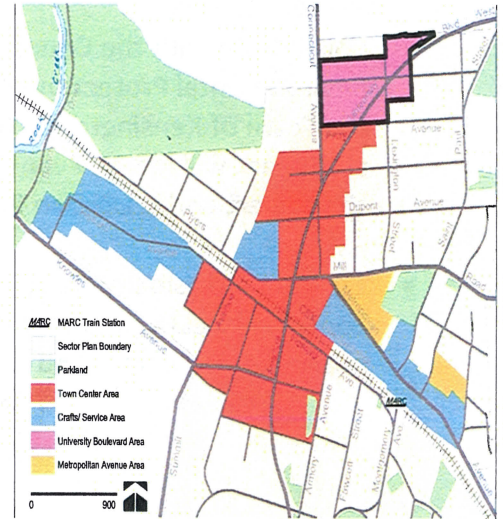


Connecticut Avenue/University Boulevard Area

This neighborhood commercial area is located in a triangle bounded by Connecticut Avenue, University Boulevard and Lawrence Street. 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 vicinity of 0.5 to 1.0.

This Plan proposes mixed uses in the new CR district for this area, with FARs of 1.5 in the triangle bounded by Connecticut Avenue, University Boulevard and Perry Street. Areas along Lawrence Avenue are suitable for FARs of 1.0, to provide a transition to the residential neighborhoods to the north.



Stubbs Property

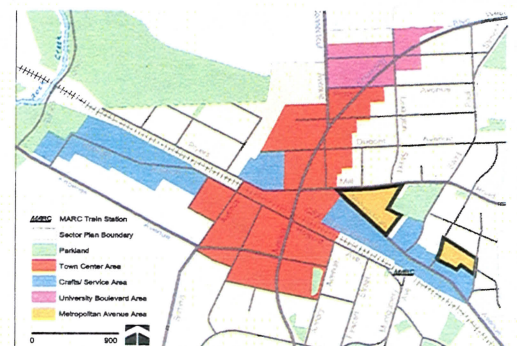
This approximately 1.2-acre property, now a neighborhood shopping center, is currently zoned C-1. This property is in single ownership and is suitable for mixed uses. Its location at the gateway to Kensington makes it suitable for additional height.

A hypothetical mixed-use development on this property, with 20 percent commercial space and 80 percent residential space, would total 18,500 square feet of commercial space and 67 units.



Metropolitan Avenue Area

The north side of Metropolitan Avenue mixes neighborhood retail and office uses, along with service uses that have been 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, although the self-storage facility at 3700 Plyers Mill Road is at the maximum 1.5 FAR.



This Plan recommends the CR use district for the north side of Metropolitan Avenue. The 3700 Plyers Mill Road LLC property, discussed below, is suitable for 2.0 FAR, although building heights will have to be varied to ensure a harmonious transition to residential neighborhoods north of Plyers Mill Road. The remainder of this area is recommended for the CR use district, with an FAR of 1.5.

The urban design concept for both sides of Metropolitan Avenue is a mixed residential and commercial thoroughfare with a distinct pedestrian orientation. While residential uses may predominate, some retail activity on the north side of the street is appropriate.

Connectivity

Extend Lexington Street to Metropolitan Avenue, with a 60-foot right-of-way and a single, northbound travel lane; encourage MDSHA to investigate routing westbound traffic to Plyers Mill Road on the new street, to eliminate a northbound left movement at the Plyers Mill Road and Metropolitan Avenue intersection.

Environment

Use the Green Factor included in the proposed commercial residential zone to offer a variety of landscaping options to provide tree planting, infiltration, energy efficiency, water conservation, stormwater treatment, and layered landscaping.

3700 Plyers Mill Road LLC Property

This 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 development, should its owners decide to redevelop. Single-family attached units are appropriate along Plyers Mill Road, where they would face an existing one-family neighborhood. Multi-family 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. An open space should be provided at the intersection of Metropolitan Avenue and Plyers Mill Road.

A hypothetical mixed-use development on this property, with 20 percent commercial space and 80 percent residential space, would total 47,000 square feet of commercial space and 170 units.



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 included Ken-Gar to incorporate a community renewal plan created by neighborhood residents and Montgomery County government. The 1978 Plan made land use and zoning recommendations that furthered the goals of the renewal plan.



Today, 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 resource.

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. Should HOC decide to move its administrative activities, this property is suitable for other public uses, including recreation, if the County determines that there are additional recreational needs in this part of Montgomery County. Open space on the property is suitable 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.



Implementation

Recommendations for the Town Center, Metropolitan Avenue and University/Connecticut districts will be implemented through use of the Commercial-Residential (CR) District, a new zoning tool that will encourage mixed-use development and will promote increased diversity of housing choice, environmentally sound buildings, active streets that connect communities and innovative design. The Crafts/Services District is suitable for the CR District or for an as-yet undeveloped district for mixed residential and light industrial uses.

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

The district is designed to:

- Implement the goals and objectives of applicable master and sector plans;
- Provide opportunities for the redevelopment of strip malls and surface parking lots with a sustainable mix of uses;
- Reduce dependence on the automobile by providing a mix of uses, including a range of housing opportunities, mobility options, services, and amenities;
- Provide for a range of context-sensitive densities to achieve an appropriate balance of jobs to housing;
- Provide certainty with regard to maximum density and building height in each zone while allowing flexibility in site design and mix of uses; and
- Define the facilities and amenities required by private development to support the allowed optional method densities and heights.

An optional method of development provides for bundles of public amenities that can be provided to earn the maximum allowable density. Projects in the four redevelopment areas proposed in this Plan can achieve additional density because of their proximity to the MARC station. Additional bonus density can be achieved by preserving local businesses, providing a range of housing types, providing additional streetscape, and incorporating community facilities into mixed-use developments.

Moderately Priced Dwelling Units (MPDUs) are required in all County residential development with more than 20 units.

The CR District, like the TMX and CBD Zones, requires public use space for all development, calculated at 10 percent of the site. Public use spaces may be privately owned but must be accessible to the public. The public use space should be located on site. This Plan assumes that much of the open space system will be obtained through the public use space requirement.

In addition to public use space, the CR District requires optional method projects to provide public facilities and amenities on-site, or contribute an equivalent 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.

The Plan is accompanied by a separate set of Urban Design Guidelines that provides detailed information on street classifications, types and functions, building form, orientation and massing, and open space.

Public Schools

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

Public Safety

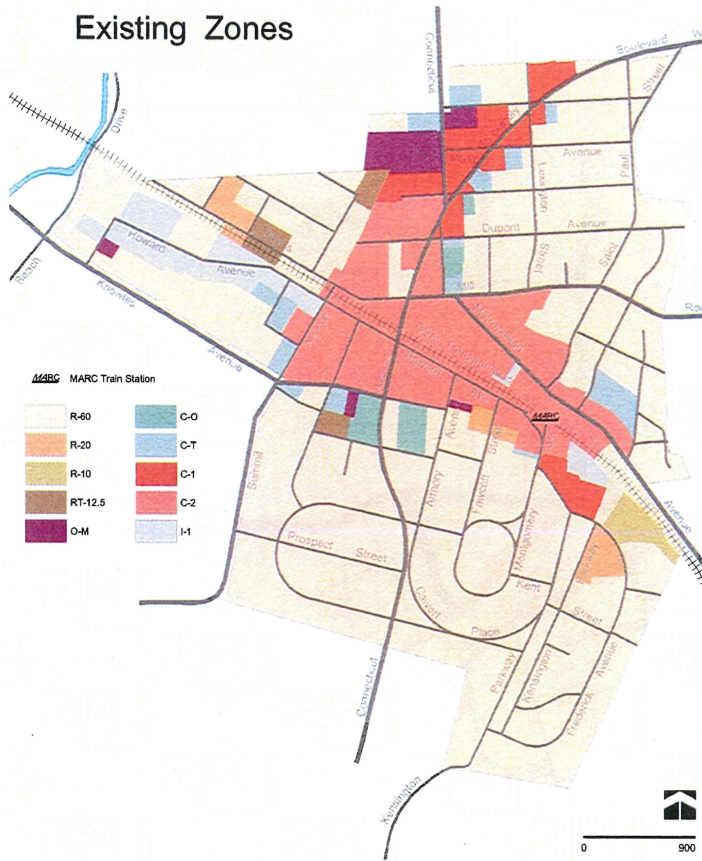
The existing and proposed development in the Plan area would be adequately served by the existing facilities. No additional facilities would be needed to accommodate the development proposed in the Plan.

Capital Improvements

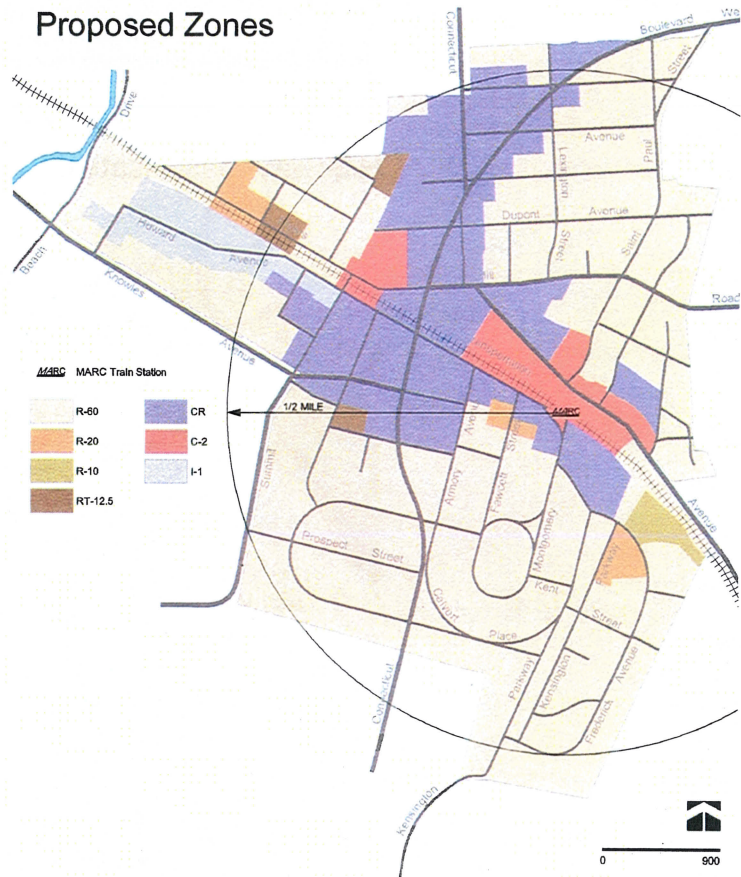
Capital Improvement Projects are necessary to implement the Plan's recommendations for new road connections and for major improvements to stormwater management systems. Innovative cooperative pilot projects for low impact stormwater management will require public funding as well. Should the Town create 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 area. Capital Improvement Projects may be created to put the Department's recommendations and initiatives into place.

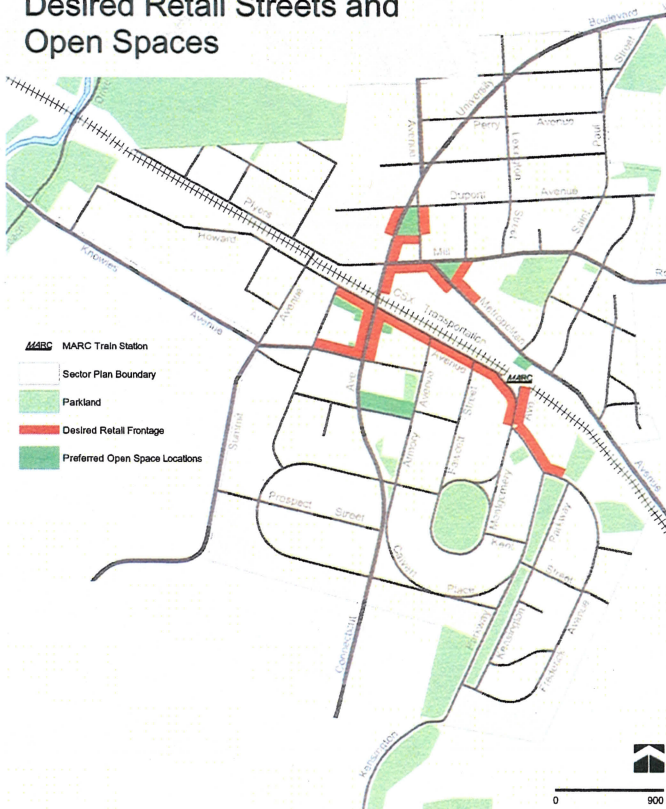
Existing Zones



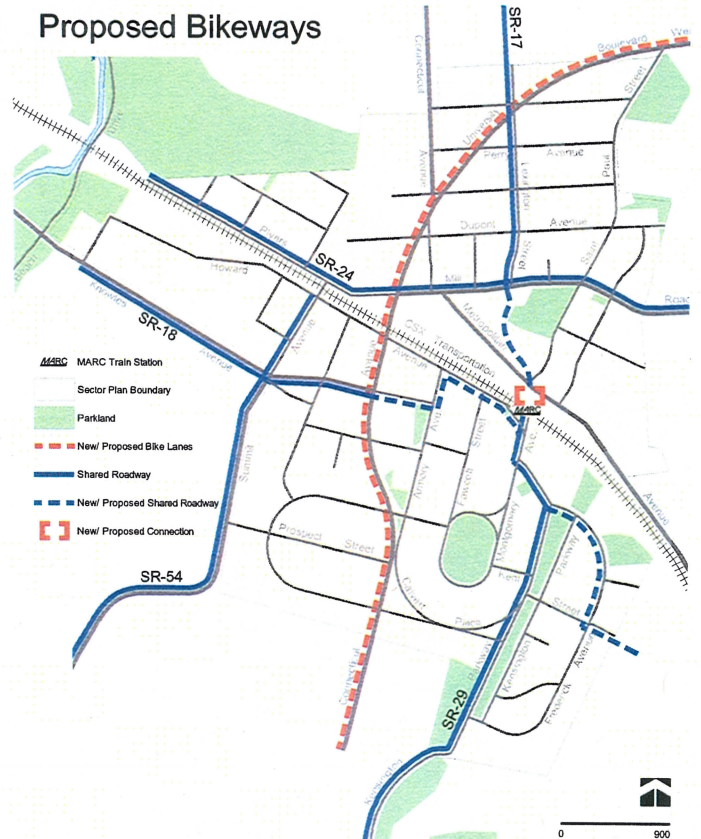
Proposed Zones



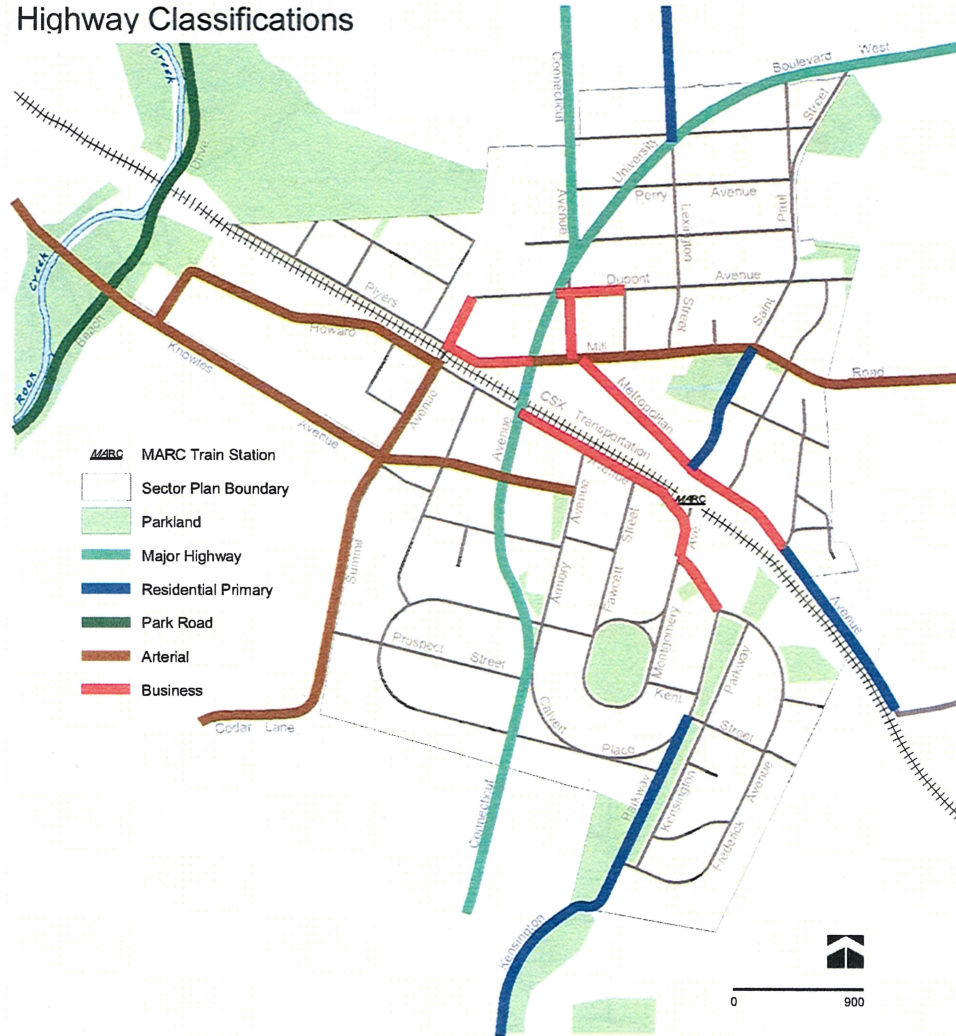
Desired Retail Streets and Open Spaces



Proposed Bikeways



Highway Classifications



Master Plan of Highways Roadway Classification Table

| MPOH Road Number | Name/Route Number | Limits | ROW | Travel Lanes ¹ | Target Speed | MC Std. |
|----------------------------------|------------------------------------|---|------|---------------------------|--------------|-----------------------|
| Major Highways | | | | | | |
| M-7 | Connecticut Avenue (MD 185) | Plan Boundary to Plan Boundary | 120' | 6D | 30 | 2008.01 |
| M-19 | University Boulevard West (MD 193) | Connecticut Avenue (MD 185) to Plan Boundary | 120' | 6D | 30 | 2008.01 |
| Arterials | | | | | | |
| A-62 | Plyers Mill Road | Plan Boundary to Metropolitan Ave | 80' | 2 | 25 | As Built |
| A-62 | Plyers Mill Road (MD 192) | Connecticut Ave to Metropolitan Ave | 100' | 2 | 25 | 2004.05 |
| A-66 | Knowles Avenue (MD 547) | Summit Ave to Connecticut Ave (MD 185) | 80' | 2 | 30 | 2004.01 |
| A-67 | Summit Avenue | Cedar Lane to Knowles Ave | 80' | 2 | 25 | 2004.02 |
| Business District Streets | | | | | | |
| B-1 | Plyers Mill Road | Summit Ave to Connecticut Ave (MD 185) | 70' | 2 | 25 | 2005.02 |
| B-2 | Summit Avenue | Knowles Ave to Plyers Mill Road | 70' | 2 | 25 | 2005.02 |
| B-3 | Summit Avenue | Plyers Mill to Farragut Avenue (Connecticut Ave (MD 185)) | 60' | 2 | 25 | 2005.01 |
| B-4 | Metropolitan Avenue (MD 192) | Plyers Mill Rd to Capitol View Ave | 70' | 2 | 30 | 2005.02 |
| B-5 | Lexington Street Extension | Metropolitan Ave to Plyers Mill Road | 60' | 1 ² | 25 | 2005.01 |
| B-6 | Howard Avenue | Connecticut Ave (MD 185) to Knowles Ave | 70' | 2 | 25 | 2005.02 |
| B-7 | Howard Avenue | Kensington Parkway to Connecticut Ave (MD 185) | 60' | 2 | 25 | 2005.01 |
| B-8 | Concord Street | Plyers Mill Road to University Blvd | 70' | 2 | 25 | 2005.02 |
| B-9 | Dupont Avenue | Connecticut Ave to Nash Place | 70' | 2 | 25 | 2005.02 |
| B-10 | Kensington Parkway | Howard Avenue to Frederick Avenue | 60' | 2 | 25 | 2005.01 |
| Primary Residential Roads | | | | | | |
| P-1 | Newport Mill Road | University Blvd to Parker Ave | 70' | 2 | 30 | 2003.10 |
| P-2 | Kensington Parkway | Frederick Avenue to Kent Street | 60' | 2 | 25 | 2005.01 |
| P-6 | Kensington Parkway | Plan Boundary to Kent Street | 70' | 2 | 30 | 2003.11 |
| P-6 | Saint Paul Street | Metropolitan Ave to Plyers Mill Rd | 70' | 2 | 25 | As Built ³ |

¹ These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

² The Lexington Avenue Extension is proposed for one way operation, northbound operation to reduce the travel lanes on Metropolitan Avenue west of this new road.

³ The Saint Paul Street ROW is designated as a Historic District (see HR description).

Under Article 66B, Section 1.01 of the Maryland Annotated Code, a commission must implement certain visions through a comprehensive master plan. This Plan, which amends the Approved and Adopted General Plan, supports the visions of Article 66B, including:

- Universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment
- Extensive public participation
- Concentrated growth in existing population and business centers and strategically selected new centers
- Compact, mixed–use, walkable design
- Infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner
- A multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers
- A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes
- Economic development and natural resource–based businesses that promote employment and opportunities for all within the capacity of the State’s natural resources, public services, and public facilities
- Environmental protection of land and water resources
- Resource conservation including waterways, forests, agricultural areas, open space, natural systems, and scenic areas
- Stewardship
- Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels.

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 Plan Process

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.

Kensington and Vicinity Sector Plan
An Amendment to the 1978 *Approved and Adopted Sector Plan for the Town of
Kensington and Vicinity*, Montgomery County, Maryland
May 2009

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue, Silver Spring, MD 20910-3760
www.montgomeryplanning.org/community/housing