

kensington sector plan

phed committee
november 21, 2011

community meeting
chevy chase view
december 1, 2011

our process

The Plan Process

A plan provides comprehensive recommendations for the use of public and private land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a countywide perspective. Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

The PUBLIC HEARING DRAFT PLAN is the formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The PLANNING BOARD DRAFT PLAN is the Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a sector plan to the County Council with copies to the County Executive who must, within sixty days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations.

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

After Council approval, the plan is forwarded to the Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.

.....three separate
processes: staff prepares
plan for board review
and transmittal to council
and executive
.....executive prepares
fiscal impact analysis and
reviews relevant
recommendations
....council holds separate
public hearing with
separate analysis by its
staff

plan goal

enable revitalization while preserving scale and character

objectives...

...enliven town center

...promote sustainability

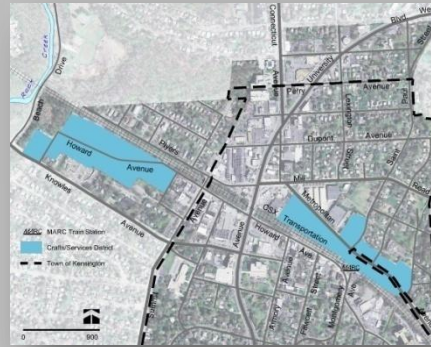
...connect neighborhoods to town center

...accommodate regional traffic while creating safe pedestrian atmosphere

...protect scale and character of neighborhoods



key recommendations



...introduce housing
...manage public realm
through design
...connect neighborhoods
to town center
...promote sustainable
revitalization
...maintain residential
character; evaluate
historic resources

town center recommendations



mixed use in crn and crt districts...

...2.5 far along connecticut between knowles and plyers mill...

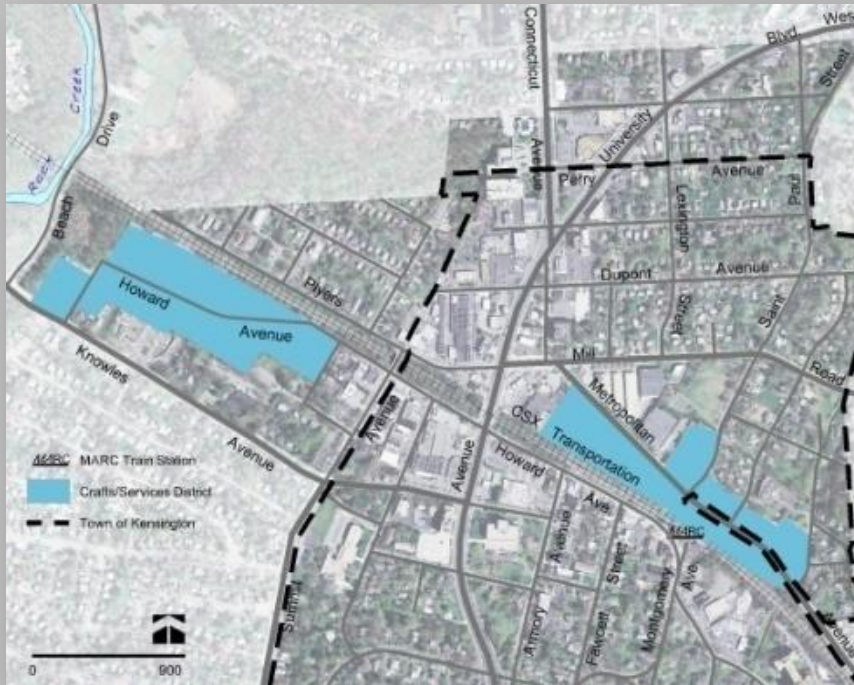
...1.5 far away from core and at edge

...75-foot heights at core...

...60 feet away from core and 45 feet at edge...

...open space part of redevelopment

crafts/services area recommendations



...retains light industrial zone on west howard to maintain eclectic character
...portion on south side of metropolitan recommended for crt with 1.5 far
...north side of metropolitan recommended for crn with 1.5 far near residences
...35 foot setbacks on west howard
...windows to increase street activity

proposed crt zones



-areas 1 through 8 and 11
-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

10400 connecticut avenue

....1.5 far now; 3.0
allowed and 97
feet in height with
site plan review



east howard avenue



....1.5 far now; 2.0
far recommended

....0.75 far now; 2.0
recommended

proposed crn zones

....areas 9 and 10

....area 9 proposed for crn
1.5: c 1.5, r 1.5, h 45

....generally preserves
current far

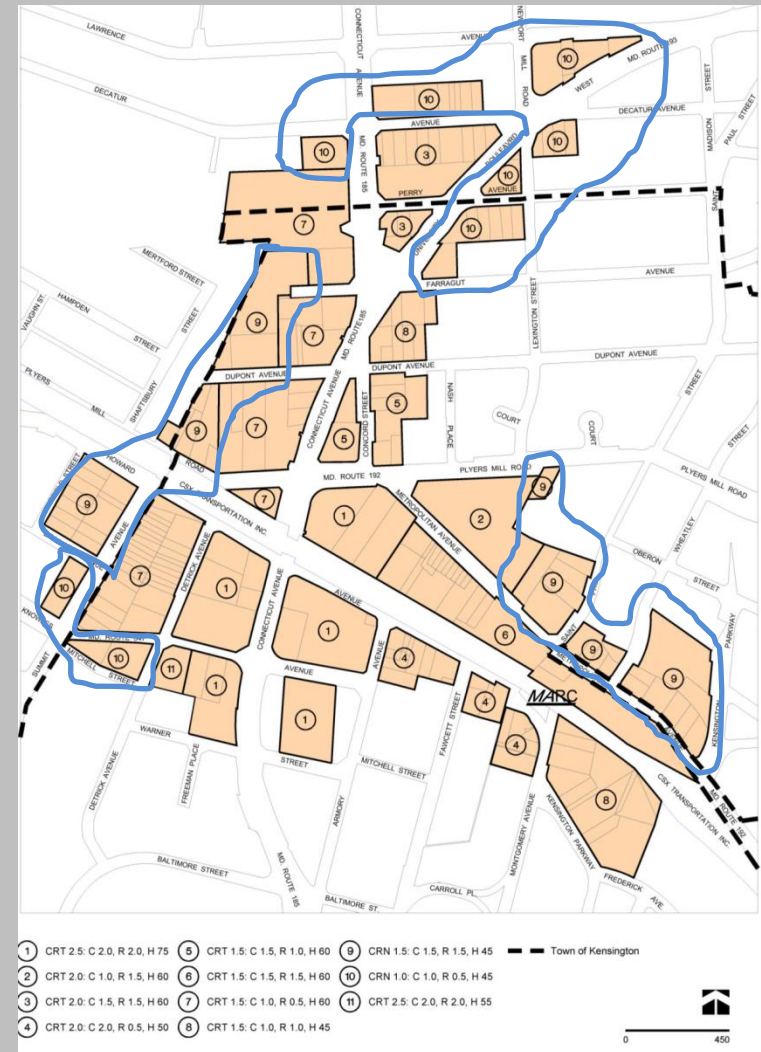
....allows mixed- or
single-use projects

....area 10 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



revised text--implementation

p 27

....new section
highlights importance
of parking to
revitalization by
outlining relevant cr
zone provisions and
recommending effort
to build parking
structures

Parking

This Plan endorses creation by the Town of a parking district or shared parking program, which would, with the cooperation of landowners, enable redevelopment projects in the Town Center to draw on existing parking spaces for all or part of their parking requirements. To encourage redevelopment in parts of Kensington with significant numbers of individually owned small lots, this Plan encourages use of CR zone provisions that allow parking requirements to be met in a variety of ways, including on-street, shared and other forms of publicly available parking.

The Zoning Ordinance also provides for waivers of parking requirements. In the commercial portions of the Historic District, waivers of parking requirements should be considered as one way to maintain historic character while encouraging revitalization and redevelopment. Other areas recommended in this Plan for mixed-use development are predominantly made up of smaller lots that have many separate owners. Revitalization in these areas could benefit from shared parking arrangements or parking waivers, which could allow well-designed redevelopment on small lots, enable modest mixing of uses and provide appropriate levels of parking in a cooperative arrangement.

More broadly, the Plan recommends that the Town explore ways to construct parking structures in appropriate locations. Public parking facilities on both the east and west sides of Connecticut Avenue could support revitalization in the Town. Resolution of parking issues and provision of significant amounts of new or shared spaces would provide the most important public benefit of Kensington's revitalization.