

APPENDIX 10

APPENDIX A

TABLE A-1

EXISTING LAND USE - KENSINGTON AND VICINITY

<u>Land Use</u>		<u>Acreage</u>
<u>Residential</u>	<u>166</u>	158
Single-family homes		1
Two-family homes (duplexes)		4
Garden apartments		3
High-rise apartments		
<u>Commercial and Industrial</u>	<u>56</u>	3
Convenience commercial		3
General commercial		8
Automotive commercial		6
Commercial offices		13
Light industrial		2
Heavy industrial		21
Parking areas		
<u>Public and Quasi-Public</u>	<u>44</u>	21
Public parks		5
Public schools		6
Government buildings		4
Health care		8
Religious and other		
<u>Rights-of-way</u>	<u>112</u>	101
Streets and highways		11
Railroad		
<u>Vacant</u>	<u>22</u>	<u>22</u>
Vacant land		
TOTAL		400

APPENDIX A

TABLE A-2

EXISTING ZONING-KENSINGTON AND VICINITY

<u>Zone</u>		<u>Acreage</u>
<u>Residential</u>	<u>226</u>	
R-60 Single-family homes		213
R-T Townhouses		3
R-30 Garden apartments		2
R-20 Garden apartments		3
R-10 High-rise apartments		3
R-H High-rise apartments		2
<u>Commercial and Industrial</u>	<u>62</u>	
C-T Commercial transition		1
C-1 Convenience commercial		9
C-2 General commercial		35
C-O Commercial offices		5
I-1 Light industrial		12
<u>Rights-of-way</u>	<u>112</u>	
Streets and highways		101
Railroad		<u>11</u>
TOTAL		400

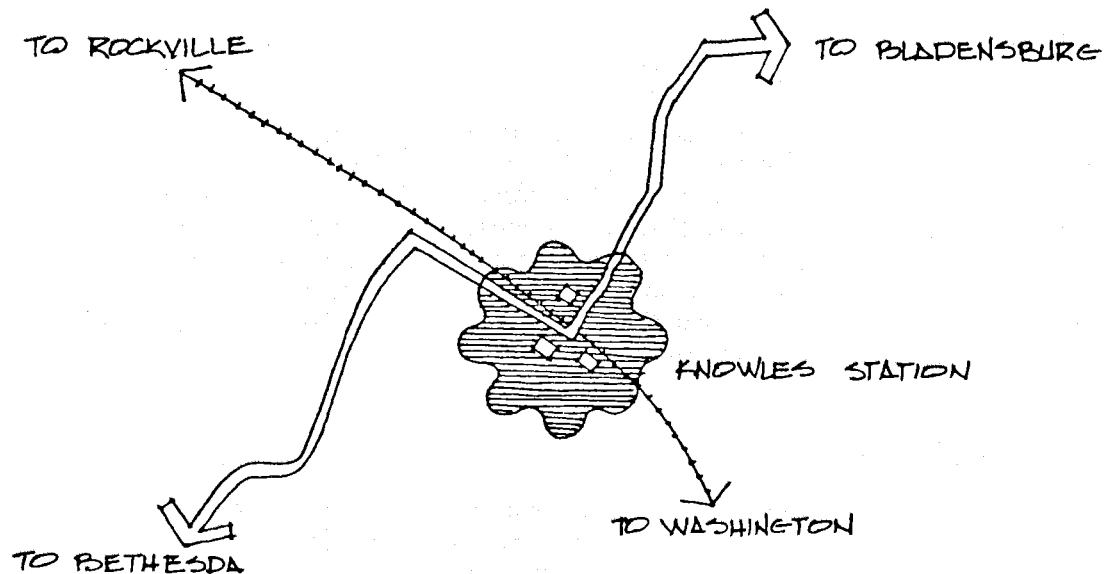
APPENDIX B

URBAN DESIGN

A "town" means many things--it is a person's home, the center of one's existence, and a primary element of one's identity. Kensington is more than another place to live; it is one of Montgomery County's unique residential communities. Unlike other areas, it offers a varied man-made environment and a sense of continuity with the past. Kensington has a unique opportunity to focus upon the quality of its small-town character and reinforce those images which the town considers important. This urban design study is an attempt to preserve and improve upon Kensington's unique physical environment.

HISTORICAL TOWN IMAGE

A brief look at the development of Kensington provides a useful insight into the evolution of its community architecture, its activity patterns and its circulation network. Similarly, this insight can be expanded to shape an understanding of the unifying factors that today contribute to the identification, or "sense of place" of areas within the town.



KNOWLES STATION

Early records indicate that the crossing of the B&O Railroad by the Bethesda-Bladensburg Road created the potential for a "market center." Businesses developed at the crossing and residential neighborhoods developed both north and south of the railroad.

The "crossing" remained both the focus of community activity and movement--organizing a core development of stores, churches and public offices around the intersection of major and minor transportation arteries.

KENSINGTON

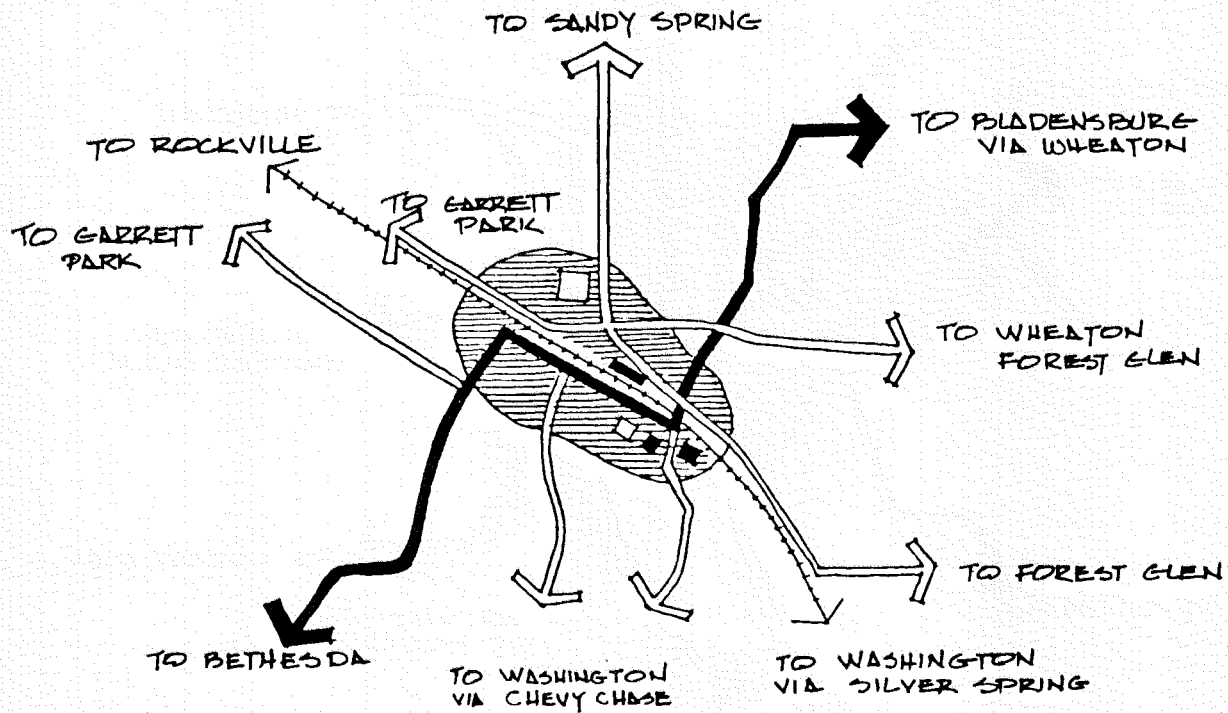


MAY
1978

B-1
FIGURE

SECTOR PLAN

KW
PLANNING AREA

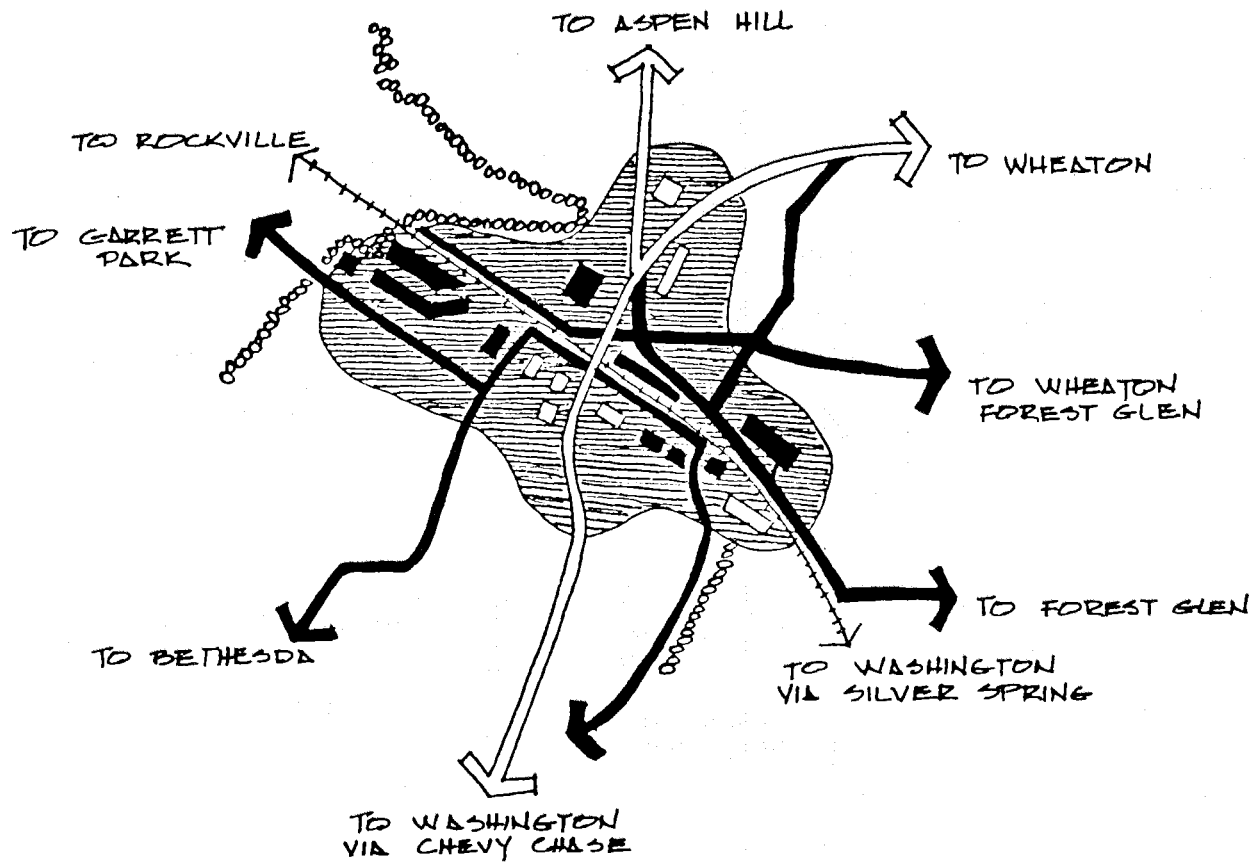


KENSINGTON PARK

As more homes were built and water and sewer services were provided, additional roads were constructed, and other transportation linkages were established to connect the community with nearby developing areas. With this expansion of the vehicular network, occurred an increasing realignment of the commercial core along the primary roads resulting in a de-emphasized "crossroads" focus.

KENSINGTON



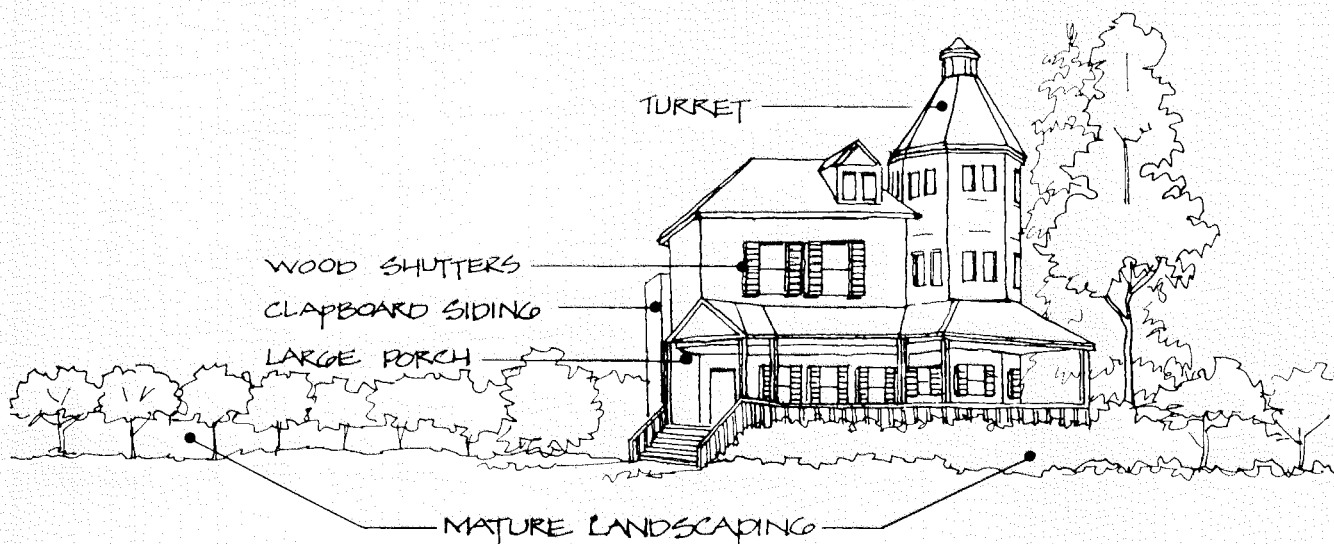
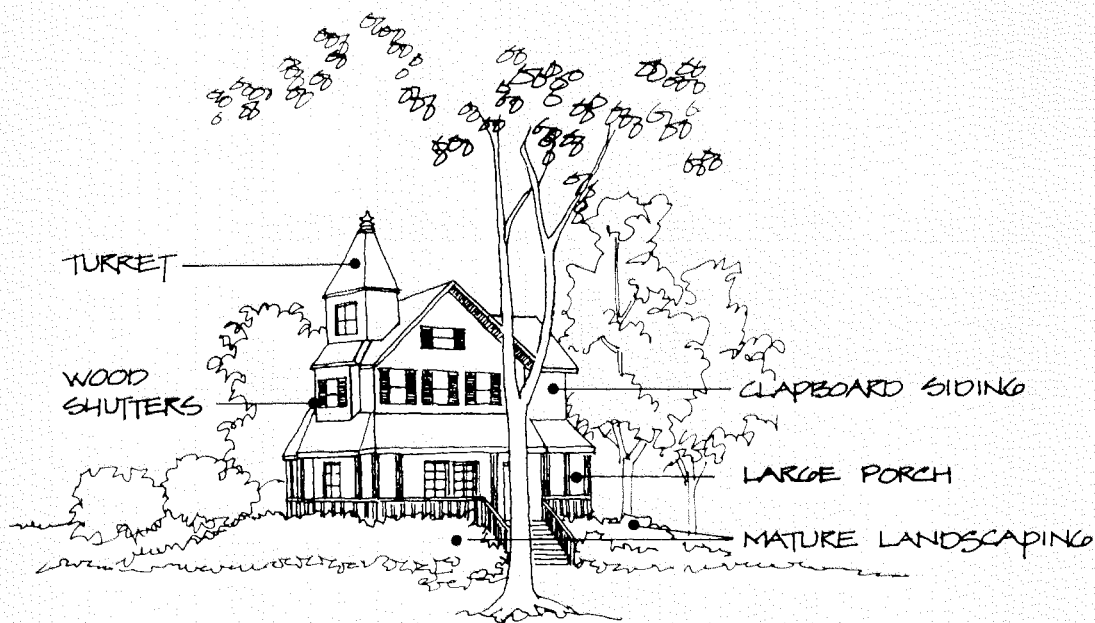


TOWN OF KENSINGTON

During the next phase of development, the renewed demands for county growth required a restructured movement network emphasizing through-traffic movement between Washington and the suburban areas north of Kensington. In response to this restructured network, new commercial areas were oriented toward the commuting market.

KENSINGTON





Although significant changes have occurred since the early period of Knowles Station, many elements within the community have retained the local image of a small town.

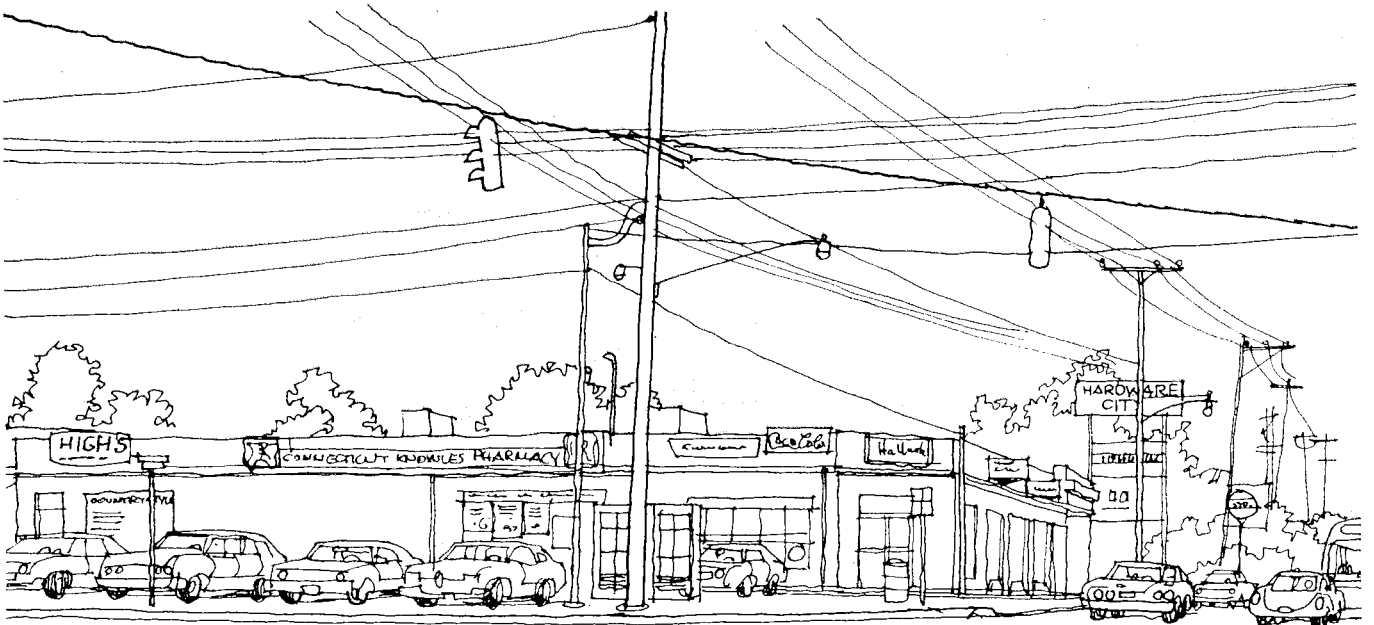
Among these, the large frame late 19th and early 20th Century homes serve as outstanding examples that provide not only a historic image for the residential neighborhoods, but also provide a fabric of compatible materials and colors that visually unifies the community character.

KENSINGTON



CONNECTICUT AND KNOWLES AVENUES

- EXTENSIVE OVERHEAD WIRING
- VARIETY OF SIGN SIZE AND LOCATION
- UNCONTROLLED ADVERTISING
- LACK OF LANDSCAPING AND STREET FURNITURE



Small businesses reinforce a local community character by emphasizing specialty goods and services.

Development of the local image in these residential and commercial areas should encourage a simplicity in the visual elements of the streetscape through the coordination of signing techniques, landscaping, lighting, street furniture, and building facades.

KENSINGTON



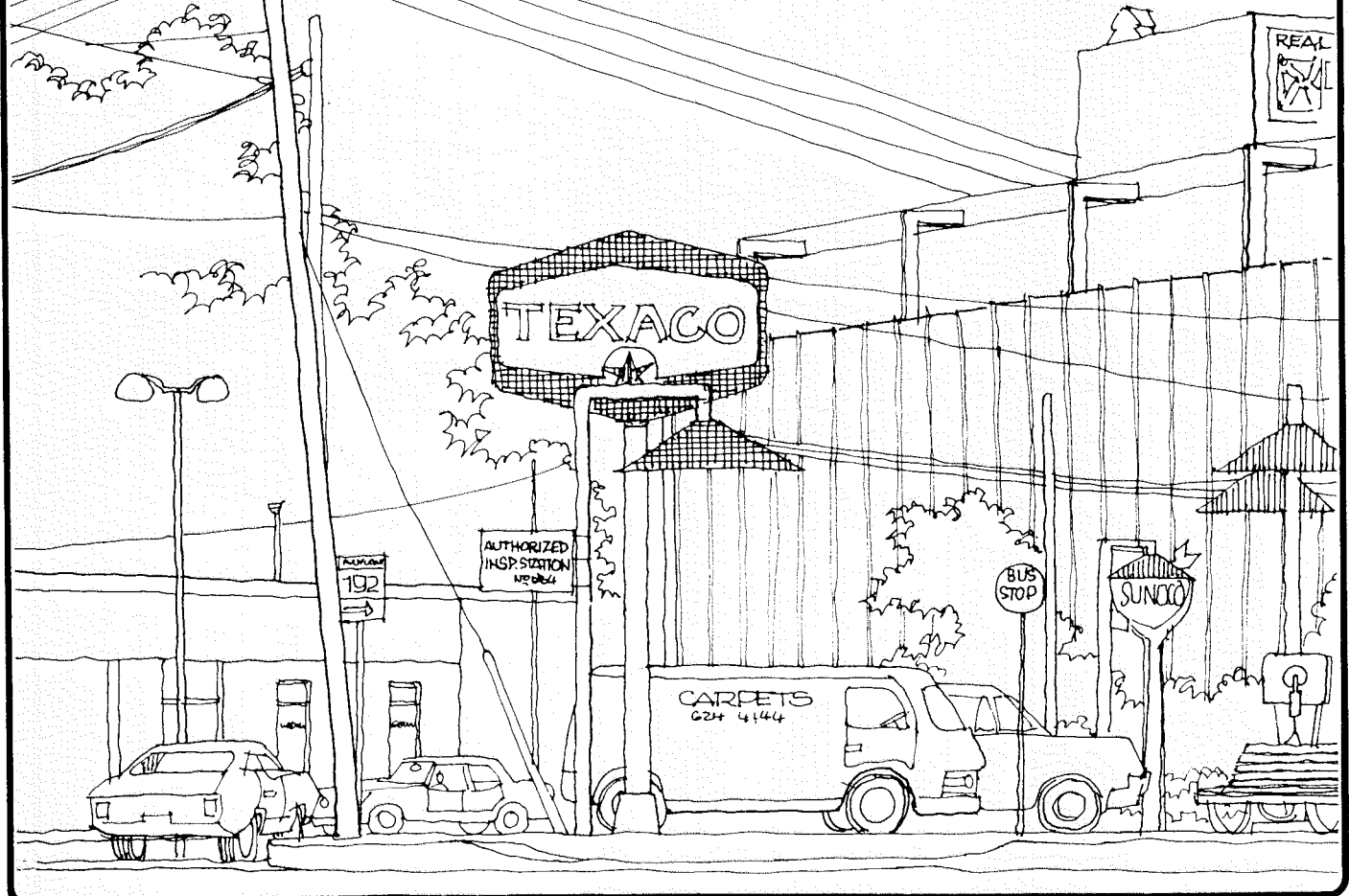
MAY
1978

B-5
FIGURE

SECTOR PLAN
KW
PLANNING AREA

CONNECTICUT AVENUE AND FLYERS MILL ROAD

- EXTENSIVE OVERHEAD WIRING
- WIDE VARIETY OF LIGHTING FIXTURES
HEIGHT, SIZE, AND SHAPE
- OVERABUNDANCE OF FREESTANDING SIGNS
- LACK OF DEFINITION BETWEEN STREET
AND BUSINESSES



The mid-rise office structures and high volume commercial uses along Connecticut Avenue produce a character much more urban in nature and provide for the commuter another image of the town.

A careful use of signing, lighting, and building masses can be used to strengthen the motorist's experience of this commuter's image.

KENSINGTON

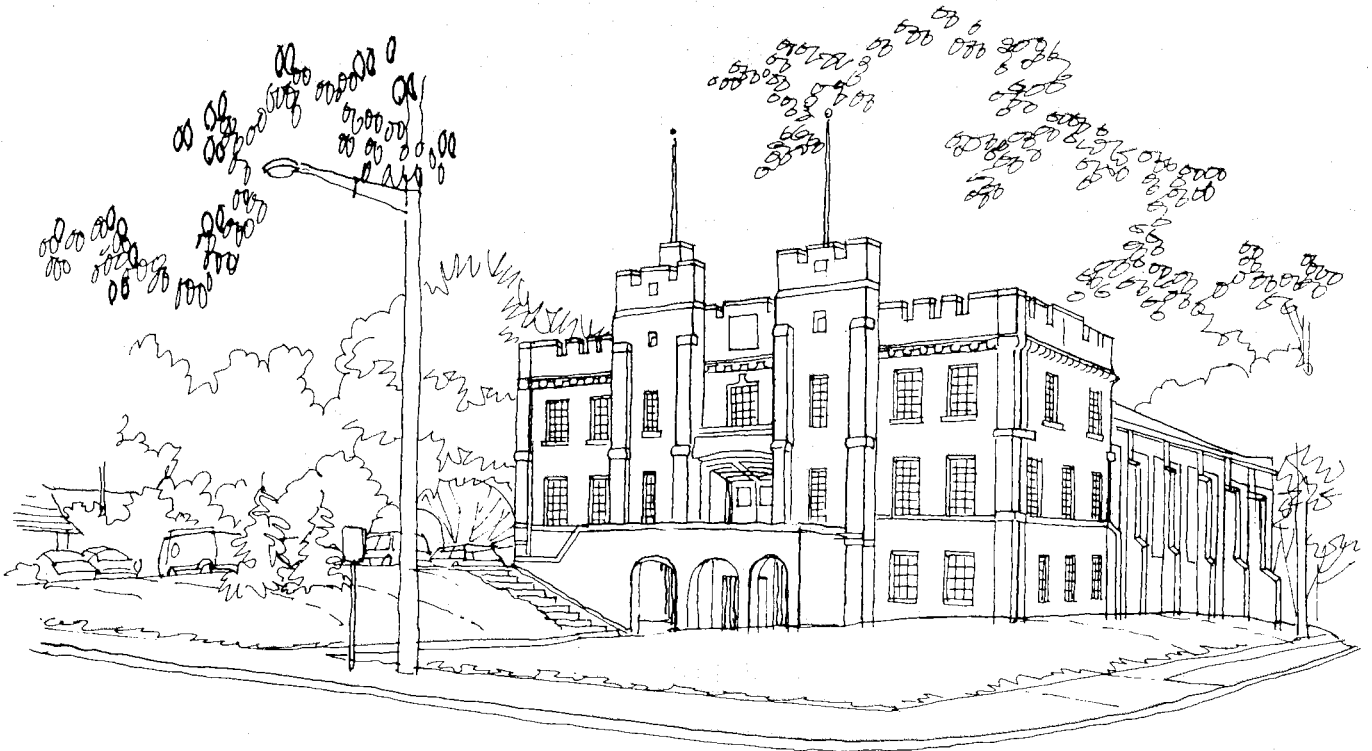


MAY
1978

B-6
FIGURE



TOWN HALL



A "sense of place" can be established by a space, a building, a particular street, or a neighborhood. This "sense of place" should reinforce an "image of the community."

KENSINGTON



The Elements Which Need Attention

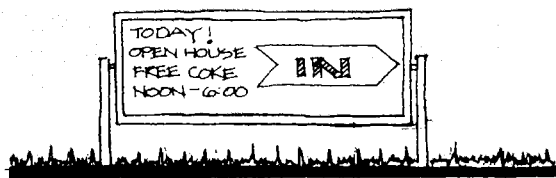
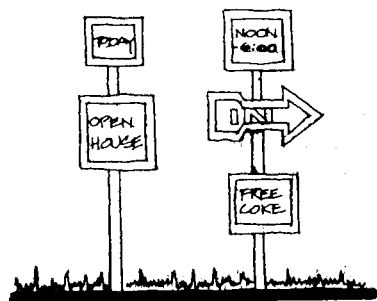
In order to create a specific character, certain elements present in Kensington's streetscapes should be modified or handled differently in the future.

Signs

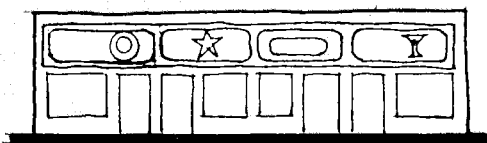
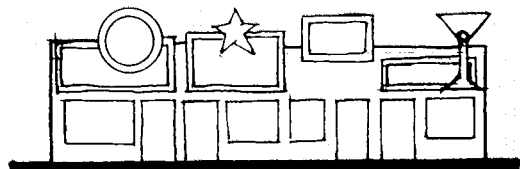
Areas along Connecticut Avenue have an unrelated hodge-podge of signs of different shapes, sizes, and colors. Basically, signs should be a subordinate rather than a dominant part of any visual experience. Adjacent signs should be compatible in color and scale. At present, many signs clash with each other and thus detract from any unified visual image. While there may be nothing inherently wrong with most types of signs (even freestanding signs or overhanging signs, if carefully handled, have a place), the problem is one of subordinating these elements to the rest of the street's development. In addition, the signs should relate to one another. More often than not, however, each store simply puts up the biggest, most colorful sign it can. The result, aside from the visual disorder, is to diminish the effectiveness of the individual signs. Properly designed signs could add interest to the street without overpowering the components of the total picture.

Basic rules of thumb in regard to the design and placement of signs should include the following:

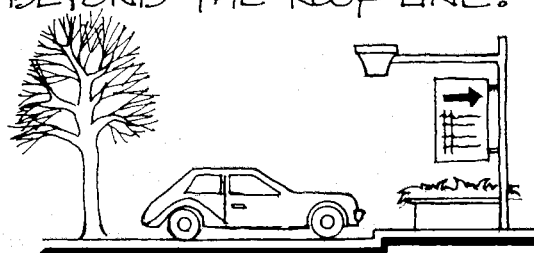
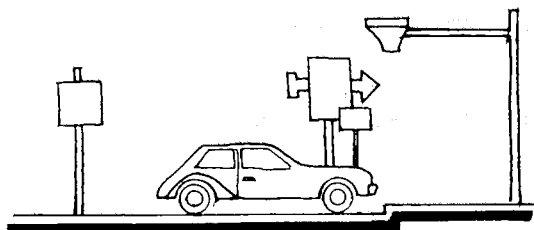
- When possible, adjacent signs on the same or on adjoining buildings should be placed at roughly the same height,
- signs should be of reasonably compatible materials and colors,
- garish colors, lights, materials or "gimmicks" should be limited to exceptional circumstances,
- signs on the fronts of buildings should not extend beyond the roof lines,
- free-standing signs should be integrated with other structures such as placing them on walls or fences,
- signs should be as small and discreet as possible,
- signs should be basic geometric shapes (squares, rectangles, circles, etc.); odd angles and unusual shapes are disruptive elements in the total composition,
- signs should be as low as possible,
- the fewer signs the better,
- lettering on the sign should be as small as possible,
- the sign should have as few words as possible, and
- supports for signs should be as slender as possible.



SIGNS SHOULD BE COMBINED, THE FEWER THE BETTER.



SIGNS SHOULD NOT EXTEND BEYOND THE ROOF LINE.



FREESTANDING SIGNS SHOULD BE INTEGRATED WITH OTHER ELEMENTS OF THE LANDSCAPE..

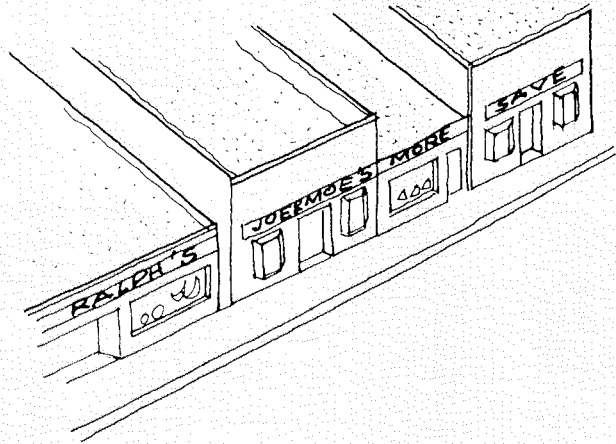
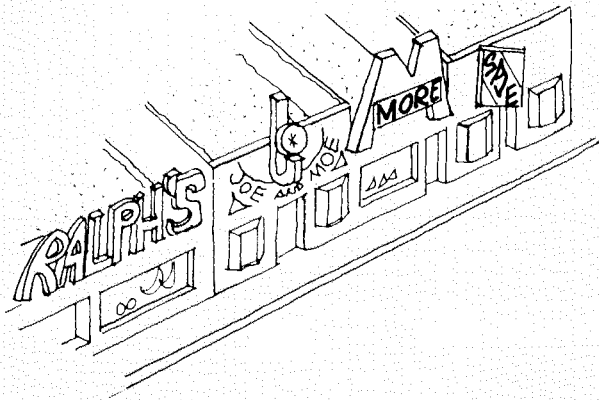


SIGNS SHOULD BE AS SMALL AS POSSIBLE.

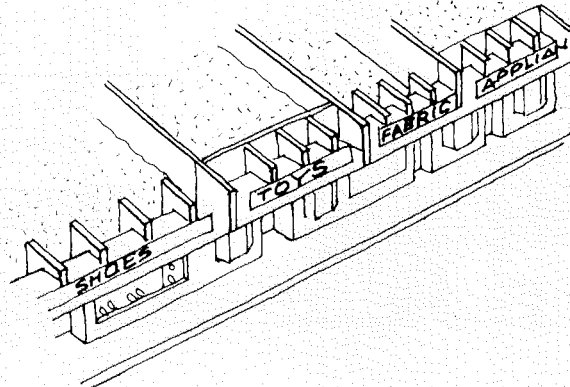
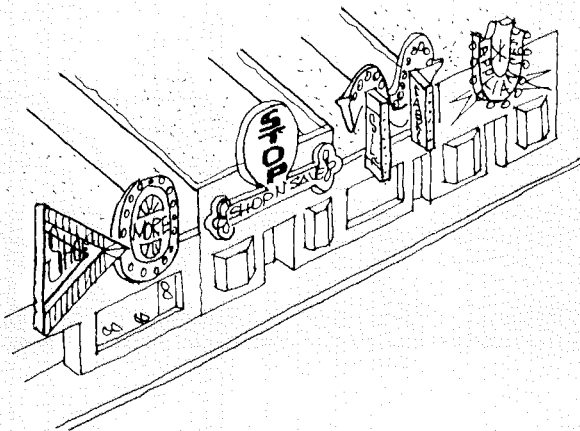
SIGNS

KENSINGTON





ADJACENT SIGNS ON THE SAME OR ADJOINING BUILDINGS SHOULD BE PLACED WITHIN THE SAME HORIZONTAL BAND.



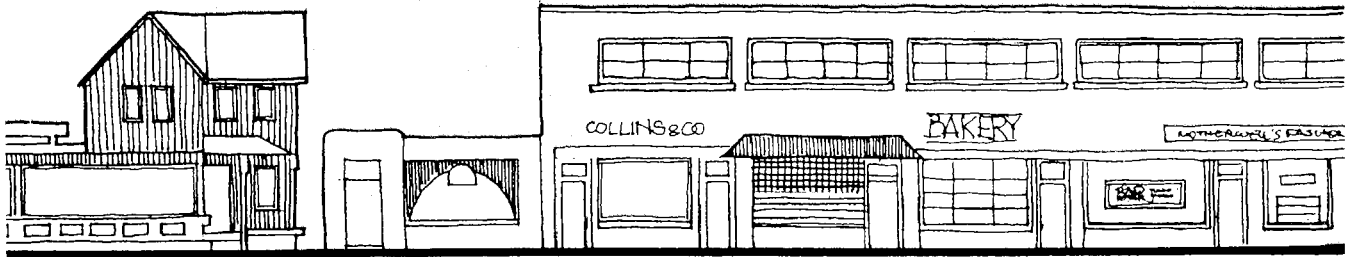
SIGNS SHOULD AVOID THE USE OF GARISH COLORS, LIGHTS, OR GAMMICKS.

SIGNS

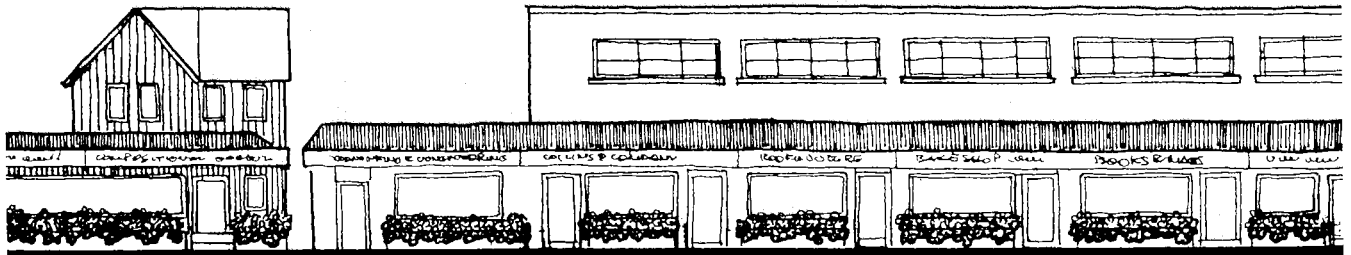
KENSINGTON



HOWARD AVENUE



- UNATTRACTIVE FALSE FACADE
- UNCOORDINATED CORNICE LINES
- UNCOORDINATED SIGNS



- COORDINATED CORNICE LINES
- SIDEWALK PLANTERS
- COORDINATED SIGN AREA

FACADES

KENSINGTON



MAY
1978

B-10
FIGURE

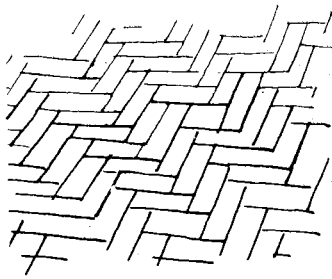
SECTOR PLAN

KW
PLANNING AREA

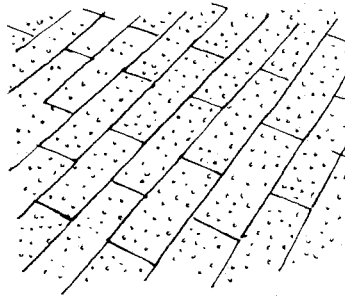
Color

Some of the colors used on Connecticut Avenue (both buildings and signs) are so bright that they scream "look at me!" They violate what should be a fundamental rule--individual elements are subordinate to the "image" as a whole. There is no way that extensive areas of orange, purple, aqua, and other loud colors can be part of a unified composition except, possibly an amusement park. These colors should only be used as occasional accents if they must be used at all.

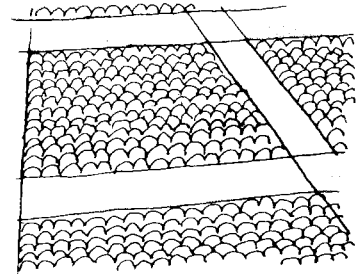
The one obvious exception to this rule would be the use of flowers which can make a street "come alive." Otherwise, only colors that will blend together should be used as a dominant theme. These colors are white, grays, blacks, natural wood shades, light and dark earth colors, such as ochres, tans and browns, and darker reds and greens. These color combinations should apply to signs, buildings, and other elements of the streetscape.



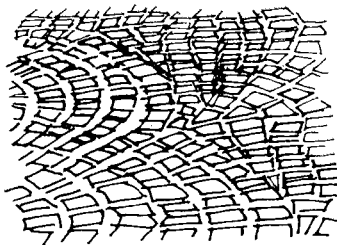
BRICK



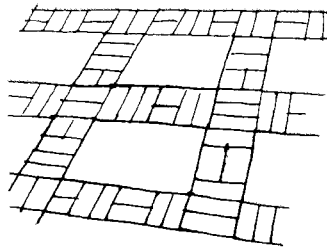
PRECAST CONCRETE
BLOCK



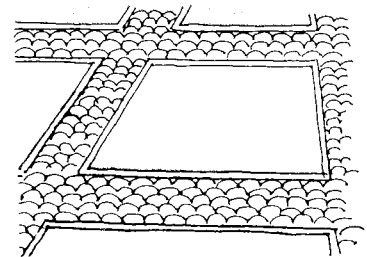
COARSE AGGREGATE
+ CONCRETE



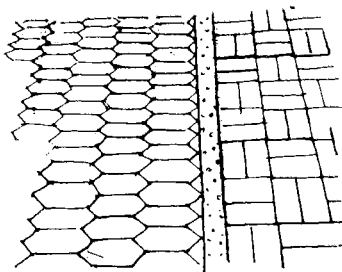
GRANITE BLOCK -
FAN PATTERN



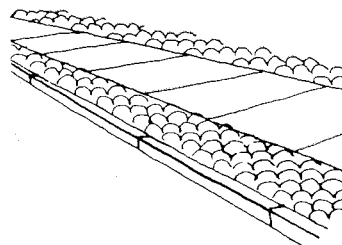
BRICK + CONCRETE



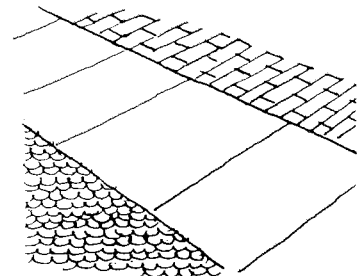
CONCRETE + COARSE
AGGREGATE



HEXAGONAL ASPHALT
BLOCK + BELGIAN
BLOCK



COARSE AGGREGATE
+ CONCRETE



GRASS + SLATE +
BRICK

PAVING

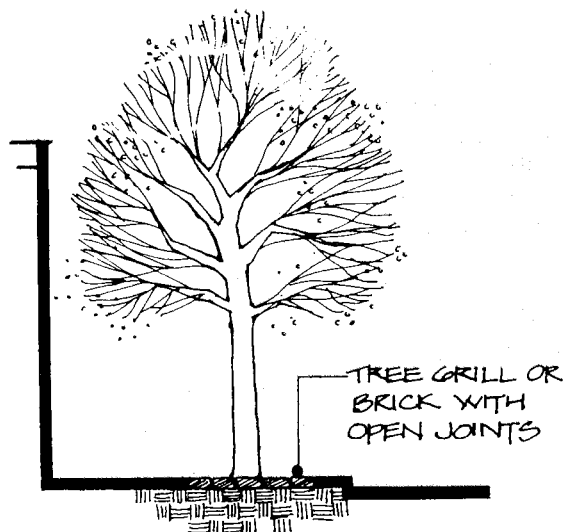
KENSINGTON



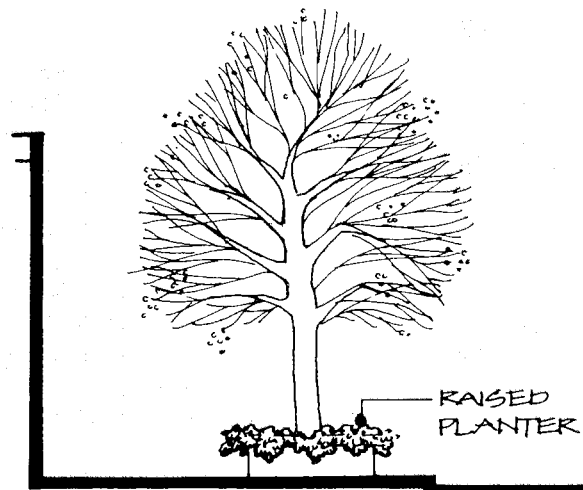
Materials

Just as color can markedly change the aesthetic effect of a building or a sign, so can the basic material utilized in its construction. In keeping with the theme of establishing a suburban character, as many as possible of the materials utilized should be of a kind normally associated with suburban residences: brick, wood, stone, stucco, dull tile, etc. Inappropriate examples found in Kensington include areas of plastic or bright metal store fronts and shiny tiles.

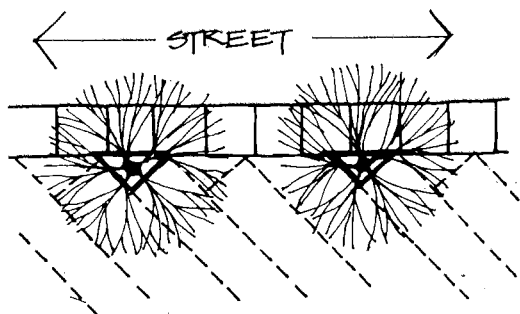
A second area where choice of materials plays a prominent role is in the paving of sidewalks and other pedestrian areas. For the most part, the choice of materials in Kensington has been limited to asphalt or concrete. A more pleasing visual effect can be created by the occasional use of brick, cobblestone, tiles, scored concrete, etc. However, because of their expense, these materials are generally used sparingly.



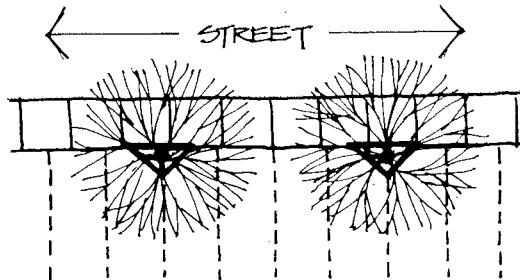
WHERE WALKING AREA IS RESTRICTED, TREES CAN BE PLACED IN SIDEWALKS UTILIZING A WALK-ON SURFACE ADJACENT TO THE TREE.



WHERE SPACE IS AVAILABLE, RAISED PLANTERS CAN BE INCORPORATED INTO THE SIDEWALK.



TREES CAN BE PLACED IN PARKING AREAS WITHOUT LOSING PARKING SPACES.



LANDSCAPING

KENSINGTON



MAY
1978

B-12
FIGURE

SECTOR PLAN

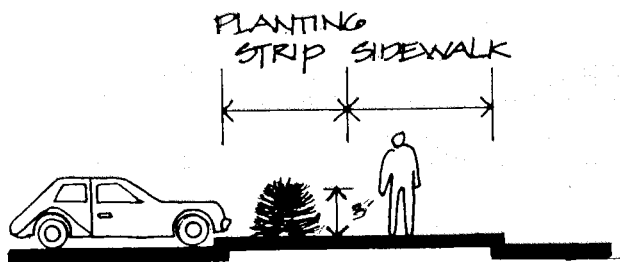
KW
PLANNING AREA

Trees and Plantings

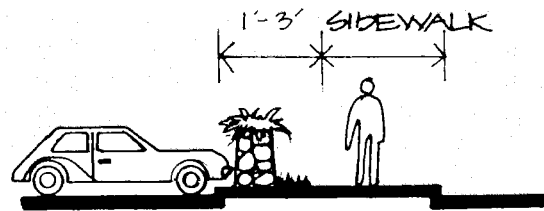
By far, the most important item for bringing together unrelated development is the planting of trees. In a suburban situation, trees perform the function that similar building heights provide in urban situations. Trees, flowers, walls, fences, and other landscaping elements provide continuity in a setting where unrelated low buildings are developed on separate lots.

Trees are as necessary in commercial areas as they are in residential areas. They provide a vertical continuity and create a roof or upper limit on development. Trees also soften the impact of inappropriate colors and materials, and unnecessary vertical elements such as signs and poles. No healthy existing tree should be removed from Kensington's commercial areas without excellent reason. If no other design proposals are attempted, tree planting should be considered the minimum improvement necessary to upgrade the business area. Since, in heavily trafficked areas like Connecticut Avenue, trees will require care and maintenance, it would be desirable if the responsibility for their planting and care were assumed by the town rather than individual property owners. In addition, large areas of parking should be visually broken by tree planting and landscaped areas.

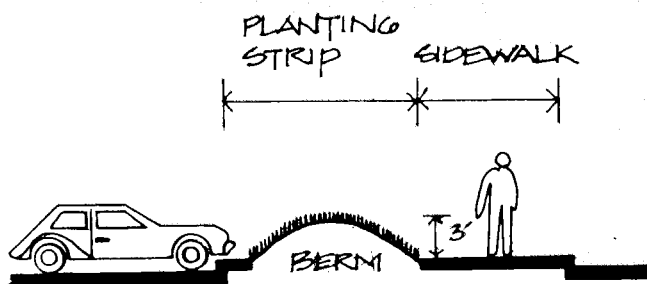
Just as trees can provide a vertical cohesiveness, a program of foundation planting and shrubbery can help to create a horizontal continuity, bringing together the building and its lot and softening the effect of large areas of asphalt.



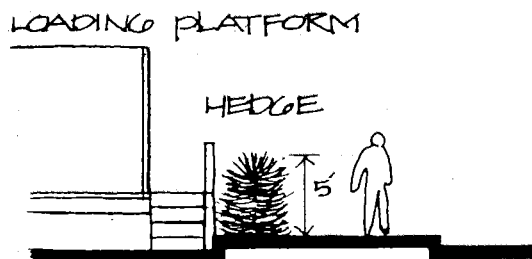
PARKING AREAS SHOULD BE SCREENED TO REDUCE GLARE AND DELINEATE A 'FRONT YARD'.



WHERE SPACE IS LIMITED, LOW WALLS MAY BE USED TO SCREEN PARKING AREAS.



WHERE SPACE PERMITS, PARKING AREAS MAY BE SCREENED BY BERMS.



OBJECTIONABLE VIEWS SUCH AS SERVICE AREAS SHOULD BE SCREENED WITH A HEDGE, FENCE, OR WALL AT LEAST 5' TALL.

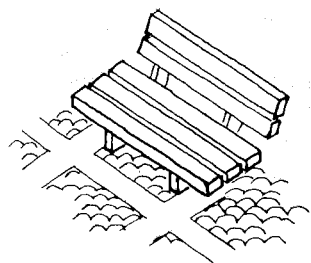
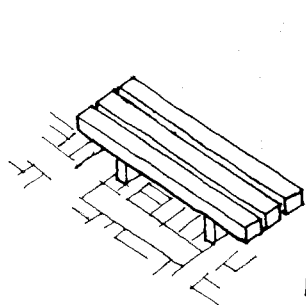
LANDSCAPING

KENSINGTON

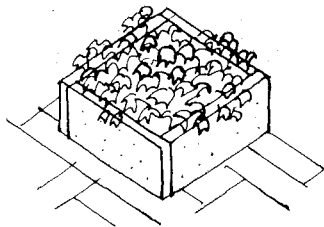
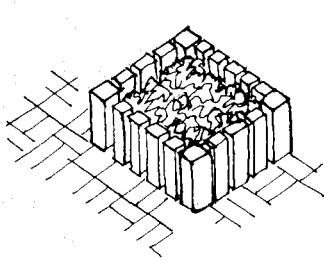


Horizontal and Vertical Elements

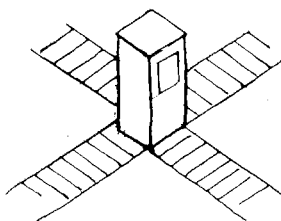
The basic streetscape is horizontal and any element which disrupts this linear feeling tends to interrupt the street's unity. Unnecessary vertical elements tend only to produce a visual chaos and their elimination should be encouraged. Specific examples of these elements include telephone and electric poles, free-standing traffic signs on high poles, and signs which could be attached to a building or other structure. Telephone and electric poles, lines, and miscellaneous equipment are probably the most serious offenders. Even if other items such as signs and colors are improved, these elements alone can visually disrupt the suburban streetscape.



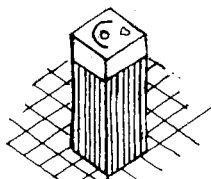
BENCHES



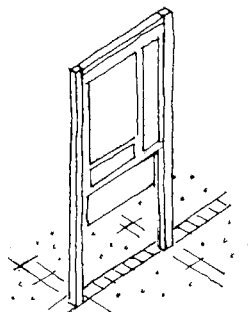
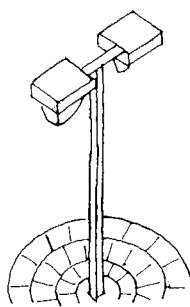
PLANTERS



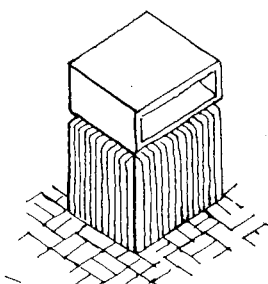
BOLLARDS



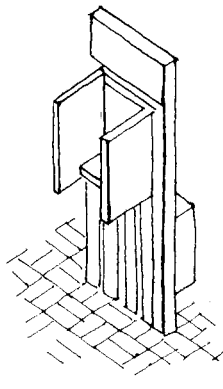
DRINKING
FOUNTAINS



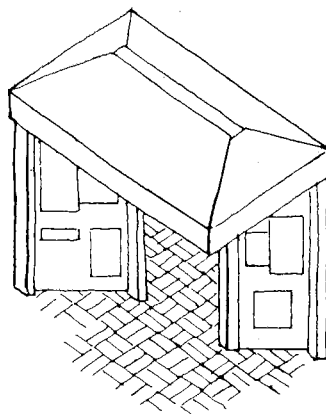
LIGHT AND SIGN STANDARDS



RECEPTACLES



BOOTHS



KIOSKS

STREET FURNITURE

KENSINGTON



MAY
1978

B-14
FIGURE

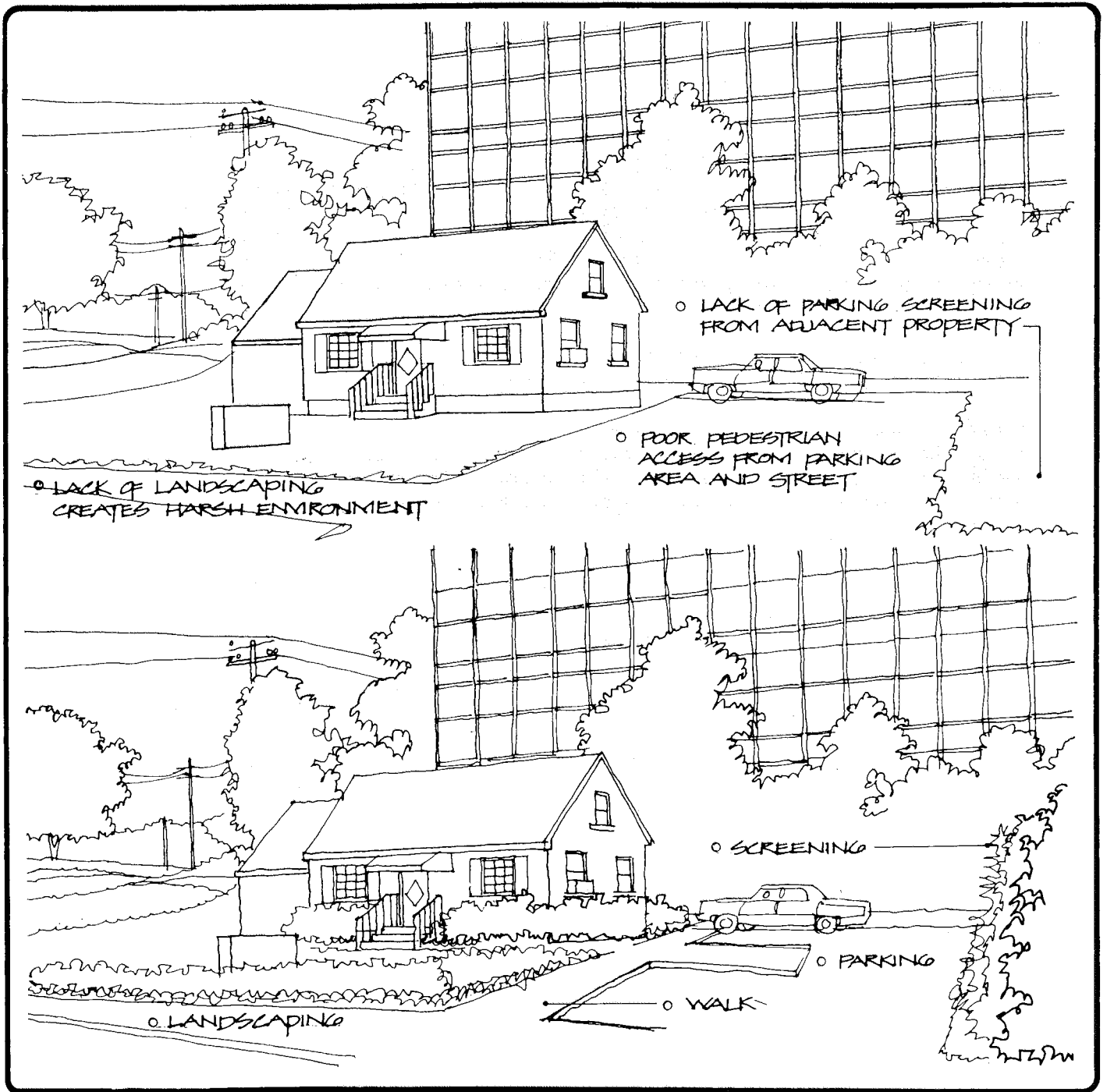
SECTOR PLAN

KW
PLANNING AREA

Street Furniture

Most of the streets in Kensington have been modified over the years to accommodate the automobile. Curbs, paving, lights, traffic signs, and parking meters are all designed to scales which suit driving needs. Many trees have been lost to parking spaces. However, if the town is to be a healthy environment, the automobile must share the street with the pedestrian. Both car and pedestrian can co-exist with careful design and control. Street furniture should be used to add variety in color and texture, to provide comfort, to please pedestrians, and to lure motorists out of their cars.

Street furniture should be of simple, sturdy construction using materials which are long lasting and hard to deface--such as heavy wood and concrete. All construction should allow for the draining of rain and melting of snow. Litter containers should be easy to empty and clean. Benches should be placed in the sun and on the leeward side of buildings or foliage. Materials should match when possible. Coordinated structures which incorporate benches with planters, waste receptacles, and sign frames eliminate clutter and are visually cohesive



CONVERSIONS

KENSINGTON



MAY
1978

B-15
FIGURE

SECTOR PLAN

KW
PLANNING AREA

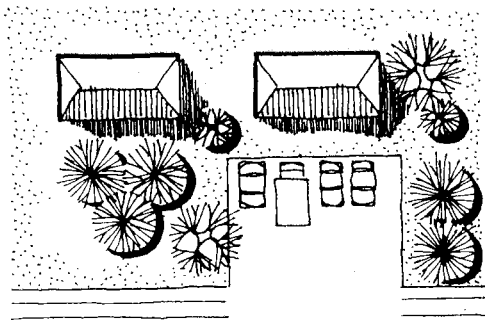
Conversions

Conversions of existing residential buildings to commercial and office uses have been responsible for a number of the visual and parking problems in the town. Inevitably, each structure gets its own sign and each provides an asphalt parking area in what used to be the front lawn.

A far better and more attractive development would occur if at least the first 10 feet near the street were reserved as a landscaped area. Trees could be planted (or retained) in this area to unify the various buildings and produce a screening effect from the street.

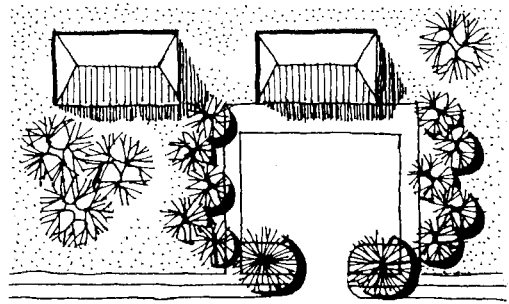
An even better solution would be to retain the grassed front yards and put the parking in the rear. Such rear parking areas should, where possible, be properly landscaped, screened, and have common entrances and exits. These rear lots could be maintained by common easements. Such parking would not preclude assembly of properties with existing structures and their replacement with new stores or offices.

Of course, such rear parking cannot achieve its full efficiency until contiguous groups of structures are converted. There will inevitably be gaps in the parking as long as individual residential uses are maintained.



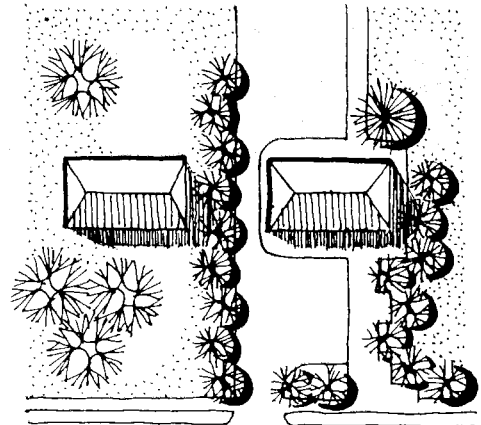
POORLY DEFINED ENTRANCES NOT ONLY CREATE AN UNDESIRABLE IMAGE, THEY ALSO CREATE SAFETY HAZARDS FOR BOTH MOTORISTS AND PEDESTRIANS.

POSSIBLE →



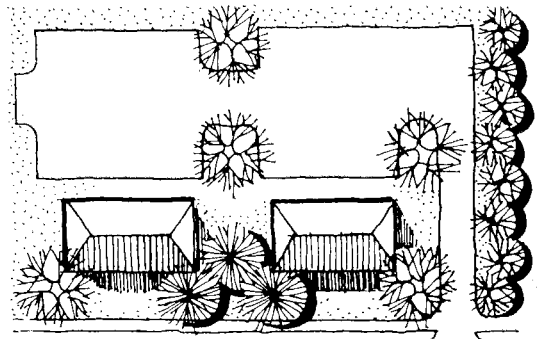
FRONT YARD ORGANIZATION

POSSIBLE →



SIDE YARD ORGANIZATION

POSSIBLE →



REAR YARD ORGANIZATION

CONVERSIONS

KENSINGTON



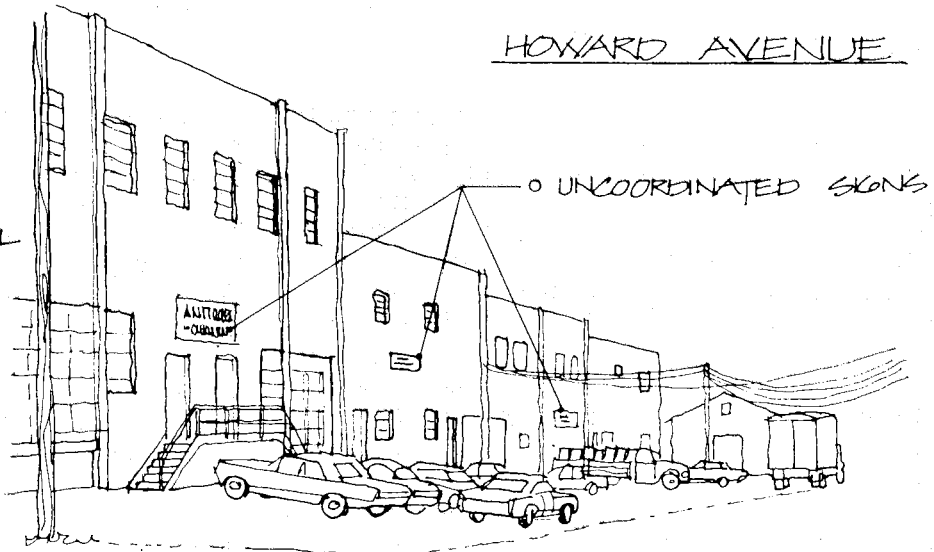
Specific Design Examples

The following examples have been chosen for convenience in illustrating some of the points previously discussed. These examples are meant to be representative only of a type of design concern and are not necessarily directed at a specific location or business. Also, we do not mean to imply that the specific ideas shown on the following drawings either can or should be implemented in the individual example and in the particular way indicated. It is recognized that existing buildings, signs, and parking areas represent substantial investments which are difficult to alter greatly in the near future.

However, it is believed that in any new construction, or in any renovation or long-term improvement of existing properties, the general design principles which are suggested here can be applied. Certainly, many of the ideas aimed at unifying the street and reinforcing the small-town character are really applicable to existing properties--particularly those which involve relatively modest cost additions to existing property (such as tree plantings, low fence additions to partially screened parking areas, shrubbery, etc.).

HOWARD AVENUE

◦ ARCHITECTURAL CHARACTER AND SCALE LACKING



◦ UNCOORDINATED SIGNS

◦ LACK OF SEPARATION BETWEEN PARKING AND STREET — HAZARDOUS WALKING



◦ COORDINATED FACADE TREATMENT

◦ STREET TREES

◦ PARKING SEPARATED FROM STREET BY SIDEWALK AND PLANTING

Coordinated facade treatment and street trees can improve the appearance of a relatively undistinguished group of buildings.

KENSINGTON



CONNECTICUT AND KNOWLES AVENUES

- POOR COORDINATION OF SIGN SIZE AND LOCATION
- WINDOW ADVERTISEMENTS
- LACK OF PARKING SCREENING



- COORDINATED SIGN AREA
- SMALL SCALE WINDOW TREATMENT
- LANDSCAPE SCREENING
- STREET FURNITURE



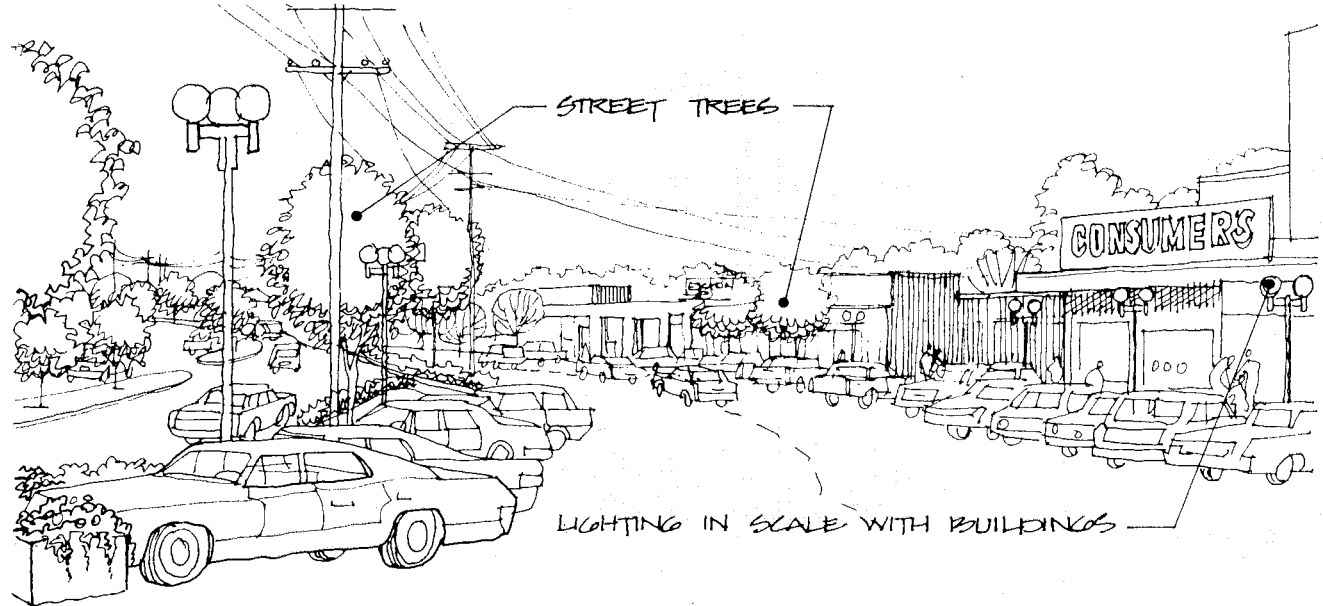
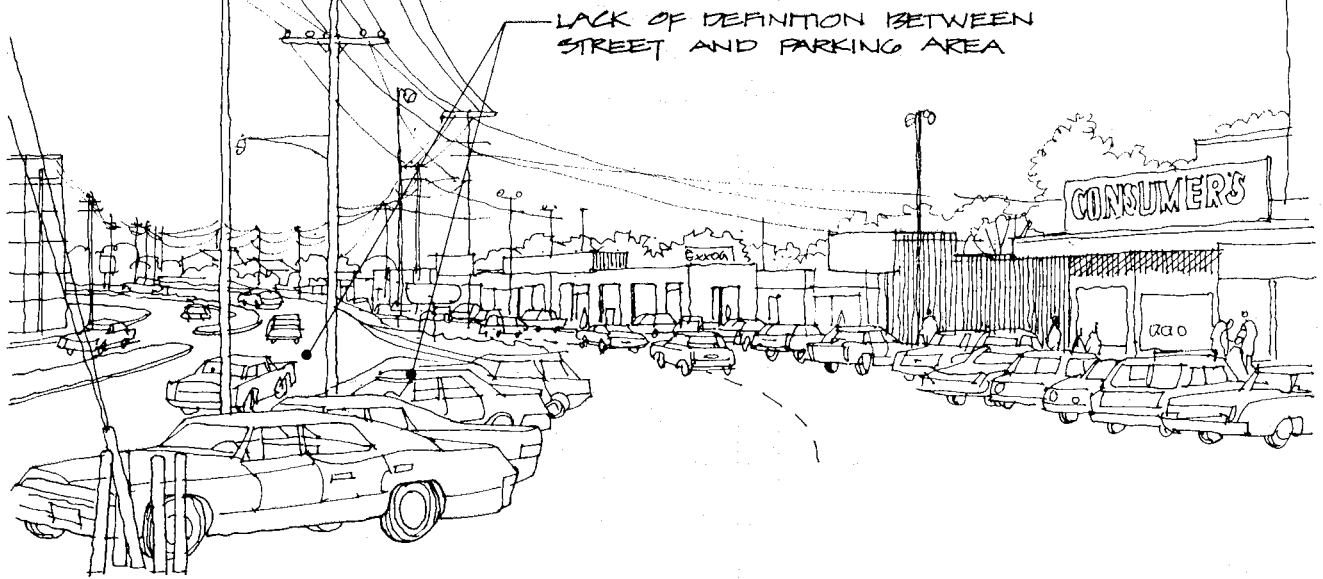
Extreme contrasts in color, shape, and architectural details should not be used. Signs should blend with and compliment the visual character of the area.

Too many signs, both temporary ones in windows and permanent, uncoordinated signs along a facade can disrupt the architectural integrity of a building. An overabundance of advertising becomes meaningless and detracts from an individual sign's message.

KENSINGTON



TRIANGLE SHOPPING CENTER



Street trees and adequate but subtle lighting can improve the appearance of a commercial area.

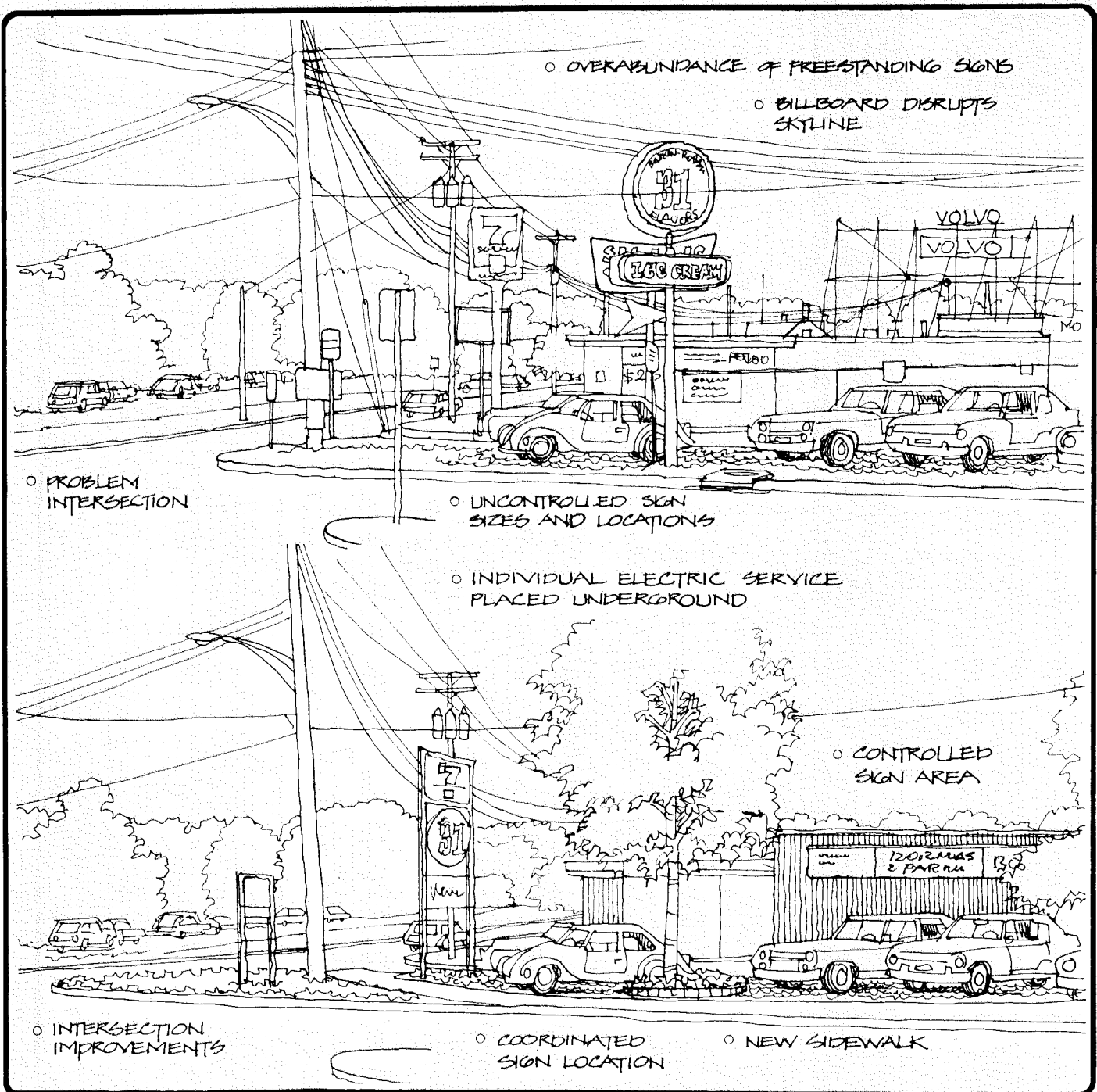
KENSINGTON



MAY
1978

B-19
FIGURE





Signs should act as unifying elements of the visual character of the area instead of creating visual conflict.

KENSINGTON

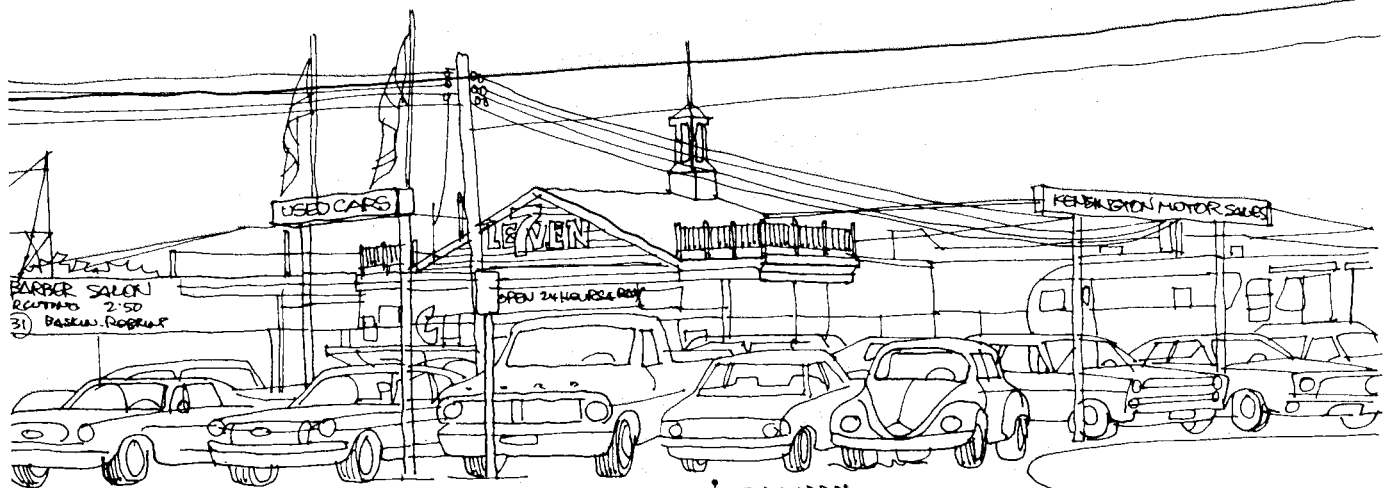


MAY
1978

B-20
FIGURE

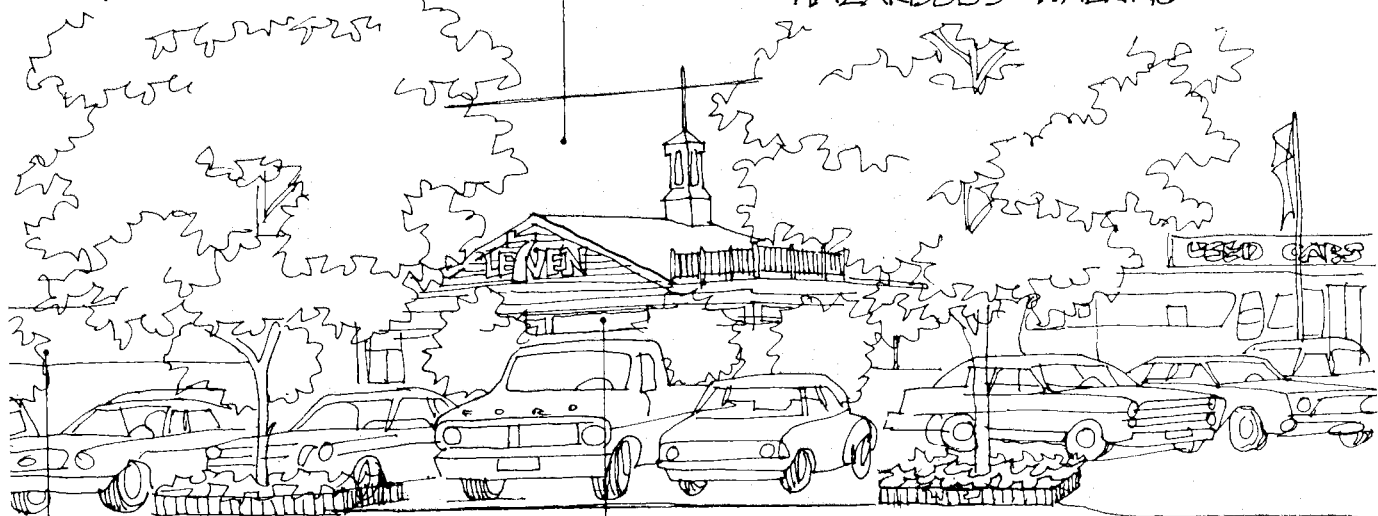


- SIGN CLUTTER AND VISUAL WARFARE
- EXTENSIVE OVERHEAD WIRING



- INDIVIDUAL ELECTRIC SERVICE PLACED UNDERGROUND

- POOR DEFINITION BETWEEN PARKING AND STREET — HAZARDOUS WALKING



- NEW SIDEWALK
- COORDINATED SIGN AREAS

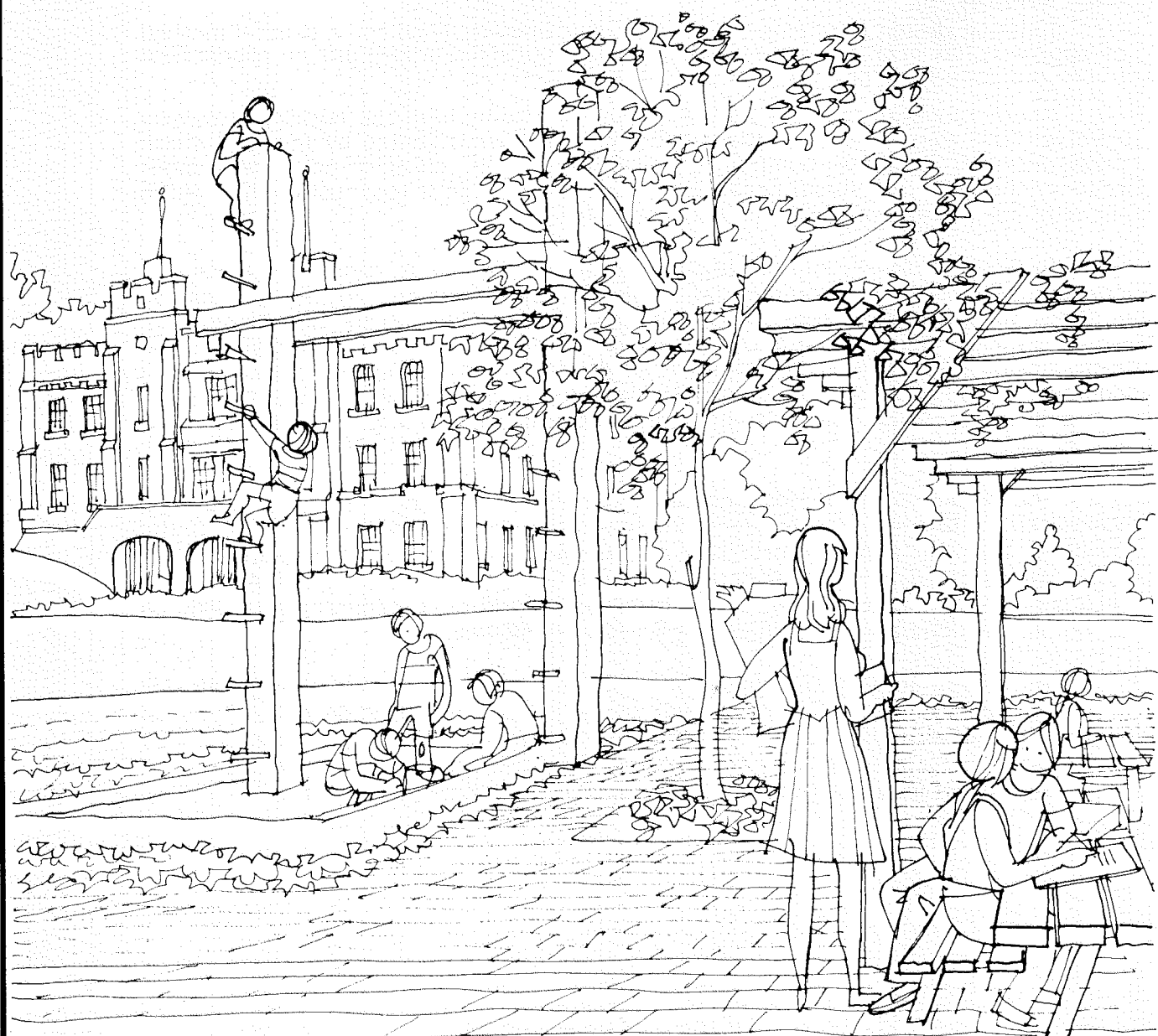
- STREET TREES ADD SCALE AND VERTICAL CONTINUITY

Landscape materials can define space in addition to improving the appearance of an area.

KENSINGTON



PARK AT ARMORY AVE.



Landmarks can provide visual identity to other activities, such as recreational areas. Facilities should not only be functionally designed for active and passive uses but can create a design theme for a particular area.

KENSINGTON



MAY
1978

B-22
FIGURE

SECTOR PLAN

KW
PLANNING AREA

The Next Steps

Existing design problems in the town have been outlined and a general method of approach has been suggested which might be utilized in creating an appearance in keeping with Kensington's "small-town" character.

These proposals should receive further review by both the business interests involved and the town as a whole. Both groups are affected by many of these proposals--the business community directly by the changes or improvement recommended for individual properties, the town because it too must be involved in many of the aspects of the proposed improvements.

In another sense, of course, the town as a whole is concerned since the economic health of the commercial areas directly affects the vitality and quality of the immediately adjacent residential areas. Any decline in the quality of these areas is bound to be followed by a deterioration of their physical condition with the introduction of "second-rate" commercial development. Also, the area's ability to compete with new shopping centers makes the protection of these existing commercial facilities imperative if their contribution to the tax base is to be maintained.

The proposals in the design study could be the basis for a series of meetings, sponsored by the town, to acquaint the business community with the nature of the problem and to jointly work out a procedure for an equitable division of responsibilities. There is considerable latitude for detail variation and individuality in design. The main consideration, however, should be a general agreement on "ground rules" and basic design principles to be employed.

Moreover, additional consideration could be given to various proposals for urban design through the development of concepts which include data on costs, timing, and practicality of implementation. These concepts, if available, could be incorporated into amendments to the Sector Plan. In any event, they can serve as the basis for possible inclusion in future capital improvements programs.

APPENDIX C

RESOLUTIONS OF APPROVAL AND ADOPTION

Resolution 8-1913, Montgomery County Council Final Approval of the Kensington Sector Plan, April 25, 1978.

Resolution MCPB 78-24, M-NCPPC 78-6, The Maryland-National Capital Park and Planning Commission Adoption of the Kensington Sector Plan, May 10, 1978.

Resolution No. 8-1913

Introduced: April 18, 1978

Adopted: April 25, 1978

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS A DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY

By: District Council

SUBJECT: Final Approval of the Kensington Sector Plan

WHEREAS, on February 24, 1977, the Maryland-National Capital Park and Planning Commission approved the Final Draft Kensington Sector Plan and duly transmitted said approved final draft plan to the Montgomery County Council and the Montgomery County Executive; and

WHEREAS, the Montgomery County Executive, pursuant to Ordinance 7-38, Montgomery County Code, 1972, Section 70A-7, has duly conveyed to the Montgomery County Council his comments and recommendations on said approved final draft; and

WHEREAS, the Montgomery County Council held a public hearing on January 26, 1978 wherein testimony was received concerning the final draft plan; and

WHEREAS, the Montgomery County Council held work sessions on February 13 and April 18, 1978 at which time consideration was given to the public hearing testimony, and the comments and concerns of the County Executive, the Mayor and Council of Kensington, the Montgomery County Planning Board, citizens and other affected parties;

NOW, THEREFORE, BE IT RESOLVED by the County Council sitting as a District Council for the portion of the Maryland-Washington Regional District within Montgomery County that said Final Draft Kensington Sector Plan is hereby approved with such revisions, modifications, and amendments as are hereinafter set forth.

Council changes are identified below by chapter, sub-section, and page number. Deletions to the text of the plan are indicated by ~~dashed lines~~, and additions by underscoring.

CHAPTER 1 SUMMARY OF RECOMMENDATIONS

Page 15

The following street and highway improvements are recommended:

- Construction of an additional westbound lane on ~~the east approach (westbound traffic) of~~ Plyers Mill Road between Metropolitan and Connecticut Avenues.
- Reconstruction of Knowles Avenue to four lanes between Connecticut ~~Avenue~~ and Summit Avenues (beyond the 10 year sector plan period).

The following improvements to the commuter rail system are recommended:

- Construction of a commuter parking lot for approximately ~~100~~ 60 cars on the north side of the railroad, rehabilitation of the existing Kensington railroad station and parking lot, and provision for pedestrian access from the commuter parking lot to the station ~~—~~ , including a pedestrian overpass over the railroad tracks.

Page 16

The following additions to the public park system are recommended:

- A four-acre local park (Kensington Heights) on the east side of St. Paul Street between University Boulevard and McComas Avenue.
- ~~Two~~ A small parcel ~~s~~ in Ken-Gar of approximately ~~one-fourth~~ one-fifth acre ~~each~~ to be added to the adjacent Rock Creek Park.
- The following parcels of land are recommended as suitable for transitional commercial use (low-intensity offices);
 - Approximately 1 acre on the north side of Decatur Avenue between Connecticut Avenue and the existing parking lot (Lots 7-13, Block 11).
 - Approximately 0.5 acre on the south side of Perry Avenue east of the existing bank building (Lots 25-27, Block 5).
 - Approximately 0.2 acre at the southeast corner of Dupont Avenue and Concord Street (Lot 4).
 - Approximately 0.3 acre at the northeast corner of Plyers Mill Road and Concord Street (Lots 7, 8 and part of 6).
 - Approximately 0.9 acre on the south side of Knowles Avenue between Summit and Detrick Avenues (Lots 24-28). The parcel would be suitable for either transitional commercial use (low intensity offices) or transitional residential use (townhouses).

Page 17

- Approximately 0.3 acre ~~on the south side of Knowles Avenue midway between Detrick and Connecticut Avenues (Lot 3 and part of 4, Block 6).~~ at the southeast corner of Decatur Avenue and University Boulevard (Lots 15 and 16, Block 7).
- The following parcels of land are recommended as suitable for moderate-intensity office buildings:
 - Approximately 0.3 acre on the south side of Knowles Avenue midway between Detrick and Connecticut Avenues (Lot 3 and part of 4, Block 6).
 - Approximately 3.8 acres at Connecticut and Perry Avenues (Lots 1-4, 16-19, and Parcel A, Block 4). In addition, the adjoining Lots 16-20 at the southwest corner of Connecticut and Decatur Avenues would be suitable for off-street parking in connection with the office use.
 - Approximately 1.8 acres comprising the interior portion of Block 6 bounded by Connecticut Avenue, Knowles Avenue, Armory Avenue and Warner Street.

Approximately 0.7 acre at the southeast corner of Connecticut and Decatur Avenues (Lots 16-20, Block 8).

CHAPTER 5 THE LAND USE PLAN

TRANSITIONAL RESIDENTIAL, page 62

In the case of Parcel 3, which is located across Plyers Mill Road from the B & O Railroad, new residential uses should utilize acoustical insulation, buffering and site and architectural design to reduce noise impacts from the railroad. Sufficient acoustical insulation should be provided to maintain interior noise levels consistent with HUD and EPA standards, especially during nighttime hours. Montgomery County, which owns the tract, is currently considering building either townhouses or a mix of apartment units and townhouses for this tract. ~~It is expected that final determination by the county of the type of development will be made prior to adoption of this Sector Plan.~~

KEN-GAR RENEWAL PLAN, Figure 6, Page 64

Amend to delete park and open space between Walmesley Street and Rock Creek Park.

PROPOSED NEW COMMERCIAL USES, Figure 7, Page 66

Amend to change parcel numbers as follows: Parcel ~~1~~ 7, Parcel ~~2~~ 8, Parcel ~~3~~ 9, Parcel ~~4~~ 10, Parcel ~~6~~ 12, Parcel ~~7~~ 13, Parcel ~~8~~ 14, Parcel ~~9~~ 15, Parcel ~~10~~ 16,. Add a new Parcel 11, Transitional Commercial at the southeast corner of Decatur Avenue and University Boulevard. On Parcel 12 change ~~Transitional Commercial~~ to Moderate-Intensity Office.

TRANSITIONAL COMMERCIAL AREAS, Page 67 and 68

The Sector Plan recommends six parcels of land as suitable for transitional commercial (low-intensity office) development or the conversion of existing residential structures to low-intensity office use. These parcels (Figure 7) are intended to serve as transitional areas between more intensive commercial development and sound residential areas:

- . Parcel 5: approximately 0.9 acre on the south side of Knowles Avenue between Summit and Detrick Avenues (Lots 24-28, currently single-family residential and dentist's office). This parcel would be suitable for either transitional commercial use (low-intensity offices) or transitional residential use (townhouses).
- . Parcel ~~1~~ 7: approximately 1 acre on the north side of Decatur Avenue between Connecticut Avenue and the existing parking lot (Lots 7-13, Block 11, currently single-family homes).
- . Parcel ~~2~~ 8: approximately 0.5 acre on the south side of Perry Avenue east of the existing bank building (Lots 25-27, Block 5, currently offices in converted homes).
- . Parcel ~~3~~ 9: approximately 0.2 acre at the southeast corner of Dupont Avenue and Concord Street (Lot 4, currently office in converted home).
- . Parcel ~~4~~ 10: approximately 0.3 acre at the northeast corner of Plyers Mill Road and Concord Street (Lots 7, 8, and part of 6, currently office in converted home and single-family home).
- . Parcel 11: approximately 0.3 acre at the southeast corner of Decatur Avenue and

University Boulevard (Lots 15 and 16, Block 7, currently single-family homes and parking.

- ~~Parcel 5: approximately 0.0 acre on the south side of Knowles Avenue between Summit and Detrick Avenues (Lots 24-28, currently single-family residential and dentist's office). This parcel would be suitable for either transitional commercial use (low-intensity offices) or transitional residential use (townhouses).~~
- ~~Parcel 6: approximately 0.3 acre on the south side of Knowles Avenue midway between Detrick and Connecticut Avenues (Lot 3 and part of 4, Block 6, currently single-family home).~~

Poorly executed conversions of existing residential buildings to commercial use have been responsible for some of the physical and visual problems in the town. Conversions should be required to retain the front yards for landscaping. Wherever feasible, parking should be located in the rear. The parking areas should be unified, properly landscaped and screened so that residences to the rear would be protected. Such rear parking can achieve its full efficiency when contiguous groups of structures are converted.

MODERATE-INTENSITY OFFICE AREAS, Page 68

The Sector Plan recommends ~~three~~ four parcels of land as suitable for moderate-intensity office development. These parcels are identified below and on Figure 7:

- Parcel 12: approximately 0.3 acre on the south side of Knowles Avenue midway between Detrick and Connecticut Avenues (Lot 3 and part of 4, Block 6, currently single-family home).
- Parcel ~~7~~ 13: approximately 3.8 acres at Connecticut and Perry Avenues (Lots 1-4, 16-19 and Parcel A, Block 4). In addition, the adjoining Lots 16-20 at the southwest corner of Connecticut and Decatur Avenues would be suitable for off-street parking in connection with the office use. This site is subject to environmental constraints concerning development. See the Environmental section, page 114 for additional information.
- Parcel ~~8~~ 14: approximately 1.8 acres comprising the interior portion of Block 6 bounded by Connecticut Avenue, Knowles Avenue, Armory Avenue and Warner Street. This portion of the block is currently zoned for offices (C-O).
- Parcel ~~9~~ 15: approximately 0.7 acre at the southeast corner of Connecticut and Decatur Avenues (Lots 16-20, Block B).

LAND USE PLAN, Figure 10, Page 74

Amend as follows: Add Transitional Commercial at southeast corner of Decatur Avenue and University Boulevard, delete ~~possible commuter parking~~ on Metropolitan Avenue and on Kensington Parkway, delete ~~park expansion~~ on Walmesley Street, change ~~transitional commercial~~ on Knowles Avenue to Moderate Intensity Office, change note at bottom of Figure to read as follows: The location for ~~the~~ proposed commuter parking ~~lot~~ has not been resolved. Four two possible commuter parking ~~tots~~ sites are shown. Either of the two sites on the north side of the railroad are under study. One of these sites, or possibly some other site on the north side of the railroad, may ultimately be selected.

CHAPTER 6 THE TRANSPORTATION PLAN

STREET AND HIGHWAY RECOMMENDATIONS, Page 85

As indicated above, a wide range of alternative improvements to the street and highway system has been studied in an attempt to reduce traffic congestion on Connecticut Avenue in Kensington. The improvement of Connecticut Avenue to a seven-lane roadway with a reversible lane between University Boulevard and Warner Street is the most effective of the alternatives considered.

However, at the February 16, 1977, public hearing on the Sector Plan, widespread opposition to the Connecticut Avenue improvement was expressed by residents of Kensington. The most serious problem seemed to be the lack of a safe pedestrian crossing of the street because the median strip would have to be removed if the street improvement were made.

Because of the citizen opposition to the Connecticut Avenue improvement, the Sector Plan Planning Board recommends the following with regard to this road:

- . Discussion of the proposed seven-lane roadway and reversible lane should remain in the Sector Plan as the primary alternative for further study and development by the State of Maryland, Montgomery County, the Town of Kensington, and interested civic groups. ~~for possible future consideration. The Planning Board is not recommending that the improvement be made unless it is desired by the Town of Kensington.~~
- . The Connecticut Avenue improvement could be implemented in the future if the Town of Kensington concurs.
- . If such improvement is made, it should be accompanied with some means of pedestrian crossing of the road, either through the timing of traffic signals or through a grade-separated crossing.

SECTOR PLAN PERIOD - WITHIN 6 to 10 Years, Page 85

The following improvements to the street and highway system are proposed during the next 6 to 10 year period:

- . Howard Avenue, between Detrick and Connecticut Avenues, should be widened from two to three lanes; two lanes eastbound, one lane westbound.
- . Knowles Avenue, between Armory and Connecticut Avenues, should be widened from two to four lanes: two lanes in each direction. This widening should take place at the time development occurs on adjacent land on the south side of Knowles Avenue. Cost of the improvement should be the responsibility of the developer.
- . An Additional westbound lane should be constructed on the east approach (westbound traffic) of Pylers Mill Road between Metropolitan and Connecticut Avenues.

PROPOSED STREET AND HIGHWAY IMPROVEMENTS, Figure 13, Page 86

Amend to show a floating symbol within the study area and indicate that the location for proposed commuter parking has not been resolved. Four commuter parking sites on the north side of the railroad are under study. One of these sites, or possibly some other site on the north side of the railroad, may ultimately be selected.

PROPOSED STREET AND HIGHWAY IMPROVEMENT PROGRAM, Table 23, Page 87

Description of Improvement	Responsibility	During Sector Plan Period (within 10 yrs)	After Sector Plan Period
Widening of Howard Avenue from two to three lanes between Connecticut and Detrick Avenues.	Kensington and County	\$ 27,500 ¹	-
Widening of Knowles Avenue from two to four lanes between Connecticut and Armory Avenues.	Developer	-	-
<u>Construction of an additional westbound lane on Plyers Mill Road between Metropolitan and Connecticut Avenues.</u>	State	27,500 ¹	-
Intersection improvement - Newport Mill Road-University Blvd. intersection.	County	72,000 54,000	-
Construction of commuter parking lot (100 app. 60 cars), rehabilitation of existing station and parking lot, and provision of ped. access from commuter parking lot to station including a grade separated ped. track crossing.	<u>Federal & County</u>	708,000 ² 986,000	-
Reconstruction of Knowles Ave. to four lanes between Connecticut Avenue and Beach Drive. and Summit Avenues.	State	-	950,000 ¹ 2,420,000
Reconstruction of Metropolitan Ave. to four lanes between Plyers Mill Road and Kensington Parkway	State	-	1,000,000 ¹ 297,400

¹Staff estimate.

²County CIP Item. ~~cost indicated is county share only.~~ County's share is \$143,000.

³~~Recommended in State Highway Administration's 20-Year Highway Needs Study.~~

⁴~~Cost is staff estimate for a portion of the total project recommended in State Highway Admin. 20-Year Highway Needs Study.~~

AFTER BEYOND THE 10 YEAR SECTOR PLAN PERIOD, Page 89.

There are three road improvement projects in the State Highway Administration's Twenty-Year Highway Needs Study, 1977-1996 that are within the Kensington-Wheaton Master Plan area: Metropolitan-Capitol View-Forest Glen Road, Connecticut Avenue, and Knowles Avenue.

The Needs Study recommends the reconstruction of Metropolitan-Capitol View-Forest Glen Road from a two-lane to a four-lane roadway between Connecticut Avenue and Sligo Creek Parkway as a critical project. Because of its relationship to the highway network of the Sector Plan area, the project should be retained in the Needs Study, as a critical project, even though it is recognized that inclusion in the Needs Study makes no commitment to construction timing.

Knowles Avenue is listed as a critical four-lane reconstruction project from Connecticut Avenue to Beach Drive. ~~It, too, should be retained in the Needs Study so that its relationship to Sector Plan area can be more fully explored.~~ The Sector Plan recommends that the portion of Knowles Avenue from Connecticut Avenue to Summit Avenue be retained as a critical project in the Needs Study. The portion of Knowles Avenue between Summit Avenue and Beach Drive will be re-evaluated in conjunction with the Kensington-Wheaton Master Plan and will be addressed at a later date.

Connecticut Avenue is listed as a seven-lane reconstruction project from Warner Street to University Boulevard, as described in section 6.23 of the Sector Plan. This project should be retained in the Needs Study for possible future consideration contingent upon approval by the Town of Kensington.

While it appears doubtful, because of present economic conditions, that any improvements to Knowles Avenue and Metropolitan-Capital View Avenue will be implemented during the Sector Plan period, it is strongly recommended that the section of Metropolitan Avenue from Plyers Mill Road to Kensington Parkway be improved to four lanes as rapidly as possible, and that the section of Knowles Avenue from Connecticut Avenue to Beach Drive be improved to four lanes as rapidly as possible.

The improvements for the Sector Plan period and beyond are shown on Figure 13. Proposed street right-of-way widths are shown on Figure 14.

TRANSIT RECOMMENDATIONS, Page 90 and 91

The plans to improve commuter rail service should be implemented as recommended in the county's Capital Improvements Program. The improvements proposed are rehabilitation of the existing station, paving of the existing parking area, construction of a new parking area for approximately ~~100~~ 60 vehicles, station lighting, signing, bike parking facilities, access sidewalk, grade-separated, pedestrian track crossing and general platform and site repairs. Construction of these improvements is scheduled for Fiscal Year 1979 and 1980 by the county's Capital Improvements Program.

The location for the new commuter parking lot has not been resolved. It is expected, however, that the parking lot will be located on the north side of the railroad. ~~Two possible Four commuter parking lot sites on the north side of the railroad are under study. One of these sites, or possibly some other site on the north side of the railroad, may ultimately be selected. are shown on the Land Use Plan (Figure 10). One site is located on the north side of Metropolitan Avenue approximately halfway between St. Paul Street and Plyers Mill Road adjacent to the PEPCO substation; the other site is located between Kensington Parkway and Wheatley Street adjacent to the rear of the commercial area which fronts on Metropolitan Avenue. Either of the two sites or possibly some other site on the north side of the railroad may ultimately be selected.~~ With a parking lot to be constructed for only ~~100~~ 60 vehicles and even with a moderately improved train schedule, the impact on streets and intersections in the area by autos serving the commuter rail station would be minimal.

~~The pedestrian track crossing proposed is an "at grade" facility. If train frequency reaches the point where crossing becomes hazardous at an at grade crossing, a separate at grade crossing and fencing of the tracks should be considered.~~

PROPOSED KENSINGTON AREA BICYCLE FACILITIES, Table 24, Page 93

Amend to delete proposed bikeway for Kensington Parkway extended, as follows:

Kensington Parkway Extended	Path	M-NCPPC/County	Not Programmed	Altern. to St. Paul St.
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CHAPTER 7 THE PUBLIC FACILITIES PLAN

PUBLIC FACILITIES, Figure 16, Page 98

Amend to delete proposed M-NCPPC park extension on Walmesley Street.

PROPOSED PARKS, Page 100 and 101

The Maryland-National Capital Park and Planning Commission has recently acquired ~~is currently acquiring~~ a four acre parcel of land local park (Kensington Heights) located on the east side of St. Paul Street between University Boulevard and McComas Avenue for the Kensington Heights local park. The park will provide active recreation space at the northeastern edge of the Kensington area for residents of a neighborhood not currently served by active recreation facilities.

The Sector Plan recommends adding a ~~two~~ parcel of approximately one-fifth acre of land to the adjacent passive area of Rock Creek Park, Unit 4, in the Ken-Gar community. ~~Both of the~~ The parcel ~~are~~ consists of the unbuilt portion of Vaughn Street north of Hampden Street and is recommended for park use in the Ken-Gar Renewal Plan. ~~--the parcels together total less than one half acre of land. One parcel consists of the unbuilt portion of Vaughn Street north of Hampden Street, which should be maintained as natural, passive green space. The other parcel consists of Lots 9-11, Block 4 on the west side of Walmesley Street which also should be maintained as natural, passive green space.~~ Existing and proposed parks are shown on Figure 16.

KEN-GAR NEIGHBORHOOD CENTER, page 105

As part of the Urban Renewal Plan for Ken-Gar, a frame structure originally constructed in 1919 as a school on Lot 6, Block 3, fronting on Plyers Mill Road, is being has been renovated by the County as a neighborhood center. ~~The building originally constructed in 1919 as a school, has fallen into a state of serious disrepair through the years.~~ The renovated facility will provides a large meeting hall and several smaller consultation rooms. Funding for the renovation has been was programmed by the county as part of the Community Development Block Grant from the federal Department of Housing and Urban Development.

CHAPTER 8 THE ENVIRONMENT

HYDROLOGY AND VEGETATION, Page 111

In a natural condition, soils, trees, and plant roots absorb rainfall and tend to moderate the rate of runoff into the streams. When an area is urbanized, rainfall on rooftops, roads and parking lots cannot be absorbed into the soil and must be collected in storm drains and routed directly into streams. This increases the volume and velocity of receiving streams and increases the potential hazard of flash flooding. The base flow of Rock Creek has been substantially altered by the urbanization of the basin. The Montgomery County Department of Environmental Protection has indicated that portions of Kensington are served by a substandard drainage system. and that There are two mechanisms through which such management could be accomplished. That is by detention or retention of storm water, or by conveyance through storm drainage structures. Because of the built-up nature of Kensington, there exists no feasible site within the town limits with sufficient area to provide for the storage of stormwater flows. A major capital expenditure ~~will~~ would be required to upgrade the present system to county standards. So long as no major changes in the extent of development are expected, a massive capital expenditure is not recommended.

PARCEL ANALYSIS, Figure 18, Page 112

Amend to change ~~parcel~~ numbers as follows: Parcel ~~1~~ 13, Parcel ~~3~~ 17, Parcel ~~4~~ 18, Parcel ~~5~~ 4, Parcel ~~6~~ 14, Parcel ~~7~~ 18, Parcel ~~8~~ 16, Parcel ~~9~~ 6, Parcel ~~9b~~ 1, Parcel ~~10~~ 19, Parcel ~~11~~ 20, Parcel ~~12~~ 21, Parcel ~~13~~ 22.

PARCEL ANALYSIS, Pages 114 and 115, amend Parcels 1 and 10 as follows:

- Parcel ~~1~~ 13 - Connecticut and Perry Avenues. The site is severely constrained for development purposes. The parcel is extensively wooded (almost two-thirds coverage) and is bisected by a tributary to Rock Creek. Access to the site, by extension of Perry Avenue, is hampered by excessive slopes (up to 15 percent or more). Almost half the site is on slopes of 20% or more. If development were to take place on this parcel, there would be a potential for negative hydrologic impacts. The site contains steep Manor soils which are susceptible to erosion if disturbed. Replacement of vegetative cover with impervious surfaces would increase stormwater flow to Rock Creek and the tributary without proper control measures. As a result, there is high potential for soil erosion, stream channel modification, and stream sedimentation. Because of access requirements and clustering limitations on small parcels, substantial grading and disruption is required for any land use which could reasonably be permitted on the parcel. Ideally, the site would be better left in a natural condition. However, it is unreasonable to expect a private landowner to forego development of a piece of privately owned property. The Planning Board considered purchase of the parcel for a park, but ultimately rejected such purchase because of the proximity of already owned parkland. Since development must be permitted, the criteria for use of a severely constrained parcel (discussed above) should be followed.

Parcel ~~10~~ 19 - Plyers Mill Road and Drumm Avenue. Although it is not in the Sector Plan Area, it is necessary to examine the site because of its influence on drainage patterns in the Sector Plan Area. The site is severely constrained for development purposes. The site is bisected by a stream and has moderate to severe slopes with more than half being in excess of 20 percent. The silt loam soils (Worsham and Manor) on the site are fair to poor for residential development. Without proper engineering, the potential exists for poor drainage, wet basements, and settling of foundations. Almost all of the site is wooded, primarily with mature trees. The site would be better left in its natural condition as a means of erosion and stormwater control. However, it is unreasonable to expect a private landowner to forego development of a piece of privately owned property. The Planning Board considered purchase of the parcel for a park, but ultimately decided against such purchase because of the recent acquisition of the Kensington Heights local park as well as the proximity of other parks and play facilities. Since development must be permitted, the criteria for use of a severely constrained parcel (discussed above) should be followed.

NOISE, Page 115 and 116

Noise, particularly related to increases in traffic volume and velocity, is becoming an increasingly significant irritant in the urban environment. As multi-lane highways pass through residential neighborhoods, an increasing number of complaints can be expected unless effective measures are taken to minimize noise impact. In a developed area such as Kensington, the development pattern is established, thus limiting control of noise to barriers, buffers, and control at the source. The use of insulating materials in new construction will help shield against unwanted noise as well as conserve energy.

It is recommended that certain measures be taken to reduce noise impacts in the Sector Plan Area:

- Improve traffic operating characteristics on Connecticut and Metropolitan Avenues to encourage consistent, moderate operating speeds for vehicles, particularly near residential areas.
- If possible, avoid residential uses in noise impacted areas. Support use of acoustical insulation, buffering, and site and architectural design to minimize impacts where residences are permitted in such areas.
- ~~If train traffic increases,~~ The following measures should be taken to alleviate railroad noise:
 - ~~Construct a barrier wall between Plyers Mill Road and the railroad in the Ken-Gar Community. (This is desirable even under the present volume of rail traffic.)~~
 - Evaluate site and architectural plans of new units along Plyers Mill Road in Ken-Gar and near the railroad on Kensington Parkway for maximum noise reduction effectiveness. (See Parcels 41, 96, and ~~9b~~ 18, Figure 18). Sufficient acoustical insulation should be provided to maintain interior noise levels consistent with HUD and EPA standards, especially during nighttime hours.

NOISE STANDARDS, Page 116

Noise standards have been adopted by both Montgomery County and the State of Maryland. These standards are divided broadly into three land use types: residential, commercial and industrial, and apply to noise levels at a given property line. Vehicle noise emissions are controlled by the State of Maryland exclusively, or by the federal government when regulations for a certain class of vehicles are established. Federal vehicle regulations may result in a general reduction of future truck noise.

Most residential areas along major highways in Montgomery County receive noise levels in excess of these newly established residential standards. For example, while 55dBA¹⁶ is the county standards for noise at a residential property, a noise level of 70 dBA could be expected at residential property lines along Connecticut Avenue. (See Figure 17.)

The Maryland Department of Health has established the following regulations under Article 43, Section 828 of the Annotated Code, which apply to noise emanating from one piece of real property to another. Reference to Title 10.03.45 of the Department's Rules and Regulations is recommended for details.

<u>Maximum Allowable Noise Levels by Zoning Category (dBA)</u>				
<u>Effective Date</u>	<u>Day/Night</u>	<u>Industrial</u>	<u>Commercial</u>	<u>Residential</u>
<u>Sept. 14, 1977</u>	<u>Day</u>	<u>80</u>	<u>72</u>	<u>65</u>
	<u>Night</u>	<u>80</u>	<u>67</u>	<u>55</u>
<u>Jan. 1, 1980</u>	<u>Day</u>	<u>75</u>	<u>67</u>	<u>60</u>
	<u>Night</u>	<u>75</u>	<u>62</u>	<u>50</u>

TRAIN NOISE, Pages 117 and 118

Train noise from the B & O Railroad is a potential problem in the Kensington area. Much of the railroad track is in a cut, starting at about Armory Avenue and continuing to the western end of Ken-Gar. The depth of cut varies from a maximum near 20 feet at the Connecticut Avenue crossing, to about 5 feet at the western end of Ken-Gar. The proposed residential redevelopment in Ken-Gar could experience noise levels in excess of the county standards despite the depressed trackbed. While the cut will provide some noise reduction, average noise levels of ~~69-70~~ 80 dBA for each train passage occur are possible on the front porches of houses on Plyers Mill Road. This level would make speech communication difficult. ~~An acceptable~~ A level of 44-51 ~~50-55~~ dBA could be met inside the buildings by closing the windows but could still cause some sleep interference unless special accoustical techniques are incorporated. ~~Trains,--however,--~~ currently pass by only about once each hour. ~~and thus should not cause serious problems.~~

CHAPTER 9 IMPLEMENTATION
PROPOSED CAPITAL IMPROVEMENTS PROGRAM, Table 27, Pages 126, 127 and 128

TABLE 27

Item	Currently Programmed	Proposed by Sector Plan	Funded	During Sector Period (within 10 years)	After Sector Plan Period
<u>Transportation</u>					
- Widening of Howard Ave. from two to three lanes between Conn. and Detrick Avenues.	—	X	Kensington and County	\$ 27,500 ¹	—
- Widening of Knowles Ave. from two to four lanes between Conn. and Armory Avenues	—	X	Developer	—	—
- Construction of an add. west-bound lane on Plyers Mill Rd. between Metro. & Conn. Avenues.	—	X	State	27,500 ¹	—
- Intersection improvement Newport Mill Rd.-Un. Blvd. intersection	X	X	County	54,000 72,000	—
- Construction of commuter parking lot (100 app. 60 cars), rehabilitation of existing station and parking lot, and provision of ped. access from commuter parking lot to station, including a grade-separated ped. track crossing.	X	X	Federal & County	386,000 ² 708,000 ²	—
- Local bicycle and ped. routes	—	X	Kensington and County	Cost to be determined	—
- Reconstruction of Knowles Ave. to four lanes between Conn. Avenue and Beach Drive and Summit Avenues	—	X	State	—	950,000 ¹ 2,420,000
- Reconstruction of Metro. Ave. to four lanes between Plyers Mill Rd. & Kensington Pkwy.	—	X	State	—	1,000,000 ¹ 297,400
<u>Parks</u>					
- Kensington Heights Local Park	X	X	M-NCPPC*	325,000 ³ 90,000	—
- Ken-Gar park addition	—	X	M-NCPPC	Cost to be determined	—
<u>Community Development and Housing</u>					
- Ken-Gar Renewal Project	X	X	County	2,045,000 ⁴ 203,000	—
- Ken-Gar Neighborhood Center	X	X	County	60,000	—
<u>Utilities</u>					
- Rock Creek Relief Sewer (Project S 49.3) (Project S 49.03)	X	X	WSSC**	See note 5	—
- Rock Creek Branch "F" Relief Sewer (Project S 49.4) (Project S 49.04)	X	X	WSSC	94,000 ⁶ 20,000	—
- Knowles Summit Avenue Storm Drainage	—	X	County	217,000	—
- Ferndale Street Storm Drainage	X	X	County	105,000	—

FOOTNOTES ARE ON FOLLOWING PAGE

- * M-NCPPC - The Maryland-National Capital Park and Planning Commission
- ** WSSC - Washington Suburban Sanitary Commission.

¹ Staff estimate.

² County CIP item. ~~cost indicated is county's share only.~~ County's share is \$143,000.

³ ~~Recommended in State Highway Administration's 20-Year Highway Needs Study.~~ \$234,000 already spent.

⁴ ~~Cost is staff estimate for a portion of the total project recommended in State Highway Administration's 20-Year Highway Needs Study.~~ \$1,750,000 already spent.

⁵ Minor portion of project located within Sector Plan Area. No cost estimate made.

⁶ \$3,000 already spent.

PROPOSED ZONING, Page 131 - 135

Page 131

The designation "suitable for commercial transition (C-T) zoning" is recommended for the following ~~property:~~ properties:

- Approximately 1 acre on the north side of Decatur Avenue between Connecticut Avenue and the existing parking lot (Lots 7-13, Block 11).
- Approximately 0.3 acre at the southeast corner of Decatur Avenue and University Boulevard (Lots 15 and 16, Block 7).

~~A rezoning application is currently pending for a portion of the Mizell lumber yard on Metropolitan Avenue to the west of St. Paul Street. Although the major portion of the lumber yard is zoned for light industrial use (I-1), a 0.2 acre portion of the yard adjoining Metropolitan Avenue has never been rezoned and remains zoned for single-family residential use (R-60). The rezoning application, which requests either light industrial (I-1) or general commercial (C-2) zoning, covers the R-60 zoned portion as well as I-1 zoned land. Since rezoning action is currently pending, the Sector Plan will show the existing zoning for the Mizell property. It is expected, however, that before the Sector Plan is approved the County Council will act on the rezoning application. In this event, the adopted Sector Plan will reflect zoning approved by the Council for the Mizell tract.~~

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The 1.1 acre parcel of land at Plyers Mill Road and Vaughn Street is shown on the Land Use Plan (Figure 10) as transitional residential, and on the Zoning Plan (Figure 20), as R-T or R-30 zoning. The parcel is owned by Montgomery County and is located within the Ken-Gar Urban Renewal project area. The county is currently contemplating for this tract either townhouses (R-T zoning appropriate) or a mix of townhouses and apartment units (R-30 zoning appropriate). ~~It is expected that the county will make a final determination of the type of development for the tract prior to adoption of this Sector Plan. Final zoning recommendations for the parcel (either the R-T zone or the R-30 zone), therefore, will necessarily await the county's decision and will be shown in the adopted Sector Plan.~~

PROPOSED ZONING, Page 132 and 133

Three parcels of land are shown on the Land Use Plan (Figure 10) as transitional commercial (low-intensity office) use. These parcels are currently zoned for higher intensity office use (C-O) which permits an office building up to 11 stories. The Plan recommends that development for these parcels be limited to no more than 3 or 4 stories. Accordingly, it is recommended that these parcels be rezoned to the commercial transition (C-T) zone. These parcels are located as follows:

- Approximately 0.5 acre on the north side of Perry Avenue east of the existing bank building (Lots 25-27, Block 5).
- Approximately 0.2 acre at the southeast corner of Dupont Avenue and Concord Street (Lot 4).
- Approximately 0.3 acre at the northeast corner of Plyers Mill Road and Concord Street (Lots 7, 8 and part of Lot 6).

~~It is also recommended that the parcel of approximately 0.3 acre on the south side of Knowles Avenue midway between Detrick and Connecticut Avenues (Lot 3 and part of Lot 4, Block 6) be rezoned to the commercial transition (C-T) zone.~~

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It is recommended that the moderate-intensity office zone (O-M) be applied to the following properties:

- Approximately 0.3 acre on the south side of Knowles Avenue midway between Detrick and Connecticut Avenues (Lot 3 and part of 4, Block 6).
- Approximately 3.8 acres at Connecticut and Perry Avenues (Lots 1-4, 16-19 and Parcel A, Block 4). In addition, the adjoining Lots 16-20 at the southwest corner of Connecticut and Decatur Avenues (which should remain in the R-60 single-family residential zone) would be suitable for off-street parking (as a special exception to the Zoning Ordinance) in connection with the office use.
- Approximately 0.7 acre at the southeast corner of Connecticut and Decatur Avenues (Lots 16-20, Block 8).

It is recommended that the property (~~approximately 1.5 acres~~) currently zoned light industrial (I-1) located between Metropolitan Avenue and the railroad east of St. Paul Street (asphalt plant) be rezoned to the general commercial (C-2) zone.

It is recommended that Lots 13 and 14 (approximately 0.3 acre) at the southeast corner of Howard Avenue and Warfield Street be rezoned to the light industrial (I-1) zone.

Seven ~~six~~ additional parcels of land are recommended for rezoning to commercial or industrial zones by the Sector Plan. These rezonings, which are listed below, are either minor roundings-out of existing commercial and industrial zoning or measures to accommodate logical existing commercial and industrial uses which are located on land inappropriately zoned. These parcels are:

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--Approximately 0.2 acre (currently vacant land) at the northwest corner of Plyers Mill Road and Concord Street (part of Parcel A) is recommended for rezoning to the general commercial (C-2) zone

- Approximately 0.4 acre (currently in use as a parking lot) on the east side of Connecticut Avenue between Dupont and Farragut Avenues (Lot 12 and parts of 13, 16 and 17, Block 2) is recommended for rezoning to the convenience commercial (C-1) zone.

ZONING PLAN, Figure 20, Page 134

Amend as follows: Indicate that property at the southeast corner of Decatur Avenue and University Boulevard is suitable for C-T; change designation for property on the east side of Connecticut Avenue between Dupont and Farragut Avenues from R-60 to C-1; change designation for property on the south side of Knowles Avenue midway between Detrick and Connecticut Avenue from C-T to O-M.

CHAPTER 10 APPENDIX

THE NEXT STEPS, Page 174, Add as last paragraph

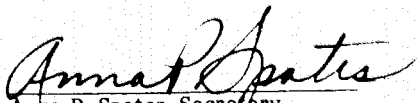
Moreover, additional consideration could be given to various proposals for urban design through the development of concepts which include data on costs, timing and practicality of implementation. These concepts, if available, could be incorporated into the Sector Plan or into amendments to the Sector Plan. In any event, they can serve as the basis for possible inclusion in future capital improvements programs.

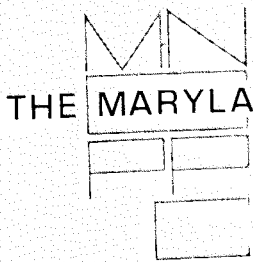
NOTE: Identifying references pertain to the Final Draft Kensington Sector Plan, dated October 1977. Figures and tables contained in the Sector Plan are to be modified to reflect Council revisions and current information. Minor editorial changes to the text may be made as necessary.

EXPLANATION: Underlining indicates language added.
~~Dashes~~ indicate language deleted.

A True Copy.

ATTEST:


Anna P. Spates, Secretary
of the County Council for
Montgomery County, Maryland



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20907

(301) 589-1480

MCPB 78-24
M-NCPPC 78-6

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 66D, #7-108, of the Annotated Code of Maryland, 1976 Cumulative Supplement, is authorized and empowered to make and adopt, and from time to time, amend, extend, or add to a General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said laws, held a duly advertised public hearing on February 16, 1977 on a Preliminary Draft Sector Plan for the Town of Kensington and Vicinity, being also a proposed amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, and the Master Plan of Highways within Montgomery County, Maryland; and

WHEREAS, the Montgomery County Planning Board after said public hearing and upon due deliberation and consideration at its regularly scheduled meeting of February 24, 1977 prepared a Final Draft Sector Plan for the Town of Kensington and Vicinity for submittal to the Montgomery County Council, with the recommendation that Council approve said Final Draft Sector Plan; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County, on January 26, 1978, conducted a public hearing on the Final Draft Sector Plan; and

WHEREAS, the Montgomery County Council, sitting as the District Council, on April 25, 1978, after the close of public hearing and upon due deliberation and consideration, at worksessions on February 3, 1978 and April 18, 1978, approved said Sector Plan for the Town of Kensington and Vicinity, subject to the modifications and revisions set forth in Resolution Number 8-1913.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt said Sector Plan for the Town of Kensington and Vicinity, together with the modifications and revisions enumerated in said County Council Resolution Number 8-1913, said Sector Plan consisting of maps and descriptive matter and being an amendment to the Master Plan of Streets and Highways for the Town of Kensington, 1954, as amended, and the Zoning Plan for the Town of Kensington, 1955, as amended, Montgomery County, Maryland; being also an amendment to the adopted Master Plan, Kensington-Wheaton Planning Area VII,

1959, as amended, Montgomery County, Maryland; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, and to the Master Plan of Highways within Montgomery County, Maryland; and


BE IT FURTHER RESOLVED, that these amendments and appropriate certificate of adoption shall be recorded on the maps, Plan, and descriptive matter; said certificate shall contain the signature of the Chairman, Vice-Chairman, and Secretary-Treasurer of this Commission; and

BE IT FURTHER RESOLVED, that the Sector Plan for the Town of Kensington and Vicinity as herein adopted, is applicable to the area within the boundaries delineated on the Plan maps, together with the descriptive and explanatory matter which is a part thereof; and

BE IT FURTHER RESOLVED, that an attested copy of the Plan and all parts thereof shall be certified by the Commission and filed with the Clerks of the Circuit Court of each of Montgomery and Prince George's Counties, Maryland as required by law.

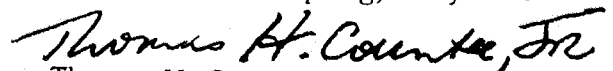
* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Keeney, seconded by Commissioner Kephart, with Commissioners Granke, Keeney, Kephart and Scharf voting in favor of the motion, and with Commissioner Hanson being temporarily absent, at its regular meeting held on Thursday, May 4, 1978 in Silver Spring, Maryland.


Thomas H. Countee, Jr.
Executive Director

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by That Maryland-National Capital Park and Planning Commission on motion of Commissioner Keeney, seconded by Commissioner Kephart, with Commissioners Dutton, Granke, Hanson, Hopper, Keeney, Kephart, LaPlaca voting in favor of the motion, and with Commissioners Brown and Churchill being absent, at its regular meeting held on Wednesday, May 10, 1978 in Silver Spring, Maryland.


Thomas H. Countee, Jr.
Executive Director