

## Garcia, Joyce

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**From:** John O [seetalcroc@hotmail.com]  
**Sent:** Monday, February 14, 2011 4:17 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov;  
councilmember.elrich@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov;  
councilmember.floreen@montgomerycountymd.gov;  
councilmember.andrews@montgomerycountymd.gov;  
councilmember.leventhal@montgomerycountymd.gov;  
councilmember.navarro@montgomerycountymd.gov;  
councilmember.rice@montgomerycountymd.gov;  
councilmember.riemer@montgomerycountymd.gov; oicemail@montgomerycountymd.gov  
**Subject:** RE: Concerns about Kensington Sector Plan

Dear Montgomery County Planning Board Chair Françoise Carrier:

Our family has lived in the Kensington-Parkwood neighborhood adjacent to the Town of Kensington for over a decade and I am concerned about the proposed Kensington Sector Plan. I request that the density in the proposed Kensington Sector Plan be reduced.

Our area is already losing the balance between infrastructure supply and resource demand due to developments from within our community and developments occurring in neighboring communities. For example, within our community the Kensington Parkwood Elementary School was completely renovated in 2005 but, only 3 years after renovation, it now has 4 trailers to handle additional students. Just up the street, the Knowles Connecticut intersection is one of the busiest in Montgomery County. In addition to these local challenges our community will be significantly impacted by large development initiatives in adjoining areas; White Flint and the National Navy Medical Center Base Realignment projects that will bring additional traffic congestion and other infrastructure needs. I request that the Sector Plan density be reduced to help preserve the quality of life of current residents. Specifically:

- Please lower the overall building height from 75 feet to 45 feet (or four stories) and lower the maximum allowed density to 2.5 FAR. The proposed plan allows for up to a 500% increase in the current density in the areas proposed at 75 feet. Decreasing the allowed building height and density will maintain a more human scale of development. Simply put Kentlands in Gaithersburg set a great example of balancing height and density.
- Please remove MARC from the CR zone as "transit proximity." MARC provides transportation for about 125-150 people daily and cannot be compared to having a Metro station. Parking reductions for the surrounding development should not proceed as if MARC provides car-free access to and from the Town of Kensington continuously throughout the day to thousands of people.
- Remove the commercial parking reductions in the CR zones. These will restrict the already tight parking in Kensington and push overflow parking into surrounding residential neighborhoods.
- Our recent experiences with Pepco and the numerous water main disruptions in the County show that our infrastructure is not adequate for the current population. Any redevelopment plan should make sure adequate road improvements, water, electrical infrastructure are provided before allowing higher density development.

- The new CR zones should not favor the "standard method" approval process that does not require developers to provide advance notice to nearby communities or any public benefits.

I am a firm supporter of the value in developing and evolving our communities, a revitalized Kensington has great attraction and potential. Please ensure that the Zoning Rewrite and its subsequent incorporation into the Kensington Sector Plan are compatible with retaining the character of our neighborhoods, the human scale of our community and the quality of life in Kensington.

Thank you for your attention to my concerns.

Sincerely,

John Otridge  
10209 Oldfield Drive,  
Kensington,  
MD 20895

cc:

Montgomery County Council President Valerie Ervin  
[councilmember.ervin@montgomerycountymd.gov](mailto:councilmember.ervin@montgomerycountymd.gov)

Other County Councilmembers:

[councilmember.elrich@montgomerycountymd.gov](mailto:councilmember.elrich@montgomerycountymd.gov)  
[councilmember.berliner@montgomerycountymd.gov](mailto:councilmember.berliner@montgomerycountymd.gov)  
[councilmember.floreen@montgomerycountymd.gov](mailto:councilmember.floreen@montgomerycountymd.gov)  
[councilmember.andrews@montgomerycountymd.gov](mailto:councilmember.andrews@montgomerycountymd.gov)  
[councilmember.leventhal@montgomerycountymd.gov](mailto:councilmember.leventhal@montgomerycountymd.gov)  
[councilmember.navarro@montgomerycountymd.gov](mailto:councilmember.navarro@montgomerycountymd.gov)  
[councilmember.rice@montgomerycountymd.gov](mailto:councilmember.rice@montgomerycountymd.gov)  
[councilmember.riemer@montgomerycountymd.gov](mailto:councilmember.riemer@montgomerycountymd.gov)

Montgomery County Executive Isiah Leggett  
[ocemail@montgomerycountymd.gov](mailto:ocemail@montgomerycountymd.gov)

**Garcia, Joyce**

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**From:** ygurney@verizon.net  
**Sent:** Monday, February 14, 2011 10:08 PM  
**To:** MCP-Chair  
**Subject:** Kensington Sector Plan

RECEIVED  
11-0137  
FEB 15 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Montgomery Planning Board Chair, Francoise Carrier,

I have been a Kensington resident for nearly 34 years and am proud of our small town. My children had a wonderful upbringing here. Many youngsters move back to Kensington when they start families of their own. We understand that increases in population are likely here and that this growth could be rejuvenating. A little growth would be fine, but not high rise buildings! And, with BRAC coming to our already dangerous Connecticut Avenue, no one will be able to walk across safely. It's quite difficult and dangerous now. Our recently renovated local school, Kensington-Parkwood, is already overcrowded and using using portable classrooms. Our infrastructure - power, water and roads, etc. - is in need of repair now. What would large increases in population do to it?

Please do not let the high densities outlined in the proposed Sector Plan become a reality and instead support low rise buildings like Kentlands, for example, where walking and biking are encouraged and supported. We urge you and the Planning Board to support intelligent growth for us and our nearby communities in southern Montgomery county so that it will continue to be a model for the rest of the country.

Yvonne Gurney  
Von

**Garcia, Joyce**

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**From:** christina timmerman [ctim47@gmail.com]  
**Sent:** Tuesday, February 15, 2011 5:28 AM  
**To:** MCP-Chair; councilmember.ervin@montgomerycountymd.gov; oicemail@montgomerymd.gov  
**Subject:** No to the new plans for Kensington

I just want to express my concerns about the plans for Kensington. I, like so many others living in Kensington choose to move to Kensington (almost 18 years ago) because it was such a special place not to be found anywhere else around Washington.

The new plans would have a terrible impact on TRAFFIC, which is already bad here. The traffic at the Connecticut/Knowles intersection is so bad that it has to be avoided morning and afternoon at all costs. How is the PARKING going to be solved. We already have cars in our streets spilling over from the business close to us. How are the SCHOOLS going to be impacted? There are already 4 portables at Kensington Parkwood Elementary and that school is newly built?

TRANSPORTATION? How are people going to commute? The buses are never on time or the not even come so nobody with a job can rely on them, which means you have to drive and park at Grosvenor Metrostation or drive into Washington DC. The Marc train is not an alternative as it does not come many times during the day and only takes you to Union Station.

I would NOT like to see 75-foot buildings coming up in my neighborhood. The way Kentland was designed with 45-foot buildings is a much more appropriate way of doing it here in Kensington and would be a good alternative for those areas here in Kensington, which obviously needs some renovation and rebuilding. But to turn Kensington into a high-rise community is not anything I would like to see.

Sincerely,

Christina Timmreman  
10310 Freeman Place  
Kensington, Md 20895



**Garcia, Joyce**

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**From:** Kenneth Timmerman [timmerman.road@verizon.net]  
**Sent:** Tuesday, February 15, 2011 5:52 AM  
**To:** MCP-Chair; Valerie Ervin; oemail@montgomerycountymd.gov  
**Subject:** Plans for Kensington have to be reconsidered

I just would like to express my concerns about the plans for Kensington. I choose to move here because Kensington is such a special place, which can't be found anywhere else so close to Washington DC.

I'm really worried about the impact on the traffic, which is already very bad. The intersection Connecticut/Knowles has one of the worst traffic jams in the county.

Parking, we already have a lot of problems with parked cars in the residential streets. Schools are overcrowded. Kensington Parkwood Elementary has already 4 portables and it was recently built!!

Public transportation is already lacking so before adding any new housing, that has to be solved. The bus service is unreliable so that can't be used if you are traveling to your work. The Marc train only serves Union Station. To get to the Metro at Grosvenor, you have to drive and if there is no parking left, you have to continue by car into Washington DC.

I have seen samples of 75- foot buildings and it would be a horrible mistake to even consider to have such high rises constructed in Kensington. An ALTERNATIVE would be to construct 45-foot buildings as in Kentlands, which would fit much better in the character of Kensington.

Sincerely,

Kenneth R Timmerman  
10310 Freeman Place  
Kensington, Md 20895

To Council President Valerie Ervin:

We support our Mayor, Pete Fosselman, town and neighbors with our proposed 2011 Sector Plan. We believe the time has come for smart growth. We have lived in the town since 1983, raised three children, and have bared witness to 27 good years. It has been managed by good hearted neighbors without the expertise of today's expansion. The time has come to invest in ourselves. Recruit and seek professionals that will share our vision, a better way to build and maintain our town. Promote growth for buildings and communities with housing and transportation choices near jobs, shops and schools.

This approach supports local economies and protects the environment. To live in a neighborhood that is beautiful, safe, affordable and easy to get around. Growth creates healthy communities with strong local businesses, and reinforces our economic foundation.

We need the strategy to help keep the dream a reality. To promote quality of life that will enhance the town atmosphere. We feel the Mayor has the Town's best interest at heart and shares the vision of a stronger, more prosperous town. We must invest for success.

Thank you for your time,

Donna & Brian Imirie

3605 Plyers Mill Rd.

Kensington, Maryland 20895

c.c. Mayor Pete Fosselman

Fred Boyd

**MCP-CTRACK**

**From:** Ruth Hoffman [ruthihoffman@gmail.com]  
**Sent:** Wednesday, February 02, 2011 10:00 AM  
**To:** MCP-Chair; councilmember.ervin@montgomerycountymd.gov;  
councilmember.elrich@montgomerycountymd.gov  
**Subject:** Kensington Sector Plan ...

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Francois, Valerie, Marc,

I am writing as a resident of Kensington, as well as the Director of the largest grassroots childhood cancer non-profit whose offices are located in Kensington.

First of all I want to thank you for sending the Kensington Sector Plan back to the Planning Board. I attended a Planning Board meeting a few weeks ago in support of my concern that the voices of the residents of Kensington really weren't being heard. The current Kensington Revitalization Committee is largely comprised of individuals who have potential personal gain with a plan that includes the building of high rises in our community. I have talked to neighbors who have reported that their attempts to question this committee has led to anonymous and threatening emails. All neighbors that I have talked to have personally indicated that the direction of high rises - i.e. anything above a single family dwelling home is not what they want for our historic community.

As a resident of this town for the last 13 years, my husband and I chose Kensington over Wheaton, and Bethesda because of it's small town composition. We all remember our childhood where we would safely go outside and play for hours on end and return home for dinner when the street lights came on. This was the type of environment that we hoped to provide at least to some degree to our children. Kensington historically was built as a residential community with lovely Victorian homes on large lots as an escape for those individuals working in fast paced DC. These single family dwellings are the crux of what makes our community quaint, safe, and providing the type of family home environment that we chose for our families by purchasing our property in Kensington.

Adding CR Zones that would enable buildings to be higher than single family dwellings would abruptly change this. It will result in our moving out of the town to another town where we can continue to provide this for our children. FYI, directly across the street from where we live at 3910 Warner Street is a block of row houses.

What used to be there was a gorgeous Victorian home. The elderly couple that lived in that home sold it to a developer who sadly tore it down and put up the multi-unit row houses, which has forever changed that land. Of note, the unit directly across from us changes ownership and residents almost annually, again changing the feel of the small community to one that is transient - something that comes with high density residency. Behind us on Baltimore Street in contrast, the street remains a tight-knit community with the stately Victorian homes proudly displaying the character of our Kensington community. This is what Kensington is all about.

From a practical standpoint, the intersection at Knowles and Summit is a nightmare, as is the corner at Connecticut and Knowles. It will just be a matter of time before someone is seriously hurt at those two intersections. With the expansion of high rise buildings on Strathmore, there will be even more traffic feeding into that already impossible intersection. Adding more high rises along Connecticut will increase what is already a very difficult commute through our town's main cross-streets.

I want to again thank you for 'hearing' us - for being willing to see past the 'revitalization committee' to the voices of the people who ARE Kensington - those residents who chose to live here because it is a historic town that was incorporated to protect it from big development. Thank you for insisting on transparency and for

supporting a revised Sector Plan with a CR zone that is comparable with the vision of the people who built this town hundreds of years ago, and those families who now live here and want to maintain it.

We hope that with your support, our town will remain a small community with real estate value that reflects that, and a sense of community similar to other communities that fought against big development - towns such as the much sought after towns that have 2-, 3- and 4-story buildings in cool downtowns, like Telluride, CO, Pasadena, CA, the Hudson Valley towns in NY like Rhinebeck and Croton-on-Hudson (where my husband Dr. Eric Hoffman grew up). This is what Kensington is and what Kensington residents wish their town to remain.

Thank you for hearing us!

Ruth



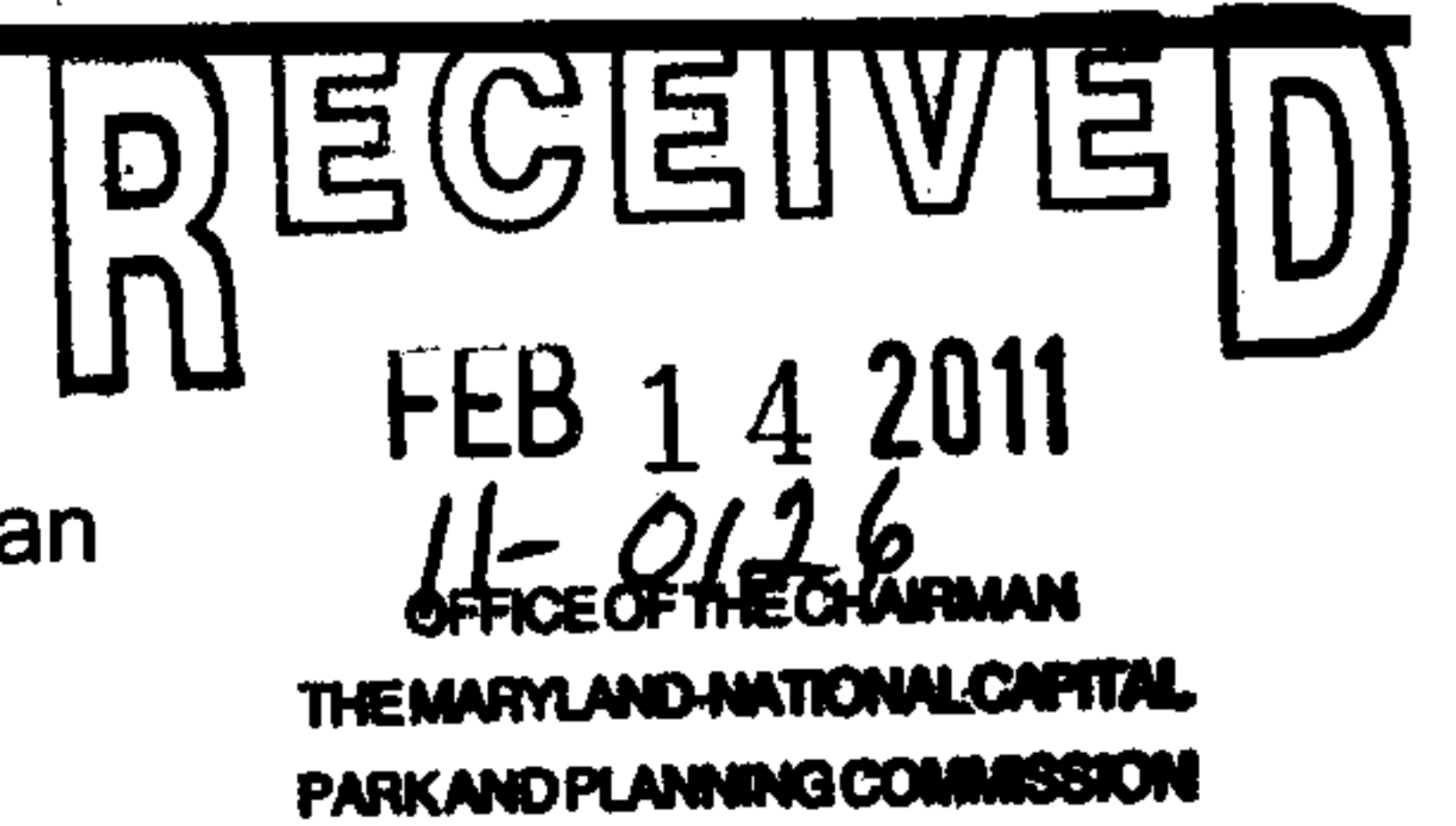
Ruth I Hoffman MPH  
Executive Director  
American Childhood Cancer Organization  
[www.acco.org](http://www.acco.org)  
[rhoffman@acco.org](mailto:rhoffman@acco.org)  
Cell: 202-262-9949

"Every great oak tree was once a nut that stood its ground"



**Garcia, Joyce**

**From:** Phillip Baker [pjbaker1935@verizon.net]  
**Sent:** Saturday, February 12, 2011 12:10 PM  
**To:** MCP-Chair  
**Subject:** Proposed Revisions to the Kensington Sector Development Plan



Dear Chairperson Carrier and Members of the Planning Board,

Now that the Montgomery County Council has sent the Kensington Sector Development Plan back to the Planning Board for revision, I respectfully offer the following suggestions for your consideration. I believe they will promote revitalization while at the same time preserve the historic, small town character of the town that I have lived in for more than 40 years:

First, the final version of the sector plan should have no waivers with respect to current parking restrictions that require a builder/developer to provide adequate on site parking to meet the needs of both the occupants and users of all newly constructed buildings. This is extremely important for a small town like Kensington where parking spaces are now very limited; without such a provision, there would be considerable over-flow parking into adjacent residential areas.

Furthermore, the final version of the sector plan should contain no density development provisions; these would only exacerbate existing parking problems and increase traffic congestion.

Second, since the parking lot at the MARC train station is already being used at full capacity by daily commuters, language that permits this parking lot to be used to accommodate the needs of users/occupants of yet-to-be constructed buildings should be deleted from the final draft of the sector plan.

Third, to preserve the small town residential character of the Town of Kensington, the current ratio between single family homes vs rental residential units must be preserved at all cost. This might best be accomplished by limiting the increase in population growth to no more than 20%, and/or by limiting the height of all yet-to-be constructed new buildings to no more than 45'. In this context, the amendments to CRN zoning need to be changed from 80' to 45' to permit such a provision that would be more appropriate for the Town of Kensington.

Fourth, the plan provides no mechanism for pedestrians to be able to traverse safely from one side of Connecticut Ave to the other with respect to at least two major sites: the intersection at Connecticut Ave and Knowles Ave, and the intersection near Connecticut Ave and Dupont or Farragut Aves. Unless this is corrected, our town will continue to be a divided community – and even more so with new growth.

I hope that you will give all of these issues your careful consideration and decide to incorporate them into the final version of the sector plan. I strongly believe that they will permit significant revitalization without increasing traffic congestion that already is a severe problem.

Sincerely,

Phillip J. Baker

10,006 Frederick Ave. Kensington, MD 20895

301-942-8791

**Garcia, Joyce**

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**From:** Phillip Baker [pjbaker1935@verizon.net]  
**Sent:** Monday, February 14, 2011 8:20 AM  
**To:** MCP-Chair  
**Subject:** Revision of the Kensington Sector Development Plan

Dear Chairperson Carrier and Members of the Montgomery County Planning Board,

With respect to the Kensington Sector Development Plan, that you now have before you to revise and approve, the Board could avoid an inordinate amount of time wrestling with all the complexities of arcane zoning language by simply adopting the designed developed and used for The Kentlands in Upper Montgomery County. It consists largely of attractive 2-3 story buildings -- no more than 45' tall-- where commercial use is confined to the ground floor and residential units to the upper floor or floors. Adequate on-site parking is provided independently for each structural unit. That, rather than the construction of 60'-75' tall building with all of the associated congestion, parking, and environmental problems, is precisely the type of re-vitalization most conducive to the small Town of Kensington and one that will preserve the traditional residential character of our small town. Make your job easier. Select this as the basic design pattern and then move on to other matters. I assure you that residents of the Town of Kensington will welcome and approve such a stance.

Sincerely,

Phillip J. Baker

10,006 Frederick Ave

Kensington, MD 20895

301-942-8791

Phillip J. Baker  
10,006 Frederick Ave.  
Kensington, MD 20895

301-942-8791



## MCP-CTRACK

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**From:** Diana Timmerman [dianart89@hotmail.com]  
**Sent:** Tuesday, February 15, 2011 12:47 PM  
**To:** MCP-Chair; councilmember.ervin@montgomerycountymd.gov;  
ocemail@montgomerycountymd.gov  
**Subject:** Protest

RECEIVED  
0147  
FEB 16 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

To whom it may concern,

I am writing this email as a concerned 21 year old resident of the historic town of Kensington in hopes that this message will serve as a deterrent against the building of 75-foot buildings in this small neighborhood. As a child I felt safe walking around the town with my friends and it is where I have the most memories as a child going to the park with my family. It would be a shame to see the scenic atmosphere of Kensington destroyed with high rise apartments.

As a resident of Kensington for almost my entire life I have seen the transformation of the area around where I live. First, with the renovation of Safeway and then the shopping strip across the street. Both of these renovations, as they have been beneficial to the growing demands of our town I believe they were poorly planned. This does not give me great hope in the prospect of seeing high rise apartments built in front of my house.

If these buildings were to be built in Kensington we would see an increase in the amount of traffic on Connecticut avenue since more apartments would mean more cars. I know from experience that Kensington can be a tricky spot to commute from, having to do it for almost 10 years now. The ride-ons are rarely reliable and the nearest metro stations are at least a 10 minute drive from my house. The intersection of Connecticut avenue and Knowles avenue is one of the most congested intersections in all of Montgomery county and adding high rise apartments will only make it more congested.

I urge you to think carefully about the impact of constructing 75-foot buildings in the historic town of Kensington because it is just that, **historic**. If these buildings do come up there will surely be an outflow of families from the town who do not wish to live next to high rise apartments.

Sincerely,  
A concerned resident,  
10310 Freeman pl.  
Kensington, MD  
20895



## **MCP-CTRACK**

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**From:** Sharon Roelvink [skconder@gmail.com]  
**Sent:** Sunday, February 20, 2011 12:02 PM  
**To:** Councilmember.ervin@montgomerycountymd.gov  
**Cc:** councilmember.floreen@montgomerycountymd.gov; MCP-Chair;  
mayor.fosselman@tok.md.gov  
**Subject:** Kensington Sector Plan

**RECEIVED**  
0164  
FEB 22 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**Council President Valerie Ervin**

Re: Kensington Sector Plan

Dear Council President Ervin:

We moved to Kensington, Maryland from California in 2008. We chose Kensington because we were attracted to the village feel, walkability, parks, and over all "quaintness" of the community.

We are aware that there is concern with the Sector Plan and are very much aware of a member of the town council [as well as a few of our Kensington neighbors] who have been vocal in opposition to the Sector Plan. We have looked at their website and what information they have dispersed. With that we have decided to become "students" of the history and process of the Sector Plan.

What we have discovered is that there has been some misinformation being given out by those who oppose the Sector Plan. Change is indeed unnerving, and we're certain for long time residents there is fear. However, misinformation creates misunderstanding.

What we have learned is that there have been dozens of publically advertized open meetings addressing the Sector Plan. There have been hundreds of comments that have been addressed [as well as to questions we have personally posed]. The height issue is capped at 75 feet, which is lower then the 125 feet of the 2011 Plan [and the tallest building in Kensington right now is over 100 feet], school redistricting will not be necessary, and only an insignificant increase in traffic is projected.

We want to see this community we have chosen to call home to reach its potential, to be progressive and yet grow responsibly and keep the "Victorian" feel. We see the outdated buildings, vacancies, and too many gas stations. We are very much aware and have concern for the lack of amenities and want to make sure Kensington is a desirable place to live in the future.

In closing, we are with the majority of town residents who support the Town Council and the Sector Plan, and commend the hard work the Mayor and Town Council have done. We look forward to living in our new home a long time.

Thank you.

Dr. and Mrs. Peter Roelvink

Copy:  
Council Member Nancy Floreen  
Planning Chair Francois Carrier

Kensington Mayor Peter Fosselman



## MCP-CTRACK

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**From:** Frank O'Donnell [cleanairfrank@cleanairwatch.org]  
**Sent:** Monday, February 21, 2011 12:59 PM  
**To:** Councilmember.ervin@montgomerycountymd.gov  
**Cc:** councilmember.floreen@montgomerycountymd.gov; MCP-Chair;  
mayor.fosselman@tok.md.gov  
**Subject:** Support for the Kensington Sector Plan

**RECEIVED**  
FEB 22 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

10407 Fawcett Street  
Kensington, MD 20895

February 21, 2011

Honorable Valerie Ervin  
President, Montgomery County Council

Dear Council President Ervin,

We have been residents of the Town of Kensington for more than 17 years. During that time, we have witnessed a growing disparity in the appearance of the well-attended residential properties in town and the increasingly shabby commercial buildings.

We have followed the evolution of the proposed new Sector Plan for Kensington, and are hopeful that it can address the need to revitalize the business district. As we understand it, the plan is a good-faith effort to create financial incentives to modernize and upgrade commercial properties desperately in need of improvements. The community as a whole would benefit from such an upgrade.

We are pleased to see that the Mayor and Council have responded to concerns raised by some, after extensive public discussion. For example, the plan takes into account concerns about parking and the height of buildings next to residential properties.

We appreciate the diligent efforts of our Mayor and Council to tackle this very difficult issue, and we hope you will support the plan.

Sincerely,

Mary and Frank O'Donnell  
10407 Fawcett Street  
Kensington, MD 20895

cc: Council Member Nancy Floreen  
Planning Chair Francois Carrier  
Mayor Peter Fosselman



**MCP-CTRACK**

**RECEIVED**  
01/82  
FEB 25 2011

**From:** akilcullen@aol.com  
**Sent:** Friday, February 25, 2011 12:09 PM  
**To:** MCP-Chair  
**Subject:** Letter of Support for Kensington Sector Plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Planning Chair Carrier,

Please see the letter below that we have sent to Council President Ervin and Council Member Floreen. Thank you for your time.

We are writing this letter to inform you of our support for the Kensington Sector Plan and we strongly urge you to approve it in its current form. As you are undoubtedly aware, Mayor Fosselman, The Town Council and Mr. Fred Boyd have worked tirelessly on this plan for the last 3 years. They have held countless public meetings, hosted informational coffees and joined gatherings in the homes of residents all in hopes of further understanding and hearing the needs of our community.

Please trust that the Mayor and Council have the support of the vast majority of the town. A testament to this is that the Mayor originally ran on a platform to "revitalize the town and update the old 1978 sector plan" and he has since won 3 consecutive terms with over 70% of the vote. We feel that this speaks volumes as to his constituency support and the trust that we all have in his vision for a better and stronger Kensington moving forward.

Don't get us wrong; we love many things about our charming little town. But we must move forward with the Sector Plan in order to meet the challenges of the future. We desperately need this revitalization in our town, just as revitalization is taking place all around us in the surrounding areas: Wheaton, White Flint, and Silver Spring.

Kensington's true beauty and charm is overlooked by an overabundance of gas stations, vacancies and outdated buildings, along with poor traffic circulation, narrow sidewalks and lack of proper lighting. However, we would love to see more restaurants, green space and landscaping, bicycle and pedestrian safety and connectivity, improved traffic patterns and new businesses and services. We feel the Sector Plan provides us with these wonderful services and opportunities.

Again, we urge you to please consider passing the Kensington Sector Plan as soon as possible so that Kensington can continue to serve its residents and visitors while allowing it the possibility to become something even better and more beautiful; with newer services and increased public amenities.

Thank you for your time and consideration.

Regards,

Dennis and Angela Kilcullen



**RECEIVED**  
0789  
FEB 28 2011

**MCP-CTRACK**

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OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** DANIEL SAPHIRE [ksaphire@verizon.net]  
**Sent:** Sunday, February 27, 2011 10:56 PM  
**To:** MCP-Chair  
**Subject:** Opposed to the Kensington sector plan

I am writing to express my opposition to the Kensington sector plan as currently proposed. The plan calls for a huge increase in the density of the town center with no improvement in infrastructure. Congestion is already a major problem; Kensington's two main intersections (Connecticut and Knowles and Connecticut and Plyers Mill) are already over capacity, as is Kensington's elementary school. In addition, the plan allows for density as if there were a Metro station in Kensington; the MARC train provides only limited weekday service and is in no way comparable to having access to a Metro station. And, the county is already in the process of cutting back bus service.

Any sector plan should: -- allow for public input by Kensington residents  
--cap building heights at 45 feet next to residential areas and at 65 feet maximum in keeping with the historic part of the town  
--provide for only the amount of density that can be supported by our current infrastructure

Thank you for your consideration.

Kim Saphire  
4401 Saul Rd.  
Kensington, MD 20895

**RECEIVED**  
FEB 28 2011

**MCP-CTRACK**

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Phillip Baker [pjbaker1935@verizon.net]  
**Sent:** Monday, February 28, 2011 8:20 AM  
**To:** MCP-Chair  
**Subject:** Staus Report: Kensington and Vicinity Sector Plan Zoning Revisions

Dear Chairperson Carrier and Members of the Montgomery County Planning Board,

After examining the "Status Report: Kensington and Vicinity Sector Plan Zoning Revisions" that has just been submitted to the Montgomery County Planning Board for review and approval, I respectfully submit the following comments for your consideration:

The plan consists of 36 CR zones of which 19 (53%) are zones designed to permit the construction of buildings, greater than 60' in height. Although 4 of the 19 CR zones now have such tall buildings, allowing the construction of more buildings of that height in the remaining 15 newly designated CR zones is an unacceptable increase in density for a small town the size of Kensington. There is no way that adequate parking can be provided to meet the needs of both the occupants and users of such tall buildings without compromising space needed to preserve and/or improve the quality of life for current residents. Such an enormous increase in both residential and commercial/office units will surely result in more cars on our roads and increased congestion, thereby making it more difficult to achieve safety and clean air standards recommended by the County. In view of these consideration, it makes more sense to limit the height of newly constructed building in the remaining 15 CR zones to no more than 45'. This would result in a final product similar to the 2-3 story buildings constructed in The Kentlands. Buildings of that height provide ample opportunity for vibrant and creative growth, and attest to the fact that tall buildings are not essential for re-vitalization and/or to attract competent builders.

I hope that you will give these issues careful consideration and recommend modifying the sector plan as I have suggested to protect the quality of life that we now enjoy.

Sincerely,

Phillip J. Baker  
10,006 Frederick Ave.  
Kensington, MD 20895

301-942-8791



FEB 28 2011

**From:** Lauren Holtzapple [lholtz1@verizon.net]  
**Sent:** Monday, February 28, 2011 3:50 PM  
**To:** MCP-Chair  
**Subject:** Kensington Sector Plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Mrs. Carrier,

I am writing to you as a concerned citizen of the Town Of Kensington regarding the Kensington Sector Plan. I do not feel that plan protects my neighborhood or the quality of my living here in our beautiful town of Kensington.

My husband and I have three children - our oldest is a first grader at Kensington Parkwood Elementary School. We moved to Kensington ten years ago for the reasons that Kensington is a quiet town with historic qualities and for the excellent school system. I am very concerned that my children will be rezoned to a new school district. This would be devastating to our family. We are already at 129% capacity at KP. This just doesn't make sense to develop more apartments. There's no room in Kensington for this kind of development - 501-1410 new apartments. The Plan could allow for 75-foot buildings along Connecticut Avenue, University, Metropolitan, Plyers Mill, Knowles and Summit -- this is insane!! The new Safeway is a 50-foot building. Please use existing zones that allow for developments that make our life here in Kensington better; we need adequate infrastructure to support the development. The Plan is going to be bring about the worse traffic where there is already too much congestion. As it stands, it is impossible to go anywhere across Connecticut Avenue after 3:00pm on any given day of the week.

Because I live off of Connecticut Avenue and I am very concerned that an influx of cars will be cutting through my street to bypass some of the traffic -- this already happens on a daily basis -- plus how much pollution can our town handle before it just becomes unbearable to live in the TOK. Also, where is everyone going to park -- I am concerned that my street will be a parking zone for people wanting to shop in Kensington.

Here's what I want to see happen with this Sector Plan:

1. Lower the overall density in the Plan
2. Lower the building heights to 45 feet
3. Don't move the Sector Plan forward until the CR zones are approved by the Council

Thank you,  
**Lauren Holtzapple**  
**3807 Baltimore Street**  
**Kensington, MD 20895**

**MCP-CTRACK**

**RECEIVED**  
0191  
MAR 01 2011

**From:** Stephen Gardner [gardnersj@yahoo.com]  
**Sent:** Tuesday, March 01, 2011 1:05 PM  
**To:** MCP-Chair; councilmember.ervin@montgomerycountymd.gov  
**Cc:** Karen Hansel; Lauren  
**Subject:** Kensington redevelopment

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Representatives,

I am a South Kensington resident and I am terribly concerned with the proposed (and seemingly very secret) redevelopment plan I recently heard about. I was shocked to learn 2 days ago that there is a plan to add several, multiple-story apartment complexes in the town of Kensington. Not only will that ruin the historical and quaint nature of the town, it will add awful traffic congestion and lots of new children to our already overcrowded elementary school. Perhaps that is why this plan has been kept a secret from the residents in Parkwood and Kensington Estates. I realize for the county (and for some on the Kensington Town Counsel who are developers by trade) this probably means big bucks. But at what cost to the residents who already can't get to Connecticut Avenue after 3 pm because of the traffic and whose children are already being taught in portables only a few years after the new Kensington Parkwood Elementary school was built. Please do not pass this redevelopment plan.

Sincerely,  
Juliet Gardner  
4310 Ambler Drive  
Kensington, MD 20895



**MCP-CTRACK**

**RECEIVED**

MAR 01 2011

**From:** Christina Marmor [christina.marmor@gmail.com]  
**Sent:** Tuesday, March 01, 2011 12:59 PM  
**To:** Councilmember.Ervin@montgomerycountymd.gov; MCP-Chair  
**Subject:** Kensington Sector Plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

I am writing to express my opposition of using the CRN zone and CRT zone in Kensington. Our neighborhood will become overwhelmed with traffic, and we do not have a road or transit system to support the new development. Our schools are already over crowded and I fear that new development in residential apartments will add to the capacity issues at our schools.

Thank you for your time,  
Tina Marmor  
4506 Dresden St.  
Kensington, MD 20895

--  
...

**Christina M. Marmor**  
**Cochlear Community State Host**  
**[christina.marmor@gmail.com](mailto:christina.marmor@gmail.com)**



**From:** Meg Grabb [meg.grabb@gmail.com]  
**Sent:** Monday, February 28, 2011 9:26 PM  
**To:** MCP-Chair  
**Cc:** Councilmember.erin@montgomerycountymd.gov; jeff.waldstreicher@house.state.md.us  
**Subject:** the Kensington Sector Plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Ms. Carrier,

I am a resident of Kensington Parkwood (KP) and I love my community. My husband and I selected KP for its family oriented community, strong school system, and (relatively) affordable home costs. And our family has really taken a liking to the downtown Kensington business district. As an obsessed gardener and furniture refinisher, I visit Johnson's Nursery, Hawkin's market, Hardware City, and the antique row frequently. I also shop for gifts often at Catch Can, and clothes for my children at Kensington Caboose and The Growing Years. As a family we love to eat at Savannah's restaurant and order pizza's to go at Manny's, Continental Pizza or Kensington Pizza. We also love to spend time at our local Kensington library. I take pottery at a little place on the west side of antique row while several of our friends/neighbors take karate at one of two different martial arts training centers in Kensington. What I'm trying to convey to you is that the community is really thriving!

When I heard about a revitalization plan for the Kensington "downtown" area, I was cautiously optimistic that it would bring a sprucing up to the community, but that the general businesses and size would remain at a reasonable scale for the community, for the immediate family homes most affected by the change, for the traffic congestion that already exists, and for the school system that is already bursting at the seams. However, the current Montgomery County (MC) plans for our community are extremely difficult to follow, in part due to the planned change in zoning laws at the same time the community plans are being developed. I understand your goals are to prepare for an influx of residents over the next two decades (to prevent sprawl), and to develop walkable, transit-oriented communities. However, I fear that the Kensington community framework is being lost in the MC plans and it is not clear from the plans how these small business owners will fit within the master plan.

I also am concerned that the county is trying to encourage the development of a large number of apartments at a time when the KP school system is already over capacity. I live directly across the street from the KP elementary school. I witnessed the rebuilding of the school and then within three years the addition of 4 temporary buildings (right in front of my house!) The county needs to provide the capacity for the current community long before they invest in incentives for more families to settle in the area.

I ask you as the Chair of the MC planning board to have MC live within our means. Do not expand the number of apartments until the school issues are resolved, and the traffic congestion is resolved. Do everything possible to keep the community atmosphere of Kensington, protect our historic district, provide strong landscaping rules and pedestrian safety in this new development, use existing zones and do not use the standard method for zoning.

I hope I have conveyed my love for this community and the concerns I have with major development in Kensington.

Sincerely,

Margaret Grabb  
4719 Saul Rd. 20895



**RECEIVED**  
MAR 01 2011

**MCP-CTRACK**

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** DANIEL SAPHIRE [ksaphire@verizon.net]  
**Sent:** Monday, February 28, 2011 11:05 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov  
**Subject:** opposed to the kensington sector plan

I am writing to detail my concerns about the Kensington sector plan as currently proposed. The plan calls for a large increase in the density and a much more urban "feel" to the town. While Kensington could certainly use "revitalization," the plan does not take into account the already difficult traffic situation. The maximum density allowed under the plan should be 1.5 FAR; this is all that our infrastructure can support. The intersections at Connecticut and Knowles and Connecticut and Plyers Mill are already extremely congested. Connecticut and Summit Avenues already back up badly during evening rush hour.

I am also concerned that much of the development will be allowed to proceed under the "standard" option. This allows developers to build without public input and without building public amenities. If given such carte blanche, developers will inevitably opt for whatever will earn them the greatest returns without any consideration of the overall needs of the community. The proportion of development that would be allowed under this option needs to be greatly decreased.

Finally, it is ludicrous that the MARC station (serves only about 150 people daily) has been used to designate Kensington a "transportation hub" and to allow for similar density to an area near a Metro station. People cannot reach Kensington easily by public transportation. Anyone attracted to the new development will be driving here and adding to the traffic. The density needs to be reduced to support the absorption of these added drivers. Moreover, one suspects that ultimately much of the development will be high density residential; where will they all park?

This plan appears to be the triumph of "planning" theory over reality. This plan must be stopped, or at least greatly modified.

Thank you for your consideration of my comments.

Daniel Saphire  
4401 Saul Rd.  
Kensington, MD 20895



RECEIVED  
0204  
MAR 03 2011

From: Pat Mulready [mulreadyp@earthlink.net]  
 Sent: Wednesday, March 02, 2011 7:22 PM  
 To: Capitol View Park; 'margaret turner'; ckclistserv@yahoogroups.com; Karen Jackson;  
 mulreadyp@earthlink.net; Rachel Hayden; Al Geske; boots3303@aol.com; Donna Savage;  
 Pam Morgan; Elizabeth Brennan; Chris S Strong; Judy Higgens; Richard Utyro; Pam Smith;  
 julecrider@comcast.net; MCP-Chair  
 Subject: Time to act re zoning & Other Issues Inc Konterra

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Hi--

I know you've been inundated with information re the new CR Zones and the Kensington Sector Plan. As I understand it the County Council will first act on the new CR Zones and then look at the Kensington Sector Plan once CR Zones are defined. This issue is scheduled to go to the Council March 15. So now it is time to express your opinion to P&P ([mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)) and the County Council (email addresses are at [www.cvpca.org](http://www.cvpca.org)). If you can only do one thing then please email or call regarding support for the change in the CRN Zone to be 0'-60'.

The Zoning code rewrite is still underway so some of this information may have changed this afternoon, but the principles are the same. Also, while Kensington and the Wheaton Business District are presently the foci other areas bordering greater Kensington and CVP--on all sides--can also be affected in the near future.

Three issues: Trying to Change CRN Heights to 0'-60' instead of 40'-60'  
 Make Sure You Agree to the Uses Listed for the Zoning Codes Used Near You  
 Parking  
 Konterra proposal is back

**Trying to Change CRN Heights to 0'-60' instead of 40'-60'**

At present there are 3 CR zones, but the one I'm writing about today is the CRNeighborhood. At present it is defined as being 40'-65' maximums near neighborhoods. (CR means Commercial/Residential and is envisioned as retail in the bottom with apartments above.)

Sarah Sheila Cogan and I have been trying to get an additional shorter height and less dense Transition Zone as commercial properties approach neighborhoods, historic districts, and/or historic buildings. This has been heard but the answer was the 40'-60' CRN Zone. We believe while this may be fine where townhouses are 4 stories high it is not appropriate when commercial properties approach neighborhoods of 1-2 story residences such as Capitol View Park and most of Kensington.

It was suggested by one of P&P's Zoning experts that instead of trying to get a new Zone--difficult when they are trying to streamline the Zoning Code--that we ask for a change of the height limits in the CRN Zone to be 0'-60' with the actual limit to be determined by the various Sector Plans. This would allow for tiny parks, gardens, undeveloped woods, etc., in the midst of commercial/residential areas to be left undisturbed and for CR zoned areas, such as Metropolitan Avenue as it approaches Ferndale and Capitol View Park, to be no taller than 2 stories or ~25'. I.e., buildings would go from the proposed maximum height of 75' near Connecticut Avenue to 45' to 30' to 20' about 2-3 blocks from Ferndale and CVP.

**Make Sure You Agree to the Uses Listed for the Zoning Codes Used Near You**

Virginia Sheard, a long time community activist, has been trying to get people to pay attention to the actual lists



of allowed activities under the various CR Zones. I will provide a detailed list in a few days but there are some you may find objectionable. As I mentioned in an earlier email there are efforts to allow/encourage small stores in residential neighborhoods possibly similar to 7-11s. Some of you may want to research this issue on your own--you can get the latest version of the CR Zones at the P&P website.

## **Parking**

Parking issues are a problem since developers who provide certain "amenities" are given parking credits which bring the numbers of spaces they need to build down to as little as 40% of the number of building units. One of the "amenities" has nothing to do with the developers--if ANY (RideOn, MARC stops can be treated the same as Metro under these definitions) kind of mass transit stop is within a certain distance (this is being fought over but varies up to 1000' or 1/4 mile at last week's Hearing) there does not need to be what I consider adequate parking.

It is believed by some residents that it is unlikely most people--even those who would use MARC to get to work--would not also have a car. There are no provisions for visitors and the assumption is the overflow will go into surrounding residential neighborhoods, some of which only have street parking for the people who live there. Part of this issue is the push throughout the County to remove parking everywhere to force people to no longer drive. As you may know, Rollin Stanley (Head of MontgomeryPlanning.org) is trying to urbanize the entire in-county area and wants us all to use mass transit, bicycle, and/or walk to work like they do in European cities. At last week's Hearing (2/17/11) there was a 30+ minute discussion regarding how businesses would be required to put showers in their buildings so people could bike and then shower before work. Please note that in Holland and other European cities people may bike to work but then accept body odor as natural and normal. And the favorite employee benefit is a car.

## **Konterra Proposal**

Konterra's executive did a presentation at the Kensington Revitalization Meeting 2/28/11 where he said the maximum variance is 75', not the 90' on our end mentioned by his colleague at the November 2010 information meeting. When directly asked if he had changed the building's dimensions he said no. It is a very large building stretching east 277.5' (doesn't count entrances to parking lot, etc., so a football field) from next to the train station--an historic resource to near the border of CVP. The plans also request road widening for the building's frontage needs.

It is projected 80 units with 1 or 2 people each and 1 car/unit. And Konterra assumes that most people living there will take MARC to work.

My opinion is 75' or 90', no large building should be at the border of any historic district. And most people will actually take a car to Metro or directly to work, increasing traffic.

I've been asked by some CVP citizens to point out that Konterra is heavily involved in forcing through the ICC and has made millions from it.

Thanks.  
Best,  
Pat



**From:** Dalferes Condrey, Gail [GDALFERE@gannett.com]  
**Sent:** Wednesday, March 02, 2011 11:45 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov; jeff.waldstreicher@house.state.md.us  
**Subject:** Caveats for 'general' support of the Kensington Sector Plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Ms. Carrier:

I am writing to communicate to you my concerns regarding the Kensington Sector Plan, which I 'generally' support. It is evident that a great deal of time and work has gone into the plan, but there are a few key points which, if considered from the voters perspective, would slightly change yet drastically improve this plan for the good of the many.

Since 1993 I have been a resident of Parkwood, a neighborhood adjacent to the Town of Kensington (TOK). On February 28 I attended a TOK Council meeting which discussed CR Zones and their application to the Kensington Sector Plan. I was impressed that the meeting was open to non-TOK residents; with the number of citizens in attendance at the meeting; and with the testimony which overwhelmingly asked the Council to revisit important aspects of the Kensington Sector Plan, particularly given the unsettled status of the new CRT and CRN zones. I was baffled to listen as the Council voted 2-1 (and somehow 1 abstaining vote) to pass a resolution to the Planning Board that 'generally' supported the Kensington Sector plan, neglecting to include the specific concerns of the citizens both in attendance and who had communicated concerns prior to the meeting. I understand the Planning Board has expressed a willingness to hear the feedback of the neighborhood, making this a major opportunity missed for the TOK. I am writing to ensure you are aware of these items.

The highlights of the comments, which I too support, overwhelmingly support revitalization in a manner that preserves the essence of Kensington. These include:

1. **Reduce the density** and building heights to safeguard historic and charming Kensington. The maximum height should be 60-65 feet rather than 75; there should be a required step-down to a maximum of 40 feet along all edges of the revitalization area that are adjacent to single-family neighborhoods. Reducing density will also help address concerns in my neighborhood that schools will continue to be overcrowded and more residents may lead to school redistricting. If we do not expect builders to build to the maximum heights, let's zone the area to the heights the area can support. My additional two cents:
  - a. **Say NO to Kontera:** asking to increase the FAR for their property should be a precedent that is not set now or in the future as it violates the step-down and encroaches on residents and small businesses of the community.
  - b. **Say NO to the homogenization of Kensington:** I personally am against making Kensington look like Rockville, Silver Spring, Wheaton and every other revitalized area in commercial terms. Others voiced the same in the meeting. I prefer the Catch Can and their neighboring deli on Metropolitan Avenue to chain food, retail or big box stores we can find anywhere.
2. **Require parking provisions to match the conditions:** MARC service is not level 2 transit. Period. Increase revenues by requiring parking that allows patrons to frequent the commercial establishments while respecting the rights of the residents to also park and live in the area. It will also, by design, reduce the density to more manageable levels by forcing developers to provide convenient and adequate parking within a reasonable distance of their building.
3. **Ensure public benefits** by reducing or eliminating the use of the Standard Method. Most people favor revitalization, but under the Optional Method to avoid the type of development that has been completed in the commercial area on Connecticut Avenue. Today this area's development has resulted in unsafe conditions for pedestrians and bikers and very poor environmental stewardship. I do not claim to fully understand the CR Zones, but the reasoning given by one Councilmember for using the Standard Method is that it is the method used today. We can do better. The residents have made it clear that they want better than the current standard.



The elephant in the room is that lack of provisions to specifically address the traffic congestion that plagues our area today.

In closing I strongly suggest that we live within our means: If we don't have the funds to improve the roads to support the BRAC, much less the White Flint Sector Plan and countless other growth plans surrounding Kensington, why not revitalize Kensington to a level we can all live with and prosper from instead of knowingly creating more grid-lock, which will decrease the appeal of this wonderful town thus reducing revenues the project is intended to generate?

Thank you for considering these caveats to the 'general' support of the Kensington Sector Plan to ensure we protect the quality of life of current and future residents and the single-family neighborhoods that make Kensington a unique destination as well as a cherished home.

Sincerely,  
Gail A Dalferes  
10205 Parkwood Drive, Kensington, MD 20895

RECEIVED  
0208  
MAR 03 2011

Garcia, Joyce

**From:** menloparking@aol.com  
**Sent:** Thursday, March 03, 2011 10:15 AM  
**To:** MCP-Chair  
**Subject:** Kensington md plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Hi

I reside at menlo ave and I drive by there and have been for the last 9 years probably will be for 10 more ...

I do not like the traffic back up to get out in the evening time if I have to go out ,it has to be an emergency. so I dont.

Want to see this crumbling down cement factory to be just extra parking for the train and a nice drain area for the hill there really is no room for buildings and houses to go there. When events are held at antique row people park everywhere there. I think you should come over and take a look when there is an event.

Thanks Ps where do you live?

Donna



**Garcia, Joyce**

**RECEIVED**  
0217  
MAR 07 2011

**From:** Jeff and Rebecca [cooperandhirsh@comcast.net]  
**Sent:** Saturday, March 05, 2011 1:01 PM  
**To:** MCP-Chair  
**Subject:** CRN zone and Kensington Sector Plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Sir,

I have read over the proposed Kensington Sector Plan. I don't understand why Kensington needs to be "revitalised". The small buildings along Howard Avenue east of Connecticut (antique row) are charming. In particular, the Kensington used book store is a jewel, and there would be no place for such a store in proposed development. Five story buildings along that street would make Kensington look like every other suburban development, and the historical district of old houses would then look like a theme park. Furthermore, parking would be impossible in that part of town. I strongly support the CRN zoning of 0-60' with flexible application near historic areas, keeping buildings to 2 or 3 stories.

Regarding the north side of the tracks and the development of the Konterra tract, I saw no discussion of the possible increase in traffic on Capitol View Avenue. The assumption that most of the residents of the new development would use the MARC train is nonsense. The MARC train station is not like a metro station that leads to many destinations. Many of these residents would likely take Capitol View Ave. to Georgia Avenue and the beltway. The traffic at rush hour is already quite heavy on Capitol View Avenue and would surely get worse. There are serious safety concerns because of the sharp curves and lack of sidewalks.

Thank you for your consideration of my thoughts.

Jeffery Cooper  
10209 Capitol View Avenue  
Silver Spring, MD 20910

RECEIVED  
0227  
MAR 10 2011

**MCP-CTRACK**

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OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Kay Hall [KHall@BCTGM.org]  
**Sent:** Thursday, March 10, 2011 10:08 AM  
**To:** MCP-Chair  
**Cc:** mayor.fosselman@tok.md.gov  
**Subject:** FROM: BCTGM International President Frank Hurt -- RE: Letter to Planning Board Chair Mr. Carrier  
**Attachments:** Letter to Mr. Carrier MNCPPC-MC.pdf

*Please see the attached pdf letter to Mr. Carrier.*

<<Letter to Mr. Carrier MNCPPC-MC.pdf>>



# *Bakery, Confectionery, Tobacco Workers and Grain Millers International Union*

10401 CONNECTICUT AVENUE, KENSINGTON, MARYLAND 20895-3961  
TELEPHONE (301) 933-8600 FAX (301) 946-8452

**FRANK HURT**  
INTERNATIONAL PRESIDENT

March 10, 2011

Mr. Françoise Carrier  
Planning Board Chair  
M-NCPPC-MC  
(Sent via email)

Dear Mr. Carrier:

It recently came to my attention that the Town of Kensington has a Revitalization Plan that they wish to incorporate into Montgomery County's Kensington and Vicinity Sector Plan. One element of this Revitalization Plan calls for reducing the allowable height of a building standing on the property that the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union (BCTGM) currently owns. My understanding is that the Plan's proposed new building height maximum is 75 feet, a reduction from the currently allowed 97 feet.

I want you to know that the BCTGM is against any reduction in allowable height for a building standing on the organization's property. A reduction in allowable building height can only harm the value of the Union's property and consequently the tax base of the Town of Kensington. The Kensington and Vicinity Sector Plan that was put in place in 1978 acknowledged in its Commercial Land Use Overview paragraph that commercial areas served an important function in contributing to the Town's tax base. The new Revitalization Plan fails to see the importance of the taxes paid by the commercial residents of the neighborhood.

Additionally, a reduction in allowable building height seems to be at odds with the County's smart growth initiatives. The documents that I have reviewed show that the BCTGM's property is supposed to have a change in zoning from C-O to CR. The intent of CR zoning is to increase density, something that is difficult to do when lowering the allowable height of a building. To promote higher density the Kensington and Vicinity Sector Plan should allow for a higher building height in CR zoned areas not a lower height.

While there are many positive elements in the Town of Kensington's Revitalization Plan, its proposed building height reduction concerning the properties along Connecticut Avenue is going in the wrong direction. The Plan should be promoting higher density in its developed areas not lower density and should be aimed at enhancing tax receipts not reducing them.

Very Truly Yours,



Frank Hurt  
International President

FH:kfh

cc: BCTGM Executive Officers  
Kurt Yeager, BCTGM Director of Finance  
Peter Fosselman, Town of Kensington Mayor



**Garcia, Joyce**

**RECEIVED**  
0234  
MAR 11 2011

**From:** J Krieger [jodyk301@gmail.com]  
**Sent:** Thursday, March 10, 2011 5:56 PM  
**To:** MCP-Chair; Boyd, Fred  
**Subject:** Re: Kensington Sector Plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

I have been a resident and property owner in Kensington since 1993.

I am in strong support of the present Kensington Sector Plan and hope the Planning Board votes to approve it. I think the Kensington Mayor and Town Council have assured that the public has had time to voice their opinion and have taken those opinions into consideration in voting for their support for this Plan.

I think my town is showing it's age and needs this Plan in order to get the revitalization it needs. I understand that in order to get developers to come to our town we need to offer them the necessary density to make it worthwhile. I think this Plan does that.

I always thought I would move back in to the District when I became an empty-nester, but I love Kensington and have decided to stay here. We have a commercial town, that we can walk to, but there isn't a lot to walk to. We need restaurants, a coffee shop, a bagel store - a commercial town that serves the Kensington residents. (I understand that Antique Row has been here forever, but those stores don't serve the Kensington community. Neither do we need 10 car repair shops, 6 gas stations or three 7-11s.)

So please approve the Sector Plan and let's hope that Kensington will be revitalized like the surrounding communities.

Respectfully submitted,

Jody Krieger  
10604 Lexington Court  
Kensington MD 20895

RECEIVED  
0240  
MAR 14 2011

**MCP-CTRACK**

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**From:** Steven Warner [sdwarner@verizon.net]  
**Sent:** Saturday, March 12, 2011 3:04 PM  
**To:** MCP-Chair  
**Subject:** Hi

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Was referred to your email by Mayor Peter Fosselman in Kensington as I like just outside of that town, I write in reference to preserve Multi- family options for seniors and persons with disabilities despite undue pressure otherwise, as also not allow Konterra the ok to build a skyscraper on Metropolitan Avenue, and to spare those homes on the 3900-4000 Blocks of Knowles Avenue from demolition as the old county alignment of Summit and Howard Avenues be considered. Please don't allow adverse forces deny multi- family affordable housing options for seniors age 55+ and persons with disabilities, as sadly, those adverse forces will unfortunately use religion as justification.

Steve Warner  
Silver Spring



## **MCP-CTRACK**

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**From:** Mark Ball [markdball@yahoo.com]  
**Sent:** Monday, March 14, 2011 12:34 PM  
**To:** Councilmember.ervin@montgomerycountymd.gov  
**Cc:** Pete Fosselman; MCP-Chair  
**Subject:** Support for Kensington Sector Plan

**RECEIVED**  
MAR 14 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Council President Ervin:

My wife and I are writing to express our strong support for the proposed Kensington Sector Plan.

I've been a member of the Kensington community since I was 15, when my mother first moved us here in 1984. Although I have since lived in many other cities throughout my adulthood, I've always appreciated Kensington's charm, its open spaces, its proximity to parks and nearby attractions, and its general sense of community. In 2007, my wife and I, along with our two children, moved back to Kensington for the reasons I cited above, as well as the excellent schools and the various family oriented activities nearby. Suffice it to say we love this town, and we look forward to spending many more years here.

We believe the Kensington Sector Plan is critical to ensure that the growth and development of this community proceeds in a responsible and sensible manner. We support the Sector Plan's intentions to improve traffic and public safety, add amenities and new businesses, all while maintaining the town's historic charm and green spaces. We are proud of the tremendous amount of time and effort that Mayor Fosselman and the Town Council have spent developing, sharing, and enhancing the Sector Plan, incorporating feedback from residents, business owners, and other key stakeholders. As a direct result, the Sector Plan has garnered overwhelming support from these groups. The mayor and council members deserve significant credit for allowing all interested parties to participate in the development of the Sector Plan and make their voices heard. After years of open debate and discussion, now is the time to move forward.

We hope you will support the Sector Plan. Thank you for your consideration.

Sincerely,

Mark & Patience Ball

10200 Kensington Parkway

Kensington, MD 20895



**RECEIVED**  
0280  
MAR 28 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-CTRACK**

**From:** Phillip Baker [pjbaker1935@verizon.net]  
**Sent:** Monday, March 28, 2011 11:02 AM  
**To:** MCP-Chair  
**Subject:** Comments for Public Hearing of 4/25/11 on the Kensington Sector Plan

Dear Chairperson Carrier and Members of the Montgomery County Planning Board,

I wish to have these comments given careful consideration and inserted in the official record of the public hearing on April 25th, 2011, on the Kensington Sector Plan:

Without information on the relationship between lot size and zoning requirements, it is impossible to visualize just how the proposed CR zoning changes in the current version of the sector plan will impact the town of Kensington with respect to density. As you probably must realize, FAR values are open ended and represent a "moving target"; they can translate into anything that one wants. For example, with a given FAR, it is possible to increase the foot-print of a building so that it extends up to 8' from the boundaries of a lot, and then adjust the height of that building accordingly to be consistent with the FAR. Conversely, one can provide more open space along the boundaries of a lot, and then construct a much taller building. Obviously, one can imagine all sorts of possibilities between these two examples, many of which would not be desirable to residents of our town. Thus, although some may claim that this version of the sector plan will result in great benefits to the Town of Kensington, no one -- in all truth and honesty-- can really predict or guarantee just what the final product will be. There are just too many different possibilities.

A more sensible approach would be to discard all of the obfuscation associated with FARs by stipulating in the plan that the footprint of any newly constructed building shall occupy no more than 70% of the total area of a given lot -- to ensure adequate on-site parking and/or green space-- and then further stipulate that no newly constructed building be more than 45' tall. Such provisions would be more compatible with the character of our small town and ensure a more balanced approach between preserving green space and revitalization.

Sincerely,

Phillip J. Baker  
10,006 Frederick Ave.  
Kensington, MD 20895

301-942-8791

RECEIVED  
0298  
MAR 31 2011

**MCP-CTRACK**

**From:** Williams, Helen K Mrs DoD Ben USA [helen.k.williams@us.army.mil]  
**Sent:** Thursday, March 31, 2011 11:10 AM  
**To:** councilmember.ervin@montgomerycountymd.gov  
**Cc:** county.council@montgomerycountymd.gov; MCP-Chair  
**Subject:** Kensington Revitalization Plan

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

The revitalization plan of Kensington would be better served if you adhered to these recommendations:

Ideas to achieve revitalization in ways that focus on community:

1. Reduce density to a scale appropriate for Kensington including limiting building height to 45 feet. This will address both school and traffic concerns.
2. Remove "transit proximity" credit for building near MARC that doesn't run midday or on weekends and is not equivalent to Metro. Removing this status for MARC will help reduce density and require developers to provide adequate parking.
3. Provide transportation infrastructure in advance of new development. We will be impacted by development in White Flint, Wheaton and BRAC regardless of Kensington development.
4. Have the public review all development to allow community input. Much of the current commercial development in Kensington happened without public review.

Helen Williams  
Kensington Resident



**MCP-CTRACK**

**RECEIVED**  
MAR 31 2011.

**From:** Susan J. Thomas [susan.thomas30@verizon.net]  
**Sent:** Wednesday, March 30, 2011 4:36 PM  
**To:** MCP-Chair  
**Cc:** county.council@montgomerycountymd.gov  
**Subject:** Plans for Higher Density Development in Kensington

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Françoise Carrier, Chair  
Montgomery County Planning Board

Rollin Stanley, Director  
Montgomery County Planning Department

Members,  
Montgomery County Council

Dear Mesdames and Sirs:

I live on Deckman Lane, off Layhill Road, northeast of the Glenmont Metro. I am in Kensington almost daily, however, because I use American Self Storage on Plyers Mill Road, east of Connecticut Avenue and Metropolitan Road, and because I visit friends in Kensington.

I have several concerns about the proposed plans for high density development in Kensington. One involves traffic problems, particularly at the intersections at Connecticut and Knowles and Connecticut and Plyers Mill. Currently, the traffic at those intersections far exceeds the capacity of the existing roads and signals to handle the volume, particularly at rush hour.

Development must be accompanied by traffic remediation. I have not seen Montgomery County reliably complete the traffic remediation it has planned and promised.

For example, before my husband and I purchased our home, we researched our access to the then uncompleted Glenmont Metro, the plans for the ICC, plans for the parkland that eventually was used for the Matthew Henson trail, and other zoning issues. We attended meetings at the Montgomery County Parks and Planning offices in Silver Spring about the three plans proposed for the traffic remediation that was scheduled to be built within ten years to handle the issues at the intersections of Layhill Road, Georgia Avenue, and Randolph Road.

Since that time, the Glenmont Metro has been completed. New homes and townhomes have been built in many neighborhoods adjacent to Layhill Road. Winchester Homes purchased the Indian Spring Country Club for a community of hundreds of homes, and the county extracted funds from the developer that were to aid with traffic remediation. The Matthew Henson trail was built. And, despite massive protests, the ICC was built, and, upon completion of the eastern portion, it may add considerable traffic to Layhill and Georgia Avenues.

The proposed traffic remediation for the intersections of Georgia, Layhill, and Randolph Roads? We're still waiting.

This does not give me great hope for remediation of the increased traffic that will occur in Kensington if higher-density development is approved as proposed.

Another issue with development in Kensington involves infrastructure, specifically, the power grid. PEPCO has had explosions and major and repeated power outages in Kensington. The Planning Board, Planning Department, and County Council can encourage PEPCO to upgrade its substation and other facilities in Kensington, The fact is, however,

that these organizations cannot compel PEPCO to provide the power that is needed for existing customers, let alone increased customers.

Please consider these issues when evaluating the proposed zoning changes in Kensington.

Sincerely,

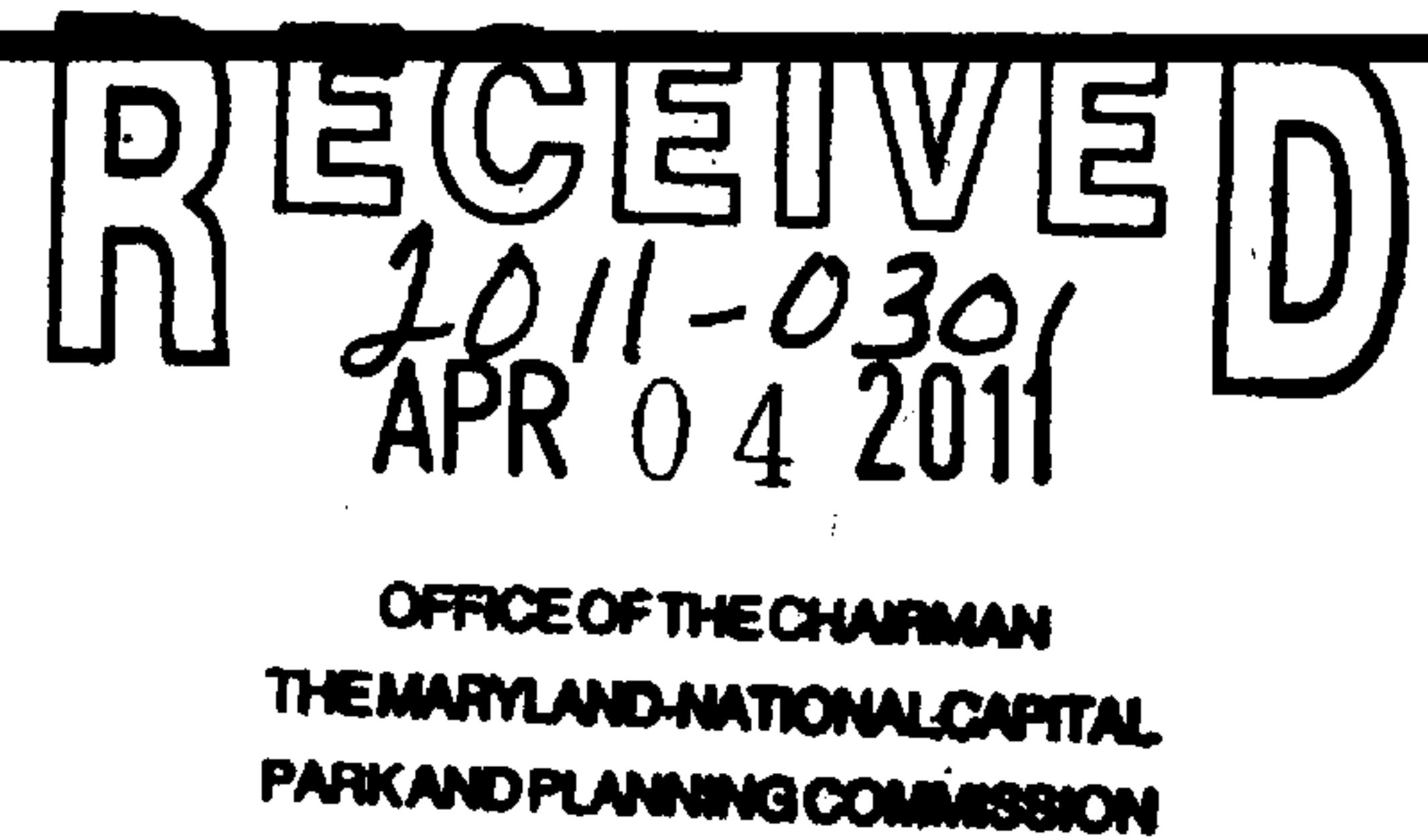
Susan J. Thomas  
2307 Deckman Lane  
Silver Spring, MD 20906



**Garcia, Joyce**

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**From:** Terri Wallendjack [twallendjack@gmail.com]  
**Sent:** Sunday, April 03, 2011 6:00 PM  
**To:** MCP-Chair  
**Cc:** county.council@montgomerycountymd.gov  
**Subject:** Kensington sector plans



Dear Planning Board Chair Carrier,

There are many people who are interested in this plan who will not be able to attend the public hearing myself included. Unfortunately the present Kensington sector plan will negatively affect the Kensington area, especially Kensington traffic and schools.

Please allow for public review of all development and listen to the current community's concerns. The MARC train is not commiserate with the metro and should not be eligible for transit proximity density.

Sincerely,  
Terri Wallendjack  
Kensington resident

Sent from my iPad

Sent from my iPad

**Garcia, Joyce**

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**From:** jzitelman@gmail.com  
**Sent:** Monday, April 04, 2011 9:16 AM  
**To:** councilmember.ervin@montgomerycountymd.gov  
**Subject:** Kensington sector plan

Councilmember Ervin,

I am a Kensington resident and strongly believe the sector plan is too much growth for the area.

- 1 - The plan allows for a 75 foot building to be built 300 feet from existing homeowner occupied single family homes.
- 2 - Despite the mayor's statements, the plan does not have wide community support. Many residents are unaware of the plan.
- 3 - Without a metro station, it is unreasonable to have transit oriented parking exceptions in the plan.

Please vote against this plan. We can do better.

Jeff Zitelman  
Kensington MD  
301 946 8959



**Garcia, Joyce**

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**From:** Phillip Baker [pjbaker1935@verizon.net]  
**Sent:** Monday, April 11, 2011 8:20 AM  
**To:** MCP-Chair  
**Subject:** The Kensington Sector Development Plan  
**Attachments:** Letter of 4.4.11 to Planning Board.doc; Collage Image 2.JPG

**RECEIVED**  
0373  
APR 11 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairperson Carrier and Members of the Montgomery County Planning Board,

The attached document and photo are being respectfully presented for your consideration and for inclusion in the official record for the coming hearing on the Kensington Sector Development Plan.

Phillip J. Baker  
10,006 Frederick Ave.  
Kensington, MD 20895

301-942-8791

Dear Chairperson Carrier and Members of the Montgomery County Planning Board,

As the date draws near for the Board to approve and make final recommendations to the Montgomery County Council on the Kensington Sector Development Plan, I wish to direct your attention to several issues of great concern to long-time residents. Based on estimates developed and provided by Montgomery County staff, they are as follows:

- (a) The current plan is estimated to allow for the construction of 501 - 1,410 new residential rental units (MNCPPC and County Fiscal Impact Statement); this would increase the population of the Town of Kensington by 983-2,880 new residents (MNCPPC and County Fiscal Impact Statement), thereby doubling the population of our small town. This would -- for the first time in the town's history -- create a situation in which there would be more rental units than single family detached homes. This is alarming, since owning a home has long been considered to foster financial stability, psychological and emotional pride in ownership, and create a strong sense of "belonging" to a community. Crime is always less in communities where the majority of dwelling units are owned, instead of rented.
- (b) Although the Montgomery County School System projects that the construction of the aforementioned 501-1,410 new residential rental units would result in only 58-161 new children entering the MC Schools system (MC Public School System estimate), this surely must be an underestimate -- by perhaps 40%-60%-- of what the true numbers are likely to be. It assumes that only adults will occupy most -- if not all-- of the new residential units in question. The problem is compounded further by the fact that our neighborhood schools are already operating at -- or very near-- full capacity; they are not equipped to handle substantial increases in enrollment, certainly not when the County Council is proposing significant reductions in the budget for the public school system.
- (c) It has been projected that implementation of the current sector plan will result in a 50% increase in traffic from local businesses and residents (MNCPPC Traffic Analysis). In fact,



about two-thirds of the projected increase in traffic in the postal zone of Kensington will come from development within the Town of Kensington ("Kensington Around Town", March 2011 issue). The number of vehicles passing through Kensington is now about 132,000 per day; that figure is projected to increase to 177,000 per day as a result of new development (MNCPPC Traffic Analysis). These estimates do not take into account the increased traffic resulting from BRAC. It should be noted that the Town of Kensington already has one intersection (Plyers Mills Road and Connecticut Avenue) that has been cited as being one of the top 10 most congested intersections in Montgomery County ("A Crown Made Sparkling by a Mass of Brake Lights", Washington Post, 6/4/09).

- (d) In Montgomery County, retail stores are required to provide 5 off-street parking spaces per 1,000 square feet of space and one parking space for every single bedroom in an apartment unit. Allowances also must be made for handicapped parking. Since the Kensington Sector Development Plan projects the construction of 501-1,410 new residential living units on lots designated for mixed use (CR) zoning, it is beyond understanding how one could even contemplate reducing current parking regulations -- solely to make the situation more attractive to prospective developers -- when there is likely to be an acute demand for about 500-1,000 new parking spaces as a consequence of planned development. Agreeing to such concessions makes no sense under such circumstances. To help solve this problem, the parking area at -- or adjacent to-- the MARC train station, which the Board agrees does not qualify as a major transportation hub, has been proposed for use as a shared or municipal public parking area. However, this is not a viable option since that parking area is now being used at -- or very near -- full capacity by daily train commuters. It can not accommodate even a small fraction of the 500 - 1,000 new parking spaces required as a result of development. Obviously, any reduction in -- or relaxation of -- current parking requirements will surely result in significant "spill-over" parking into nearby residential neighborhoods. Such an undesirable outcome must be avoided.



Although the current Kensington Sector Development Plan does have many good features, it is much too ambitious. Its major flaw is that it results in significant increases in density that are too great to be absorbed by a small town the size of Kensington. I respectfully suggest two revisions that will address this major concern and others noted above, without compromising opportunities for continued growth and revitalization:

First, there should be a maximum limit of 45' for the height of all newly constructed buildings. In this context, mixed use buildings similar to the attractive and up-scale 2-3 story buildings constructed at The Kentlands would be ideal for a small town like Kensington; such structures not only will impose fewer burdens with respect to increased density, but also attest to the fact that there are developers, able and willing to erect such buildings. Although the Town of Kensington now has a few buildings more than 60' in height (mostly clustered at or near the intersection of Connecticut and Knowles Avenues), no one is suggesting that these buildings be razed and replaced by buildings no taller than 45'. These few tall buildings can be "grand-fathered" in to the revised version of the sector plan at their current heights since the community has adjusted to their presence over the years and the owners/occupants/users of these buildings have a history of being good citizens and playing an active role in the Kensington community.

Second, since there are no other acceptable options, the Planning Board should not agree to any waivers or exceptions to current regulations with regard to parking requirements. Otherwise, there will be major disruptions and disharmony within our small community due to "spill-over" parking into adjacent residential neighborhoods. Obviously, limiting the height of all newly constructed buildings to no more than 45' would greatly reduce the need for large numbers of additional parking spaces.

For those who have not had the occasion to visit the historic Town of Kensington, I have attached a collage that depicts features of our town that long-time residents cherish and value. In viewing the collage, I am sure that you will come to appreciate our concerns about the impact of increased density on the character and natural setting of our small town. I hope this will encourage you to revise the sector plan in accordance with the two suggestions proposed above.



Sincerely,

Phillip J. Baker  
10,006 Frederick Ave  
Kensington, MD 20895

301-942-8791







## Garcia, Joyce

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**From:** Greg Fioravanti [gregfioravanti@yahoo.com]  
**Sent:** Monday, April 11, 2011 2:19 PM  
**To:** councilmember.elrich@montgomerycountymd.gov;  
councilmember.leventhal@montgomerycountymd.gov; Councilmember Navarro;  
Councilmember Rice; Councilmember Riemer;  
councilmember.andrews@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov;  
councilmember.floreen@montgomerycountymd.gov;  
councilmember.ervin@montgomerycountymd.gov  
**Cc:** MCP-Chair  
**Subject:** Upcoming Kensington Sector Plan Review

**Importance:** Low

RECEIVED  
0315  
APR 11 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Councilmembers -

I am writing to you to express my serious concern for the Kensington sector plans. I moved to the Parkwood community, bordering Kensington, late last year from Clarksburg, where I lived the previous 4 years. During my time in Clarksburg, I was actively involved in development issues and the proposed Development District issues that almost ruined that community, and after reviewing the Kensington sector plan, am concerned about common themes from Clarksburg that apply to the proposed Kensington plan.

Three of the most valuable lessons taken from Clarksburg are:

1. Infrastructure, schools, etc. must be built before new construction/ additional density begins
2. Citizen review is a necessary part of the development process
3. Funding sources must be identified early in the planning process

After review of the sector plans, it seems no one involved in the creation of the sector plans learned anything from the Clarksburg debacle. The County is setting the residents of Kensington up for the same problems we experienced upcounty - I do not want to live through that nightmare again.

### **Infrastructure First**

The sector plan does not address infrastructure solutions to the added density proposed by new zoning – where are all of the new residents going to send their children to school? What new roads are to accommodate the increased density? Equating limited MARC service to full public transit service is dishonest and a gift to the developers and landholders by waiving parking requirements and increasing density relative to capacity. How will the White Flint and Brac changes impact the community – do we have the capacity to increase an already burdened infrastructure with even more dense zoning? Infrastructure concerns alone are enough to suggest this plan needs further work before approval.

### **Don't waive resident rights**

Second, we found in Clarksburg that the residents were able to identify development irregularities before the County – the residents identified all of the code violations and uncovered the irregularities in Development District funding and then had to fight the County for years, at our own time and expense, to correct those issues – many representatives we dealt with from the County and Developers, up to and including the County Executive, discredited our concerns and some even tried to settle privately with the developers. I understand the new zoning proposals in Kensington would waive citizen review and input up to certain thresholds – why would the county propose waiving our right to review? Why will the landowner and County be the only entities



entitled to review and comment on activity that ultimately impacts current residents and why wouldn't the County look to the residents for valuable information about proposed plans?

**Nail down financial details**

Third, funding for needed improvements is only an afterthought. I suggest you look at the Clarksburg Development District to see what happens when project funding is not clearly identified upfront – 5 years later they are still trying to sort out what needs to be done in Clarksburg, and who pays for what. And corruption always forms a cloud over incomplete financial management – the Inspector General of Montgomery County just questioned whether Artery had “double dipped” on infrastructure benefits in Germantown. Regardless of the outcome, why set the stage for that to happen again? Additionally, the Newlands actions in the Town Center area were underhanded and destructive to the community. Why not specify funding sources and milestones before any action is taken?

Why does new development and enrichment of developers and landholders come at a price to the residents that currently live in a community? We were assured that our work in Clarksburg produced lessons learned at the County level – if that is the case, why have they not been applied to the Kensington sector plans? I urge these plans to be rejected until the issues that impact the residents of Kensington and surrounding communities are further addressed.

Greg Fioravanti  
4708 Edgefield Rd  
Bethesda, MD 20814



RECEIVED  
0322  
APR 13 2011

**MCP-CTRACK**

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**From:** emma morgan [emmieandally@gmail.com]  
**Sent:** Tuesday, April 12, 2011 8:37 PM  
**To:** county.council@montgomerycountymd.gov; MCP-Chair  
**Subject:** Kensington Revision Plans

THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Hello,

My name is Alex and I am a middle school student here in Kensington. I recently heard about the county governments plan for revising Kensington and I was not pleased. You see I grew up here and it's the best home I could ask for, and I'm sure I'm not the only person who doesn't want to see this town change. I know that part of the problem is that the population is growing and we need more space, and I understand that but we don't need to start building skyscrapers and whatnot. I also think that the new law about how much notice we are given before the town is changed in some way is absurd. We are the people living in Kensington so we should decide what happens to it. To finish up, the idea of 75 foot buildings in Kensington sickens me. Like I said I've lived here my whole life and if it changes to some NYC knockoff it would just ruin the lives of many people here.

Sincerely,  
Alex



9701 Elrod Road  
Kensington, MD 20895  
April 12, 2011

RECEIVED  
0325  
APR 14 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Francoise Carrier, MCP Chair  
100 Maryland Avenue  
Rockville, MD 20850

Dear Chair:

I have previously written to County Council President Valerie Ervin and other Council members regarding Kensington Redevelopment urging them to lower the overall density in the Kensington Sector Plan and lower the building heights to 45 feet. I urge you to do the same.

Having moved to our present address in 1963, we have watched the changes in the street system from crowding to downsizing to crowding again. One thing that has stayed the same, unfortunately, is the increase in traffic on Connecticut Avenue. I used to be able to walk across, now I feel safer driving across!

Kensington is unique. We residents don't want it to become another Bethesda or Silver Spring. Why is big always better? There has to be room for an oasis here and there.

Sincerely,

Louise Lee



Fred,

I have a commitment already for April 28th or I'd be at the hearing. So I am sending you my comments now.

Seems that our little slice of Silver Spring [Capitol View Park] has not been kept in the loop, in as so much as a consideration about the traffic that will be created if [and perhaps when] the structure located on Metropolitan Ave is built. The height issue will be addressed by many others, I suspect, but my real concern is for the traffic.

If you go there at evening rush hour perhaps you can see the issues we face in our community about traffic. It seems to me that traffic hearings ought to be commissioned at least for our side of the tracks [and I mean that literally].

Has anyone else been able to get to Univ or Conn Ave thru Metropolitan Ave & Plyers Mill between 5 & 6 pm? It's nearly impossible, or just LONG waiting to get out of the neighborhood. I have evening appts that I find difficult to make because of the existing traffic situation [leaving early is not an option as I work in VA and don't get home til 5 pm or later]. I cannot imagine how it'll be adversely impacted if this is built. But I suspect it'll be much more crowded and busy.

Someone needs to consider Our community entrance/exit that uses Metropolitan Ave. [please!]

Thanks,

Bonnie Adler

10105 Meadowneck Court [Capitol View Park] Silver Spring, MD 20910

----- Forwarded by Bonnie Adler/DC/USEPA/US on 04/12/2011 11:34 AM -----

I have been a resident and property owner in Kensington since 1993.

I am in strong support of the present Kensington Sector Plan and hope the Planning Board votes to approve it. I think the Kensington Mayor and Town Council have assured that the public has had time to voice their opinion and have taken those opinions into consideration in voting for their support for this Plan.

I think my town is showing it's age and needs this Plan in order to get the revitalization it needs. I understand that in order to get developers to come to our town we need to offer them the necessary density to make it worthwhile. I think this Plan does that.

I always thought I would move back in to the District when I became an empty-nester, but I love Kensington and have decided to stay here. We have a commercial town, that we can walk to, but there isn't a lot to walk to. We need restaurants, a coffee shop, a bagel store - a commercial town that serves the Kensington residents. (I understand that Antique Row has been here forever, but those stores don't serve the Kensington community. Neither do we need 10 car repair shops, 6 gas stations or three 7-11s.)

So please approve the Sector Plan and let's hope that Kensington will be revitalized like the surrounding communities.

Respectfully submitted,

Jody Krieger  
10604 Lexington Court  
Kensington MD 20895



**Garcia, Joyce**

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**From:** Mayor Fosselman [mayor.fosselman@tok.md.gov]  
**Sent:** Monday, April 18, 2011 2:32 PM  
**To:** MCP-Chair  
**Cc:** 'Suellen M. Ferguson'; 'Montgomery County Council'; 'Sanford Daily...  
ocemail@montgomerycountymd.gov  
**Subject:** Kensington Sector Letter to Planning Board  
**Attachments:** Kensington Sector Plan 2011 Letter to Planning Board.pdf

**RECEIVED**  
0335  
APR 18 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Chair Carrier,

Attached you will find a letter from Town Council Members with reference to the Sector Plan in anticipation of next week's public hearing.

Thank you,  
Pete Fosselman

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This e-mail is intended only for the addressee(s) named above. The information contained in this e-mail, and any attachment(s) thereto, are intended only for the personal and confidential use of the designated addressee(s). This message may be an attorney-client communication; if so, it should be considered privileged and confidential. If the reader of this message is not an intended recipient or an agent responsible for delivering it to an intended recipient, you are hereby notified that you have received this e-mail in error, and that any review, retention, dissemination, distribution, or copying of this information is strictly prohibited, and may be subject to penalties under the Electronic Communications Privacy Act, 18 U.S.C. §§ 2510-2521 and other applicable laws. If you have received this communication in error, please notify the sender immediately by reply e-mail or by telephone (301-949-2424) and permanently delete this e-mail message and any accompanying attachment(s). Thank you.

**Mayor Peter C. Fosselman**

**Council Member Mackie Barch  
Council Member Mary Donatelli**



**Council Member Sean P. McMullen  
Council Member Lydia Sullivan**

April 18, 2011

Chair Francoise Carrier  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Re: Revised April 2011 Kensington Sector Plan

Dear Chair Carrier,

It is with great pleasure that we submit this letter expressing our continued support for the Kensington Sector Plan (an official resolution will follow). It has been 33 years since the Town's Sector Plan was updated. With the strong support of the community and two different Town Councils, we have worked with Park and Planning officials, your staff, and the Montgomery County Council to produce a workable blueprint for Kensington's future.

More than sixty (60) open public meetings pertaining to the Sector Plan have been held. This Plan has been aired, discussed and debated since 2007, starting with a community meeting where more than 200 public comments were voiced. The Town also commissioned the renowned Urban Land Institute (ULI) to help guide us with concepts for the future of Kensington. Additionally, some of the public meetings included Planning Staff community sessions, one-on-one meetings, coffee chats, neighborhood gatherings in living rooms and meetings with business owners.

It is our opinion that most of the revisions to the CR Zone (CRN and CRT) cater to Kensington's requests. Revised parking ratios are closer to realistic commuter usage and do require more parking; the amendments reinforce the concept of a Municipal Parking District; and Building Lot Termination Fees are optional. We still feel that MARC and Metro stations are not equal with the same parking credit offered for a development next to a Metro station, as would be offered for development next to a MARC station.

The language pertaining to the Design Guidelines has also been changed to a "must" for the site plan process. The Guidelines will be an important tool to ensure the proper revitalization of our town, along with Article 28 of the State Law for supermajority vote; and the County's school capacity regulations such as building moratoriums.

Initially, the updated Plan discussions noted heights up to 125 feet. That has since been lowered to 75 feet (The tallest existing building in Kensington is over 108 feet; the current 1978

**3711 Mitchell Street Kensington, MD 20895 (301) 949-2424 [www.TOK.md.gov](http://www.TOK.md.gov)**

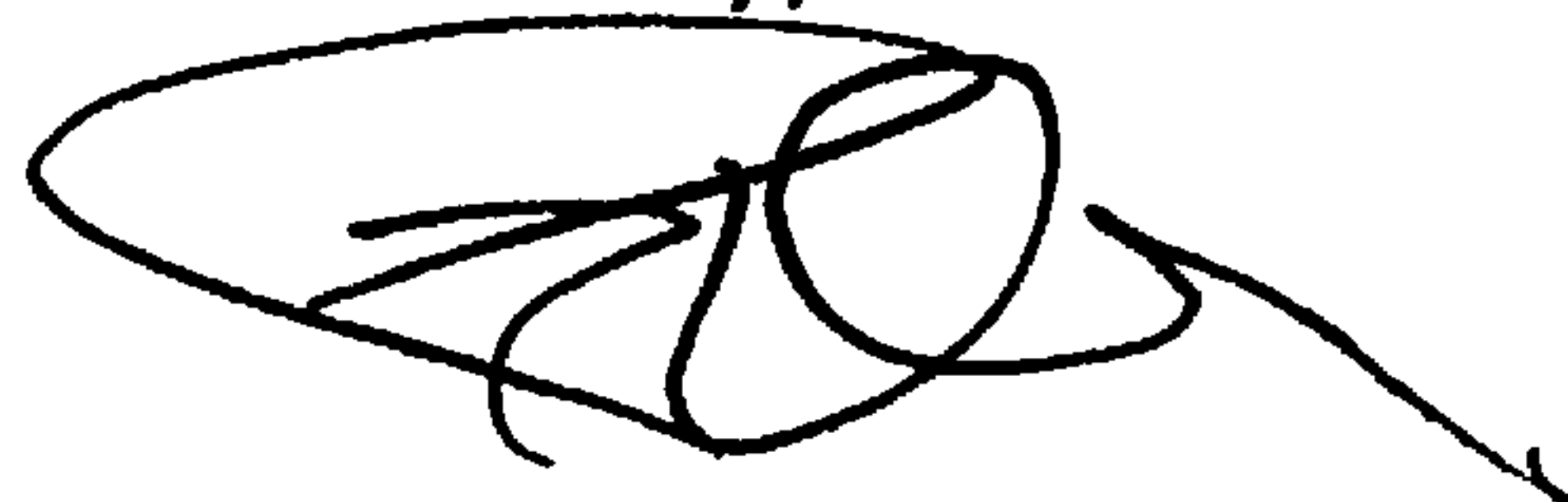


Sector Plan includes buildings as high as 94 feet). There are some in Kensington who feel the criteria is still too high and too dense; and there are some who think the opposite: that we have gone too far in the compromise process and diminished incentive to revitalization. We feel the proposed heights and densities are appropriate elements of the Plan. We support the heights of 45 to 75 feet; we support the densities of 1.0 to 2.5 FAR. Anything less would do a disservice to the greater community. The Council's overall support of the Sector Plan and CR Zone changes was most recently re-affirmed in Resolution R-02-2011, adopted on February 28, 2011.

The new Plan strives to set a course for Kensington's future, revitalizing where necessary, refreshing when possible. With the good guidance and support of the Planning Board, it will improve our traffic patterns, protect the Historic District, add housing options, create public amenities, attract new business and services, improve pedestrian safety and enhance public landscapes. The original Draft Sector Plan was unanimously approved by the Town's Revitalization Committee, the Town Council and County Planning Board, as well as the Coalition of Kensington Communities (consisting of 7,000 households).

We would like to commend your staff (Valerie Berton in particular) for assembling the recently published "Highlights" of our Sector Plan. It dispels much of the misinformation being circulated to the public about the Plan. We have also enjoyed working with you and your staff – especially Fred Boyd and Joshua Sloan - throughout the process. It's been a three year endeavor as we have together crafted a design for our community that meets their desires while protecting the Town's charm. If Kensington is to remain a desirable place to live, work and visit, this long-range plan deserves prompt approval.

Sincerely,




Peter Fosselman  
Mayor



Mary Donatelli  
Town Council Member



Sean McMullen  
Town Council Member



Mackie Barch  
Town Council Member

Cc: County Executive Leggett  
County Council Members  
Sanford Daily, Town Manager  
Suellen Ferguson, Town Attorney  
Revitalization Committee Members  
Coalition of Kensington Communities Board Members

## MCP-CTRACK

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**From:** David Neville [davidnev@verizon.net]  
**Sent:** Saturday, April 16, 2011 11:12 AM  
**To:** councilmember.ervin@montgomerycountymd.gov  
**Cc:** county.council@montgomerycountymd.gov; MCP-Chair  
**Subject:** Kensington sector plan

**RECEIVED**  
0338  
APR 18 2011

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Ms Ervin,

As long-term residents of Parkwood Drive, Bethesda (since 1961), we would like to add our concerns about the Kensington Sector Plan, particularly in regards to its adverse effect on density. We ask that the density be reduced to a scale that is more appropriate for Kensington, in particular, limit building height to 45 feet.

Eliminating the "transit proximity" credit for building near MARC would also reduce density and require developers to add parking.

Transportation infrastructure should be provided ahead of new development.

We would like to see public review of all development to allow community input.

thank you for your help,

David and Nancy Neville  
9624 Parkwood Drive  
Bethesda, MD 20814



# Holland & Knight

3 Bethesda Metro Center, Suite 800 | Bethesda, MD 20814 | T 301.654.7800 | F 301.656.3978  
Holland & Knight LLP | www.hklaw.com

Patricia A. Harris  
301.215.6613 Phone  
301.656.3978 Fax  
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April 11, 2011

VIA ELECTRONIC MAIL

Françoise M. Carrier, Chair  
Montgomery County Planning Board  
Office of Zoning & Administrative Hearings  
100 Maryland Avenue  
Rockville, MD 20850

Re: Kensington Sector Plan

Dear Madam Chair:

On behalf of Harsam Properties, the owners of the 2.8 acre Kensington Shopping Center at 10540 Connecticut Avenue (the "Property"), we would like to recommend revisions to two provisions of the Kensington Sector Plan, Revised Public Hearing Draft dated April 2011 (the "Draft Plan"). These provisions relate to the proposed public parking facilities within the Town of Kensington.

The Draft Plan rightly recognizes that the provision of public parking is an important component in the successful future redevelopment of Kensington. However, we are concerned that the Draft Plan addresses this issue in a very limited manner, by identifying only one site - - the Property -- as the potential location for a public parking facility. Given that there are other potential sites, including future assembled sites, which could accommodate some type of public parking facility, we recommend that the language set forth on pages 21 and 29 of the Draft Plan be modified to provide greater latitude in the potential location of a public parking facility. In this regard, we recommend the language set forth on Attachment "A" for your consideration.

During discussions with Staff on this matter, it became apparent that there is the potential need for more than one public parking facility in the Town. Thus, we recommend eliminating the specific reference to the Property (i.e. the Burka Property) and replacing it with slightly more general language, which provides that a parking facility on both the east and west sides of Connecticut Avenue would support the revitalization of the area. Given that other potential locations for the public parking facility exist, it is shortsighted for the Sector Plan at this juncture to narrowly focus on just one site. In addition, while it may be the intention of the current Staff working on the Draft Plan to simply recommend that the Burka Property be considered for a

public parking facility, there is a legitimate concern that based on the existing language, individuals charged with overseeing the Plan in the future may require a public parking facility as a prerequisite to the development of the Property.

Since the commencement of the Kensington Sector Plan process, the Property has been identified as part of the "Town Center" and a critical component in the revitalization of the Town; without the revitalization of the Property, it is likely that little redevelopment will occur elsewhere. At the same time, the potential burdens of including a public parking facility on the Property cannot be overlooked. The necessary negotiations with Montgomery County to determine the nature of the public-private partnership to accommodate the public parking facility will require additional time in an already lengthy development approval process. This additional time translates directly to additional development costs. Significant increases in the redevelopment costs decrease the Property owner's incentive to redevelop, given that the Property is currently an income producing site with a healthy rate of return. A likely end result is that this key redevelopment site remains as is and little or no redevelopment occurs in Kensington over the life of the Sector Plan.

The Property is currently recommended for 2.5 FAR and a maximum height of 75 feet. Given that the provision of below grade parking under any foreseeable development timeline would be prohibitively expensive, it is almost certain that any public parking component would need to be provided above-grade, which will inevitably restrict the amount of allowable density that may be constructed on the Property. This results in a decrease in the income producing portion of the development, which provides the owner with yet another disincentive to redevelop. Further, to the extent a specific site is singled out to provide a major public amenity, the site is typically afforded additional development rights to effectively compensate for the imposed burden. In this case, the Property, along with several other sites in the Town Center area, are all recommended for 2.5 FAR and a maximum height of 75 feet. To our knowledge, no additional density has been recommended for the Property to compensate for the potential burdens associated with the provision of a public-private parking facility.

Given that the Department of Transportation is currently working on a comprehensive overhaul to the County's parking requirements and public parking provisions, it would be short sighted to limit the public parking recommendation to one site, given that additional future site options may be likely, following the parking revisions.

In summary, we would recommend that the Planning Board support the proposed revisions set forth on Attachment "A" which eliminate the specific reference to the Property as a site to accommodate a public-private parking facility and instead, recommend that the Draft Plan provide generally that a parking facility should be considered on both the east and west sides of Connecticut Avenue.

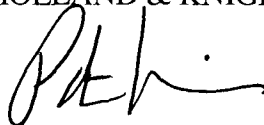


Françoise M. Carrier, Chair  
April 11, 2011  
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We appreciate your attention to this matter and look forward to discussing this further at the Public Hearing.

Sincerely,

HOLLAND & KNIGHT LLP

A handwritten signature in black ink, appearing to read 'PAH', with a horizontal flourish extending to the right.

Patricia A. Harris

Attachment

cc: Mr. Fred Boyd  
Diane Burka, Esquire  
Mr. Neil Burka

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**Kensington Sector Plan  
Proposed Revisions to April 2011  
Revised Public Hearing Draft to Address Public Parking Issue**

Page 21

*Burka Property*

The approximately three-acre Burka property 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 would 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. ~~A public-private partnership development to create a public parking component on this site should be explored at the time of redevelopment.~~

Page 29 - Fourth full paragraph

More broadly, the Plan recommends that the Town explore ways to construct parking structures in revitalizing areas. A public parking facility on both the east and west sides west of Connecticut Avenue, ~~perhaps as part of a new project on the Burka property~~, would support revitalization in the Town. Resolving the parking issues and providing significant amounts of new or shared spaces would provide the most important public benefit of Kensington's revitalization.



Pages 19, 24 and 26- Consider adding the following language to each of these pages immediately before the "Design" subsection:

Establishment of a public parking facility through a public/private development partnership within the district will assist in revitalization efforts.

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**MCP-CTRACK**

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OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Mary O'Donnell [marynortonodonnell@verizon.net]  
**Sent:** Tuesday, April 19, 2011 9:26 AM  
**To:** MCP-Chair  
**Subject:** Kensington sector plan

I've been a resident of the Town of Kensington for 18 years and am delighted with the proposed sector plan that our mayor has developed, along with the Town Council and county planning department. The plan lays the groundwork for smart improvements to Kensington, while preserving the historic neighborhoods that are adjacent to commercial zones. I live in a house built in 1894, which is about a block from Howard Avenue, one of the commercial areas of the Town. I think the plan will help Kensington grow in the right direction, and want to let you know of my support for this approach.

Thanks,  
Mary O'Donnell  
10407 Fawcett Street  
Kensington, Md. 20895  
301-942-4219



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APR 20 2011

**MCP-CTRACK**

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Paul Belford [paulbelford43@gmail.com]  
**Sent:** Tuesday, April 19, 2011 11:01 PM  
**To:** councilmember.ervin@montgomerycountymd.gov;  
county.council@montgomerycountymd.gov; MCP-Chair  
**Subject:** Kensington Sector Plan

I am a 32 year resident of Kensington, MD (4009 Franklin Street) and am writing to express my concern about Commercial-Residential Zone Revisions that are being considered for the Kensington Sector.

- Reduce the considered density to a scale appropriate for Kensington, specifically at a building height limit of 45 feet.
- I would like to remove "transit proximity" credit for building near MARC.
- Transportation infrastructure should be provided in advance of new development.
- There must be public review of all developments to allow for community input.

I plan to attend the the planning Board Hearing on April 28.

Your consideration of my concerns is very much appreciated.

Also, please acknowledge receipt of this email.

Best regards,

Paul Belford  
4009 Franklin Street  
Kensington, MD 290895  
301 942 5707