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]Road 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.] 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 [Connecticut Avenue] 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 County wide bikeways in Town Center
LB-4	Kent Street, Calvert Place, Washington Street, Prospect Street	Signed, shared roadway	Kensington Parkway to [Plan Boundary] Summit Avenue	Proposed	
LB-5	Metropolitan Avenue	Signed, shared roadway	Plan Boundary to Plyers Mill Road (via Lexington Street extension)	Proposed	

LB-6	St.[aint] Paul Street	Signed, shared roadway	[Howard Avenue-Montgomery Avenue] Metropolitan Avenue to University Blvd.	Proposed	Section of St.[aint] 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 suitable crossing of the CSX right-of-way
LB-7	Howard Avenue	Signed, shared roadway	Connecticut Avenue to Knowles Avenue	Proposed	

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 Stnd.
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] 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 [Capitol View Ave] Plan Boundary	70'	2	30 mph	2005.02

Plan Road Number	Name/Route Number	Limits	ROW	Travel Lanes	Target Speed	Design Stnd.
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] 2003.10
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] 2003.11
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

Linda M. Lauer, Clerk of the Council