

# kensington sector plan

worksession 1

may 12, 2011\*

\* revised to reflect planning  
board decisions



# implementing the crn and crt zones

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## ***issues raised in testimony:***

- ....general appropriateness of zones in areas without metro service
- ....adequacy of parking requirements
- ....optional method for both zones

## ***recommendation:***

- ....retain crn and crt zones
- ....retain language on parking
- ....no change to language on standard method in zta or sector plan

## ***rationale:***

- ....zones' broad objective is reducing auto dependence, promote sustainable development
- ....plan language strengthens policy position on parking
- ....standard method encourages modest development

# infrastructure: traffic

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## ***issues raised in testimony:***

- ....impact of new kensington development on congestion
- ....insufficient efforts to resolve traffic issues north of tracks
- ....infrastructure improvements should precede development

## ***recommendation:***

- ...retain recommendations on connectivity

## ***rationale:***

- ....plan recommends extension of summit avenue and pedestrian underpass of csx tracks
- ....plan recommends cooperative circulation study north of tracks
- ...cip and subdivision review address individual project impacts

# infrastructure: schools

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## ***issues raised in testimony:***

....impact of new development on local schools

## ***recommendation:***

...retain recommendations on schools with revised language on reopening closed school

## ***rationale:***

....sector plans focus on need for new schools to accommodate development; revitalization in kensington is not expected to require a new school

....revitalization will occur over two-decade life of plan

....not all properties will choose to redevelop to maximums

....mcps capital improvements program and county subdivision policy programs will manage near-term growth

# regulatory review

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....revised language to add detail of regulatory review relationship between commission and town

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

# specific properties: konterra

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## ***issues raised in testimony:***

....landowner proposes 75-foot maximum height for property

## ***recommendation:***

....allow additional building height\*

\* the planning board rejected this recommendation

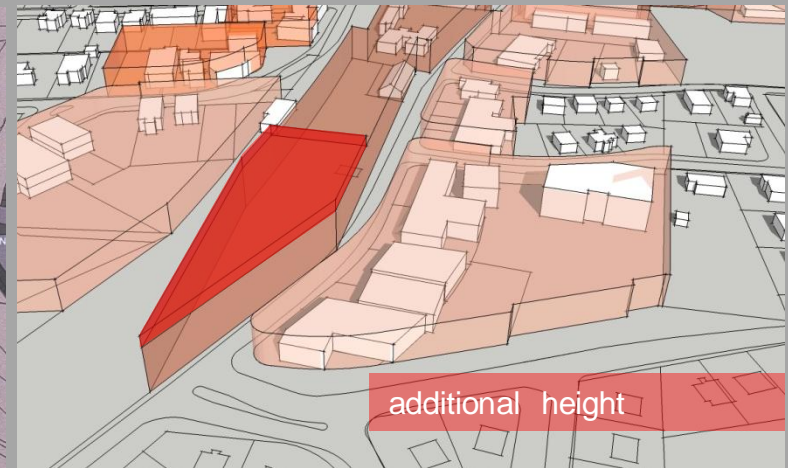
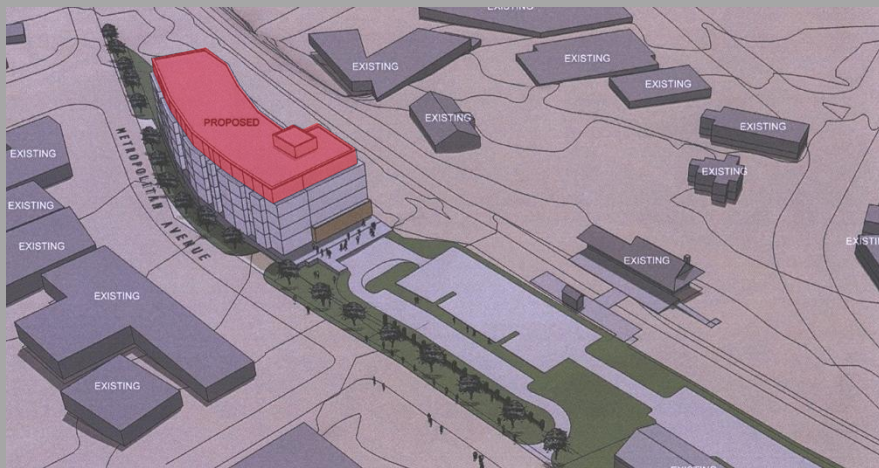
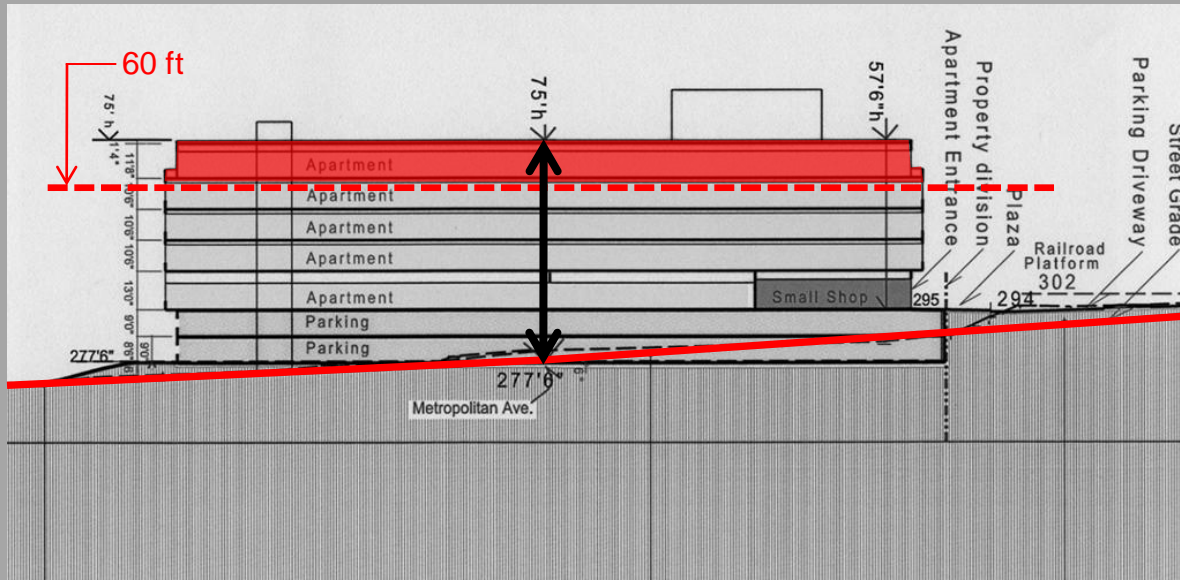
## ***rationale:***

....master plan level of analysis precluded detailed evaluation of design issues, including added right-of-way dedication and implications of substantial topography change on property

....level of analysis also precluded economic evaluation

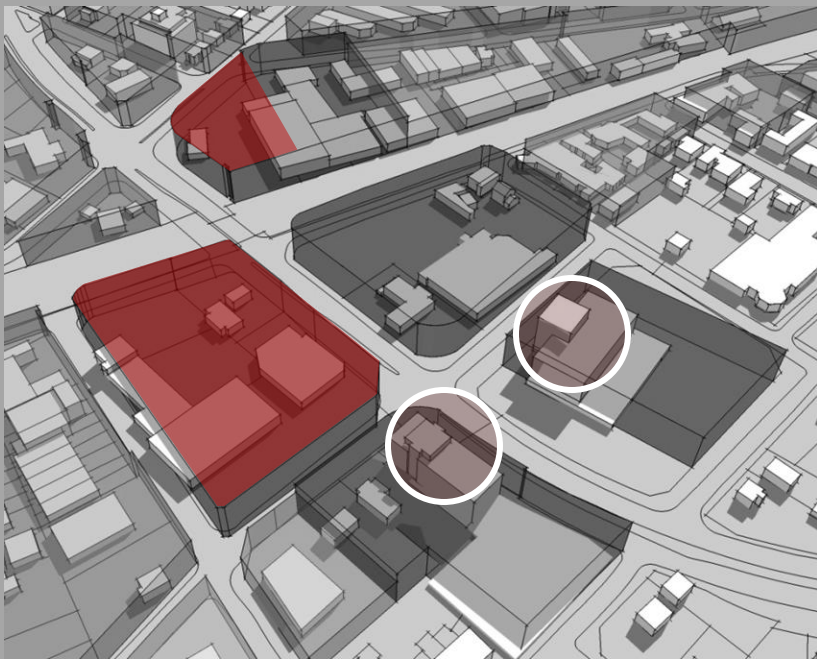
....while sector plan generally directed taller buildings to core at connecticut/knowles, added height in this area meets plan's primary goal of encouraging revitalization

# specific properties: konterra

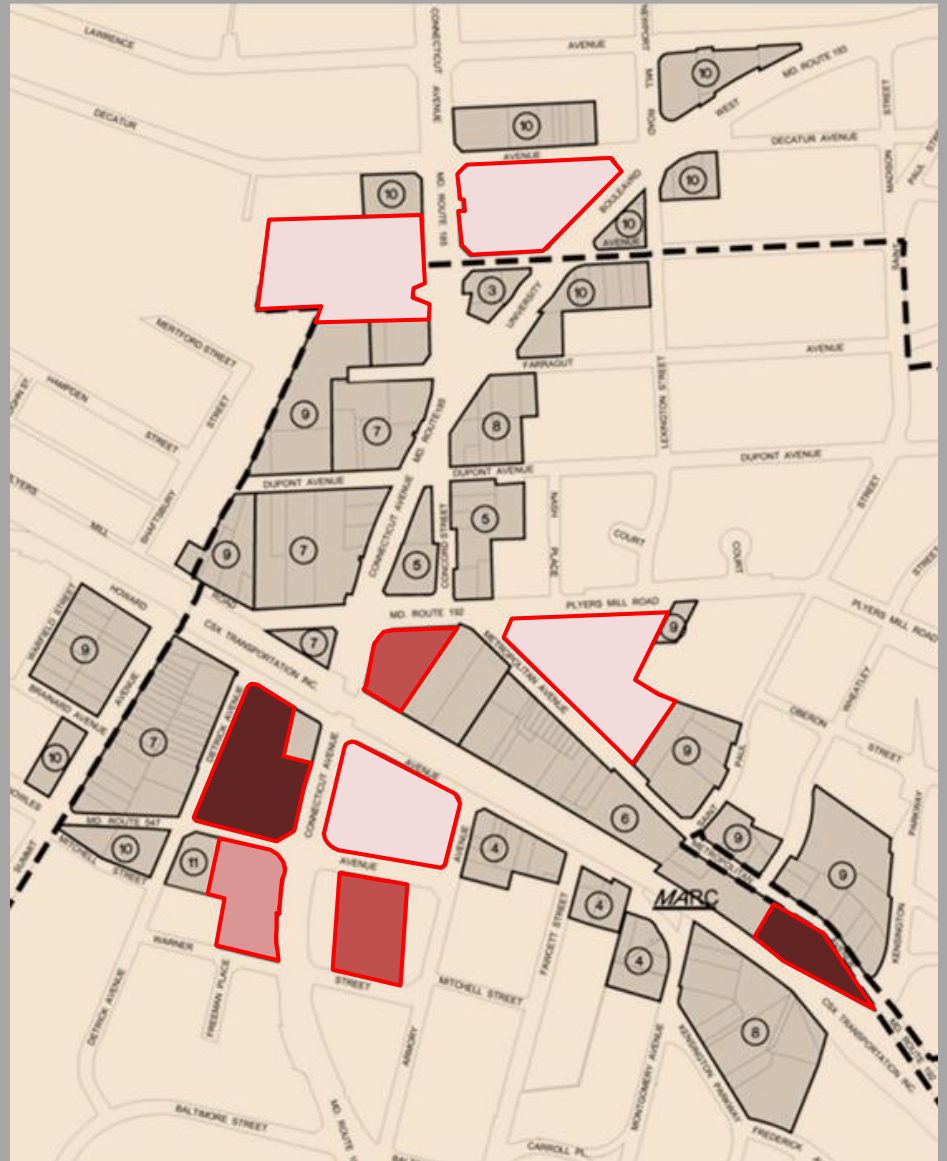




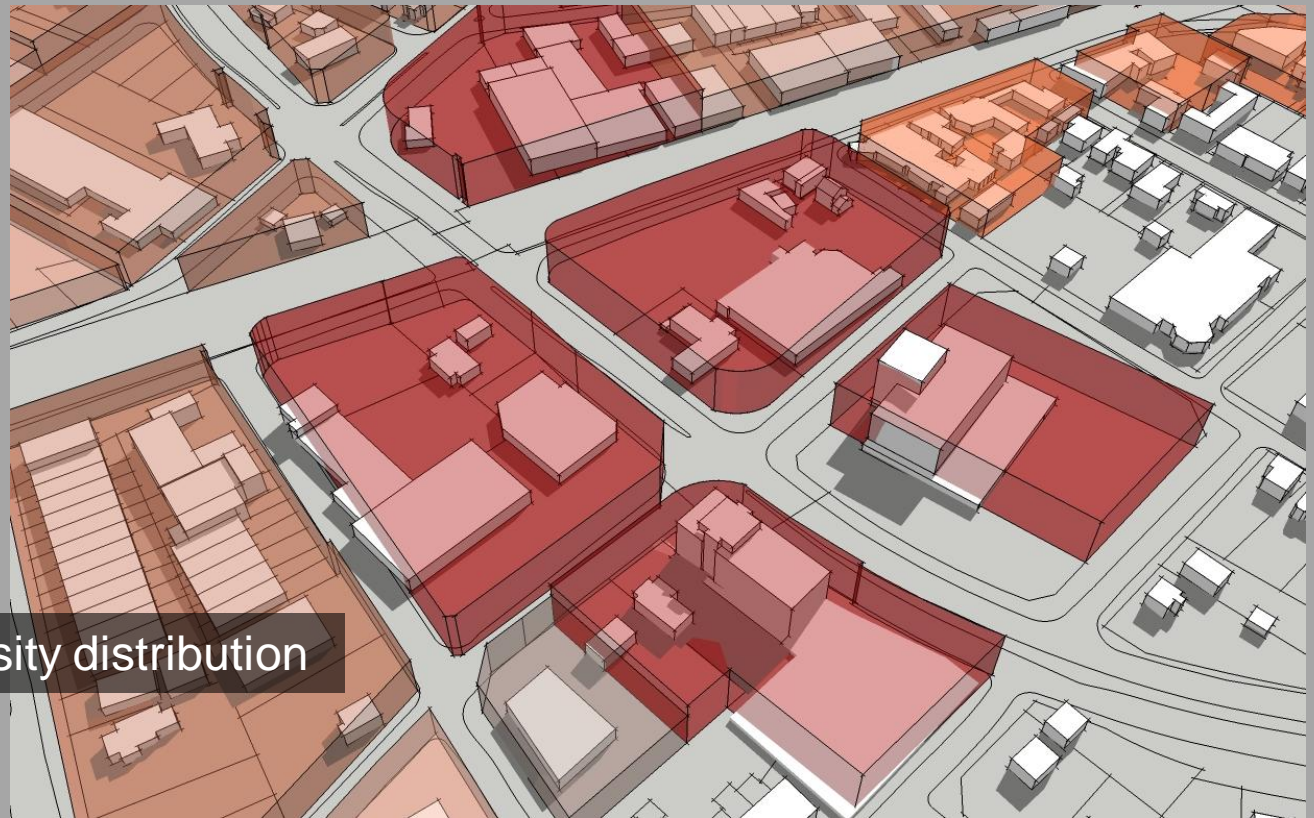
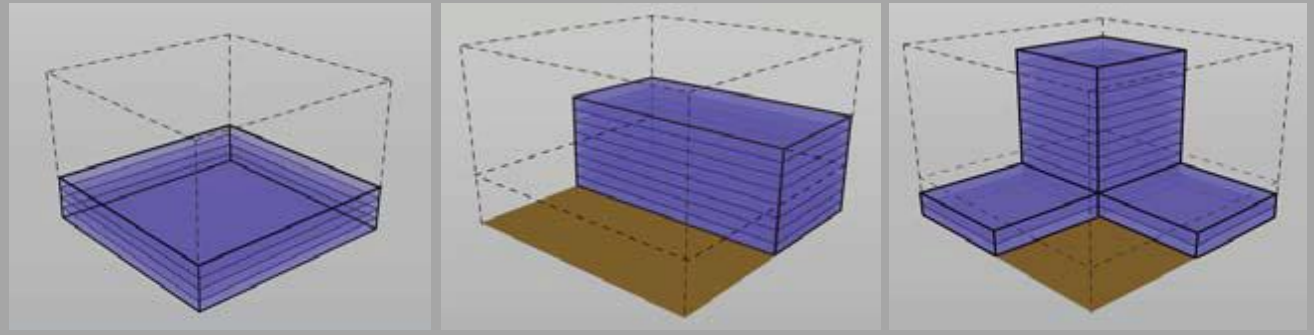
# density and height



opportunities



# density and height



density distribution

# density and height



existing conditions

# density and height



maximum height zone - 75 ft

# density and height



transitional height zone – 45 ft

# density and height



transition height zones – 50 / 55 ft

# density and height



mid height zone - 60 ft

# specific properties: burka

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## ***issues raised in testimony:***

....landowner proposes revised language for parking in town center

## ***recommendation:***

....revise plan language to highlight need for public parking on both sides of connecticut avenue, rather than identify specific property

## ***rationale:***

....evolution of plan's parking recommendations supports broader endorsement of parking solutions on a "town-wide" basis as part of parking district or shared program



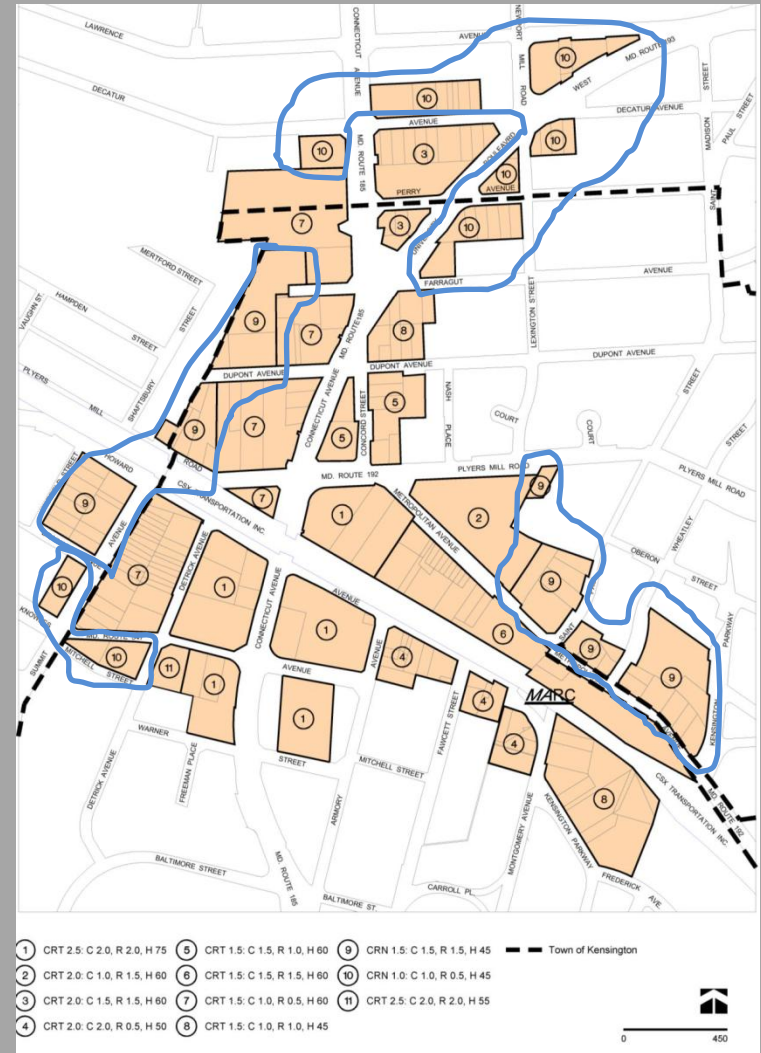
# proposed crt zones



- ....areas 1 through 9 and 12
- ....far range: 1.5 to 2.5
- ....heights: 55 feet to 75 feet
- ....preserves existing far in most areas
- ....encourages mixed uses in some areas to achieve maximum densities
- ....reduces building height in area adjacent to townhouses

# proposed crn zones

- ....areas 10 and 11
- ....area 10 proposed for crn 1.5: c 1.5, r 1.5, h 45
  - ....generally preserves current far
  - ....allows mixed- or single-use projects
- ....area 11 proposed for crn 1.0: c 1.0, r 0.5, h 45
  - ....reflects lower existing far in transition zones
  - ....far “windfall” undesirable absent optional method





# ask proposal—area analysis

Area	Public Hearing Draft Recommendation	ASK Proposal	Staff Worksession Recommendation	Rationale
1 (Connecticut and Knowles Avenues; Connecticut Avenue/Plyers Mill Road)	CRT 2.5: C 2.0, R 2.0 H 75	Rename area “Downtown Core;” Reduce density to 2.0 FAR; reduce building height to 65 feet; no clear zoning recommendation	Retain Public Hearing Draft recommendation	Plan recommendation will create incentive for landowners to absorb risks of redevelopment; recommended height will allow new projects on smaller properties to provide public areas, open space and other amenities
2 (3700 Plyers Mill Road LLC property)	CRT 2.0: C 1.0, R 1.5, H 60	Mapping rules indicate property suitable for CRN 1.0, H 40	Retain Public Hearing Draft recommendation	Plan recommendation provides incentive for revitalization; it also calls for maximum height on Metropolitan Avenue and attached units on Plyers Mill and multifamily units in interior
3 (Connecticut/University Area)	CRT 2.0: C 1.5, R 1.5, H 60	No clear zoning recommendation	Retain Public Hearing Draft recommendation	
4 (Antique Row and Montgomery Avenue)	CRT 2.0: C 2.0, R 0.5, H 50	Reduce density to 1.5 FAR; mapping rules indicate area suitable for CRN 1.5, H 45	Retain Public Hearing Draft recommendation	Plan recommendation will create incentive for landowners to absorb risks of redevelopment; CRT zone provides optional method to achieve public benefits

# ask proposal—area analysis

Area	Public Hearing Draft Recommendation	ASK Proposal	Staff Worksession Recommendation	Rationale
5 (Concord and Connecticut Avenues)	CRT 1.5: C 1.5, R 1.5, H 60	No clear zoning recommendation for most of area; mapping rules indicate that portions of Concord property now in R-60 Zone with special exception should remain in R-60 Zone; properties currently in C-T Zone suitable for CRN 1.0, H 40; mapping rules oppose allowing single-use projects	Retain Public Hearing Draft recommendation	Plan recommendation places property devoted to non-residential uses in appropriate zone for entire use; two properties on Plyers Mill front on arterial roadway; plan recommendation broadens base of uses and likely standard method development will allow modest revitalization without significant financial burden; while Plan's recommended zone would allow single-use projects, it does not preclude mixed use
6 (South side Metropolitan Avenue)	CRT 1.5: C 1.5, H 1.5 H 60	No clear zoning recommendation; mapping rules oppose allowing single-use projects	Retain Public Hearing Draft recommendation; add building height on Konterra property	While Plan's recommended zone would allow single-use projects, it does not preclude mixed use
7 (West side Connecticut Avenue)	CRT 1.5: C 1.0, R 0.5, H 60	No clear zoning recommendation	Retain Public Hearing Draft recommendation	

# ask proposal—area analysis

Area	Public Hearing Draft Recommendation	ASK Proposal	Staff Worksession Recommendation	Rationale
8 (East Side Connecticut Avenue between Dupont and Farragut Avenues)	CRT 1.5: C 1.0, R 1.0, H 45	No clear zoning recommendation; mapping rules indicate that portions of Schlesinger property now in R-60 Zone with special exception should remain in R-60 Zone;	Retain Public Hearing Draft recommendation	Plan recommendation places property devoted to non-residential uses in appropriate zone for entire use
8 (Kensington Parkway and Montgomery Avenue)	CRT 1.5: C 1.0, R 1.0, H 45)	Recommends this area as Town Center; mapping rules indicate area suitable for CRN 1.5, H 45	Retain Public Hearing Draft recommendation	Plan recommendation does not preclude use of this area as civic gathering space; CRT zone provides optional method to achieve public benefits and amenities—open areas, public use space, streetscape—included in ASK concept
9 (West Side Connecticut Avenue along town boundary)	CRN 1.5: C 1.5, R 1.5, H 45	Mapping rules indicate property suitable for CRN 1.0, H 40	Retain Public Hearing Draft recommendation	Plan recommendation maintains already allowable densities building heights and provides incentive to revitalize with added residential uses

# ask proposal—area analysis

Area	Public Hearing Draft Recommendation	ASK Proposal	Staff Worksession Recommendation	Rationale
9 (North Side Metropolitan Avenue)	CRN 1.5: C 1.5, R 1.5, H 45	Mapping rules indicate portions of this area closest to existing residential neighborhood suitable for CRN 1.0, H 40; no clear zoning recommendation for areas on Metropolitan Avenue	Retain Public Hearing Draft recommendation	Plan recommendation maintains already allowable densities building heights and provides incentive to revitalize with added residential uses
10 (Connecticut/University Area)	CRN 1.0: C 1.0, R 0.5, H 45	Mapping rules indicate area suitable for CRN 1.0, H 40; rules also retain R-60 Zone for several properties	Retain Public Hearing Draft recommendation	Plan recommendation places property devoted to non-residential uses in appropriate zone for entire use
11 (Knowles and Detrick Avenues)	CRT 2.5: C 2.0, R 2.0, H 55	Mapping rules indicate property suitable for CRN 1.0, H 40	Retain Public Hearing Draft recommendation	Reduced height on this property acknowledges transition while including it in key town center block; dispersed ownership of block reduces assemblage potential and suggests likelihood of standard method development

# ask proposal—other issues

ASK Proposal	Details	Staff Response	Recommendation
Properties within 500 feet of MARC station	Properties within 500 feet of station can achieve maximum density of 2.0 FAR; if MARC service achieves parity with Metro, maximum densities of 2.5 FAR are achievable, with community review and approval	This proposal has no zones associated with it, so its implementation is uncertain. Distance regulation appears to preclude 2.0 FAR in area ASK describes as Downtown Core. It appears to conflict with other ASK proposals, which reduce density on Antique Row to 1.5 FAR and propose CRN Zone, with maximum allowable FAR of 1.5, for area nearest train station.	Retain Public Hearing Draft recommendation
Connectivity	Proposes charrette to evaluate options for pedestrian crossings of rail tracks, reversible lanes on Summit Avenue, additional pedestrian bridge; proposes interior streets on 3700 Plyers Mill Road LLC property; walkways along rail tracks; additional crosswalks for intersections	Nothing in the Public Hearing Draft precludes organization of a charrette by any interested party; draft also recommends cooperative study of circulation north of rail tracks, which could include these ideas; sketch plan and detailed site plan review of redevelopment projects are appropriate venue for detailed design issues; additional crosswalks on Connecticut Avenue are in the purview of SHA	No additions to Public Hearing Draft are warranted



# ask proposal—other issues

ASK Proposal	Details	Staff Response	Recommendation
Parking	Proposes that parking “incentives” be limited to 10 percent and proposes that parking be required to be within 500 feet of project	Issue is more appropriately evaluated as part of CRN and CRT zones text amendment. ZTA has increased parking requirements for retail and restaurant uses	No additions to Public Hearing Draft are warranted
Language	<p>“Encourage railroad-oriented development....”</p> <p>Townhouse development in transitional areas</p> <p>New “Business District” designation</p> <p>Zoning and Compatibility</p>	<p>Proposal focuses on design, not uses, and makes streetscape and pedestrian circulation suggestions. Edge areas largely encompass small lots that are dispersed ownership; assembly is uncertain, so standard method development in existing buildings is likely outcome</p> <p>Town Center designation covers both the Connecticut Avenue and East Howard Avenue business areas, including the area ASK proposes for a town center; in any event designations are informal</p> <p>Proposed language focuses on “edge” development</p> <p>Proposed language would state that new zones do not change character of adjacent neighborhoods</p>	<p>These ideas can be considered for inclusion in the Urban Design Guidelines</p> <p>No additions to Public Hearing Draft are warranted</p> <p>No change in designations is necessary</p> <p>Ideas can be considered for inclusion in Urban Design Guidelines</p> <p>Confirmation of existing zones through SMA process addresses legal issue of change</p>