

appendix 1: Kensington's Planning History



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1946—Zoning Plan for the Town of Kensington and Vicinity. The Plan created “buffers” zoned for apartments that would place limits on linear commercial and industrial land use patterns along the railroad right-of-way.

1948—Street and Highway Plan for Kensington and Vicinity. The Plan established right-of-way widths for major streets in the area that accorded with zoning setbacks created by the 1946 Plan.

1954—Street and Highway Plan is amended to provide wider street rights-of-way for major streets.

1955—Zoning Plan for the Town of Kensington and Vicinity. The new Plan expanded commercial uses to areas north of the railroad along Connecticut Avenue and University Boulevard, established additional “buffers” zoned for apartments, and created additional areas for industrial uses at both ends of the linear commercial district along the railroad.

1959—Kensington-Wheaton Master Plan. This Plan updated the Zoning Plan and the Street and Highway Plan. It proposed an extension of Kensington Parkway under the railroad to Plyers Mill Road.

1963—Master Plan is amended to add land for commercial uses at the intersection of Plyers Mill Road and Metropolitan Avenue.

1960-1969—Individual properties along Connecticut Avenue and University Boulevard are reclassified to commercial zones by local map amendments. In each case, the Master Plan recommended residential uses at varying densities for the property.

1966-1969—Planning Board restudies Kensington-Wheaton Master Plan. Phase One of the evaluation included an economic study of the Kensington area and the Wheaton business district, as well as background reports on demographics, school facilities, existing land uses, and zoning.

Phase Two created a Statement of Concepts, Guidelines and Goals for the planning area, which proposed limiting future commercial activities to the area north of Knowles Avenue and emphasizing specialty retail uses, like antiques, to preserve Kensington's character. The Statement also recommended widening Metropolitan and Capitol View Avenues and adding an extension of Summit Avenue to the proposed extension of Kensington Parkway to provide added traffic capacity. The Statement also recommended an evaluation of Kensington's Central Business District classification.

Phase Three analyzed land use, population, housing, traffic, and community facilities and articulated development problems and opportunities in the area.

1970—The Planning Department completed an informational land use study for the Town of Kensington and Vicinity and presented it to the Planning Board. The study proposed to create commercial and residential transition areas and to close selected streets to reinforce separation of commercial from residential areas. The study also recommended the extension of Summit Avenue. The Planning Board subsequently formally proposed the Summit Avenue extension as an amendment to the Kensington-Wheaton Master Plan.

1972—The County Council disapproved the Summit Avenue amendment, citing the likely adverse impact on Ken-Gar and the absence of detailed analysis of an extension’s impact on Summit Avenue-Cedar Lane south of Knowles Avenue.

1972—The Council approved an Urban Renewal Plan for Ken-Gar.

1974—The Planning Board appointed a Master Plan Advisory Committee for the Kensington-Wheaton Planning Area.

1975—The Master Plan Advisory Committee recommended that the Town of Kensington and Vicinity be designated a sector plan area and that a sector plan be prepared in advance of a larger plan for the entire planning area. Both the Planning Board and County Council approved the recommendation.

1975-1978—With assistance from the Master Plan Advisory Committee and the Mayor and Council of Kensington, the Sector Plan was developed. The Council approved the Sector Plan in April 1978. The Maryland-National Capital Park and Planning Commission adopted it in May 1978.

1986—The County Council approved an Amendment to the Master Plan for Historic Preservation creating a Kensington Historic District.