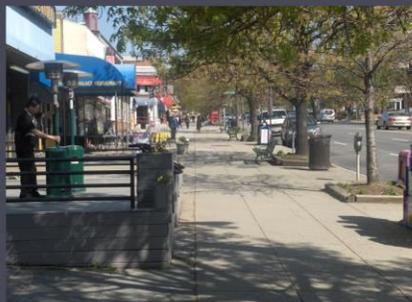


May 2012

kensington sector plan

Approved and Adopted



Montgomery County Planning Department
M-NCPPC
MontgomeryPlanning.org

Abstract

This plan for the Kensington and vicinity contains the text and supporting maps for a comprehensive amendment to the 1978 *Sector Plan for the Town of Kensington and Vicinity* and *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland Washington Regional District in Montgomery and Prince George's Counties*, as amended. It also amends the *Master Plan of Highways within Montgomery County*, as amended, and the *Countywide Bikeways Functional Master Plan*, as amended.

This Plan makes recommendations for land use, zoning, urban design, transportation, environment, and community facilities.

Source of copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Online at: www.MontgomeryPlanning.org/community/kensington

Master and sector plans convey land use policy for defined geographic areas and should be interpreted together with relevant Countywide functional plans and County laws and regulations. Plan recommendations provide comprehensive guidelines for the use of public and private land and should be referred to by public officials and private individuals when making land use decisions. Public and private land use decisions that promote plan goals are essential to fulfilling a plan's vision.

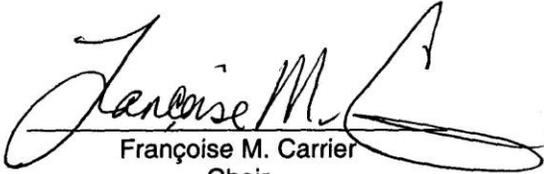
Master and sector plans look ahead 20 years from the date of adoption, although they are intended to be revised every 10 to 15 years. Moreover, circumstances when a plan is adopted will change and the specifics of a plan may become less relevant over time. Plans do not specify all development possibilities. Their sketches are for illustrative purposes only, intended to convey a sense of desirable future character rather than a recommendation for a particular design.

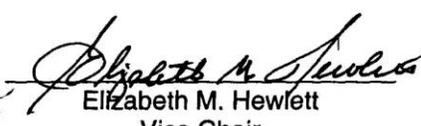
CERTIFICATION OF APPROVAL AND ADOPTION

KENSINGTON SECTOR PLAN

This Comprehensive Amendment to the approved and adopted 1978 Sector Plan for the Town of Kensington and Vicinity, as amended; the approved and adopted 1989 Master Plan for the Communities of Kensington-Wheaton; being also an amendment to the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Master Plan of Highways*, as amended; and the *Countywide Bikeways Functional Master Plan*, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 17-371 on March 20, 2012, and has been adopted by the Maryland-National Capital Park and Planning Commission by Resolution No. 12-08 on May 16, 2012 after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Françoise M. Carrier
Chair


Elizabeth M. Hewlett
Vice Chair



Joseph Zimmerman
Secretary-Treasurer



MCPB NO. 12-45

M-NCPPC NO. 12-08

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on Thursday, April 28, 2011 on the Public Hearing Draft *Kensington Sector Plan*, being also an amendment to the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Sector Plan for the Town of Kensington and Vicinity*; the *Master Plan for the Communities of Kensington-Wheaton*, as amended; the *Master Plan of Highways*, as amended; and the *Countywide Bikeways Functional Master Plan*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on June 9, 2011, approved the Planning Board Draft *Kensington Sector Plan*, recommended that it be approved by the District Council, and on June 21, 2011 forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft *Kensington Sector Plan* and forwarded those recommendations and analysis to the District Council on September 14, 2011; and

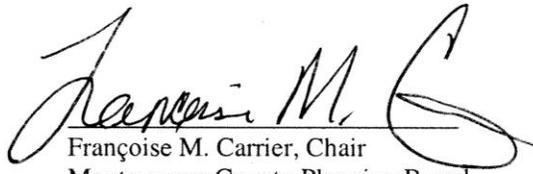
WHEREAS, the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on October 11, 2011, wherein testimony was received concerning the Planning Board Draft *Kensington Sector Plan*; and

WHEREAS, the District Council, on March 20, 2012 approved the Planning Board Draft *Kensington Sector Plan* subject to the modifications and revisions set forth in Resolution No. 13-371.

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said *Kensington Sector Plan*, together with the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the *Sector Plan for the Town of Kensington and Vicinity*, as amended; the *Master Plan for the Communities of Kensington-Wheaton*, as amended; the *Master Plan of Highways*, as amended; and the *Countywide Bikeways Functional Master Plan*, as amended, and as approved by the District Council in the attached Resolution No. 17-371; and

BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission at its regular meeting held on Thursday, April 19, 2012, in Silver Spring, Maryland on motion of Commissioner Dreyfuss, seconded by Commissioner Anderson, with a vote of 5-0, Commissioners Anderson, Carrier, Dreyfuss, Presley and Wells-Harley voting in favor of the motion.


Françoise M. Carrier, Chair
Montgomery County Planning Board

This is to certify that the foregoing is a true and correct copy of Resolution No. 12-08 adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Presley, seconded by Commissioner Hewlett, with Commissioners Carrier, Anderson, Bailey, Dreyfuss, Squire, Shoaff, Washington, and Wells-Harley voting in favor of the motion, on Wednesday, May 16, 2012, in Silver Spring, Maryland.


Patricia Colihan Barney
Executive Director

kensington sector plan

May 2012

Approved and Adopted



Prepared by
The Montgomery County Planning Department
March 2011

Approved by
The Montgomery County Council
March 2012



The Maryland-National Capital Park and Planning Commission
May 2012

MontgomeryPlanning.org

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Many of the photographs in this Plan were taken as part of the “A Day in the Life of Kensington” photo contest. Credits accompany these photos.

Map 1 Sector Plan Area



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. It will be reachable by walking and bicycle from Kensington’s neighborhoods, which can reduce vehicle miles travelled, conserve energy, and reduce carbon emissions. The Town Center will also broaden housing choices for an array of ages and incomes.

The Plan protects Kensington’s stable residential neighborhoods by maintaining their residential zones and preserves the Town’s historic character by recommending additional areas and sites to be evaluated for addition to the *Master Plan for Historic Preservation*.

The Plan’s broad goal is to reinvigorate the Town Center while preserving Kensington’s scale and historic character.

Connectivity

- Acknowledging the “commuter” status of Connecticut Avenue while creating new pathways for townspeople to move car free throughout the Town, enjoying a healthier, more sustainable community.

Design

- Redefining public spaces for people and creating activity along sidewalks through smart design of buildings and the spaces around them.
- Defining new public spaces that will exemplify the unique scale and character of Kensington.

Environment

- Promoting sustainable infill and reuse, with a goal of creating a neighborhood with the lowest feasible carbon footprint.
- Implementing effective environmental practices that will inspire current residents and future generations to become stewards of the environment.

Diversity

- Transforming Kensington’s exclusively commercial business district into an active Town Center with new residential uses.
- Promoting the community’s heritage through its buildings, spaces, and people.



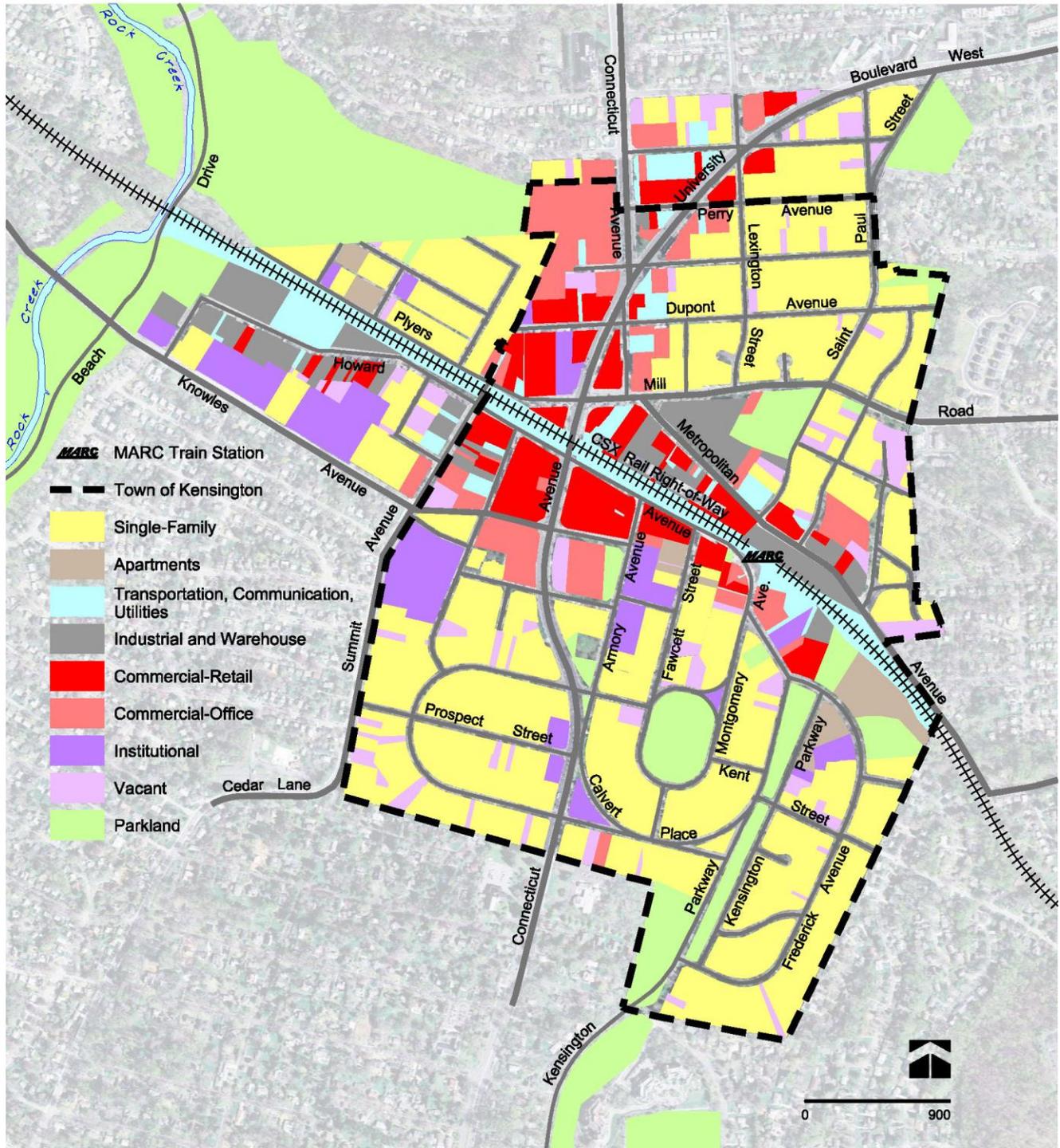
Jacob DeGlopper



Dorie Silber



Map 2 Existing Land Use



assets and challenges

Connectivity

Kensington is located at a critical crossroads in the area’s road network. An informal, but important east-west road system crosses Connecticut Avenue, a vital north-south artery, in the center of town. The east-west network includes University Boulevard West, Plyers Mill Road, Metropolitan, Knowles, and Strathmore Avenues. The east-west crossing causes many travelers to use Connecticut Avenue between Plyers Mill Road and Knowles Avenue in order to complete their eastbound or westbound journey. For this short segment, east-west travelers and north-south travelers use the same roadway.

Street grids in Kensington’s neighborhoods provide good access and circulation for pedestrians. Many streets have sidewalks, and there are paths and trails connecting the neighborhoods to parkland east and west of Kensington.

Connecticut Avenue and the CSX rail right-of-way pose significant barriers to pedestrian and bicyclist movement through the Plan area. There are only three pedestrian connections across the tracks between the north and south sections of the Town—Summit Avenue, Connecticut Avenue, and the at-grade track crossing at Kensington Station, which is used informally. The first two are barely adequate; the third track crossing is legally open to MARC users only. The nearest crossings outside the Plan area are Beach Drive and the Rock Creek Trail, almost a half-mile to the west of Summit Avenue, and Stoneybrook Drive, about two thirds of a mile to the east. Improving pedestrian connections across the tracks is a critical challenge for this Plan.

Design

Kensington offers a full range of neighborhood service and retail opportunities. Two neighborhood shopping destinations—Safeway and the Kensington Shopping Center—sit opposite each other at Connecticut and Knowles Avenues. A third neighborhood center lies near the junction of Connecticut Avenue and University Boulevard. To the east of Connecticut Avenue, along Kensington Parkway and Montgomery Avenue, there are banks, drycleaners, and other businesses. On Howard Avenue west of Connecticut Avenue, there are auto repair businesses as well as plumbers, landscapers, and craft workers.

Kensington is located between the Wheaton and White Flint Metro Stations. The Town is about two miles from the Wheaton Metro Station and about three miles from the White Flint Metro Station.

Kensington’s commercial center depends on the automobile. It offers surface parking away from streets. Some areas have no sidewalks, so that shoppers often drive from shop to shop along the same street. The character of the auto-



centered commercial center is in conflict with the more intimate character of the historic neighborhoods. In addition, the commercial center currently excludes housing, which deprives the area of a ready source of street activity: residents who live where they can work, shop, and play.

Environment

The Plan area straddles two subwatersheds of Rock Creek: Kensington Heights and Lower Main Ken-Gar. Beginning in Wheaton, the Kensington Heights watershed flows into a stream the town residents call Silver Creek. The Lower Main Ken-Gar subwatershed drains into two drainage swales and a small tributary that flows west into the mainstem of Rock Creek.

The 2003 Countywide Stream Protection Strategy determined that Silver Creek has poor water quality and stream conditions. The natural stream bed was previously converted to a concrete channel or piped underground in order to transport stormwater swiftly. During large storm events the culvert at Oberon Street exceeds its capacity, flooding properties in the neighborhood.

Kensington's residential communities have an impervious cover of 30 percent, while the commercial core has 80 percent impervious cover. This high impervious cover contributes to poor water quality. In addition, Kensington was developed prior to stormwater management requirements that would otherwise curb stream degradation, diminished water quality, and periodic flooding.

Approximately 24 percent of the Plan area is covered with tree canopy. The majority of canopy is from street trees and landscaping on private lots with the exception of about three acres of forested parkland. Residential neighborhoods contribute approximately 21 percent of the canopy in the Plan area. Two percent of the canopy area is within commercial and industrial areas. Lack of tree cover, in combination with the intensive impervious levels, contributes to the poor water quality found in the streams within the Plan area, increased ambient air temperatures, higher energy consumption, and diminished visual appeal.

A carbon analysis for Kensington factored in existing and projected embodied energy, transportation energy, and building energy. The results show that carbon dioxide output will nearly triple unless fossil fuel consumption is reduced.



Phillip J. Baker



Diversity

Kensington provides housing for a full range of ages and incomes, from small apartments near Antique Row to stately single-family houses in the historic district and housing targeted to older residents.

The Kensington Historic District, designated in 1986, is one of the largest districts in the County with about 180 buildings. The Kensington Historic District is also listed in the National Register of Historic Places (1980). The Historic Preservation Commission reviews proposed exterior changes for structures in the district and has developed guidelines for new construction within the district.

There are 834 single-family houses in the Plan area, 78 percent of the total number of units. Twenty-two percent, 235 units, are multifamily.

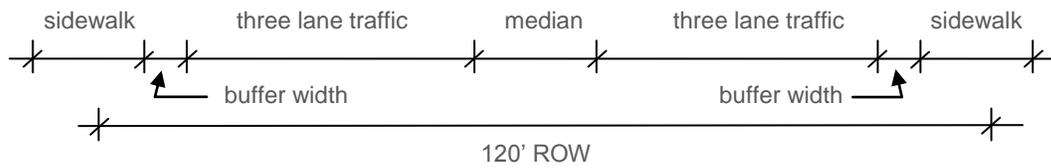
A key Plan objective is to introduce housing into Kensington's Town Center, which will increase the inventory of multifamily housing in the Plan area and increase the range of housing choices for County residents.

Kensington is also home to a number of antiques and furnishings businesses that attract shoppers from the metropolitan Washington area. On Howard Avenue east of Connecticut Avenue is historic Antique Row. Other antique retailers have located among the warehouses and services on West Howard Avenue.



Marjorie McCurry

Illustration 1 Proposed Connecticut Avenue Cross Section



area wide recommendations

Connectivity

To ensure a balance between land use and transportation, the County determines the adequacy of public facilities (the transportation and other public infrastructure) to accommodate development using procedures adopted in the biennial Subdivision Staging Policy. The Subdivision Staging Policy consists of an area component, Policy Area Mobility Review (PAMR), that determines the relative mobility within policy areas, and a local component, Local Area Transportation Review, that determines the congestion levels at relevant intersections. Both components assess the ability of existing and programmed roadway and transit networks to provide adequate capacity for demand associated with future development. Using the results from these analyses, planners recommend appropriate strategies to accommodate future demand by providing sufficient transit and roadway capacity to serve a proposed land use.

For Kensington, the PAMR analysis uses regional forecasts of jobs and housing growth, including that proposed in the White Flint Sector Plan. The analysis concluded that relative mobility in Kensington and vicinity—the relationship during weekday peak and non-peak periods between auto travel and roadway capacity, and the relationship between journey-to-work travel times by auto and transit—satisfies the parameters in the Subdivision Staging Policy for the long-range balance between land use and transportation.

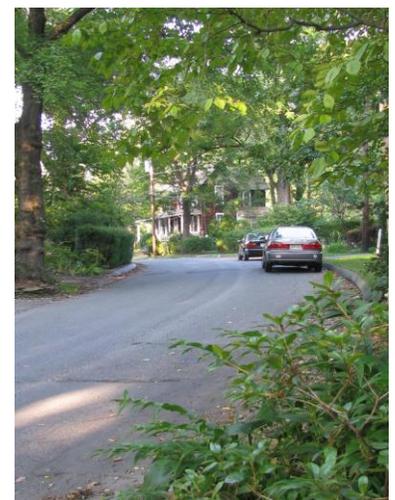
Local area analysis determines the congestion levels at intersections in and adjacent to the Plan area. The result of this analysis for Kensington is that most intersections satisfy Subdivision Staging Policy congestion standards. The Sector Plan recommends improvements that improve accessibility and mobility, but would result in forecast congestion levels slightly exceeding capacity at two intersections: Connecticut Avenue at Plyers Mill Road (seven percent over standard) and Connecticut Avenue at Knowles Avenue (four percent over standard). Congestion levels slightly above the standard can be considered indicative of a land use and transportation balance for the purpose of a 20-year forecast. As redevelopment occurs, projects will be required to mitigate the increase in traffic congestion directly attributable to them, following the Subdivision Staging Policy in effect at the time of development.

The Transportation Appendix contains detailed discussions of both analyses and further detail on connectivity recommendations.

The Plan's recommendations for better connections in Kensington will give pedestrians priority, especially in the Town Center. Physical and operational improvements can easily accommodate current traffic flows while giving residents the ability to move safely and efficiently through Kensington. Improvements in MARC commuter rail service over the life



Michelle Shanahan



Julie O'Malley

of this Plan—including service enhancements, increased parking, and improved pedestrian connections to the station—can make an important contribution to reducing vehicle trips in Kensington.

Finally, Montgomery County is studying the feasibility of a bus rapid transit system along a number of highway corridors, including Connecticut Avenue. Using dedicated rights-of-way along these routes for high occupancy buses could offer a significant alternative for commuters and contribute to sustainable development. Bus rapid transit planning results completed to date indicate that the Plan’s recommended typical section is appropriate, although additional right-of-way needs may be identified for bus priority treatments at specific locations in the Plan area during subsequent design studies.

The Plan recommends:

- Extend Summit Avenue as a Business District Street with a 60-foot right-of-way and two travel lanes from Plyers Mill Road to Connecticut Avenue, via Farragut Avenue.
- Reduce the target speed of Connecticut Avenue in Kensington to 30 miles per hour to enhance pedestrian comfort and safety.
- Encourage pedestrian-centered urban design by using narrower urban road sections from the County’s context-sensitive design standards.
- Confirm the *Countywide Bikeways Functional Master Plan* for signed, shared roadways on routes in the Plan area.
- Provide energy efficient lighting, where appropriate, along major highways, arterials, business district streets, and connections to residential areas to provide adequate lighting for pedestrians and bicyclists.
- Provide clear and bold markings for pedestrian crosswalks, clearly identifying the pedestrian zone.
- Provide storage lockers and bicycle racks at appropriate locations, specifically within the Town Center and near the train station.
- Direct pedestrians to the important places in Kensington with clear signs.

Illustration 2 Town Center Illustrative



The Plan envisions a reinvigorated, pedestrian-oriented, and safe mixed-use Town Center that respects and builds on Kensington’s historic character and modest scale, with active streets, new public spaces, well-designed buildings, and enhanced streetscape.

Design

Scale is a fundamental tenet of urban design and defines how people think about the spaces they move through and how they perceive the built environment. The neighborhoods of Kensington and its Antique Row illustrate the Town's scale.

Scale is a function of many factors:

- street width
- height
- structure mass or size
- setbacks
- separation distances.

This Plan's design framework, defined through zoning and illustrated by urban design guidelines, can help shape and blend Kensington into a walkable and livable community.

Street-Oriented Development

Streets should be safe, pedestrian-oriented environments that create an animated community life along the sidewalks to encourage high levels of pedestrian activity.

- Orient buildings to the sidewalk with display windows and entrances.
- Encourage pedestrian-level ornamentation, signage, and architectural details.
- Minimize curb cuts to reduce conflicts between pedestrians and vehicles.
- Provide street trees and furniture to improve aesthetics and functionality for pedestrians.
- Provide energy efficient street lighting, where appropriate, to improve safety and security along Major Highways, Arterials, and Business District Streets. Areas of high pedestrian activity or primary pedestrian routes should have pedestrian-scale lighting to illuminate the sidewalk.
- Minimize conflicts with motorists, transit buses, and pedestrians through low target speeds for vehicles, access management, and reduced curb cuts.
- Provide adequate parking for proposed land uses while using strategies to reduce demand, consolidate supply, and use space efficiently. Minimize the visual impact of parking facilities and encourage on-street parking.
- Provide a pedestrian path in the area of the Montgomery County Housing Opportunities Commission headquarters on Summit Avenue to improve pedestrian connectivity.



Historic Preservation

Maps 3 and 4 show Kensington’s Historic District, which was added to the *Master Plan for Historic Preservation* in 1986. The District includes residential sections along both sides of Connecticut Avenue, Antique Row, along Howard Avenue, and period structures on the east side of St. Paul Street, north of the CSX right-of-way. The district is architecturally significant because it includes a wide variety of Victorian period architectural styles and offers a uniformity of scale and design that strongly conveys the sense of place embodied by garden suburbs.

Kensington’s Historic District includes a mix of historic and non-historic structures. Primary structures are those buildings, constructed prior to 1930, that have historical and cultural significance or architectural and design significance. Secondary structures may contribute visually to the district but are not presently historic. The Master Plan prescribes different levels of regulatory review by the Historic Preservation Commission for primary and secondary structures. A general description of historic preservation review is in the Implementation section.

During development of this Plan, Kensington Cabin, 10000 Kensington Parkway, was added as an individual resource to the *Master Plan for Historic Preservation* on March 29, 2011. This log cabin was constructed in 1933-34 using funding from a New Deal program and from M-NCPPC. The rustic structure is representative of early recreation buildings in the first stream valley parks, including Rock Creek, Sligo Creek, and Cabin John.

This Plan makes the following recommendations:

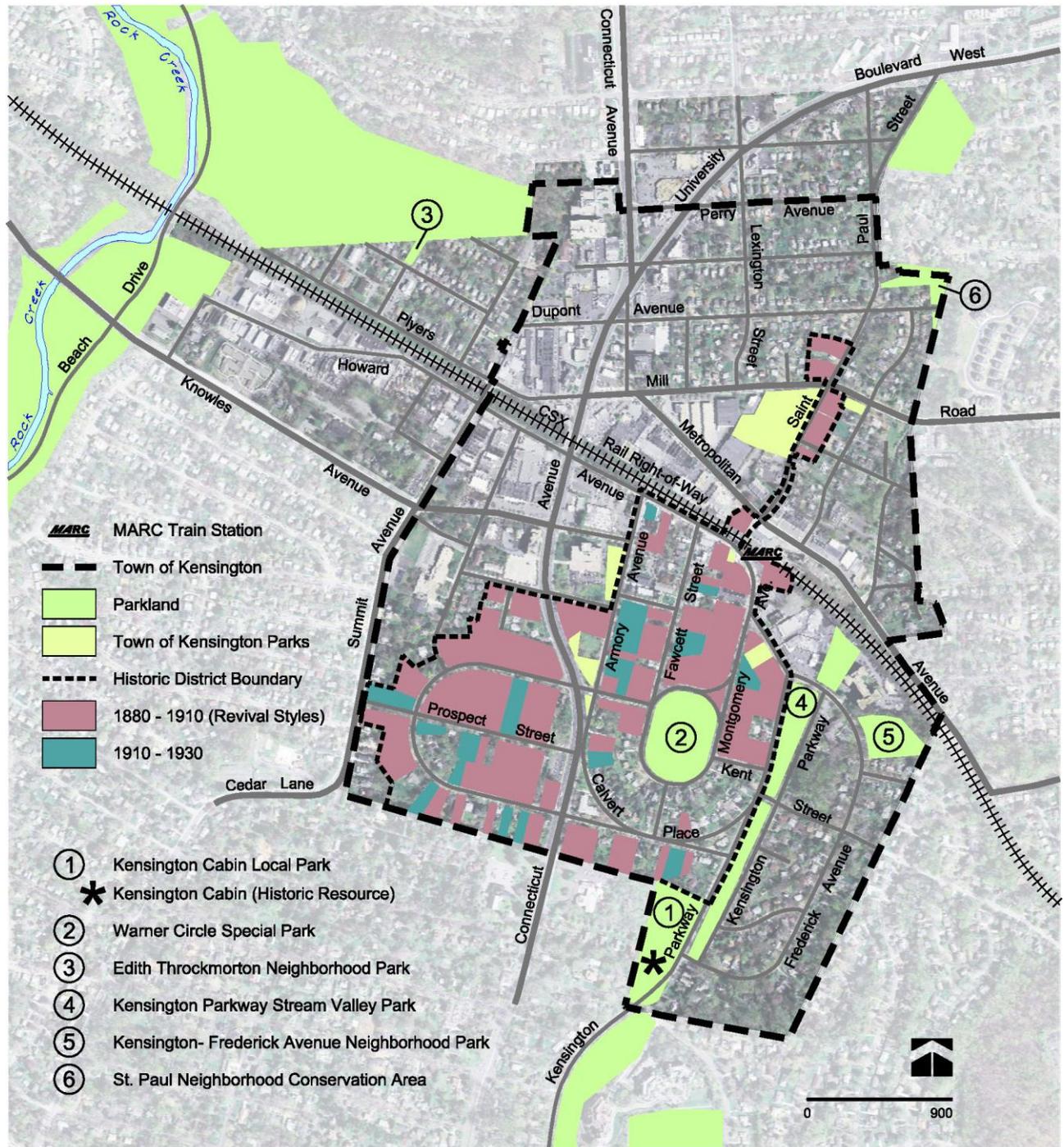
- Adopt pedestrian-oriented design guidelines for Connecticut Avenue including crosswalks, median strips, and street trees to mitigate the adverse traffic impacts on Connecticut Avenue, which bisects the historic district.
- For infill and redevelopment of properties located directly opposite historic district resources, including Warner Street and Armory Avenue, consider compatibility of scale, massing, and setback.
- Re-evaluate the boundaries of the Kensington Historic District and amend as appropriate, paying particular attention to reconciling discrepancies between National Register and local designations, including properties on Detrick Avenue.
- Assess the historic district boundary north of the railroad tracks and expand as appropriate.
- Several historic district properties have preservation easements that protect the open space that characterizes this garden suburb; support donation of additional preservation easements for privately owned open space.



Phillip J. Baker



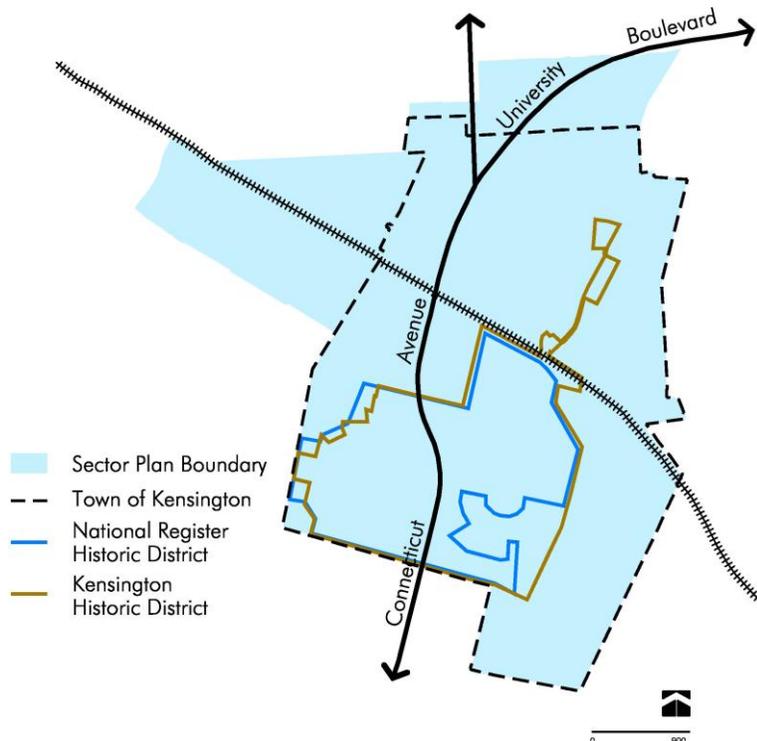
Map 3 Historic District and Parks



- Evaluate the following potential historic resources for designation on the Master Plan for Historic Preservation:
 - North Kensington: This residential district is north of Plyers Mill Road and west of St. Paul Street. The area has a rich variety of Victorian and period revival houses dating primarily from the 1890s to the 1940s.
 - Kensington Estates: West of Summit Avenue, this residential neighborhood includes small scale houses built largely in the post-World War II era.
 - Frederick Avenue: This residential neighborhood, located east of Kensington Parkway, contains several structures more than a century old.
 - Ken-Gar: Bounded by Plyers Mill Road and Rock Creek Park, Ken-Gar is a historically African-American community and includes community buildings and residences dating from the early 1900s.

- Evaluate the following individual sites for potential historic designation:
 - Kensington Fire Station, 10620 Connecticut Avenue: Built in 1947, this Colonial Revival structure houses the Kensington Volunteer Fire Department, organized in 1922. When constructed, the building was the largest fire station in Maryland. It exemplifies the growth of the Kensington community in the post-World War II era.
 - Ken-Gar Rosenwald School, 4111 Plyers Mill Road: One of only eight surviving Rosenwald Schools in the County, the Ken-Gar School was built in 1927-28. The Julius Rosenwald Fund sponsored construction of elementary schools for African-American children in the south. The

Map 4 Local and National Historic District Boundaries



building exemplifies the challenges in the black community to obtain a good education in the era of segregation. The building was later converted for use as a community center.

- 10408 Detrick Avenue: This single-family house, which features Colonial Revival and Prairie influences that were prevalent in the early 20th century, has considerable architectural integrity. In addition, the Kaiser family was associated with the era of streetcar expansion in Montgomery County.
- 10115 Connecticut Avenue: This single-family structure merits further evaluation to determine the extent of its contribution to the historic district.

Parks

Kensington is well-served by parks, including seven Town parks and six Montgomery County parks. This Plan recommends preserving the existing County parks: Kensington Cabin Local Park, Warner Circle Special Park, Edith Throckmorton Neighborhood Park, Kensington Parkway Stream Valley Park, Kensington-Frederick Avenue Neighborhood Park, and the St. Paul Neighborhood Conservation Area.

- Rehabilitate the Warner Circle historic buildings for public use and the historic landscaped grounds on the Warner Circle property for use as an important public open space within the Kensington Historic District. An adaptive reuse planning process for Warner Circle will determine appropriate use of the open space.
- Work cooperatively with the Town of Kensington to develop a viable program and means of operation to revitalize Kensington Cabin.
- Examine the existing Edith Throckmorton Neighborhood Park for future renovation.

Open Space System

- Preserve existing designated open space in the Plan area.
- Enhance connectivity with sidewalks, bikeways, and trails.
- With the redevelopment of properties in the Town Center, create additional open space for social interaction.

Although the Plan does not recommend acquiring land for additional open space, it identifies sites for additional open space to be created during redevelopment.

- Provide an open space with the redevelopment of the Konterra property.
- Include an informal play and exercise space on the Montgomery County Housing Opportunities Commission property along Summit Avenue.
- Consider the unused green space behind the library parking on Knowles Avenue for use as public space and stormwater treatment with any future expansion of the library.



Phillip J. Baker



Environment

All private and public development should practice sustainable design and building to protect and enhance the environment. A high priority should be placed on the following goals:

- reducing the amount of impervious surfaces
- treating stormwater runoff with environmentally sensitive design (ESD) or low impact development (LID)
- reducing energy consumption and carbon emissions, through green building design and reduced vehicle use.

Pursuing these goals will not only enhance Kensington's air and water quality, but improve the quality of life for all citizens.

Stormwater Management

- Continue participating in the County's program to fund water quality improvements or establish a stormwater fee program in the Town.
- Incorporate open section roadway swales rather than conventional curbs where allowed by design standards. Where curbs are necessary to protect the roadway edge, allow perforated curbs that direct runoff into swales for stormwater treatment.
- Use, where feasible, permeable paving for roads, road shoulders, parking lots, and parking lanes.
- Design and construct sidewalks that disconnect runoff from conventional storm drain systems.
- Reduce the amount of impervious surface areas to maximize infiltration of stormwater and reduce runoff.
- Use the CRT and CRN Zones to provide incentives for a variety of landscaping options such as: green roofs and walls, rooftop gardens, tree planting.
- Initiate Town, County, or State pilot projects in the areas listed below to provide innovative and aesthetic low impact development (LID) stormwater treatments and bioretention within the road right-of-way to meet new County design standards to accommodate stormwater runoff. Such projects can reduce the volume and improve the water quality of runoff to Silver and Rock Creeks, provide tree canopy cover in the road medians, enhance the streetscape, provide safe, attractive respite areas, and improve community livability.

Map 5 Proposed ESD/LID Road Projects

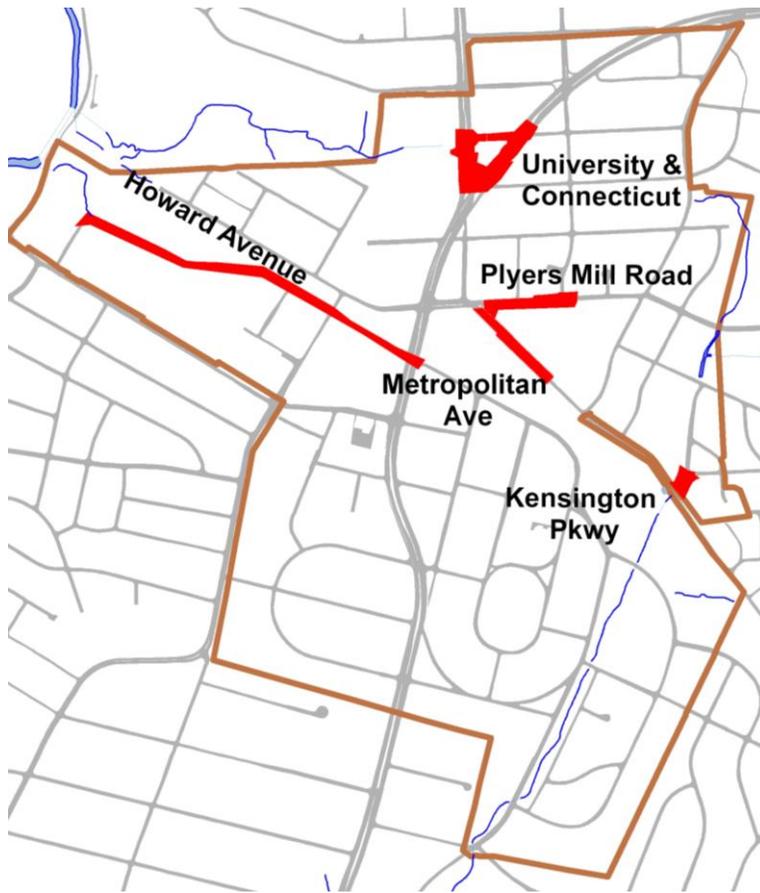


Table 1 Roads Proposed for Low Impact Development Pilot Projects

| Road | Existing Typical Paved Width | Existing Typical ROW Width | Operation |
|---|------------------------------|----------------------------|--------------|
| Metropolitan Avenue between Plyers Mill Road and Lexington Street | 25' | 70' | State, Town |
| Howard Avenue between Summit Avenue and M-NCPPC park | 25' | 55' | County, Town |
| Plyers Mill Road between Metropolitan Avenue and Lexington Street | 33' | 70-100' | Town |
| Kensington Parkway's intersection with Metropolitan Avenue | 62' | 110' | Town |
| University Boulevard West and Connecticut Avenue Intersection | 85' | 300' | State, Town |

Carbon Reduction

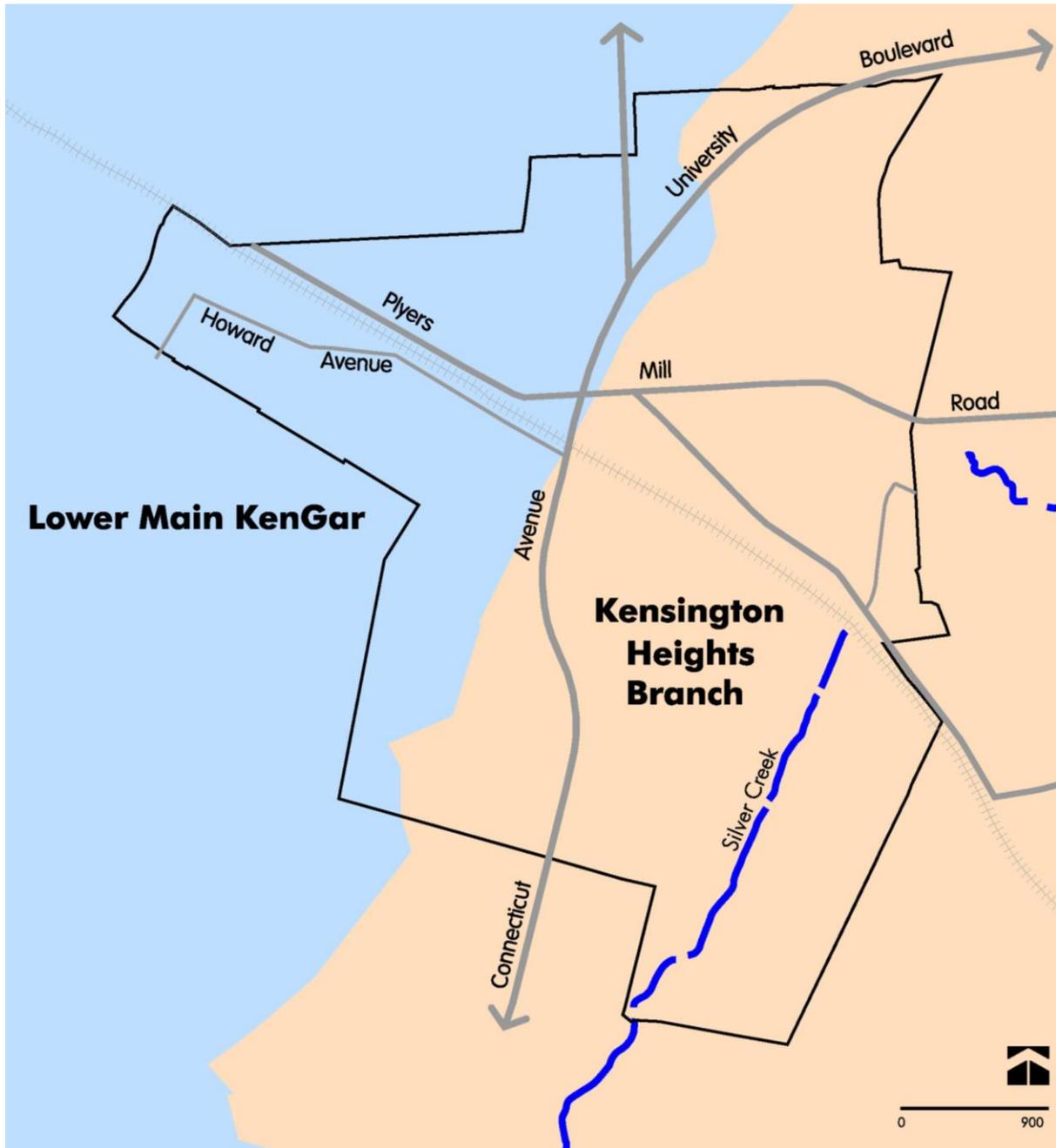
- Use the CRT and CRN zones to provide incentives for exceeding energy efficiency standards, including the installation of onsite energy production through geothermal, solar panels or wind.
- Design new projects to take advantage of solar orientation and construct high energy efficient buildings.
- Expand access to alternative transportation modes such as public transit, carpooling, car-sharing, bicycling, and walking to reduce carbon emissions.
- Use the CRT and CRN Zones to provide incentives for the use of reflective paving and roofing materials to reduce local heat island effects and building temperatures.

Environmental Sustainability

- Support Town of Kensington and Department of Parks collaborative efforts to remove invasive species and plant native herbaceous, shrub, and canopy trees along the Silver Creek stream valley.
- Provide opportunities for collaborative efforts among public and private landowners to establish community gardens.
- Establish green corridors to connect parks, stream valleys, and trails with neighborhoods and destinations such as public facilities, civic places, shopping districts and institutions.
- Increase tree canopy cover along streets and within medians, within existing neighborhoods, commercial areas, and on parkland.
- Use the CRT and CRN Zones to provide incentives for vegetative layering through tree preservation and planting, green roofs, rooftop gardens, vegetated walls, planted bioinfiltration.

Although many of the recommendations can be applied effectively during the redevelopment process, this Plan supports the use of federal, State, and local models, incentives, and programs that encourage neighborhood and citizen participation in decreasing carbon emissions, promoting energy generation and conservation, and reducing and treating stormwater.

Map 6 Watersheds



Diversity

The challenge in Kensington is to build on the community’s assets—its rich history, cohesive neighborhoods, and human scale—to create an active and vibrant Town Center that is connected to those neighborhoods. Mixing commercial, office, and residential uses can achieve this vision.

More housing in the Town Center will mean livelier and more active streets that are attractive for residents, shoppers, and visitors. It will increase the diversity of housing choices as well. The Plan proposes modest increases in density in the exclusively commercial center of Kensington to encourage mixing of uses while continuing to allow the range of retail and commercial uses now available.

This Plan proposes two Commercial Residential Zones for the Town Center—CRT (Town) and CRN (Neighborhood). The new zones will allow commercial and residential uses to be mixed at varying densities within the maximum floor area allowed for each site. (A fuller description may be found in the Implementation section.)

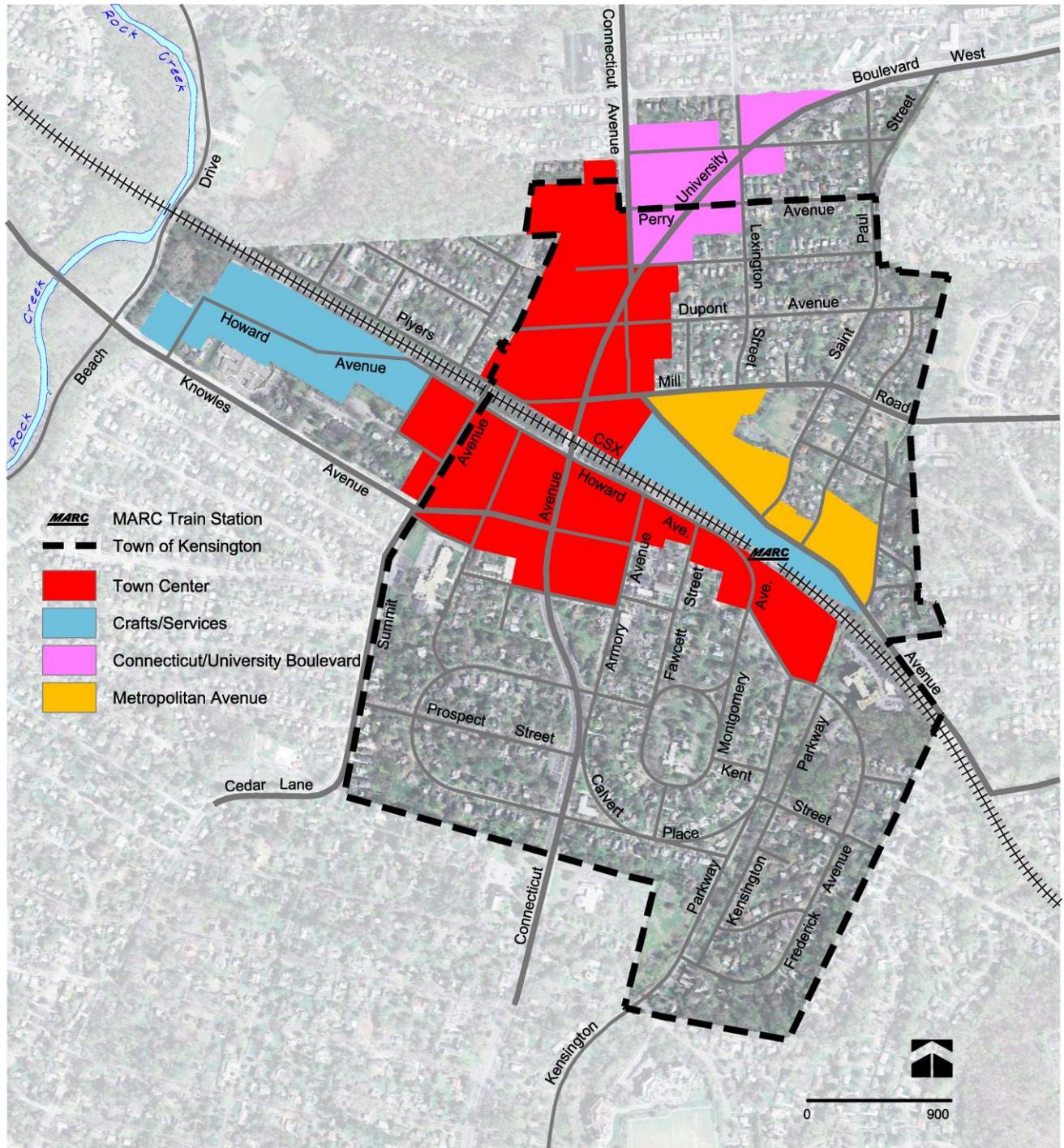
This Plan makes recommendations for four distinct areas that make up the Kensington community—the Town Center, the Crafts/Services area, Metropolitan Avenue, and the Connecticut/University commercial area. Recommendations for individual properties outside these areas follow as well.



Protect existing residential and historic area of Kensington.

Maintain the R-60 Zone for the residential properties outside the Plan area’s identified redevelopment districts.

Map 7 Districts

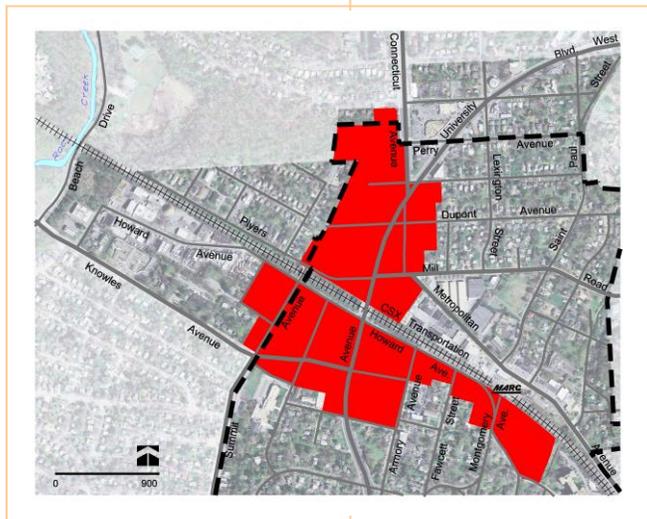


districts and properties

Town Center

In 2009, Kensington’s business district was exclusively commercial, with properties in the Neighborhood Commercial (C-1), General Commercial (C-2), Commercial Transition (C-T), Commercial Office (C-O) and Commercial Office-Moderate (O-M) zones. The auto-oriented retail centers largely consisted of one- and two-story structures, with adjacent surface parking. There are scattered four-to-six story office buildings with adjacent surface parking in the business area. Floor area ratios (FARs) are relatively low, with most buildings having FARs in the vicinity of 0.5.

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 Avenue. Properties with the potential to support mixed-use developments with parking structures could have five- to six-story buildings, while most other properties that do not mix uses would have street activating retail and services in one- or two-story buildings with surface parking. Buildings along Town Center streets should be set back 15 to 25 feet from the curb to provide adequate space for sidewalks separated from traffic by a green panel or trees. This Plan encourages the retention of existing businesses.

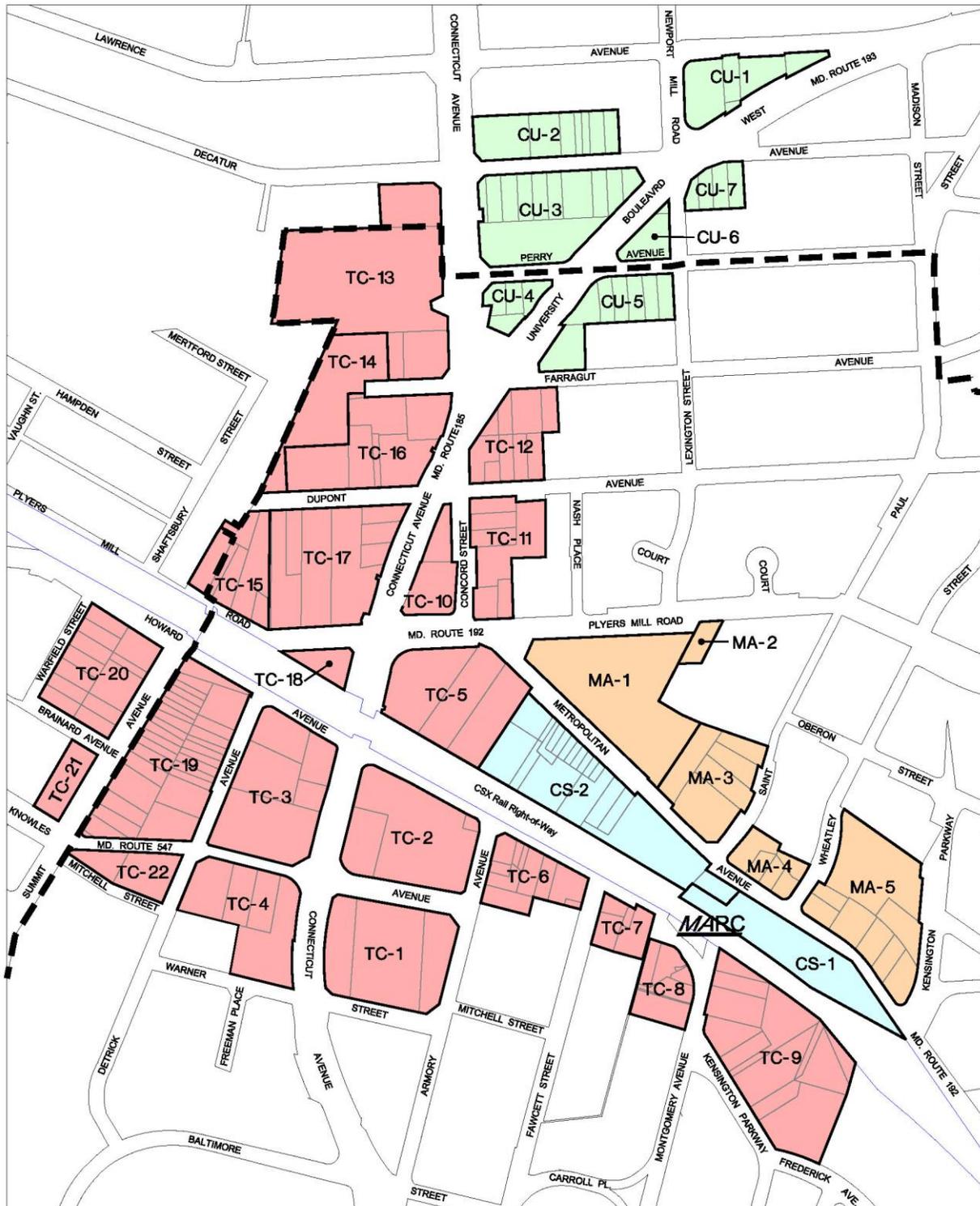


This Plan recommends taller buildings in the “core” of the Town Center—Connecticut Avenue, Knowles Avenue, and Plyers Mill Road. Buildings at the edges of the Town Center are recommended for lower height, to ensure gradual transitions to the adjoining residential neighborhoods. Design guidelines will help ensure that new development steps down toward residential and historic neighborhoods, and that new buildings adjacent to these neighborhoods are compatible and are of appropriate height, scale, and mass.

The CRT and CRN Zones enable mixing of uses at a range of allowable floor area ratios. This Plan recommends total maximum mixed-use FARs of up to 2.5 for the Town Center core; 2.0 for the eastern portion of Howard Avenue, Metropolitan Avenue, and the triangle bounded by Connecticut Avenue, University Boulevard, and Decatur Avenue; and 1.0 to 1.5 for other properties in the Town Center (map 13, page 48).

Revitalization in the Town Center is likely to take one of two forms: an optional method of development on larger parcels in the CRT Zones and a standard method of development for smaller CRT properties and the CRN Zones. For all optional method projects and standard method projects with site plan, the Planning Board must carefully analyze the proposal’s building height, bulk, scale,

Map 8 Analysis Areas



- | | | | |
|-------------|--------------------|--|-----------------------------|
| MARC | MARC Train Station | | Crafts/Services (CS) |
| | Town of Kensington | | Connecticut/University (CU) |
| | Town Center (TC) | | Metropolitan Avenue (MA) |



Analysis Areas

| Town Center | |
|---|--|
| TC-1 | Baker's Union |
| TC-2 | Safeway block |
| TC-3 | Burka property |
| TC-4 | 10400 Connecticut Avenue and vicinity |
| TC-5 | Huggins property |
| TC-6, TC-7, TC-8 | Antique Row |
| TC-9 | MARC Station/Johnson's Nursery |
| TC-10,TC-11 | 10605 Concord Street and vicinity |
| TC-12 | Schlesinger block |
| TC-13 | Kaiser Connecticut Avenue properties |
| TC-14, TC-15 | West Dupont and Farragut blocks |
| TC-16 | Calomiris and other properties |
| TC-17, TC-18 | Kensington Fire Station and other properties |
| TC-19 | Detrick and Summit block |
| TC-20 | Warfield and Summit block |
| TC-21 | Kaiser Medical property |
| TC-22 | Kaiser Family and Carlin properties |
| Crafts/Services District | |
| CS-1, CS-2 | Konterra and Metropolitan Avenue South |
| Metropolitan Avenue Area | |
| MA-1 | 3700 Plyers Mill Road LLC property |
| MA-2, MA-3, MA-4, MA-5 | Metropolitan Avenue North |
| Connecticut Avenue/University Boulevard Area | |
| CU-1, CU-2 | Decatur and Lawrence blocks |
| CU-3, CU-4 | Stubbs, Curtis properties and vicinity |
| CU-5, CU-6, CU-7 | University, Decatur, Lexington, and Perry blocks |

setbacks, relationship to street, massing, façade articulation, and relationship to surrounding properties to ensure compatibility.

Where smaller redevelopment projects are more likely, those projects should also use building mass, façade articulation, or residential appearance to create a transition to one-family residential neighborhoods and primary historic resources. These areas include the edges of the Antique Row area along Armory and Montgomery Avenues, the blocks of Decatur and Lawrence Avenues just outside the town boundary, the western portions of the blocks of Dupont and Perry Avenues immediately adjacent to University Boulevard West, and the blocks of Warfield Street and Summit Avenue south of the CSX tracks.

Goal: Enhance Connecticut Avenue and University Boulevard West to provide better safety and function for all modes of transportation. The development of these roads as boulevards should recognize that streets are a component of the public realm.

- Provide sidewalk improvements to separate pedestrians from automobile traffic with trees and other buffers along the curb.
- Provide landscape improvements including street trees and green medians that enhance appearance and contribute to stormwater management.
- Develop medians without conventional curbs to allow water to flow into bioswales for treatment (see Environment recommendations).
- Provide pedestrian refuges in medians at intersections to shorten crosswalk distances.
- Redesign the intersection of Connecticut Avenue, University Boulevard West, and the proposed Summit Avenue extension to enhance the pedestrian atmosphere and improve vehicular circulation.
- Provide gathering spaces with high visibility along Connecticut Avenue and near the train station.
- Study, with the State Highway Administration, the Department of Transportation, and the Town of Kensington, pedestrian and vehicular circulation north of the CSX right-of-way, with a focus on the proposed redesigned intersection at Connecticut Avenue, Farragut Avenue, and University Boulevard West, including evaluation of Concord Street as an alternative between southbound Connecticut Avenue and eastbound Plyers Mill Road as well as other improvements that would benefit pedestrian movement across Connecticut Avenue.

Goal: Develop Howard Avenue as a street designed to encourage continuous pedestrian activity on both sides of Connecticut Avenue. It should generate an active street life through the mix and intensity of land uses, as well as through high quality site and building design.

- Introduce sidewalks and other pedestrian amenities west of Connecticut Avenue to provide a safe, comfortable experience for users.

- Develop the blocks along Howard Avenue between Warfield Street and Connecticut Avenue with mixed uses at higher densities and encourage residential uses on upper floors.
- Provide a safe and comfortable crossing for pedestrians at the intersection of Connecticut Avenue and Howard Avenue. Support a signal warrant study by SHA and/or a circulation study.
- Provide a public open space near the train station as private properties redevelop.
- Pursue with CSX a suitable pedestrian crossing at the train station.

TC-1 Baker's Union

This 1.7-acre property on the east side of the Connecticut/Knowles intersection is the headquarters of the Bakery, Confectionary, Tobacco Workers and Grain Millers International Union. Potential redevelopment with an optional method project could provide public benefits such as quality design, streetscape, open space, or public parking. Existing spatial relationships should be maintained, with taller buildings toward Knowles Avenue and gradually reduced heights to the south of the property. Public open space should be maintained on Warner Street and new buildings to the south of the site should maintain heights of 45 feet. A new project at this location should also use design techniques that respect the historic residential or commercial contexts of Warner Street and Armory Avenue.



Baker's Union property

This Plan recommends CRT 2.5: C 2.0, R 2.0, H 75 for this property.

TC-2 Safeway block

The CRT Zone proposed for this approximately three-acre block adds the potential for residential development to the existing office and retail uses. It provides additional density and height as an incentive for revitalization to encourage optional method development to achieve public benefits such as quality design, streetscape, open space, or public parking.



Safeway block

Any new development should also use design techniques that respect the historic contexts of Armory Avenue, with appropriate scale, mass, and height.

This Plan recommends CRT 2.5: C 2.0, R 2.0, H 75 for this block.

TC-3 Burka property

The approximately three-acre Burka property, currently zoned C-2, has significant redevelopment potential. Development on this site should provide street-level shops along Connecticut, Knowles, and Howard Avenues, with residential and/or office above. A significant public open space on this property would provide a needed gathering space on the west side of Connecticut Avenue. Additional public use space in the form of widened sidewalks that can accommodate café seating is appropriate on Knowles and Howard Avenues.

This property is recommended for CRT 2.5: C 2.0, R 2.0, H 75.

TC-4 10400 Connecticut Avenue and vicinity

Redevelopment of 10400 Connecticut Avenue, a 1.1-acre property on the west side of the intersection of Connecticut and Knowles Avenues can make a substantial contribution to the Town's revitalization. The building currently houses offices, with retail activity on the ground floor. The CRT Zone proposed for this property adds the potential for residential development to the existing office and ground floor retail uses. It provides additional density as an incentive for revitalization and additional height to encourage development that can accommodate public benefits. An optional method project should provide public benefits such as quality design, streetscape, open space, or public parking and retain the ground floor retail uses. The project should maintain the current spatial relationship, with taller buildings toward Knowles Avenue and surface parking or residential buildings of up to 45 feet along Warner Street to the south. If new parking structures are built, their visibility from Warner Street should be limited to entrances and exits. New development should also use design techniques that respect the historic context of Warner Street.

Smaller properties on Knowles Avenue could undergo joint development under the optional method or separate development under the standard method. Building heights on Knowles between Connecticut Avenue and Detrick Avenue should step down from 75 feet at Connecticut Avenue to 60 feet at mid-block and 45 feet at Detrick Avenue. Reduced density and building height at Detrick Avenue will help create a smoother transition to residential properties to the south and west.



Burka property



10400 Connecticut Avenue and vicinity properties

This Plan recommends CRT 2.5: C 2.0, R 2.0, H 75 for this property and the adjacent properties at 3906 and 3910 Knowles Avenue. The two smaller properties should have maximum heights of 60 feet. The property at 3930 Knowles Avenue is recommended for CRT 1.5: C 1.5, R 1.5, H 45.

TC-5 Huggins property

The approximately one-acre Huggins property, currently zoned C-2, 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.

This property is recommended for CRT 2.5: C 2.0, R 2.0, H 75.

TC-6, TC-7, TC-8 Antique Row

Antique Row is Kensington’s best-known destination, with shops, small restaurants, and other retail activities located along Howard and Montgomery Avenues near the train station. It is part of the Historic District and includes six primary structures. The area totals about three acres and is currently in three different commercial zones that do not allow residential uses. A single zone for this area is appropriate given the desirability of mixed-use developments here. This area is close to the train station and could serve as a gateway to the “village center” proposed for block TC-9 to the southeast. Some additional density is appropriate to create a revitalization incentive on properties large enough to use the optional method; however, revitalization in this area depends on creating a parking district or shared parking program, as recommended elsewhere in this Plan.

Redevelopment projects should include ground floor retail. Projects adjacent to one-family residential neighborhoods and primary historic resources on Armory and Montgomery Avenues should use compatible building mass, height and setback, and façade articulation to create a transition to those neighborhoods. The Plan’s Design Guidelines and the historic preservation review process will further assure the compatibility of new development to the historic character of Antique Row.

This Plan recommends CRT 2.0: C 2.0, R 0.5, H 50 for Antique Row.



Huggins property



Antique Row properties

TC-9 MARC Station/Johnson's Nursery

The 4.4-acre area immediately to the south of the train station, which includes the Post Office and Johnson's Nursery, is currently a center of community and business activity. In addition to the Post Office and Johnson's, the Kensington Farmers Market occupies the train station parking lot on weekends and is a focal point for community life. This area could, with revitalization, become an even more visible community center. The modest increase in density recommended along Antique Row could support this area's evolving role as a center of town life.

Optional method development in this area could provide public benefits such as exceptional design, open space, and streetscape, enabling the area to function as a "village center." The Plan recommends public open space—also a public benefit—in this area as well as the recommended pedestrian crossing to be pursued with the CSX Corporation. Public open space should create an attractive public realm for adjacent commercial, residential, and civic uses, and an appropriate pedestrian crossing of the CSX rail tracks could connect this part of town to the new development on the Konterra property and communities north of the rail tracks. Maximum building heights of 45 feet will create a smooth transition from the mixed-use district to the historic residential neighborhood across Kensington Parkway.

The Plan recommends CRT 1.5: C 1.0, R 1.0, H 45 for this block.

TC-10, TC-11 10605 Concord Street and vicinity

This area lies east of Connecticut Avenue and along Concord Street, a short street that connects Connecticut Avenue to Plyers Mill Road. The western portion (TC-10) consists of two properties totaling 0.7 acre between Connecticut Avenue and Concord Street. A portion of this area may be suitable for the gathering place recommended elsewhere in this Plan. A new project in this area is likely to use the standard method, with parking requirements expected to reduce intensity of development and building heights. Ground floor retail uses are encouraged.

The 0.85-acre property at 10605 Concord Street (part of TC-11) houses an approximately 60-foot high office building, with an associated parking facility in the R-60 Zone by special exception. The Plan recommendation provides an opportunity to add residential uses and create a mixed-use project with an



MARC station and Johnson's Nursery properties



Concord Street and vicinity properties

appropriate transition to the adjoining residential neighborhood at lower overall densities than in the core. A maximum height of 60 feet is appropriate to accommodate an optional method project on this property that would reflect the existing building height toward the northwest edge and achieve public benefits such as quality design, streetscape, open space or public parking; smaller adjacent properties on Concord Street and Plyers Mill Road are likely to develop more modestly using the standard method, with parking requirements constraining their ability to develop to the maximum permitted densities.

Any redevelopment at 10605 Concord Street should focus taller structures along Concord Street, stepping down to a maximum of 45 feet near Nash Place and providing a transition to residences there and along Dupont Avenue. Buildings of up to 45 feet are also appropriate along the north side of Plyers Mill Road at Concord Street to allow for compatible redevelopment along Plyers Mill Road.

This Plan recommends CRT 1.5: C 1.5, R 1.0, H 60 for this property and the smaller lots in these two areas.

TC-12 Schlesinger block

The proposed zone adds the opportunity to introduce some residential uses to this 1.5-acre area while maintaining the ability to leave existing nonresidential uses in place. Proximity to a one-family neighborhood should constrain building heights of any new development. Any new development should retain existing spatial relationships, with bulkier buildings placed to the west and north of the property along Connecticut Avenue and residential character employed adjacent to the existing residential to the east.

This Plan recommends CRT 1.5: C 1.0, R 1.0, H 45.

TC-13 Kaiser Connecticut Avenue properties

These properties, totaling 4.7 acres, contain a Kaiser Permanente medical facility. If redevelopment occurs, an optional method project should provide public benefits such as quality design, streetscape, open space, or public parking. The proposed maximum height of 60 feet for the larger Kaiser property is appropriate to allow design that can shape the building mass and footprint to put taller buildings on Connecticut Avenue, retain wooded slopes in the rear, and accommodate public benefits, including a possible public open space. Development on this property should have maximum heights of 45 feet on Decatur Avenue.

This Plan recommends CRT 1.5: C 1.0, R 0.5, H 60 for the larger Kaiser property.



Schlesinger block



Kaiser Connecticut Avenue properties

The smaller property, on the corner of Connecticut and Decatur avenues, is recommended for CRN 1.0: C 1.0, R 0.5, H 45.

TC- 14, TC-15 West Dupont and Farragut blocks

This 3.3-acre area is located west of Connecticut Avenue and is adjacent to the Ken-Gar neighborhood. Preserving existing service industrial uses in much of this area is desirable. The proposed CRN Zone adds the opportunity to introduce some residential uses while maintaining the ability to continue existing nonresidential uses with the same general densities as currently allowed. The extension of Summit Avenue to Farragut Avenue will place the edge of this area opposite residences in Ken-Gar, making 45-foot maximum building heights appropriate.

This Plan recommends CRN 1.5: C 1.0, R 0.5, H 45.

TC-16 Calomiris and other properties

These seven properties total about 3.5 acres and lie west of Connecticut Avenue between Farragut and Dupont Avenues. The recommended extension of Summit Avenue to Connecticut Avenue will affect redevelopment in this area. Optional method development is desirable for the Calomiris properties to achieve public benefits such as quality design, streetscape, open space, or public parking. The maximum 60-foot building height is needed for a mixed-use project with some residential uses, structured parking, and design flexibility to achieve desirable public benefits.

This Plan recommends CRT 1.5: C 1.0, R 0.5, H 60 for these properties. Building heights should step down from 60 feet at Connecticut Avenue to 45 feet at Summit Avenue extended. Ground floor retail uses along Connecticut Avenue are desirable.

TC-17, TC-18 Kensington Fire Station and other properties

These properties are located west of the intersection of Connecticut Avenue and Plyers Mill Road and include the Kensington Fire Station at the northwest corner of Connecticut Avenue and Plyers Mill Road. Although the ownership and lot size pattern in this area suggest that potential revitalization is likely to use the standard method, with parking requirements expected to reduce intensity of development and building heights, optional method, mixed-use development is desirable should significant land assembly occur.

This Plan recommends CRT 1.5: C 1.0, R 0.5, H 60.



West Dupont and Farragut blocks



Calomiris and other properties



Kensington Fire Station and other properties

TC-19 Detrick and Summit block

This block consists of about 30 relatively small properties that total about four acres. Although the ownership and lot size pattern in this area suggest that potential revitalization is likely to use the standard method, with parking requirements expected to reduce intensity of development and building heights, optional method, mixed-use development is desirable should significant land assembly occur.

This Plan recommends CRT 1.5: C 1.0, R 0.5, H 60.

TC-20 Warfield and Summit block

Preserving existing service industrial uses in much of this 2.2-acre block south of West Howard Avenue is desirable. The proposed CRN Zone adds the opportunity to introduce some residential uses while maintaining the ability to leave existing nonresidential uses in place. This zone will create a smooth transition to existing residential uses while maintaining the same overall densities as currently allowed. Along Warfield Street and Summit Avenue, lots are in single ownership and could redevelop into a modestly sized mixed-use development. Such a project should focus nonresidential uses on Summit Avenue, which is currently a commercial block, and concentrate residential uses along Warfield Street and Brainard Avenue, where they could provide a transition to residential development.

This Plan recommends CRN 1.5: C 1.5, R 1.5, H 45.

TC- 21 Kaiser Medical property

This half-acre property houses a medical office. This Plan recommends CRN 1.0: C 1.0, R 0.5, H 45 for this property, which reflects the existing uses and zone.



Detrick and Summit block



Warfield and Summit block



Kaiser Medical property

TC-22 Kaiser Family and Carlin properties

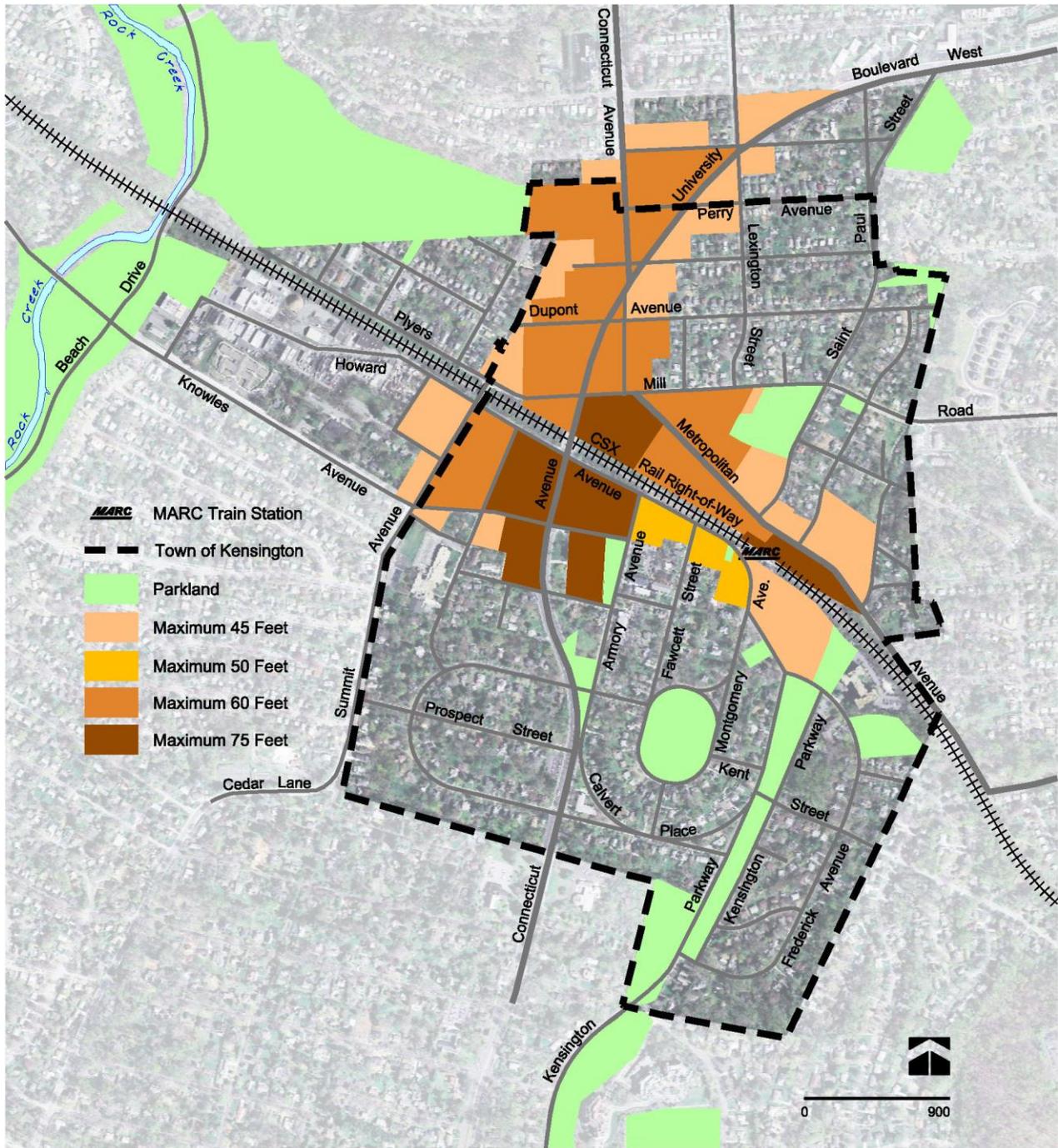
This area consists of two adjacent properties on 0.8 acres bounded by Knowles Avenue, Detrick Avenue, Mitchell Street, and Summit Avenue. The Carlin property, nearer the intersection of Summit and Knowles Avenues, has been used as both an office and a residence; the Kaiser Family property, at the corner of Knowles and Detrick Avenues, is a residence. The Plan retains the R-60 Zone for the Kaiser property, which could be eligible for historic designation. If the property is not designated for historic preservation, it is appropriate for the same CRN Zone.

This Plan recommends CRN 1.0: C 1.0, R 0.5, H 45 for the Carlin property, which reflects the existing Commercial, transitional (C-T) zoning.



Kaiser Family and Carlin properties

Map 9 Proposed Building Heights



Crafts/Services District

The Crafts/Services District includes the West Howard Antiques District and service industrial activities on the south side of Metropolitan Avenue. Many businesses in this area provide essential services to the area residents. Others, notably the antique shops, have a regional customer base.

The existing zoning (I-1 west of Connecticut Avenue and C-2 along Metropolitan Avenue) does not wholly reflect the mix of light industrial, service retail, and specialty retail activities in this district.

This Plan proposes to preserve this district. Aesthetic and environmental improvements will enhance the area's look and function without compromising its eclectic nature. The portion of this district on the south side of Metropolitan Avenue is recommended for the CRT Zone, with total maximum FARs of 1.5. The West Howard portion of this district should remain in the I-1 Zone.

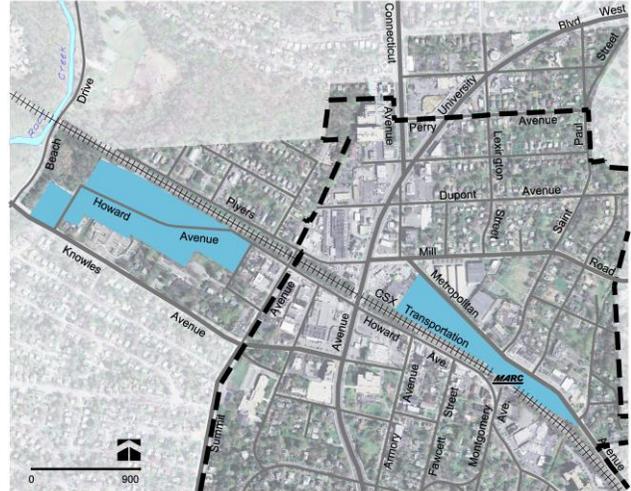
The district's property pattern, which includes deep lots that support businesses along West Howard Avenue as well as to the rear of the lots, requires deeper setbacks—35 feet maximum from curb to building front—that will accommodate parking in front if desired by property owners. This Plan also recommends front windows and direct entrances from the street to increase pedestrian activity on streets in the district.

- Introduce sidewalks and other pedestrian amenities west of Connecticut Avenue to provide a safe, comfortable experience for users.
- Evaluate potential for shared uses, including parking, should SHA's West Howard Avenue property redevelop.

West Howard Avenue

West Howard Avenue entirely lacks stormwater management. Uncontrolled stormwater cascades down the street slope from the top of West Howard Avenue, near Summit Avenue, to parkland at the base of the avenue towards Beach Drive. At the discharge point, runoff undercuts the forested slope and severely erodes the asphalt and stream buffer.

- Provide stormwater management through innovative environmentally sensitive design (ESD) or low impact development (LID) to encourage groundwater recharge on private property and within rights-of-way. Techniques may include a combination of one or more of the following:



infiltration trenches, bioretention, bioswales, permeable pavement, and extended retention.

- Provide on-site quantity control of roof runoff by installing French drains, cisterns, vaults, planting wells, and green roofs. Explore opportunities for local, State, and federal assistance for installing green roofs.
- Reduce imperviousness and institute water pollution control measures in this area. A stormwater management treatment facility on parkland at the foot of West Howard Avenue is not recommended.
- Include tree planting in stormwater treatment areas, where feasible.

Silver Creek

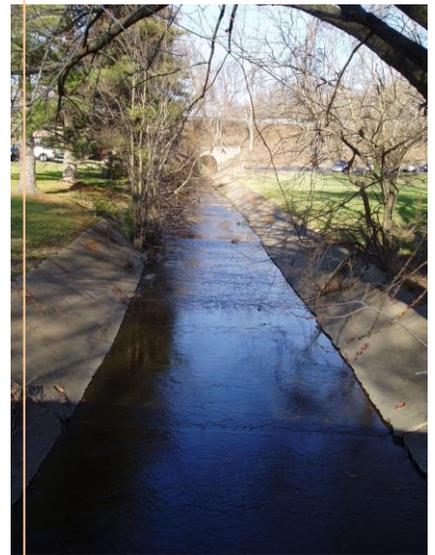
- Undertake a collaborative and comprehensive study between the Town of Kensington and The Maryland-National Capital Park and Planning Commission that will identify ways to eliminate flooding at the culvert under Oberon Street.
- Remove the concrete stream channel in Silver Creek, replacing it with a natural streambed substrate and buffer.

CS-1, CS-2 Konterra and Metropolitan Avenue South

This 6.2-acre area is located on the south side of Metropolitan Avenue and east of the intersection of Metropolitan Avenue and Plyers Mill Road. Preserving existing retail and service industrial uses in much of this area is desirable. The proposed zone adds the opportunity to introduce some residential uses while maintaining the existing nonresidential uses in place. The 60-foot building height is needed to accommodate additional density in a mixed-use development with public benefits, such as quality design, streetscape, open space, or public parking, and create a mixed-use, pedestrian-centered realm on both sides of Metropolitan Avenue.

The Town plans to use a portion of the Konterra property, a former concrete plant site, for additional public parking and for other civic uses. This Plan's recommended CSX pedestrian crossing should be located on a portion of this property. This Plan recommends the CRT Zone to encourage a mixed-use development on the portion not used for parking and civic space. Revitalization in this area should incorporate additional open space and use best management practices for stormwater management.

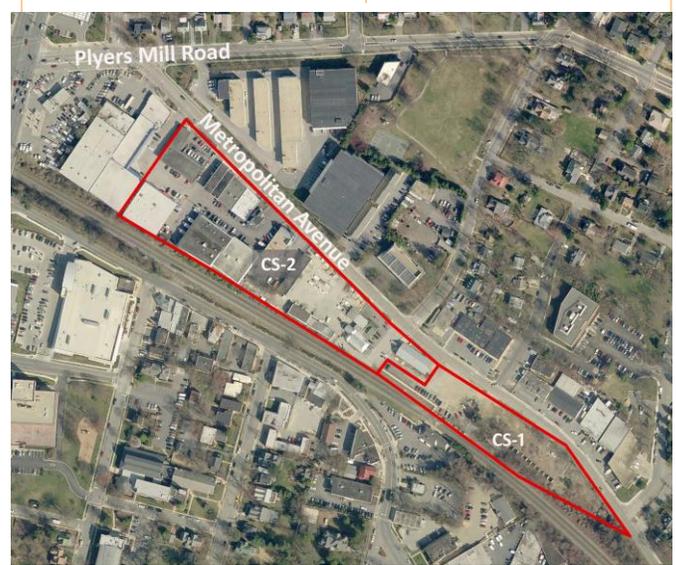
This Plan recommends a height of 60 feet with the option to explore going up to 75 feet on the Konterra property if the additional height can be provided in a manner compatible with surrounding uses and if public amenities are provided that exceed the requirements of the CRT Zone, to the extent practicable. Potential amenity options include, but are not limited to, a pedestrian overpass or a pedestrian underpass, or other significant architectural features that diminish the height effect. Substantial public and Town of Kensington participation in project design and implementation through a charrette and Town Council review will be an important element of a successful project and can help to identify design options that would diminish the impact of additional height at this location and ensure compatibility.



Silver Creek

The Planning Board must make an affirmative finding that the superior quality of the design, provision of amenities beyond that required in the CRT Zone, and significant efforts to achieve compatibility with the nearby homes and historic properties (like the MARC station) justify increasing the height to 75 feet. The Planning Board must consider the formal views of the Town Council in determining whether these additional standards have been met. A Planning Board decision to take a land use or zoning action contrary to a resolution of the Mayor and Town Council would require the affirmative vote of four Planning Board members.

The Konterra property should be zoned CRT 1.5: C 1.5, R 1.5, H 75 in the Sectional Map Amendment to allow for the potential of additional height.



Konterra and Metropolitan Avenue South properties

The remainder of the area is recommended for CRT 1.5: C 1.5, R 1.5, H 60.

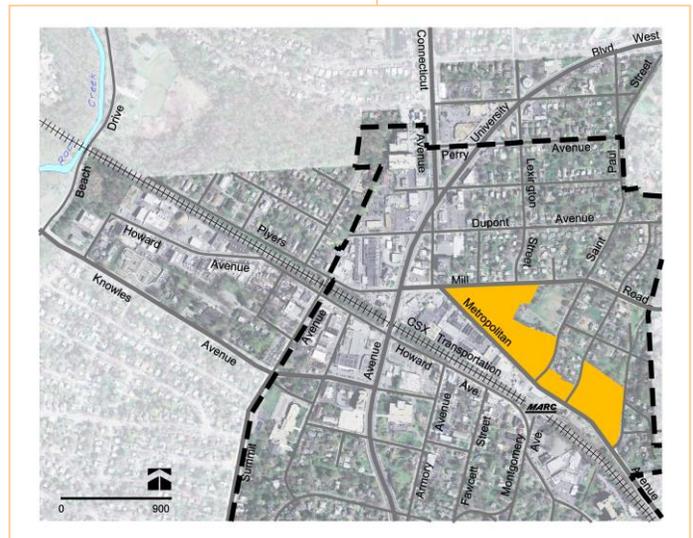
Metropolitan Avenue Area

The north side of Metropolitan Avenue is a mix of neighborhood retail, office, and service uses. The area is largely in the C-2 Zone, although uses include some light industrial activities. Much of the area consists of single-story buildings, although topography in some areas allows some buildings to mix one- and two-story portions. Floor area ratios in this area are in the 0.5 range, with the exception of the self-storage facility at 3700 Plyers Mill Road at approximately 1.5 FAR.

This Plan recommends the CRT Zone for 3700 Plyers Mill Road, as noted below. For the rest of the north side of Metropolitan Avenue, this Plan recommends CRN 1.5: C 1.5, R 1.5, H 45. The remainder of this area is recommended for CRT 1.5: C 1.5, R 1.5, H 60.

Goal: Create a mixed residential and commercial thoroughfare with a distinct pedestrian orientation on both sides of Metropolitan Avenue. While residential uses may predominate, some retail activity on the north side of the street is appropriate.

- Use environmental incentives in the CRT Zones on redeveloping properties to provide a variety of landscaping options to provide tree planting, infiltration, energy efficiency, water conservation, stormwater treatment, and layered landscaping.



MA-1 3700 Plyers Mill Road LLC property

This approximately 3.6-acre property at the intersection of Metropolitan Avenue and Plyers Mill Road in the C-2 Zone, is close to the MARC station and offers a significant opportunity for a largely residential project, if it redevelops. Single-family attached units at a maximum height of 45 feet are appropriate along Plyers Mill Road, where they would face an existing one-family neighborhood. Multifamily units could be placed in the site's interior, with some retail uses along Metropolitan Avenue, where they would face retail and crafts/services uses across the street and along the Plan's proposed extension of Lexington Street, which is recommended to be built only when this property redevelops. An open space should be provided at the intersection of Metropolitan Avenue and Plyers Mill Road.

This Plan recommends CRT 2.0: C 1.0, R 1.5, H 60.

MA-2, MA-3, MA-4, MA-5 Metropolitan Avenue North

There are multiple property owners in the 4.2-acre area on the north side of Metropolitan Avenue. Preserving existing uses in much of this area is desirable. The proposed CRN Zone adds the opportunity to introduce some residential uses while maintaining the ability to continue nonresidential activities, especially along Metropolitan Avenue.

The largest parcel in the area, the Parkway property on Kensington Parkway (part of area MA-5), is appropriate for less density than other parts of this area and a residential focus, to provide a better transition to the adjoining residential neighborhoods.

The single lot at 3514 Plyers Mill Road (MA-2) is appropriate for less density and the opportunity for a small scale commercial or residential project, to preserve small-scale commercial uses or add a small amount of additional residential on this south side of the street. Redevelopment projects adjacent to or confronting residential neighborhoods should use appropriate building mass, façade articulation, and residential appearance to create a transition to these areas.

This Plan recommends CRN 1.0: C 0.75, R 1.0, H 45 for the Parkway property (part of area MA-5); CRN 1.0: C 1.0, R 1.0, H 45 for 3514 Plyers Mill Road (MA-2); and CRN 1.5: C 1.5, R 1.5, H 45 for the remainder of this area.



3700 Plyers Mill Road



Metropolitan Avenue North properties

Connecticut Avenue/University Boulevard Area

This neighborhood commercial area is just north of the Town in the unincorporated area centered on the intersection of University Boulevard West and Lexington Street/Newport Mill Road. It is in the C-1 and C-2 Zones, and is largely made up of auto-oriented retail centers, with adjacent surface parking. Buildings are largely single-story, although there are small office buildings with several floors of space. Floor area ratios are in the range of 0.5 to 1.0.

CU-1, CU-2 Decatur and Lawrence blocks

Most of the 3700 block of Decatur Avenue is currently in non-residential uses; the 3600 block of Lawrence Avenue is entirely in nonresidential use. Preserving these office and retail uses is appropriate and the location at the edge of the commercial area makes the CRN Zones suitable. A 1.0 residential FAR would allow part of the area to develop with residential uses at transitional densities while a 0.75 commercial FAR would allow modest commercial revitalization. Three properties on this block are currently in the R-60 Zone; two are used by special exception for commercial parking and the third is residential, but in the same ownership as adjacent commercial properties. This Plan recommends reclassifying them to the CRN Zone. Three properties at the eastern end of the block and outside this area should retain the existing R-60 Zone.

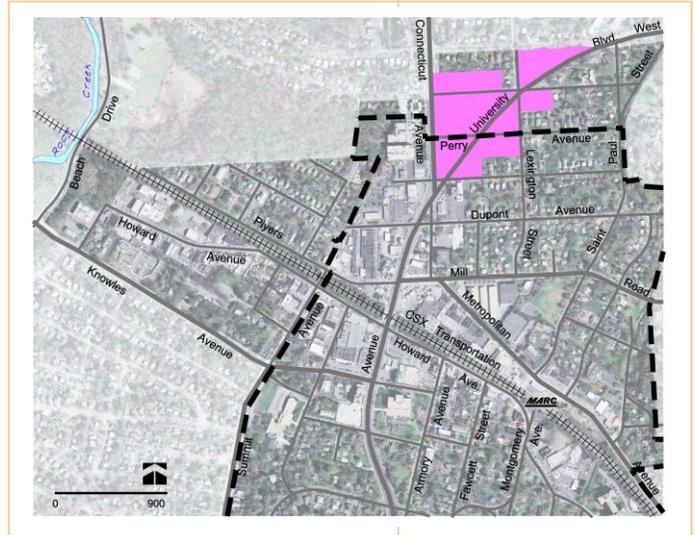
This Plan recommends CRN 1.0: C 0.75, R 1.0, H 45 for the portion of the 3700 block of Decatur Avenue now in nonresidential uses (CU-2).

The portion of block CU-1 now in open space should be retained as open space. Redevelopment projects adjacent to or confronting residential neighborhoods to the north and west should use appropriate building mass, façade articulation, and residential appearance to create a transition to those areas.

The Plan recommends CRN 1.0: C 1.0, R 0.5, H 45 for the Lawrence Avenue block (CU-1).

CU-3, CU-4 Stubbs, Curtis Properties and vicinity

The area includes the approximately 1.2-acre Stubbs property and the 1.7-acre Curtis properties, now a neighborhood shopping center and currently zoned C-1. These properties are each in single ownership and are suitable for mixed uses. Their location at the gateway to Kensington and bounded by Connecticut Avenue and University Boulevard makes them suitable for a mixed-use project with a maximum building height of 60 feet. Additional density is needed to



Decatur and Lawrence blocks

create an incentive for revitalization, with added housing and public benefits such as quality design, streetscape, open space, or public parking. Sixty-foot maximum building heights are appropriate and needed for such a mixed-use development, even though smaller properties south of Perry Avenue may use the standard method at less than the allowable maximum density and building height.

This Plan recommends CRT 2.0: C 1.5, R 1.5, H 60 for this area.

CU-5, CU-6, CU-7 University, Decatur, Lexington, and Perry blocks

This area totals approximately 2.6 acres and is located on the east side of University Boulevard. Preserving existing small office and retail uses in this area is desirable. Its location at the edge of the business district makes the area appropriate for the CRN Zones. A maximum 1.0 residential FAR would allow part of the area to develop with residential uses at transitional densities while commercial FARs ranging from 0.75 to 1.0 would allow modest commercial revitalization.

This Plan recommends CRN 1.0: C 0.75, R 1.0, H 45 for the part of this area at the intersection of Decatur Avenue and University Boulevard West (CU-7). The rest of this block is zoned R-60.

The block bounded by University Boulevard West, Perry Avenue, and Lexington Street (CU-6) has existing commercial uses and is recommended for CRN 1.0: C 1.0, R 0.5, H 45.

The Plan recommends CRN 1.0: C 1.0, R 1.0, H 45 for CU-5, which would allow residential projects at transition densities as well as nonresidential or mixed uses. Redevelopment projects adjacent to or confronting residential neighborhoods should use appropriate building mass, façade articulation, or residential appearance to create a transition to those areas. New development at the corner of Lexington Street and Perry Avenue should retain its residential appearance.



Stubbs and Curtis properties and vicinity



University, Decatur, Lexington, and Perry blocks

Other Areas

Ken-Gar

Ken-Gar is a historically African-American community of about one hundred homes lying north of the CSX right-of-way and west of Connecticut Avenue. The 1978 Plan incorporated a community renewal plan created by Ken-Gar residents and Montgomery County government. The 1978 Plan made land use and zoning recommendations that furthered the goals of the renewal plan.

Ken-Gar is a stable residential community. This Plan confirms the existing land uses and zoning. It recommends that the neighborhood be evaluated for inclusion on the *Master Plan for Historic Preservation* and that its community center, a Rosenwald school built in the late 1920s, be evaluated as an individual historic resource.



Ken-Gar Church

Housing Opportunities Commission property

The Housing Opportunities Commission (HOC) maintains its administrative offices in a former elementary school on Detrick Avenue. The property lies between the Town Center and the largely historic residential blocks west of Connecticut Avenue and is in the R-60 Zone. The County is currently evaluating sites for a recreation center in the Kensington area. Should HOC decide to move its administrative activities, this property is suitable for recreation. Open space on the property could be used for informal recreation and for such community-building activities as community gardens. The property should remain in a residential zone, which will allow recreational uses or, if there are no recreational needs in this area, allow residential development that is compatible with the existing residential community to the south.



HOC Property

- Provide a pedestrian path on the property to connect Summit and Detrick Avenues and improve links to the adjacent residential community.

implementation

Zoning

Recommendations for the Town Center, Metropolitan Avenue and University/Connecticut districts will be implemented through use of CRT and CRN Zones, to encourage mixed-use development and promote increased diversity of housing choice, environmentally sound buildings, active streets that connect communities, and innovative design.

These zones are designed to:

- implement the goals and objectives of applicable master and sector plans
- target opportunities for the redevelopment of commercial strips and surface parking lots with a mix of uses
- reduce auto dependence by encouraging development that integrates a combination of housing types, mobility options, services, and amenities
- encourage an appropriate balance of employment and housing opportunities and compatible relationships with adjoining neighborhoods
- provide certainty with regard to maximum density and building height in each zone while allowing flexibility in site design and mix of uses
- define the facilities and amenities required by private development to support the allowed optional method densities and heights in the CRT Zones.



Phillip J. Baker



Ellen Woodward

The CRT Zones provide both a standard and an optional method of development. The standard method limits overall density to a 1.0 FAR (Floor Area Ratio). The optional method creates incentives to provide public benefits, thereby earning additional density. Projects in redevelopment areas proposed for CRT Zones can also achieve additional density using the optional method because of their proximity to the MARC station or public transit that uses a dedicated right-of-way.

The CRT and CRN Zones require public use space for development of certain size and configuration. Public use spaces may be privately owned and may be located on site, but must be accessible to the public. The requirement may also be satisfied by off-site physical improvements to parks or public use space or by payments that support public use space elsewhere in Kensington. This Plan assumes that much of the public use space system will be obtained through this requirement.

Public benefits provided under the optional method are drawn from among seven categories outlined in the Zoning Ordinance. The public benefits identified below should be considered priorities during project development and review of optional method projects in the CR Zones. This list is not mandatory, and it does

not preclude consideration of other benefits as listed in the CR Zones to achieve the maximum permitted FAR. The requested benefits should be carefully analyzed to make sure they are the most suitable for a particular location and consistent with the Sector Plan’s vision, and that they satisfy the changing needs of the area over time. When selecting these benefits, the Planning Board should give special consideration to community needs and compatibility with historic resources.

For Kensington, these categories and public benefits are important to successful revitalization:

- Connectivity and mobility
 - **public parking** facilities, as part of a parking lot district or shared parking program
 - **streetscape** to enhance the public realm
- Diversity of uses and activities
 - **small business opportunities** throughout the Town’s business districts
- Quality building and site design
 - **public open space** for community gatherings
 - **exceptional design** that is sympathetic to its context
 - **historic resource protection**

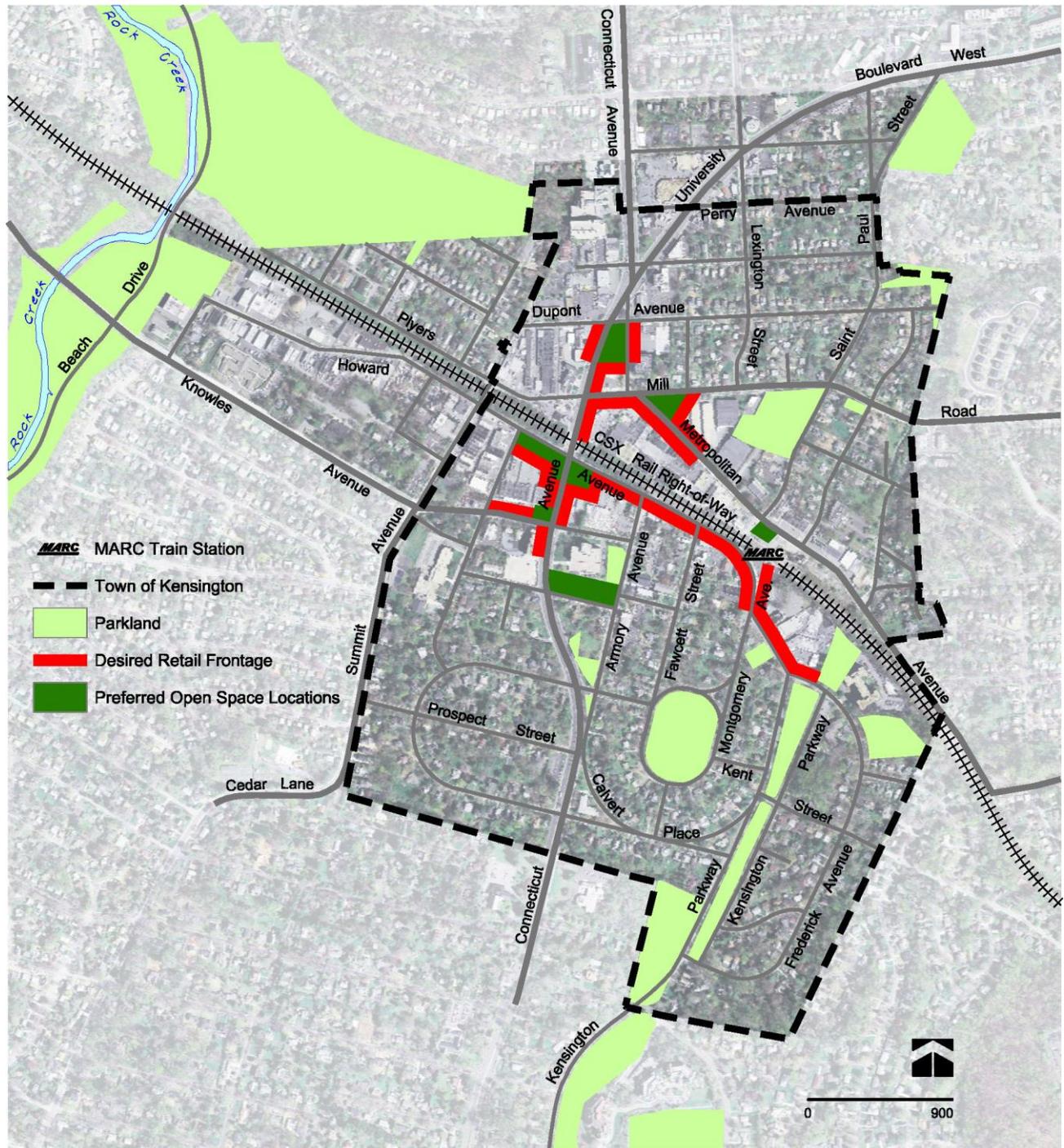
The Planning Board must adopt urban design guidelines to help implement this Plan. The guidelines are designed to guide developers, citizens, regulatory reviewers, and the Planning Board as they design, analyze, and approve projects devised over the life of this Plan. The CRT Zones require optional method projects to address design guidelines during the regulatory review process.

Priority Retail Streets

Map 10 shows desired retail streets proposed in this Plan. This designation reflects the Plan’s fundamental goal of enlivening the Town Center by creating a lively, pedestrian-centered atmosphere on Kensington’s shopping streets. Retail and other commercial activities are appropriate and strongly encouraged throughout the Town Center, but they are especially desirable on these priority retail streets. Retail uses may be less desirable at this time away from priority streets, where specialty, artisan, and service commercial activities—equally important to Kensington’s commercial character—may be more appropriate. The CRN and CRT Zones can accommodate space suitable for a variety of uses depending on market conditions.

New and revitalization projects on priority retail streets must pay particular attention to the street-oriented development guidelines put forth in this Plan and the accompanying design guidelines. This Plan assumes that commercial retail uses will occur at the street level on priority streets unless the Planning Board determines that such uses are not desirable or that alternative uses with innovative design treatments can provide levels of pedestrian activity similar to those expected from street-oriented stores and service establishments.

Map 10 Priority Retail Streets and Open Spaces



Parking

This Plan endorses creation by the Town of a parking district or shared parking program, which would, with the cooperation of landowners, enable redevelopment projects in the Town Center to draw on existing parking spaces for all or part of their parking requirements. To encourage redevelopment in parts of Kensington with significant numbers of individually owned small lots, this Plan encourages use of CR Zone provisions that allow parking requirements to be met in a variety of ways, including on-street, shared, and other forms of publicly available parking.

The Zoning Ordinance also provides for waivers of parking requirements. In the commercial portions of the Historic District, waivers of parking requirements should be considered as one way to maintain historic character while encouraging revitalization and redevelopment. Other areas recommended in this Plan for mixed-use development are predominantly made up of smaller lots that have many separate owners. Revitalization in these areas could benefit from shared parking arrangements or parking waivers, which could allow well-designed redevelopment on small lots, enable modest mixing of uses, and provide appropriate levels of parking in a cooperative arrangement.

More broadly, the Plan recommends that the Town explore ways to construct parking structures in appropriate locations. Public parking facilities on both the east and west sides of Connecticut Avenue could support revitalization in the Town. Resolution of parking issues and provision of significant amounts of new or shared spaces would provide the most important public benefit of Kensington's revitalization.

Regulatory Review

Article 28 of the Annotated Code of Maryland governs the activities of The Maryland-National Capital Park and Planning Commission. This article includes provisions that affect land use and zoning decisions made in the Town of Kensington. Section 7.117.2 requires applications for regulatory review to be referred to the Town for its review and comment and, for resubdivision applications, requires two-thirds majority votes of the Planning Board to override a Town recommendation of denial. Section 8.112.2 requires two-thirds majority votes of the Planning Board and County Council to take actions on land use planning or zoning that are contrary to resolutions approved by the Town's Mayor and Council.

The Historic Preservation Commission reviews changes to resources in a historic district, and approves historic area work permits allowing projects to proceed. (Requirements for its review are in Chapter 24A of the County Code.) This review would be in addition to the regulatory reviews required for an optional method development and would precede any development that did not otherwise require formal regulatory review. The Commission would review and act on proposals for alterations to both primary and secondary resources.

Review of secondary resources would focus on the impact of proposed development on the overall character of the district and on any primary resources in the vicinity of the project.

Public Schools

The Sector Plan area is located in the Walter Johnson High School Cluster. Kensington-Parkwood Elementary School, located just outside the Plan area, and North Bethesda Middle School, serve area residents. Development proposed by this Plan is not expected to result in the need for additional schools.

Libraries

Kensington is served by the Kensington Park Library and the Noyes Library for Young Children. The Kensington Park Library serves Kensington, Garrett Park, and the adjacent communities. The 16,000 square foot facility opened in 1969 and underwent renovation during the 1990s. The historic Noyes Library, considered the oldest “public” library in the metropolitan area, was built in 1893 and is open part-time to serve children less than five years old and their parents. It is located on Carroll Place in the heart of the historic district.

This Plan recognizes that land use recommendations in White Flint may have an impact on demand at Kensington Park Library.

Public Safety

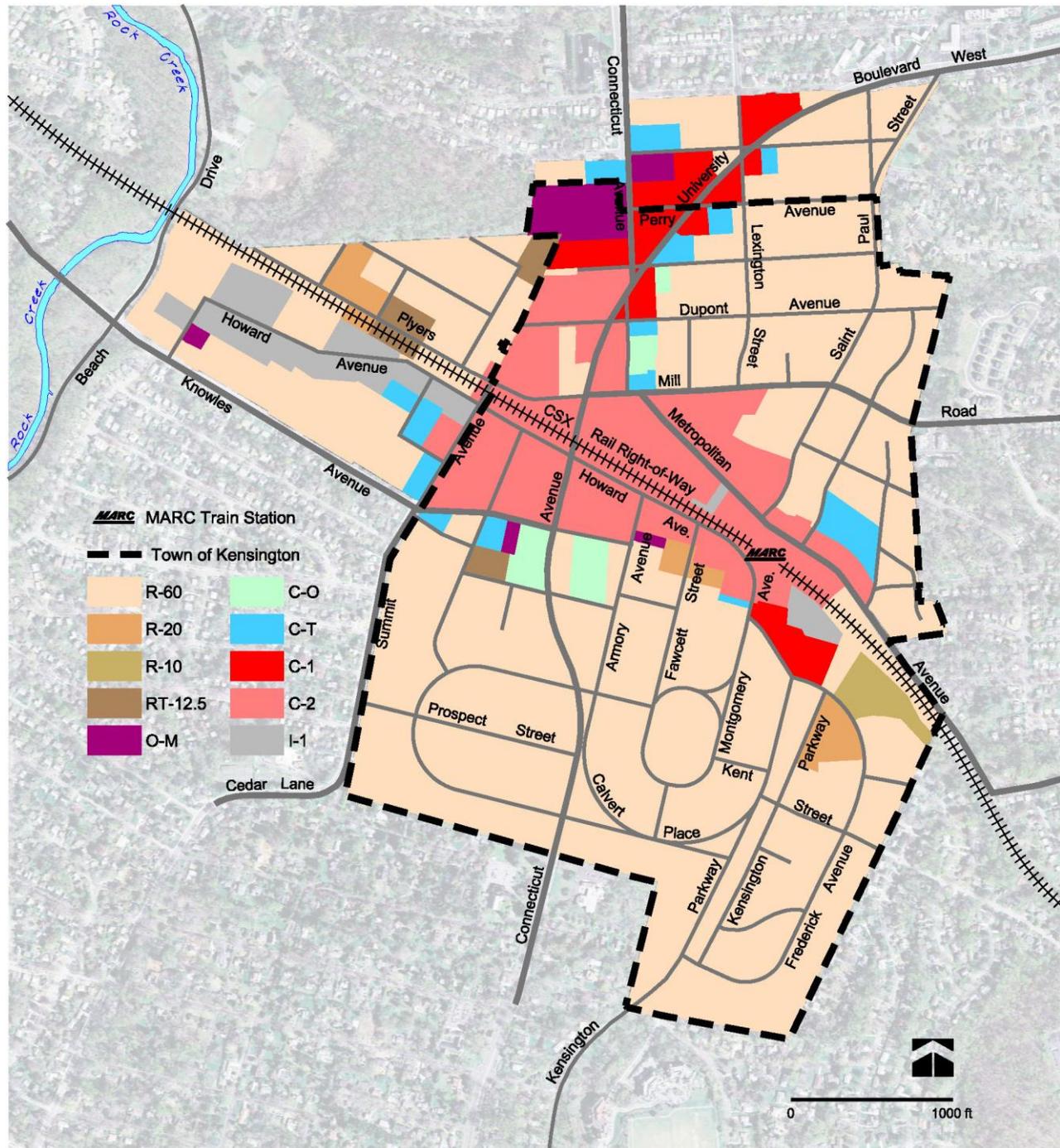
The existing and proposed development in the Plan area would be adequately served by the existing facilities. No additional facilities would be needed to accommodate the development proposed in the Plan.

Capital Improvements

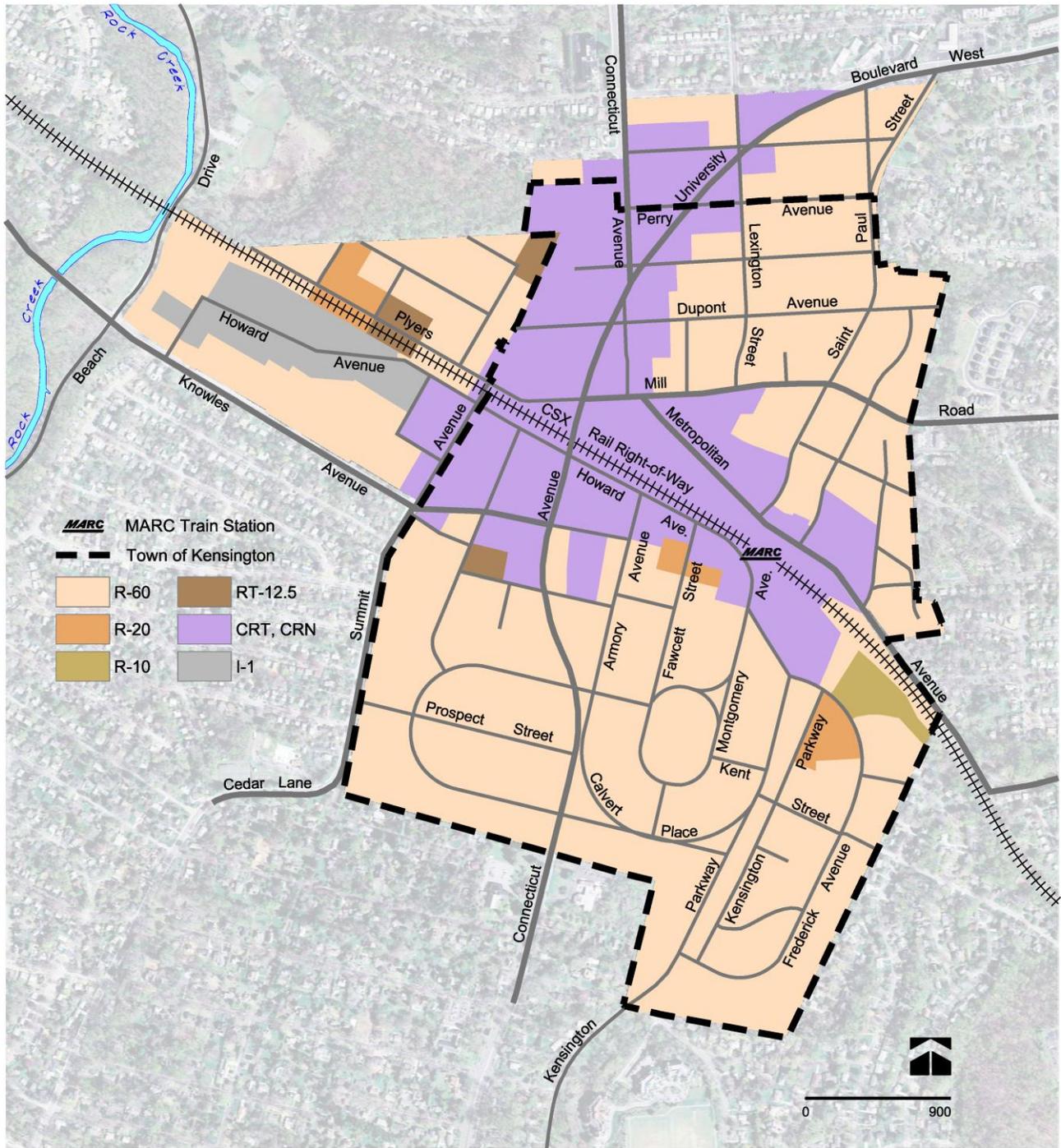
Capital improvement projects are necessary to implement the Plan’s recommendations for new road connections and for major improvements to stormwater management systems. Innovative, cooperative pilot projects for low impact stormwater management will require public funding as well. Should the Town create a parking district, additional taxes will need to be levied.

The Montgomery County Department of Housing and Community Affairs is currently exploring streetscape, building façade, and stormwater management improvements for West Howard Avenue, in the Crafts/Services District. Capital improvement projects may be created to put the Department’s recommendations and initiatives into place.

Map 11 Existing Zones



Map 12 Proposed Zones



The CR Zones are based on a total allowed floor area ratio (FAR), maximum non-residential FAR, maximum residential FAR, and maximum building height.

Table 2 Countywide and Local Bikeways

| Countywide Bikeways | | | | | |
|---------------------|----------------------------|---|---|---|--|
| Route Number | Name | Type | Plan Limits | Status | Description |
| SR-17 | Connecticut Ave Corridor | Signed, shared roadway and wide sidewalks | Plan Boundary to Kensington Pkwy | Proposed | Connects Plan area to Matthew Henson Trail. Includes segment with wide sidewalk across east side of CSX Bridge |
| SR-18 | Knowles Ave-Strathmore Ave | Signed, shared roadway | Plan Boundary to Connecticut Ave | Proposed | Provides important connection to Grosvenor Metro Station and Beach Drive-Rock Creek Park trail; requires only signage improvements |
| SR-24 | Plyers Mill Rd | Signed, shared roadway | Rock Creek Park (via Ken Gar Park) to Plan Boundary | Proposed Section of trail exists in Ken Gar Park | Part of connection from Kensington to Wheaton CBD as well as between Rock Creek Park and Trail and Kensington MARC. MARC connection would be provided via Saint Paul Street and redevelopment of the Konterra property along Metropolitan Avenue |
| SR-29 | Kensington Pkwy | Signed, shared roadway | Plan Boundary to Howard Ave | Proposed | Important connection to Rock Creek Trail and Beach Drive from Town of Kensington Provides alternative to Connecticut Avenue, connects to Jones Bridge Road bikeway, requires signage improvements |
| SR-54 | Summit Ave-Cedar Ave | Signed, shared roadway | Plan Boundary to Plyers Mill Rd | Proposed | Important on-road connection from Kensington to NIH and Bethesda |

Local Bikeways

| Route Number | Name | Type | Plan Limits | Status | Description |
|--------------|--|------------------------|---|---|---|
| LB-1 | Connecticut Avenue | Shared Use Path | Plan Boundary to Howard Avenue | Proposed r.o.w. in place Wide sidewalks may suffice in Town Center area | West side of road Connects Town Center to northwest quadrant of Kensington |
| LB-2 | Summit Avenue and Farragut Avenue | Signed, shared roadway | Plyers Mill Road to St. Paul Street | Proposed | Important on road connection from Kensington to NIH and Bethesda |
| LB-3 | Knowles Avenue-Armory Avenue | Signed, shared roadway | Connecticut Avenue to Howard Avenue | Proposed | Connects two Countywide bikeways in Town Center |
| LB-4 | Kent Street, Calvert Place, Washington Street, Prospect Street | Signed, shared roadway | Kensington Parkway to Summit Avenue | Proposed | |
| LB-5 | Metropolitan Avenue | Signed, shared roadway | Plan Boundary to Plyers Mill Road(via Lexington Street extension) | Proposed | |
| LB-6 | St. Paul Street | Signed, shared roadway | Metropolitan Avenue to University Boulevard West | Proposed | Section of St. Paul Street, classified as historic; replaces Bikeway M-M' in Kensington-Wheaton Master Plan |
| LB-6 | CSX Crossing | Shared Use Path | Metropolitan Avenue to Montgomery Avenue | Proposed | Plan recommends a pedestrian crossing of the CSX right-of-way |
| LB-7 | Howard Avenue | Signed, shared roadway | Connecticut Avenue to Knowles Avenue | Proposed | |

Map 15 Highway Classifications

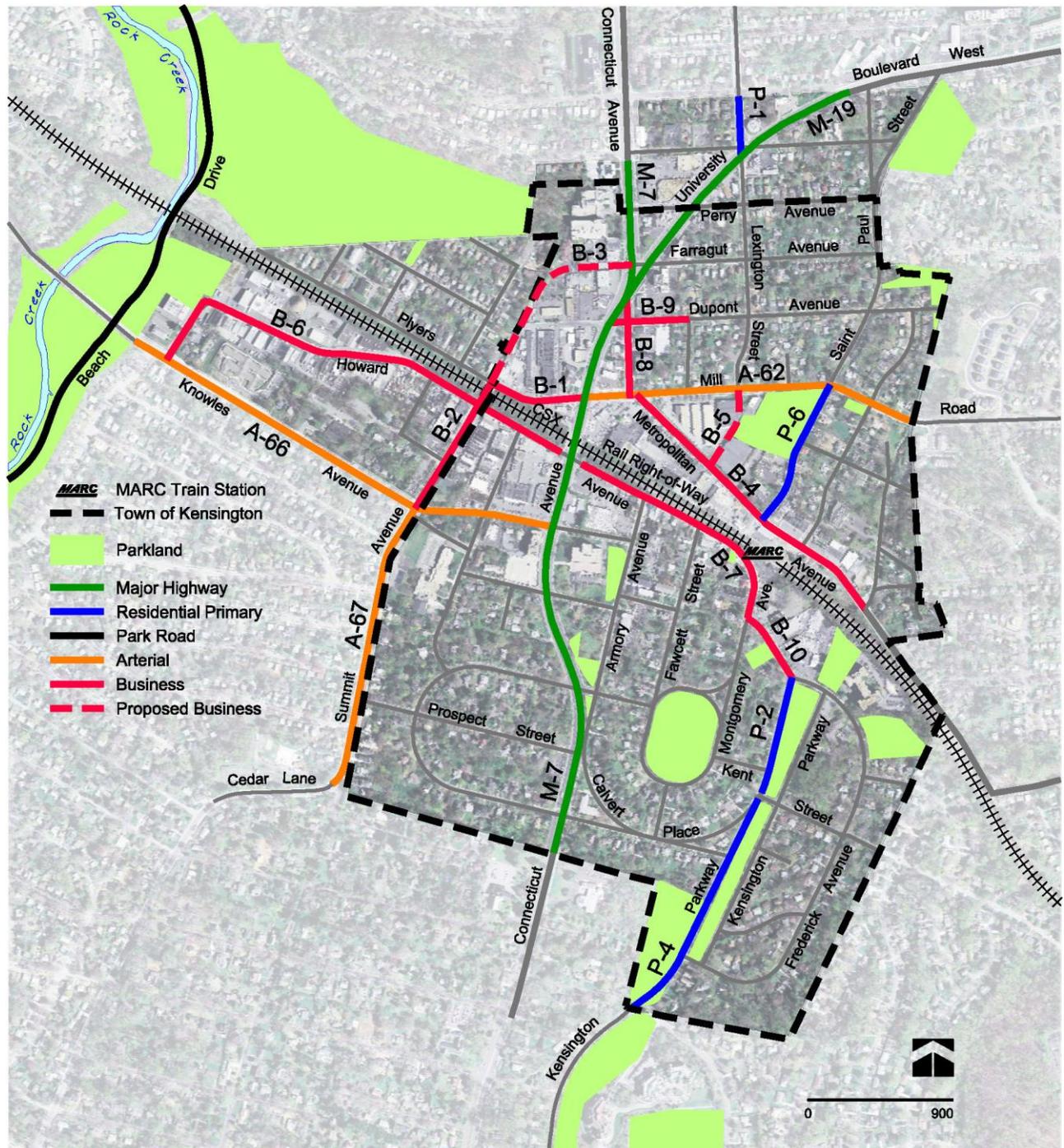


Table 3 Master Plan of Highways Roadway Classifications

| Plan Road Number | Name/Route Number | Limits | ROW | Travel Lanes | Target Speed | Design Standard |
|------------------------------------|-------------------------|---|------|--------------|--------------|-----------------|
| Major Highways | | | | | | |
| M-7 | Connecticut Ave/MD 185 | Plan Boundaries | 120' | 6D | 30 mph | 2008.01 |
| M-19 | University Blvd/MD 193 | Connecticut Ave to Plan Boundary | 120' | 6D | 30 mph | 2008.01 |
| Arterials | | | | | | |
| A-62 | Plyers Mill Rd | Plan Boundary to Metropolitan Ave | 80' | 2 | 25 mph | as built |
| A-62 | Plyers Mill Rd/MD 192 | Connecticut Ave to Metropolitan Ave | 100' | 2D | 25 mph | 2004.05 |
| A-66 | Knowles Ave/MD 547 | Beach Drive to Connecticut Ave | 80' | 2 | 30 mph | 2004.01 |
| A-67 | Summit Ave | Cedar Ln to Knowles Ave | 80' | 2 | 25 mph | 2004.02 |
| Business District Streets | | | | | | |
| B-1 | Plyers Mill Rd | Summit Ave to Connecticut Ave | 70' | 2 | 25 mph | 2005.02 |
| B-2 | Summit Ave | Knowles Ave to Plyers Mill Rd | 70' | 2 | 25 mph | 2005.02 |
| B-3 | Summit Ave extension | Plyers Mill Rd to Farragut Ave (to Connecticut Ave) | 60' | 2 | 25 mph | 2005.01 |
| B-4 | Metropolitan Ave/MD 192 | Plyers Mill Rd to Plan Boundary | 70' | 2 | 30 mph | 2005.02 |
| B-5 | Lexington St extension | Metropolitan Ave to Plyers Mill Rd | 60' | 12 | 25 mph | 2005.01 |
| B-6 | Howard Ave | Connecticut Ave to Knowles Ave | 60' | 2 | 25 mph | 2005.02 |
| B-7 | Howard Ave | Kensington Pkwy to Connecticut Ave | 60' | 2 | 25 mph | 2005.01 |
| B-8 | Concord St | Plyers Mill Rd to University Blvd | 80' | 2 | 25 mph | 2005.02 |
| B-9 | Dupont Ave | Connecticut Ave to Nash Pl | 70' | 2 | 25 mph | 2005.02 |
| B-10 | Kensington Pkwy | Howard Ave to Frederick Ave | 60' | 2 | 25 mph | 2005.01 |
| Primary Residential Streets | | | | | | |
| P-1 | Newport Mill Rd | University Blvd to Parker Ave | 70' | 2 | 30 mph | 2003.10 |
| P-2 | Kensington Pkwy | Frederick Ave (north) to Kent St | 60' | 2 | 25 mph | 2005.01 |
| P-4 | Kensington Pkwy | Kent St to Littledale St | 70' | 2 | 30 mph | 2003.11 |
| P-6 | St. Paul St | Metropolitan Ave to Plyers Mill Rd | 70' | 2 | 25 mph | as built |

Notes:

- *Travel lanes are through lanes and don't include turning, parking, acceleration, deceleration or other auxiliary lanes.*
- *The Lexington Street extension will be controlled by the Town of Kensington. Town-imposed restrictions on traffic operations are consistent with this Plan.*
- *The St. Paul Street right-of-way from Metropolitan Avenue to Plyers Mill Road (P-6) is within a designated historic district.*

Resolution No.: 17-371
Introduced: March 20, 2012
Adopted: March 20, 2012

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: District Council

SUBJECT: Approval of Planning Board Draft Kensington Sector Plan

1. On June 24, 2011, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Kensington Sector Plan.
2. The Planning Board Draft Kensington Sector Plan amends the Approved and Adopted 1978 Sector Plan for the Town of Kensington and Vicinity; the Master Plan for the Communities of Kensington-Wheaton, as amended; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways within Montgomery County, as amended; and the Master Plan of Bikeways, as amended.
3. On September 14, 2011, the County Executive transmitted to the County Council his fiscal analysis of the Kensington Sector Plan.
4. On October 11, 2011, the County Council held a public hearing regarding the Planning Board Draft Kensington Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On November 21 and December 5, 2011 and February 6, 2012, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Kensington Sector Plan.
6. On February 28 and March 6, 2012, the County Council reviewed the Planning Board Draft Kensington Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Kensington Sector Plan, dated June 2011, is approved with revisions. County Council revisions to the Planning Board Draft Kensington Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

All page references are to the June 2011 Planning Board Draft Kensington Sector Plan.

Table of Contents: Add “Diversity” as a sub-heading under “area wide recommendations” for consistency with other sub-headings.

Page 3: Revise first paragraph, fourth sentence, as follows:

The east-west crossing [requires] causes many travelers to use Connecticut Avenue between Plyers Mill Road and Knowles Avenue in order to complete their eastbound or westbound journey.

Page 3: Revise third paragraph, third sentence, as follows:

The first two are barely adequate; the third track crossing is [inconvenient and inhospitable] legally open to MARC users only.

Page 3: Revise fourth paragraph, fifth sentence as follows:

On Howard Avenue west of Connecticut Avenue, there are auto repair businesses [and] as well as plumbers, landscapers, and craft workers.

Page 4: Revise Map 3 by adding Kensington Cabin as an individual historic resource outside of the Historic District. Also add the separate National Register of Historic Places historic district boundary, to show how it is different from the local Historic District.

Page 9: Delete the fourth bullet as follows:

- [Refrain from widening roadway intersections to accommodate through-vehicle traffic.]

Page 11: Add new paragraphs under Historic Preservation as follows:

Map 3 shows Kensington's Historic District, which was added to the *Master Plan for Historic Preservation* in 1986. The District includes residential sections along both sides of Connecticut Avenue, Antique Row, along Howard Avenue, and period structures on the east side of St. Paul Street, north of the CSX right-of-way. The district is architecturally significant because it includes a wide variety of Victorian period architectural styles and offers a uniformity of scale and design that strongly conveys the sense of place embodied by garden suburbs.

Kensington's Historic District includes a mix of historic and non-historic structures. Primary structures are those buildings, constructed prior to 1930, that have historical and cultural significance or architectural and design significance. Secondary structures may contribute visually to the district but are not presently historic. The *Master Plan* prescribes different levels of regulatory review by the Historic Preservation Commission for primary and secondary structures. A general description of historic preservation review is in the Implementation section.

During development of this Plan, Kensington Cabin, 10000 Kensington Parkway, was added as an individual resource to the *Master Plan for Historic Preservation* on March 29, 2011. This log cabin was constructed in 1933-34 using funding from a New Deal program and from M-NCPPC. The rustic structure is representative of early recreation buildings in the first stream valley parks, including Rock Creek, Sligo Creek, and Cabin John.

This Plan makes the following recommendations:

Page 12: Delete third bullet:

- [Include Kensington Cabin, 10000 Kensington Parkway, in the *Master Plan for Historic Preservation in Montgomery County*. This log cabin was constructed in 1933-34 using funding from a New Deal program and from M-NCPPC. The rustic structure is representative of early recreation buildings in the first stream valley parks, including Rock Creek, Sligo Creek, and Cabin John.]

Page 12: Add new language after the second bullet under "Evaluate the following individual sites for potential historic designation:" as follows:

- 10408 Detrick Avenue: This single family house, whose Colonial Revival and Prairie influences were prevalent in the early 20th century, has considerable architectural integrity. In addition, the Kaiser family was associated with the era of streetcar expansion in Montgomery County.

Page 14: Amend first bullet under “Stormwater Management” as follows:

- Continue participating in the County’s program to fund water quality improvements or [E]establish a stormwater fee program in the Town [or join the County’s program to fund water quality improvements].

Page 15: Amend Table 1 by deleting the word “County” from the “Operation” column on Plyers Mill row.

Page 18: Amend the third paragraph as follows:

This Plan recommends taller buildings in the “core” of the Town Center—Connecticut Avenue, Knowles Avenue, and Plyers Mill Road. Buildings at the edges of the Town Center are generally recommended for lower height, to ensure gradual transitions [of building] to the adjoining residential neighborhoods. Design guidelines will help ensure that new development steps down toward residential and historic neighborhoods, and that new buildings adjacent to these neighborhoods are compatible and are of appropriate [compatible] height, scale, and mass.

Page 18: Amend the fourth paragraph as follows:

The CRT and CRN [Z]zones enable mixing of uses at a range of allowable floor area ratios. This Plan recommends total maximum mixed use FARs of up to 2.5 for the Town Center core; 2.0 for the eastern portion of Howard Avenue and the triangle bounded by Connecticut Avenue, University Boulevard, and Perry Avenue; and 1.0 to 1.5 for other properties in the Town Center (page 32).

Page 18: Insert the following after the fourth paragraph:

Revitalization in the Town Center is likely to take one of two forms: an optional method of development on larger parcels in the CRT zones and a standard method of development for smaller CRT properties and the CRN zones. For all optional method projects, and standard method projects with site plan, the Planning Board must carefully analyze the proposal’s building height, bulk, scale, setbacks, relationship to street, massing, façade articulation, and relationship to surrounding properties to ensure compatibility.

Where smaller redevelopment projects are more likely, those projects should also use building mass, façade articulation or residential appearance to create a transition to one-family residential neighborhoods and primary historic resources. These areas include the edges of the Antique Row area along Armory and Montgomery Avenues, the blocks of

Decatur and Lawrence Avenues just outside the town boundary, the western portions of the blocks of Dupont and Perry Avenues immediately adjacent to University Boulevard, and the blocks of Warfield Street and Summit Avenue south of the CSX tracks.

Page 19: Amend the sixth bullet as follows:

- Provide [an informal] gathering spaces with high visibility along Connecticut Avenue and near the train station.

Page 19: Amend the seventh bullet as follows:

- Study, with the State Highway Administration, the Department of Transportation, and the Town of Kensington, pedestrian and vehicular circulation north of the CSX right-of-way, with a focus on the proposed redesigned intersection at Connecticut Avenue, Farragut Avenue and University Boulevard [West], including evaluation of Concord Street as an alternative between southbound Connecticut Avenue and eastbound Plyers Mill Road as well as [to determine the most appropriate connection point for an extended Summit Avenue to Connecticut Avenue and to evaluate] other improvements that would benefit pedestrian movement across Connecticut Avenue.

Page 19: Amend the first sentence of the Goal as follows:

Goal: Develop Howard Avenue as a street designed to encourage continuous [active] pedestrian [street] activity on both sides of Connecticut Avenue.

Page 19: Insert a new map of specific properties with a new numbering system to correspond to the properties discussed in the Sector Plan.

Page 20: Insert new paragraphs at the top of the page before Burka Property as follows:

Area 1A Bakers Union

This 1.7-acre property on the east side of the Connecticut/Knowles intersection is the headquarters of the Bakery, Confectionary, Tobacco Workers and Grain Millers International Union (new map reference). Potential redevelopment with an optional method project could provide public benefits such as quality design, streetscape, open space or public parking. Existing spatial relationships should be maintained, with taller buildings toward Knowles Avenue and gradually reduced heights to the south of the property. Public open space should be maintained on Warner Street and new buildings to the south of the site should maintain heights of 45 feet. A new project at this location should also use design techniques that respect the historic residential or commercial contexts of Warner Street and Armory Avenue.

This Plan recommends CRT 2.5 C 2.0 R 2.0 H 75 for this property.

Area 1B Safeway block

The CRT zone proposed for this approximately 3-acre block (new map reference) adds the potential for residential development to the existing office and retail uses. It provides additional density and height as an incentive for revitalization to encourage optional method development to achieve public benefits such as quality design, streetscape, open space or public parking.

Any new development should also use design techniques that respect the historic contexts of Armory Avenue, with appropriate scale, mass and height.

This Plan recommends CRT 2.5 C 2.0 R 2.0 H 75 for this block.

Page 20: Modify the first paragraph of the Burka Property text as follows:

Area 1D Burka Property

The approximately three-acre Burka property (new map reference), currently zoned C-2, has significant redevelopment potential. Development on this site should provide street-level shops along Connecticut, Knowles and Howard Avenues, with residential and/or office above. A significant public open space [at the corner of Connecticut and Knowles Avenues] on this property would provide a needed gathering space on the west side of Connecticut Avenue [be an appropriate complement to the existing open space at the southeast corner of that intersection]. Additional public use space in the form of widened sidewalks that can accommodate café seating is appropriate on Knowles and Howard Avenues.

Page 20: Insert a new property number for Huggins property as follows:

Area 1C Huggins Property

Page 20: Insert the following paragraphs in the following order after 1C Huggins Property:

Areas 1E, 11 10400 Connecticut Avenue and vicinity

Redevelopment of 10400 Connecticut Avenue, a 1.1-acre property on the west side of the intersection of Connecticut and Knowles Avenues (new map reference) can make a substantial contribution to the town's revitalization. The building currently houses offices, with retail activity on the ground floor. The CRT zone proposed for this property adds the potential for residential development to the existing office and ground floor retail uses. It provides additional density as an incentive for revitalization and additional height to encourage development that can accommodate public benefits. An optional method project should provide public benefits such as quality design, streetscape, open space, or public parking and retain the ground floor retail uses. The project should

maintain the current spatial relationship, with taller buildings towards Knowles Avenue and surface parking or residential buildings of up to 45 feet along Warner Street to the south. If new parking structures are built, their visibility from Warner Street should be limited to entrances and exits. New development should also use design techniques that respect the historic context of Warner Street.

Smaller properties on Knowles Avenue could undergo joint development under the optional method or separate development under the standard method. Building heights on Knowles between Connecticut Avenue and Detrick Avenue should step down from 75 feet at Connecticut Avenue to 60 feet at mid-block and 45 feet at Detrick Avenue. Reduced density and building height at Detrick Avenue will help create a smoother transition to residential properties to the south and west.

This Plan recommends CRT 2.5 C 2.0 R 2.0 H 75 for this property and the adjacent properties at 3906 and 3910 Knowles Avenue. The two smaller properties should have maximum heights of 60 feet. The property at 3930 Knowles Avenue (new map reference) is recommended for CRT 1.5 C 1.5 R 1.5 H 45.

Areas 4A, 4B, 4C Antique Row

Antique Row is Kensington's best-known destination, with shops, small restaurants, and other retail activities located along Howard and Montgomery Avenues near the train station. It is part of the Historic District and includes six primary structures. The area (new map reference) totals about three acres and is currently in three different commercial zones that do not allow residential uses. A single zone for this area is appropriate, given the desirability of mixed-use developments here. This area is close to the train station and could serve as a gateway to the "village center" proposed for block 8B to the southeast. Some additional density is appropriate to create a revitalization incentive on properties large enough to use the optional method; however, revitalization in this area depends on creating a parking district or shared parking program, as recommended elsewhere in this Plan.

Redevelopment projects should include ground floor retail. Projects adjacent to one-family residential neighborhoods and primary historic resources on Armory and Montgomery Avenues should use compatible building mass, height and setback, and façade articulation to create a transition to those neighborhoods. The Plan's Design Guidelines and the historic preservation review process will further assure the compatibility of new development to the historic character of Antique Row.

This Plan recommends CRT 2.0 C 2.0 R 0.5 H 50 for Antique Row.

Area 8B MARC Station/Johnson's Nursery

The 4.4-acre area immediately to the south of the train station, which includes the Post Office and Johnson's Nursery, is currently a center of community and business activity. In addition to the Post Office and Johnson's, the Kensington Farmers Market occupies the train station parking lot on weekends and is a focal point for community life. This area could, with revitalization, become an even more visible community center. The modest increase in density recommended along Antique Row could support this area's evolving role as a center of town life.

Optional method development in this area could provide public benefits such as exceptional design, open space, and streetscape, enabling the area to function as a "village center." The Plan recommends public open space—also a public benefit—in this area as well as the recommended pedestrian crossing to be pursued with the CSX Corporation. Public open space should create an attractive public realm for adjacent commercial, residential, and civic uses, and an appropriate pedestrian crossing of the CSX rail tracks could connect this part of town to a new development on the Konterra property and communities north of the rail tracks. Maximum building heights of 45 feet will create a smooth transition from the mixed-use district to the historic residential neighborhood across Kensington Parkway.

This Plan recommends CRT 1.5 C 1.0 R 1.0 H 45 for this block.

Areas 5A, 5B 10605 Concord Street and vicinity

This area lies east of Connecticut Avenue and along Concord Street, a short street that connects Connecticut Avenue to Plyers Mill Road. The western portion (Area 5A) consists of two properties totaling 0.7 acres between Connecticut Avenue and Concord Street. A portion of this area may be suitable for the gathering place recommended elsewhere in this Plan. A new project in this area is likely to use the standard method, with parking requirements expected to reduce intensity of development and building heights. Ground floor retail uses are encouraged.

The 0.85-acre property at 10605 Concord Street (Area 5B) houses an approximately 60-foot high office building, with an associated parking facility in the R-60 zone by special exception. The plan recommendation provides an opportunity to add residential uses and create a mixed-use project with an appropriate transition to the adjoining residential neighborhood and lower overall densities than in the core. A maximum height of 60 feet is appropriate to accommodate an optional method project on this property that would reflect the existing building height toward the northwest edge and achieve public benefits such as quality design, streetscape, open space, or public parking; smaller adjacent properties on Concord Street and Plyers Mill Road are likely to develop more modestly

using the standard method, with parking requirements constraining their ability to develop to the maximum permitted densities.

Any redevelopment at 10605 Concord Street should focus taller structures along Concord Street, stepping down to a maximum of 45 feet near Nash Place and providing a transition to residences there and along Dupont Avenue. Buildings of up to 45 feet are also appropriate along the north side of Plyers Mill Road at Concord Street to allow for compatible redevelopment along Plyers Mill Road.

This Plan recommends CRT 1.5 C 1.5 R 1.0 H 60 for this property and the smaller lots in these two areas.

Areas 7A, 10C Kaiser Connecticut Avenue properties

These properties, totaling 4.7 acres, contain a Kaiser Permanente medical facility. If redevelopment occurs, an optional method project should provide public benefits such as quality design, streetscape, open space, or public parking. The proposed maximum height of 60 feet for the Kaiser property is appropriate to allow design that can shape the building mass and footprint to put taller buildings on Connecticut Avenue, retain wooded slopes in the rear, and accommodate public benefits, including a possible public open space. Development on this property should have maximum heights of 45 feet on Decatur Avenue.

This Plan recommends CRT 1.5 C 1.0 R 0.5 H 60 for the larger Kaiser property. The smaller property, on the corner of Connecticut and Decatur Avenues, is recommended for CRN 1.0 C 1.0 R 0.5 H 45.

Area 7B Calomiris and other properties

These seven properties total about 3.5 acres and lie west of Connecticut Avenue between Farragut and Dupont Avenues. The recommended extension of Summit Avenue to Connecticut Avenue will affect redevelopment in this area. Optional method development is desirable for the Calomiris property to achieve public benefits such as quality design, streetscape, open space, or public parking. The maximum 60-foot building height is needed for a mixed-use project with some residential uses, structured parking, and design flexibility to achieve desirable public benefits.

This Plan recommends CRT 1.5 C 1.0 R 0.5 H 60 for these properties. Building heights should step down from 60 feet at Connecticut Avenue to 45 feet at Summit Avenue extended. Ground floor retail uses along Connecticut Avenue are desirable.

Areas 7C, 7D Kensington Fire Station and other properties

These properties are located west of the intersection of Connecticut Avenue and Plyers Mill Road and include the Kensington Fire station at the northwest corner of Connecticut Avenue and Plyers Mill Road (new map reference). Although the ownership and lot size pattern in this area suggest that potential revitalization is likely to use the standard method, with parking requirements expected to reduce intensity of development and building heights, optional method, mixed-use development is desirable, should significant land assembly occur in this area.

This plan recommends CRT 1.5 C 1.0 R 0.5 H 60.

Area 7E Detrick and Summit block

This block consists of about 30 relatively small properties that total about four acres in size (new map reference). Although the ownership and lot size pattern in this area suggest that potential revitalization is likely to use the standard method, with parking requirements expected to reduce intensity of development and building heights, optional method, mixed-use development is desirable, should significant land assembly occur.

This plan recommends CRT 1.5 C 1.0 R 0.5 H 60.

Area 8A Schlesinger block

The proposed zone adds the opportunity to introduce some residential uses to this 1.5-acre area (new map reference) while maintaining the ability to leave existing non-residential uses in place. Proximity to a one-family neighborhood should constrain building heights of any new development. Any new development should retain existing spatial relationships, with bulkier buildings placed to the west and north of the property along Connecticut Avenue and residential character employed adjacent to the existing residential to the east.

This Plan recommends CRT 1.5 C 1.0 R 1.0 H 45.

Area 9A Warfield and Summit block

Preserving existing service industrial uses in much of this 2.2-acre block south of West Howard Avenue is desirable (new map reference). The proposed CRN zone adds the opportunity to introduce some residential uses while maintaining the ability to leave existing non-residential uses in place. This zone will create a smooth transition to existing residential uses while maintaining the same overall densities as currently allowed. Along Warfield Street and Summit Avenue, lots are in single ownership and could redevelop into a modestly sized mixed-use development. Such a project should focus non-residential uses on Summit Avenue, which is currently a commercial block,

and concentrate residential uses along Warfield Street and Brainard Avenue, where they could provide a transition to residential development.

This Plan recommends CRN 1.5 C 1.5 R 1.5 H 45.

Areas 9B, 9C West Dupont and Farragut block

This 3.3-acre area is also located west of Connecticut Avenue and is adjacent to the Ken-Gar neighborhood (new map reference). Preserving existing service industrial uses in much of this area is desirable. The proposed CRN zone adds the opportunity to introduce some residential uses while maintaining the ability to continue existing non-residential uses with the same general densities as currently allowed. The extension of Summit Avenue to Farragut Avenue will place the edge of this area opposite residences in Ken-Gar, making 45-foot maximum building heights appropriate.

This Plan recommends CRN 1.5 C 1.0 R 0.5 H 45.

Area 10A Kaiser Family and Carlin Properties

This area consists of two adjacent properties on 0.8 acres bounded by Knowles Avenue, Detrick Avenue, Mitchell Street, and Summit Avenue (new map reference). The Carlin property, nearer the intersection of Summit and Knowles Avenues, has been used as both an office and a residence; the Kaiser family property, at the corner of Knowles and Detrick Avenues, is a residence. The Plan retains the R-60 zone for the Kaiser property, which could be eligible for historic designation. If the property is not designated for historic preservation, it is appropriate for the same CRN zone. This Plan recommends CRN 1.0 C 1.0 R 0.5 H 45 for the Carlin property, which reflects the existing Commercial-Transition (C-T) zoning.

Area 10B, Kaiser Medical Property

This half-acre property houses a medical office. This Plan recommends CRN 1.0 C 1.0 R 0.5 H 45 for this property, which reflects the existing uses and zone.

Page 23: Amend first bullet under Silver Creek as follows:

- [Collaborate with the County's Departments of Transportation and Permitting Services and the Town of Kensington to u]Undertake a collaborative and comprehensive study between the Town of Kensington and the Maryland-National Capital Park and Planning Commission that will identify ways to eliminate flooding at the culvert under Oberon Street.

Page 23: Amend first paragraph under “Metropolitan Avenue Area” as follows:

The north side of Metropolitan Avenue is a mix of neighborhood retail, [and] office [uses with] and service uses, [some of which are included in the Crafts/Services District.] The area is largely in the C-2 Zone, although uses include some light industrial activities. Much of the area consists of single-story buildings, although topography in some areas allows some buildings to mix one- and two-story portions. Floor area ratios in this area are in the 0.5 range, with the exception of the self-storage facility at 3700 Plyers Mill Road at approximately 1.5 FAR. [This Plan recommends the CRT Zone for 3700 Plyers Mill Road, as noted below. For the rest of the north side of Metropolitan Avenue, this Plan recommends CRN 1.5, C 1.5, R 1.5, H 45. The remainder of this area is recommended for CRT 1.5, C 1.5, R 1.5, H 60.]

Page 23: Amend final paragraph as follows:

Area 2 3700 Plyers Mill Road LLC Property

This approximately 3.6-acre property (new map reference), at the intersection of Metropolitan Avenue and Plyers Mill Road in the C-2 [Z]zone, is close to the MARC station and offers a significant opportunity for a largely residential project, if it redevelops. Single-family attached units at a maximum height of 45 feet are appropriate along Plyers Mill Road, where they would face an existing one-family neighborhood. Multifamily units could be placed in the site’s interior, with some retail uses along Metropolitan Avenue, where they would face retail and crafts/services uses across the street and along the Plan’s proposed extension of Lexington [Avenue] Street, which is recommended to be built only when this property redevelops. An open space should be provided at the intersection of Metropolitan Avenue and Plyers Mill Road.

[The] This Plan recommends CRT 2.0[,] C 1.0[,] R 1.5[,] H 60.

Page 23: Insert new language at the end of the page as follows and move text to the section on page 22 with the heading “Crafts/Services District”:

9D, 9E, 9F, 9G Metropolitan Avenue North

[The north side of Metropolitan Avenue consists of a mixture of office, retail and service industrial uses like ironworking and specialty auto services.] There are multiple property owners in the 4.2-acre area on the north side of Metropolitan Avenue (new map reference). Preserving existing uses in much of this area is desirable. The proposed CRN zone adds the opportunity to introduce some residential uses while maintaining the ability to continue non-residential activities, especially along Metropolitan Avenue. The largest parcel in the area, the Parkway property on Kensington Parkway (part of Area 9G), is appropriate for less density than other parts of this area and a residential focus, to provide

a better transition to the adjoining residential neighborhoods. The single lot at 3514 Plyers Mill Road (Area 9D) is appropriate for less density and the opportunity for a small scale commercial or residential project, to preserve small-scale commercial uses or add a small amount of additional residential on this south side of the street. Redevelopment projects adjacent to or confronting residential neighborhoods should use appropriate building mass, façade articulation and residential appearance to create a transition to those areas.

This Plan recommends CRN 1.0 C 0.75 R 1.0 H 45 for the Parkway property (Area 9G); CRN 1.0 C 1.0 R 1.0 H 45 for 3514 Plyers Mill Road (Area 9D); and CRN 1.5 C 1.5 R 1.5 H45 for the remainder of this area.

Page 24: Insert new first paragraph, amend existing first paragraph, insert new language as follows, and move text to the section on page 22 with the heading “Crafts/Services District”:

[Konterra Limited Partnership Property]

Area 6 Konterra and Metropolitan Avenue South

This 6.2 acre area is located on the south side of Metropolitan Avenue and east of the intersection of Metropolitan Avenue and Plyers Mill Road (Area 6 on page 32). Preserving existing retail and service industrial uses in much of this area is desirable. The proposed zone adds the opportunity to introduce some residential uses while maintaining the existing non-residential uses in place. The 60-foot height is needed to accommodate additional density in a mixed-use development with public benefits, such as quality design, streetscape, open space, or public parking, and create a mixed-use, pedestrian-centered realm on both sides of Metropolitan Avenue.

The Town plans to use a portion of the Konterra property, a [this] former concrete plant site, for additional [commuter] public parking and for other civic uses. This Plan’s recommended CSX pedestrian crossing should be located on a portion of this property. This Plan recommends the CRT [Z]zone to [accommodate redevelopment of] encourage a mixed-use development on the portion not used for parking and civic space. Revitalization in this area should incorporate additional open space and use best management practices for stormwater management.

[This property is recommended for CRT 1.5, C 1.5, R 1.5, H 60.]

This Plan recommends a height of 60 feet, with the option to explore going up to 75 feet on the Konterra property if the additional height can be provided in a manner compatible with surrounding uses and if public amenities are provided that exceed the requirements

of the CRT zone, to the extent practicable. Potential amenity options include, but are not limited to, a pedestrian overpass or a pedestrian underpass, or other significant architectural features that diminish the height effect. Substantial public and Kensington Town participation in project design and implementation through a charette and Town Council review will be an important element of a successful project and can help to identify design options that would diminish the impact of additional height at this location and ensure compatibility.

The Planning Board must make an affirmative finding that the superior quality of the design, provision of amenities beyond that required in the CRT zone, and significant efforts to achieve compatibility with the nearby homes and historic properties (like the MARC station) justify increasing the height to 75'. The Planning Board must consider the formal views of the Town Council in determining whether these additional standards have been met. A Planning Board decision to take a land use or zoning action contrary to a resolution of the Mayor and Town Council would require the affirmative vote of four Planning Board members.

The Konterra property should be zoned CRT 1.5 C 1.5 R 1.5 H 75 in the Sectional Map Amendment to allow for the potential of additional height. The remainder of the area is recommended for CRT 1.5 C 1.5 R 1.5 H 60.

Page 24: Amend the third paragraph, first sentence as follows:

This neighborhood commercial area is [bounded by Connecticut Avenue, University Boulevard, Perry Avenue, and Lawrence Avenue] just north of the Town in the unincorporated area centered on the intersection of University Boulevard and Lexington Street/Newport Mill Road.

Page 24: Amend fourth paragraph and insert new language as follows:

Areas 3A, 3B Stubbs, Curtis [Property] Properties and vicinity

The area includes the approximately 1.2-acre Stubbs property and the 1.7-acre Curtis properties, now a neighborhood shopping center and currently zoned C-1 (new map reference). [This property is] These properties are each in single ownership and [is] are suitable for mixed uses. [Its] Their location at the gateway to Kensington, and bounded by Connecticut Avenue and University Boulevard, makes [it] them suitable for a mixed-use [building] project with a maximum building height of 60 feet. Additional density is needed to create an incentive for revitalization with added housing and public benefits such as quality design, streetscape, open space, or public parking. Sixty-foot maximum buildings are appropriate and needed for such a mixed-use development, even though

smaller properties south of Perry Avenue may use the standard method at less than the allowable maximum density and building height.

This Plan recommends CRT 2.0 C 1.5 R 1.5 H 60 for this area.

[This Plan proposes CRT 2.0, C 1.5, R 1.5, H 60 for the Stubbs property and the rest of the block bounded by Connecticut Avenue, University Boulevard, Decatur Avenue, and Perry Street. Except for some single-family houses along Lawrence Avenue, the remaining properties in this district are recommended for CRN 1.0, C 1.0, R 0.5, H 45 to provide a transition to the residential neighborhoods to the north.]

Page 24: Insert new language after last paragraph as follows:

Areas 10D, 10E Decatur and Lawrence blocks

Most of the 3700 block of Decatur Avenue is currently in non-residential uses; the 3600 block of Lawrence Avenue is entirely in non-residential use (new map reference). Preserving these office and retail uses is appropriate, and the location at the edge of the commercial area makes the CRN zones suitable. A 1.0 residential FAR would allow part of the area to develop with residential uses at transitional densities, while a 0.75 commercial FAR would allow modest commercial revitalization. Three properties on the Decatur Avenue block are currently in the R-60 zone; two are used by special exception for commercial parking and the third is residential, but is in the same ownership as adjacent commercial properties. This Plan recommends reclassifying them to the CRN zone; three properties at the eastern end of the block and outside Area 10D should retain the existing R-60 zone.

This Plan recommends CRN 1.0 C 0.75 R 1.0 H 45 for the portion of the 3700 block of Decatur Avenue now in non-residential use (Area 10D).

The portion of Block 10E now in open space should be retained as open space. Redevelopment projects adjacent to or confronting residential neighborhoods to the north and west should use appropriate building mass, façade articulation, and residential appearance to create a transition to those areas.

This Plan recommends CRN 1.0 C 1.0 R 1.0 H 45 for the Lawrence Avenue block (Area 10E).

Areas 10F, 10G, 10H University, Decatur, Lexington and Perry blocks

This area totals approximately 2.6 acres and is located on the east side of University Boulevard [West] (new map reference). Preserving existing small office and retail uses in this area is desirable. Its location at the edge of the business district makes the area appropriate for CRN zones. A maximum 1.0 residential FAR would allow part of the area to develop with residential uses at transitional densities, while commercial FARs ranging from 0.75 to 1.0 will allow modest commercial revitalization.

This Plan recommends CRN 1.0 C 0.75 R 1.0 H 45 for the part of this area at the intersection of Decatur Avenue and University Boulevard (Area 10F). The rest of this block is zoned R-60.

The block bounded by University Boulevard, Perry Avenue, and Lexington Street (10G) has existing commercial uses and is recommended for CRN 1.0 C 1.0 R 0.5 H 45.

The Plan recommends CRN 1.0 C 1.0 R 1.0 H 45 for Area 10H, which would allow residential projects at transition densities as well as non-residential or mixed uses. Redevelopment projects adjacent to or confronting residential neighborhoods should use appropriate building mass, façade articulation, or residential appearance to create a transition to those areas. New development at the corner of Lexington Street and Perry Avenue should retain its residential appearance.

Page 26: Amend the third and fourth paragraphs as follows:

The CRT zones provide both a standard and an optional method of development. The standard method limits overall density to a 1.0 FAR (Floor Area Ratio). The optional method creates incentives to provide public [amenities and] benefits, thereby earning additional density. Projects in the redevelopment areas proposed for CRT zones in this Plan can also achieve additional density using the optional method because of their proximity to the MARC station or [well-served] public transit that uses a dedicated right-of-way.

The CRT and CRN zones require public use space for development of a certain size and configuration. Public use spaces may be privately owned and may be located on site, but must be accessible to the public[, and should be located on site]. The requirement may also be satisfied by off-site physical improvements to parks or public use space or by payments that support public use space elsewhere in Kensington. This Plan assumes that much of the public use space system will be obtained through this requirement.

Page 26: Insert new language after fourth paragraph as follows:

Public benefits provided under the optional method are drawn from among seven categories outlined in the Zoning Ordinance. The public benefits identified below should be considered priorities during project development and review of optional method projects in the CR zones. This list is not mandatory, and it does not preclude consideration of other benefits as listed in the CR zones to achieve the maximum permitted FAR. The requested benefits should be carefully analyzed to make sure they are the most suitable for a particular location and consistent with the Sector Plan's vision, and that they satisfy the changing needs of the area over time. When selecting these benefits, the Planning Board should give special consideration to community needs and compatibility with historic resources.

For Kensington, these categories and public benefits are important to successful revitalization:

- Connectivity and mobility
 - public parking facilities, as part of a parking lot district or shared parking program;
 - streetscape to enhance the public realm
- Diversity of uses and activities
 - small business opportunities throughout the Town's business districts
- Quality building and site design
 - public open space for community gatherings
 - exceptional design that is sympathetic to its context
 - historic resource protection

Page 26: delete the fifth paragraph:

[In addition to public use space, the CRT Zones require optional method projects to provide public facilities and amenities on-site, or contribute an equivalent amount to an off-site amenity project. In Kensington, creating open space, providing active recreation space, and reconstructing the existing public streets to accommodate pedestrians and street trees are important public facilities and amenities that benefit the entire Plan area.]

Page 26: Amend the final paragraph as follows:

The Planning Board must adopt urban design guidelines to help implement this Plan. The guidelines are designed to guide developers, citizens, regulatory reviewers and the Planning Board as they design, analyze and approve projects devised over the life of this Plan. The [proposed] CRT zones require optional method projects to address design guidelines during the [site plan] regulatory review process.

Page 27: Amend first paragraph as follows:

Priority Retail Streets

The figure on page 29 shows desired retail streets proposed in this Plan. This designation reflects the Plan's fundamental goal of enlivening the Town Center and immediately adjacent mixed use areas -by creating a lively, pedestrian-centered atmosphere on Kensington's shopping streets. Retail and other commercial activities are appropriate and strongly encouraged throughout the Town Center, but they are especially desirable on these priority retail streets. Retail uses may be less desirable at this time away from priority streets, where specialty, artisan, and service commercial activities—equally important to Kensington's commercial character—may be more appropriate. The CRN and CRT zones can accommodate space suitable for a variety of uses, depending on market conditions.

New and revitalization projects on [these] priority streets [should provide street-facing retail on these streets and] must pay particular attention to the street-oriented development guidelines put forth in this plan and the accompanying Design Guidelines. This Plan assumes that commercial retail uses will occur at the street level on priority streets unless the Planning Board determines that such uses are not desirable or that alternative uses with innovative design treatments can provide levels of pedestrian activity similar to those expected from street-oriented stores and service establishments.

Page 27: Insert new language after fifth paragraph as follows:

The Historic Preservation Commission reviews changes to resources in a historic district, and approves historic area work permits allowing projects to proceed. (Requirements for its review are in Chapter 24A of the County Code.) This review would be in addition to the regulatory reviews required for an optional method development and would precede any development that did not otherwise require formal regulatory review. The Commission would review and act on proposals for alterations to both primary and secondary resources. Review of secondary resources would focus on the impact of proposed development on the overall character of the district and on any primary resources in the vicinity of the project.

Page 29: Amend Map 10 to extend the desired retail frontage further east on Metropolitan Avenue and further south on the west side of Connecticut Avenue between Knowles Avenue and Warner Street.

Page 32: Revise the map to show specific area numbers discussed in the text and extend the southern of area 7B (see attachment 1) west along Dupont Avenue (on the north side of the street) as far as the Town of Kensington Public Works lot.

Page 33: Amend Map 14 by deleting Circle A and Circle B, by only showing the northernmost LB-2 alignment, and by extending LB-5 to Plyers Mill [r]oad via the Lexington Street extension.

Page 34: Amend Table 2 by correctly formatting the SR-29 row to include all text in the “Description” column in a single cell.

Page 35: Amend Table 2 as follows:

Table 2 Countywide and Local Bikeways

Local Bikeways

| Route Number | Name | Type | Plan Limits | Status | Description |
|--------------|---|------------------------|--|--|---|
| LB-1 | Connecticut Avenue | Shared Use Path | Plan Boundary to Howard Avenue | Proposed [r.o.w.] <u>r-o-w</u> in place Wide sidewalks may suffice in Town Center area | West side of road Connects Town Center to northwest quadrant of Kensington |
| LB-2 | Summit Avenue and <u>Farragut Avenue</u> | Signed, shared roadway | Plyers Mill Road to [Connecticut Avenue] <u>St. Paul Street</u> | Proposed | Important on road connection from Kensington to NIH and Bethesda |
| LB-3 | Knowles Avenue-Armory Avenue | Signed, shared roadway | Connecticut Avenue to Howard Avenue | Proposed | Connects two County wide bikeways in Town Center |
| LB-4 | Kent Street, <u>Calvert Place</u> , <u>Washington Street</u> , <u>Prospect Street</u> | Signed, shared roadway | Kensington Parkway to [Plan Boundary] <u>Summit Avenue</u> | Proposed | |
| LB-5 | Metropolitan Avenue | Signed, shared roadway | Plan Boundary to Plyers Mill Road (via Lexington Street extension) | Proposed | |

| | | | | | |
|-------------|------------------------------|-------------------------------|--|-----------------|--|
| LB-6 | <u>St.[aint] Paul Street</u> | <u>Signed, shared roadway</u> | <u>[Howard Avenue-Montgomery Avenue] Metropolitan Avenue to University Blvd.</u> | <u>Proposed</u> | Section of <u>St.[aint] Paul Street</u> , classified as historic <u>Replaces Bikeway M-M' in Kensington-Wheaton Master Plan</u> |
| LB-6 | <u>CSX Crossing</u> | <u>Shared Use Path</u> | <u>Metropolitan Avenue to Montgomery Avenue</u> | <u>Proposed</u> | <u>Plan recommends a suitable crossing of the CSX right-of-way</u> |
| LB-7 | <u>Howard Avenue</u> | <u>Signed, shared roadway</u> | <u>Connecticut Avenue to Knowles Avenue</u> | <u>Proposed</u> | |

Page 37: Amend Table 3 as follows:

Table 3 **Master Plan of Highways Roadway Classifications**

| Plan Road Number | Name/Route Number | Limits | ROW | Travel Lanes | Target Speed | Design Std. |
|----------------------------------|-------------------------------|---|------------|---------------------|---------------------|--------------------|
| Major Highways | | | | | | |
| M-7 | Connecticut Ave/MD 185 | Plan Boundaries | 120' | 6D | 30 mph | 2008.01 |
| M-19 | University Blvd [West]/MD 193 | Connecticut Ave to Plan Boundary | 120' | 6D | 30 mph | 2008.01 |
| Arterials | | | | | | |
| A-62 | Plyers Mill Rd | Plan Boundary to Metropolitan Ave | 80' | 2 | 25 mph | as built |
| A-62 | Plyers Mill Rd/MD 192 | Connecticut Ave to Metropolitan Ave | 100' | 2D | 25 mph | 2004.05 |
| A-66 | Knowles Ave/MD 547 | [Summit Ave] <u>Beach Drive</u> to Connecticut Ave | 80' | 2 | 30 mph | 2004.01 |
| A-67 | Summit Ave | Cedar Ln to Knowles Ave | 80' | 2 | 25 mph | 2004.02 |
| Business District Streets | | | | | | |
| B-1 | Plyers Mill Rd | Summit Ave to Connecticut Ave | 70' | 2 | 25 mph | 2005.02 |
| B-2 | Summit Ave | Knowles Ave to Plyers Mill Rd | 70' | 2 | 25 mph | 2005.02 |
| B-3 | Summit Ave extension | Plyers Mill Rd to Farragut Ave (to Connecticut Ave) | 60' | 2 | 25 mph | 2005.01 |
| B-4 | Metropolitan Ave/MD 192 | Plyers Mill Rd to [Capitol View Ave] <u>Plan Boundary</u> | 70' | 2 | 30 mph | 2005.02 |

| Plan Road Number | Name/Route Number | Limits | ROW | Travel Lanes | Target Speed | Design Std. |
|------------------------------------|------------------------------|--|--------------|--------------|--------------|-----------------------------|
| B-5 | Lexington [Ave] St extension | Metropolitan Ave to Plyers Mill Rd | 60' | [1] 2 | 25 mph | 2005.01 |
| B-6 | Howard Ave | Connecticut Ave to Knowles Ave | 60' | 2 | 25 mph | 2005.02 |
| B-7 | Howard Ave | Kensington Pkwy to Connecticut Ave | 60' | 2 | 25 mph | 2005.01 |
| B-8 | Concord St | Plyers Mill Rd to University Blvd | [70'] 80' | 2 | 25 mph | 2005.02 |
| B-9 | Dupont Ave | Connecticut Ave to Nash Pl | 70' | 2 | 25 mph | 2005.02 |
| B-10 | Kensington Pkwy | Howard Ave to Frederick Ave | 60' | 2 | 25 mph | 2005.01 |
| Primary Residential Streets | | | | | | |
| P-1 | Newport Mill Rd | University Blvd to Parker Ave | 70' | 2 | 30 mph | [2003.0] <u>2003.10</u> |
| P-2 | Kensington Pkwy | [Kensington Pkwy] Frederick Ave (north) to Kent St | 60' | 2 | 25 mph | 2005.01 |
| P-4 | Kensington Pkwy | [Kensington Pkwy] Kent St to Littledale St | 70' | 2 | 30 mph | [2003.01] <u>2003.11</u> |
| P-6 | St.[aint] Paul St | Metropolitan Ave to Plyers Mill Rd | 70' | 2 | 25 mph | as built |

Notes:

- *Travel lanes are through lanes and don't include turning, parking, acceleration, deceleration or other auxiliary lanes.*
- *[The Lexington Avenue extension is proposed to be one-way, northbound to reduce the travel lanes on Metropolitan Avenue to the west.]*
- *The Lexington Street extension will be controlled by the Town of Kensington. Town-imposed restrictions on traffic operations are consistent with this Plan.*
- *The St.[aint] Paul Street right-of-way from Metropolitan Avenue to Plyers Mill Road (P-6) is within a designated historic district.*

General

A working group representing the Montgomery County Department of Transportation, the Maryland Transit Administration, the Montgomery County Planning Board, the Town of Kensington, and CSX should evaluate means for providing a safe and convenient shared use path crossing of the CSX Metropolitan Branch between Metropolitan Avenue and Montgomery Avenue (Bikeway LB-6), with the goal of developing a project that could be funded by private contributions or would be a candidate for funding in the FY15-20 Capital Improvements Program.

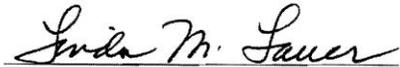
All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the June 2011 Planning Board Draft Plan. Numbering of property areas shown on Attachment 1 (and references in text) should be revised based on geography rather than zoning to improve clarity. All maps should be updated to reflect all current and proposed roadway configurations and networks. The text and graphics are to be revised as necessary to achieve and improve clarity and consistency, to incorporate appropriate references to graphics, update factual information, and to convey the actions of the District Council. Graphics and tables should be revised to be consistent with the text.

Update Sector Plan language to reflect zoning text amendments adopted prior to final printing of the Sector Plan (e.g., determining how proximity to a MARC station is treated in the CR zones).

Throughout the document, replace “biennial Growth Policy” and “Growth Policy” with “Subdivision Staging Policy”.

Show proposed streets on all maps displaying recommendations for future development.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

The Plan Process

A plan provides comprehensive recommendations for the use of public and private land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a countywide perspective. Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

The PUBLIC HEARING DRAFT PLAN is the formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The PLANNING BOARD DRAFT PLAN is the Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a sector plan to the County Council with copies to the County Executive who must, within sixty days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations.

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

After Council approval, the plan is forwarded to the Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.

Elected and Appointed Officials

County Council

Roger Berliner, President
Nancy Navarro, Vice-President
Phil Andrews
Marc Elrich
Valerie Ervin
Nancy Floreen
George L. Leventhal
Hans Riemer
Craig Rice

County Executive

Isiah Leggett

The Maryland-National Capital Park and Planning Commission

Françoise M. Carrier, Chair
Elizabeth M. Hewlett, Vice Chair

Commissioners

Montgomery County
Planning Board

Françoise M. Carrier,
Chairman
Marye Wells-Harley,
Vice Chair
Casey Anderson
Norman Dreyfuss
Amy Presley

Prince George's County
Planning Board

Elizabeth M. Hewlett,
Chairman
Dorothy F. Bailey,
Vice Chair
John P. Shoaff
John Squire
A. Shuanise Washington

Acknowledgements

Rollin Stanley, Planning Director

Kensington Sector Plan Team

Master Planning and Project Management

Frederick Vernon Boyd
Khalid Afzal
Glenn Kreger

Urban Design

Michael Brown
Luis Estrada
John Carter

Environmental Planning

Tina Schneider
Mary Dolan

Transportation Planning

David Paine
Thomas Autrey
Edward Axler
Eric Gray
Dan Hardy

Historic Preservation

Clare Lise Kelly
Scott Whipple

Park Planning

Brooke Farquhar
Joey Lampl
Brenda Sandberg
Mark Wallis

Graphics and Publications

James Sumler
Kevin Leonard
Sam Dixon
Brian Kent

Town of Kensington

Peter Fosselman

Mayor

Mackie Barch
Mary Donatelli
Sean McMullen
Lydia Sullivan

Councilmembers

Sanford Daily, Matthew Hoffman

Town Manager's Office

The Planning Board wishes to acknowledge the Kensington Historical Society, Jennifer Gurney and Jamie Kuhns of the Department of Parks for their ongoing efforts to research and evaluate potential resources for historic designation and, in particular for their efforts to designate Kensington Cabin on the Master Plan for Historic Preservation.

May 2012

kensington sector plan

Approved and Adopted



1112000032



Montgomery County Planning Department
M-NCPPC
MontgomeryPlanning.org