

(240) 314-4702 (office)  
(240) 314-4707 (fax)

2096 Gaither Road - Suite 201  
Rockville, Maryland 20850  
[bruce\\_crispell@mcpsmd.org](mailto:bruce_crispell@mcpsmd.org)

**From:** [khansel2@aol.com](mailto:khansel2@aol.com) [<mailto:khansel2@aol.com>]  
**Sent:** Thursday, February 24, 2011 6:29 PM  
**To:** Crispell, Bruce  
**Subject:** Re: overcrowding at Kensington Parkwood Elementary school

Dear Mr. Crispell,

Thank you again for your quick response. With overcrowding issues across the county, your job can't be easy!!! I really appreciate you taking the time to explain what changes I can expect at KP.

Just a couple more questions:

What school will the children from the White Flint Sector area attend?

I noticed on the graph that over the next 15 years, the populations attending elementary and middle schools fluctuate in the WJ cluster. However, the high school, WJ, remains the same at 100% capacity. Can you just explain how the high school population at WJ isn't projected to increase? Sorry, I tried to just copy and paste the graph, but couldn't. It's at [http://www.montgomeryschoolsmd.org/departments/planning/PDF/CIP12\\_Ch4\\_JohnsonW.pdf](http://www.montgomeryschoolsmd.org/departments/planning/PDF/CIP12_Ch4_JohnsonW.pdf) (the bottom of the page).

Sincerely,  
Karen

Karen,

The White Flint Sector Plan falls within the service areas of Luxmanor and Garrett Park elementary schools. Initially, as development begins, students from sector plan housing will be assigned the one of these schools that serve the geographic area. Eventually, as the plan builds more and more, we may need to open the elementary school that is included in the sector plan. At that time boundary changes would, of course, have to change.

There is enrollment an increase projected for WJ high school. Current enrollment is 2159 and the projection takes the school up to 2300 at the end of the forecast period.

Hope this helps

Bruce

Thank you for your consideration.

Sincerely,  
Karen Hansel  
10229 Parkwood Court  
Kensington, MD 20895

**RECEIVED**  
MAY 04 2011

**MCP-CTRACK**

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

**From:** MKirlin@hcmg.net  
**Sent:** Wednesday, May 04, 2011 12:38 PM  
**To:** councilmember.ervin@montgomerycountymd.gov  
**Cc:** MCP-Chair  
**Subject:** Concerns about Kensington Redevelopment Plans

I have lived at 9520 Byeforde Road in Kensington, MD 20895 since 1985 and I write because I have just become aware of subject redevelopment plans to which I object as they are currently conceived.

First, I object to the process by which these Plans have been disclosed. There hasn't been adequate opportunity for public comment and revision of the plans to reflect citizen's comments. It appears to have been developed stealthily and in an attempt to thwart resident's concerns. Yet another cozy deal between local politicians and "developers" !

Secondly, to propose this density in development without FIRST addressing infrastructure, particularly traffic congestion in the Kensington area is a serious flaw in the plans and causes me to be suspicious of the competence of the planners. Traffic is already bad and will soon get worse with the addition of WRAMC to the Jones Bridge Road, Cedar Lane and Route 355 and Connecticut Ave area. Additional congestion at the top of this "funnel" is wrongheaded and will foster more energy waste as long lines of traffic become commonplace.

Finally, I want you to consider the implications of this dense development coupled with your lack of democratic process. I represent the "engine" that has supported Montgomery County with my property tax and income tax contributions for the past 26 years, during which I asked for very little in return from the County, i.e. sent my children to private schools, sparing the County the costs of educating them. This redevelopment concept and the autocratic decisionmaking that created it will drive me out of the County and out of the State. If I want the kind of density the Planners advocate, I will just move to the City (DC). You will lose my annual income taxes and I will escape the State's oppressive estate tax when I die. You politicians and bureaucrats may think that taxpayers are locked in but we aren't. I, for one, will "vote with my feet" and leave Montgomery County and the State if you persist with this plan. You will not be able to replace me with someone contributing the same taxes that I have over the years. The kind of environment you wish to create will only attract less economically viable residents and their demands on County services will outstrip the County's revenues. Of course, you will be out of office by the time the effects hit stride, so I'm sure you do not care.

Michael H. Kirlin

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MAY 04 2011

**MCP-CTRACK**

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

**From:** tcatliota@aol.com  
**Sent:** Wednesday, May 04, 2011 3:33 PM  
**To:** MCP-Chair  
**Subject:** Kensington development

I would not like to see big development come to Kensington. No high rise apartment buildings or townhouses, office buildings and no increase in traffic usage.

Bethesda and Rockville are way over developed and that would be terrible for the town of Kensington. Kathleen Catliota

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MAY 04 2011

**MCP-CTRACK**

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**From:** Lawrence Grayson [lpgrayson@verizon.net]  
**Sent:** Wednesday, May 04, 2011 3:50 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov;  
councilmember.andrews@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov  
**Subject:** Kensington Redevelopment Plan

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

Dear Chair Carrier,

I strongly urge you to vote against the Kensington Redevelopment Plan. In today's economy, it doesn't make good sense to close stores, which are doing well financially, to open up-scale stores and restaurants, which probably will not do well in Kensington. To describe a plan in which everyone will be walking to various activities, is to describe a retirement village. Today everyone drives to another restaurant, (depending on their taste), another movie theater (depending on their choice of movie), etc. Up-scale shops, movie theaters, restaurants are all in close proximity to Kensington. The traffic in Kensington is already very heavy. Why add to it by making Kensington a duplicate of Bethesda?

Mary S. Grayson  
9714 Carriage Road  
Kensington, MD 20895

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MAY 04 2011

**MCP-CTRACK**

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

**From:** Michael J. Ryan [mike.j.ryan@comcast.net]  
**Sent:** Wednesday, May 04, 2011 3:53 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov;  
councilmember.andrews@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov;  
councilmember.elrich@montgomerycountymd.gov;  
councilmember.floreen@montgomerycountymd.gov;  
councilmember.rice@montgomerycountymd.gov;  
councilmember.riemer@montgomerycountymd.gov;  
councilmember.leventhal@montgomerycountymd.gov;  
councilmember.navarro@montgomerycountymd.gov;  
county.council@montgomerycountymd.gov  
**Subject:** Kensington Sector Plan  
**Importance:** Low

Dear Chairwoman Carrier,

I object strongly to the process and the content of the current Kensington Sector Plan. I just learned that there was a meeting on April 28 to discuss and take testimony on the plan, that the meeting was mentioned beforehand in the Montgomery Gazette without noting a time or place, and that 47 speakers gave comments at that meeting. I also learned that additional comments are permitted until 4:00 p.m. today. For this Kensington Sector Plan to be considered properly, many more voices of the citizens who actually reside in Kensington and will be affected by the plan need to be heard. I submit that a better job needs to be done of publicizing this plan and making sure that meetings are well advertised and attended. Virtual secrecy is not the way to do push this plan forward. Perhaps those who would profit financially from implementation of the plan, most of whom are not Kensington residents, would prefer it that way, but that does not make it right..

Second, as a Kensington resident for decades, I am extremely concerned about urbanizing and destroying the unique character of this place. The small Kensington corridor is unique and does not need 60 and 75 foot buildings with condos, new businesses, more shops, movie theater, etc. If people want an urban environment, with concrete parks, restaurants, and chain stores, they can choose Silver Spring or downtown Bethesda, which are already built along the established commercial routes of Georgia and Wisconsin Avenues. Moreover, those urban centers have established Metro transit available; Kensington does not and already has substantial traffic congestion which the proposed development would only exacerbate. Montgomery County does not need one more urbanized zone in Kensington, especially when the town geographically and historically has not served that use. The current Kensington infrastructure needs updating and improvement for sure, but not at the expense of imposing greater density and destroying the unique character of one of Montgomery County's most desirable places to live. Please do not let this plan destroy the character and quality of life that make Kensington the very special town that it has been for over a century and remains today.

Sincerely,

Michael J. Ryan  
9528 West Stanhope Road  
Kensington, MD 20895  
301 946-8029

## **MCP-CTRACK**

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**From:** khansel2@aol.com  
**Sent:** Wednesday, May 04, 2011 4:43 PM  
**To:** MCP-Chair  
**Cc:** county.council@montgomerycountymd.gov  
**Subject:** Kensington Sector Plan

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**MAY 04 2011**

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

Good Afternoon Planning Board Members,

I really appreciate all of the long hours and dedication you have already put forth to making Kensington a thriving and productive community.

I have already sent the board some statistics about the current enrollment at Kensington Parkwood Elementary from the Frederick Ave. apartments. However, I'll just include them so you don't have to look at a previous email. Below my statistics, are my concerns for Kensington Parkwood Elementary.

-Out of 138 units in the Kensington House Apartments (located on Frederick Ave.) 27 students attend MCPS (Montgomery County Public Schools). Of these 27 MCPS students, 20 attend Kensington Parkwood Elementary. 14 of these 20 are in grades K-3 and 6 are in grades 4th or 5th. Which means 74% of the 27 MCPS students residing at Kensington House Apartments attend Kensington Parkwood Elementary. However, only 36.6% of the 71 MCPS (Sector Plan Highlights) are projected to attend Kensington Parkwood Elementary in the revitalization of Kensington. If you were to take 74% of 71 of the students calculated to attend MCPS in the revitalization of Kensington, that would be 52.5 students that would attend Kensington Parkwood Elementary not 26. This number seems like a more realistic number.

-Or based on another calculation, if you were to take the current ratio of +2 bedroom units at Kensington House Apartments (84 units) and the current number of KP students (20), the ratio of KP student to unit is 1 student to every 4.2 units. If we use this factor based on 25% of the projected 624 units being 2 plus bedrooms, I estimate a total of 37.1 KP students vs the projected amount of 26 students or a 43% shortfall in the projection.

-If the rumors that I heard, "75% of the new residences will be one bedroom," are true, I couldn't find this language in the Sector Plan (could have missed it though). Please add this language to the sector plan. One bedroom apartments/condominiums MUST make up at least 75% of any new multi-use residential properties in the Kensington and Vicinity Sector Plan.

As a former MCPS teacher, education is my utmost priority in the Kensington sector plan. Adding additional students can greatly change the atmosphere of the classroom/school and an individual's experience. You may think that adding maybe 1-3 students to a classroom isn't a huge deal. However, depending on the new students' educational needs, this can become overwhelming. Some students require several reminders an hour to stay on task where others rarely need any. Some students will also require an IEP and need more individualized attention.

Classroom sizes are already extremely high at KP. My daughter's kindergarten class has 25 students. My son's second grade class has 27 students. Keeping numbers low in K-2 are imperative. Students are learning to read during these first years. 3rd grade on, they're reading to learn.

Just imagine how adding 1-3 new desks to a classroom affects the flow, concentration, personal space and centers. I can't tell you how many times I have had to interject when a student gets up from his/her seat and accidentally pushes his/her chair into the student behind him/her. Not only can it create behavioral issues when there is not enough personal space between seating arrangements, but other important parts of the classroom can be affected. These three extra desks could take away from the little book corner where students relaxed on bean bags while enjoying a good book. Or maybe a science center to explore when students have finished their work early.

Now lets think about the shared spaces in the school. You can add bedrooms to a home, but you still have to share the same kitchen, family room, bathrooms, etc. This also occurs in a school. There is only one cafeteria, media center, art room, music room and gymnasium for all of the students to share. Currently, at KP (Kensington Parkwood Elementary) a part time and full time physical education teacher have to share the gym at the same time. When the weather is nice, this is not a problem because one can go outside. However, just imagine having ADHD and trying to pay attention while two different lessons are being taught simultaneously in the same space.

Can you imagine what kind of art lessons may be pushed aside when a part time art teacher doesn't have a sink or adequate space to store supplies in a regular classroom (which also serves a dual purpose when art is not being taught; music, etc.). Currently at KP, the part time art teacher does not get to use the art room because the full time teacher is using it.

Then there's the media center. When a school is overcrowded, there's not enough time in the day/week for all of the classes to rotate through. So, instead of having media center every week, some of the upper grade children get a 10-15 minute book exchange. A flex schedule is then usually put into place so research can be done for particular projects.

Let's not forget how you might also have "music on a cart". I experienced this at Fields Road Elementary school (along with other afore mentioned issues). The music teacher came to your room. The teacher was expected to leave, but where? All of the rooms were being occupied, IEP meetings were being held in the conference room. This left the teacher's lounge. Not at all a conducive environment for planning. Not only did this affect the teacher, but the students also suffered. They didn't get to experience playing several musical instruments because the cart couldn't carry them. Luckily, this music teacher also played the guitar so the children were exposed to live music because the piano wasn't going to be moved. Oh, don't forget to think about the classrooms trying to concentrate next door.

My reasons for going into such great detail is that there needs to be a plan of action if the new residences created from the sector plan exceed proposed student population growth. If the maximum children is 26, then we should not allow any additional students to enter KP. If the amount of students exceed expectation, my solution would be to have the ToK's school boundaries split. Anyone south of the railroad tracks could attend Oakland Terrace and anyone north could attend KP. This would alleviate KP having to solely burden the influx of students. Please include in the Kensington sector plan guidelines that the ToK will NOT contest a redistricting of elementary schools if the number of students EXCEEDS the projected amount in the sector plan.

KP already has 4 portables, so the projection of students was greatly underestimated. If you look at any of the newly renovated schools, you can see this lack accuracy.

If the ToK is against this proposal, then density SHOULD be lowered to protect our schools. It would also deal with many of the traffic concerns that already plague this area.

Thank you for considering the impact of increased student population on KP.

Sincerely,  
Karen Hansel  
10229 Parkwood Court  
Kensington, MD 20895

## MCP-CTRACK

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**From:** vze39rhf@verizon.net  
**Sent:** Wednesday, May 04, 2011 5:03 PM  
**To:** MCP-Chair  
**Subject:** Re: For Kensington Sector Plan public record

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PARK AND PLANNING COMMISSION

Francoise -

The language changes document and the mapping rules document sent at 4:59 were from me. Down to the wire! Just realized my laptop email address doesn't have my name. I didn't have time to write an intro.

Thank you for your consideration. See you at the worksession next Thursday.

Lydia

Lydia Sullivan  
[sullivan.flyger@verizon.net](mailto:sullivan.flyger@verizon.net)  
301.758.1892



Language:

• P. 11 Street-Oriented Development

- Encourage railroad-oriented development at the back of Metropolitan Avenue and other properties along the CSX tracks, including safe pedestrian routes, lighting, windows, benches or other seating, and sidewalk connectivity parallel to the tracks from site to site, to encourage an aesthetic connection with Howard Avenue and the Town Center.

P. 17

- Diversity of housing on edge properties may include townhouses, which are appropriate in transitional areas on commercial edges.

P. 19 Change “Town Center” designation to “Business District”

Connectivity

P. 20 (last paragraph)... and Kensington Parkway from Howard Avenue to Frederick Avenue’s northern intersection with Kensington Parkway as Business District Streets with 70-foot rights-of-way and two travel lanes.

P. 28 Zoning

- Current C-T zoned areas are recommended to retain residentially based zones.

P. 29 Compatibility [add]

- All new development adjacent to or across a street from residentially zoned properties must be compatible with adjoining neighborhoods, and must step down to 40 feet or lower on the portion abutting the residentially zoned property.

- Where changes in zoning are proposed in neighborhood transitional areas (in which commercial is adjacent to or confronting residential), from C-T or R-60 to CR zones, the zoning change must not be considered a change in the character of the parcel or adjoining properties.

P. 30 Regulatory Review

- Where no site plan is required, the Plan recommends all new development within Town of Kensington boundaries seek design review by the Town, to ensure compatibility with Plan goals, adjoining properties and Design Guidelines.

### **Mapping rules:**

- 75 feet – change to maximum 65 feet (ULI maximum)
- 2.5 FAR – change to 2.0 FAR
- R-60 remains R-60, including special exception and commercial use (such as parking)

#### Exceptions:

Existing commercial buildings on property [such as garage alley and fire station]

- C-T becomes CRN 1.0 FAR, 40 feet to retain transitional character

#### Exceptions:

- a.) Fronting on major artery, Connecticut or University
- b.) Existing *building* is 40 feet tall or larger

- CRN 1.0 FAR, 40 feet if adjacent to or across street from

- a.) R-60 residential
- b.) Historic District

#### Exception:

- 1.) If existing commercial *building* is 40 feet or larger
- 2.) Johnson's block that is core of Town Center concept

- CRN 1.5 or 1.0, H 45 if

- a.) adjacent to any residential that is not R-60
- b.) adjacent or across the street from Historic building or district
- c.) adjacent to residential but has existing commercial *building* larger than 40 feet
- d.) across from /adjacent to residential but on major artery

- If conflict between two of these rules on a particular parcel, lower density applies

- No CR neutral – some mix on every parcel or site plan

### **General logic of restrictions:**

- Based on what actually can be *built* now on lots without subdividing, within existing zone, considering all limiting factors, including 59-E parking requirements, lot size, setbacks and other factors in existence today anywhere in the zoning code
- Whether adjacent to or across the street from residential zone, or Historic District or Historic building
- Whether on major artery (Connecticut/University) or smaller street
- Whether existing commercial *building* (not use, not parking lot)

### **General recommendations:**

- Compatibility to adjoining neighborhoods will be considered

- All new development on properties adjacent to or across the street from residential must step down to 40 feet or lower on the portion facing the residential side.

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**MCP-CTRACK**

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

**From:** Stowe Locke Teti [stoweteti@gmail.com]  
**Sent:** Wednesday, May 04, 2011 5:06 PM  
**To:** MCP-Chair  
**Cc:** Stowe Locke Teti; Julia OMalley  
**Subject:** Kensington Sector Plan  
**Attachments:** SectorPlanRefinements.doc; Comparison Chart-1.doc; ATT205527.txt

For your Consideration:

## ASK Recommendations: Kensington Sector Plan

Appropriate Scale for Kensington (ASK) is a group of diverse residents with diverse skills who have been actively working on clarifying the Sector Plan so as to ensure it better fits the needs of residents as well as stimulates the smart development we want in our town.

A group within our organization has studied the Plan's proposed Town Center location. It is our considered conclusion that people would not congregate on Connecticut and Knowles, or Connecticut and Plyers Mill? Taking Bethesda as an example, centers of congregation are *off* of the main street, Wisconsin Avenue, a major highway whose scale and function are nearly identical to Connecticut Avenue. Our conclusion aligns with examples such as Bethesda.

We then looked for a location where gathering and walking about would likely take place, assuming proper development. A concept for a workable, attractive Town Center emerged. It's location begins with the area around the Train Station, and steps down the grade in a series of developable, linkable, pedestrian-friendly terraces which currently are in need of development. This design includes overhead pedestrian bridges, linking the Town Center with the Konterra development. It is with that in mind that we have proceeded with our presentation showing a Town Center in that area.

To fully flush out these ideas and to also work on the problematic area of Connecticut and Knowles, and true connectivity throughout the town, we ask for time to have a true CHARETTE with all parties invited to participate, including any interested residents, commercial property owners, government officials and small business owners. The ULI study only included 22 invited "stakeholders" in the work sessions.

This request should be granted for several important reasons:

First, the Sector Plan, as is, does not propose a workable Town Center, but rather a Business District/Town Center conceived as one entity; this prevents the possibility of zoning the Town Center differently from the Business District, which we feel is an important distinction in a community.

Second, ASK has taken the initiative to produce and present alternative proposals that better serve the needs of our community. These proposals have been carefully prepared by architects, designers, and development professionals in our organization and critiqued by the people who will have to live with the results.

Third, ASK has both initiated work with landowners and business owners, and gained their support; we are also currently in talks with CSX regarding the Town Center bridges, which would remove a barrier which has plagued residents as well as planners for over 30 years. In light of these efforts, as well as the best practices in community based planning, an open Charette is the most logical solution.

## MAPPING

We support a mapped zoning policy built upon the values and character of the Kensington-Wheaton Communities Master Plan, (adopted 1989). Recognizing that Kensington is a low to medium density historic town, all infill development must be similar in character and compatible in density with the immediate neighborhood within which it is contained, or to which it is

adjacent. Mature residential areas adjoining commercial or CR zones along Connecticut Avenue, Plyers Mill, and other major arteries, should be protected from encroachment by mandated step downs and design compatibility regulations required (i.e. to be included in the plan) for all residential neighborhoods and Historic Districts.

In light of maintaining the balance of housing options sought in the plan, we support incentives for developments which locate townhouses, an underrepresented housing form, around the perimeter of existing single family home neighborhoods as transitional massing to commercial and CR spaces.

For the downtown core we ask for 2.0 density. We believe all other 2.5 FAR's in the County are near a METRO. The MARC is a commercial carrier offering limited and infrequent passenger transit. It is not "well-served" public transit in any meaningful sense.

Sector Plan p.28 ¶3 1.5-8 should be changed from: "Projects in the redevelopment areas proposed in this plan can also achieve additional density using the optional method because of their proximity to the MARC station or well-served public transit." To:

"Projects in the redevelopment areas proposed in this plan can also achieve a maximum density of 2.0 using the optional method if located within 500' of the MARC station. Should well-served public transit equivalent to the METRO come to be in service in Kensington, optional densities up to 2.5 FAR are possible for areas within 500' of such service, upon community review and approval."

Antique Row on Howard Avenue beyond Safeway should be 1.5. It should NOT be higher density than the major streets Metropolitan and Connecticut Ave. which have 1.5. In particular, Montgomery Avenue at Howard on the west side of the street has properties backing to, adjacent to, *and* including Historic District properties.

#### CONNECTIVITY

Regarding connectivity the Plan recommends ideas such as reduce the speed to 30 mph; encourage pedestrian-centered urban designs; don't widen intersections; confirm bikeways; improve lighting; clear, bold crosswalk markings; storage lockers and bike racks; improved signage (p.9). There is also the mention of a tunnel near the train station, and in the design section p. 11, minimizing curb cuts on Conn. This helps pedestrians and traffic but leaves open the question of entrances and exits for some properties. We believe there are opportunities for more specific improvements to be included in the Plan.

A charrette should investigate the options for a tunnel, bridges, and a reversible lane on Summit bridge with added pedestrian bridge. The property at Metropolitan Ave, Plyers Mill Avenue and Connecticut Avenue which is recommended to be accessed from Plyers Mill, should also have an interior roadway for entrance/exit possibilities at the Proposed Lexington street extension. A walkway down the north side of the tracks could reflect the Howard Ave shops and extend to the train crossing.

We agree with an option for a tunnel to connect the new Town Center north to south, but perhaps a pedestrian bridge is also necessary from the Howard side to the Metropolitan side between the train station and Connecticut.

Four crosswalks are needed at Knowles and Connecticut as staff stated was installed at Georgia and Randolph.

## PARKING:

For any Sector Plan area without Metro we support a 10% reduction to parking as an incentive.

In round numbers, MARC has a ridership of 150; METRO has 10,000 per station. =

Since MARC is 1% of METRO, parking incentive should be held at 10%.

Parking should be within 500 feet, as per Urban Land Institute report.

## SCHOOLS:

See the language below.

Suggested Language to include:

### P. 11 Street-Oriented Development – Add:

Encourage railroad-oriented development at the back of Metropolitan Avenue and other properties along the CSX tracks, including safe pedestrian routes, lighting, windows, benches or other seating, and sidewalk connectivity parallel to the tracks from site to site, to encourage an aesthetic connection with Howard Avenue and the Town Center.

P. 12 Replace "For infill and redevelopment of properties located "directly" (remove) opposite historic district resources, including Warner Street and Armory Avenue, consider compatibility of scale, massing, and setback."

with: "For properties located opposite or adjoining historic district resources, including Warner Street, Armory Avenue, Howard Ave to Kensington Parkway and St. Paul Street, infill and redevelopment of properties MUST be compatible in scale, massing, and setback."

### P. 17

Change "Town Center" designation to "Business District"

Diversity of housing on edge properties may include townhouses, which are appropriate in transitional areas on commercial edges.

### P.19 3<sup>rd</sup> paragraph

"This Plan recommends taller buildings in the "core" of the Town Center (replace Town Center with DOWNTOWN)-Conn Ave, Knowles Ave, and Plyers Mill Rd.

SOME buildings at the edges of the "DOWNTOWN" are recommended for lower height, to ensure gradual transitions of building to the adjoining residential neighborhoods. Design guidelines will help ensure that new development steps down toward residential and historic neighborhoods TO A HEIGHT OF 40 FEET OR LESS, WHEN THIS DEVELOPMENT IS OPPOSITE RESIDENTIAL/HISTORIC OR ADJOINING THESE PROPERTIES, and that new buildings adjacent to these neighborhoods MUST BE of compatible height and mass."

P. 20 (last paragraph)... and Kensington Parkway from Howard Avenue to Frederick Avenue's northern intersection with Kensington Parkway as Business District Streets with 70-foot rights-of-way and two travel lanes

### P.28 1<sup>st</sup> paragraph under Zoning. Add:

*"All R 60 zones will be retained."*

### P. 28 Zoning

Current C-T zoned areas are recommended to retain residentially based zones.

**P. 29 Compatibility [add]**

All new development adjacent to or across a street from residentially zoned properties must be compatible with adjoining neighborhoods, and must step down to 40 feet or lower on the portion abutting the residentially zoned property.

Where changes in zoning are proposed in neighborhood transitional areas (in which commercial is adjacent to or confronting residential), from C-T or R-60 to CR zones, the zoning change must not be considered a change in the character of the parcel or adjoining properties.

**P.30 Sector Plan:**

“In the event that an additional school is needed, Mont Co P S could consider reopening the former Kensington. Elementary School to accommodate development proposed for White Flint.”

Remove: “to accommodate development proposed for White Flint” (to prevent additional crossover traffic on Strathmore/Knowles).

**P. 30 Regulatory Review**

Where no site plan is required, the Plan recommends all new development within Town of Kensington boundaries seek design review by the Town, to ensure compatibility with Plan goals, adjoining properties and Design Guidelines.

[protective language ] – Where changes in zoning in neighborhood transitional areas are from C-T to CR zones, where commercial is adjacent to or confronting residential; the zoning change must not be considered a change in the character in the area.

See attached comparison chart.

Kindly,

Julia O'Malley

Stowe Teti



Kensington Sector Plan  
Comparison Chart

IN DRAFT PLAN

1)CRN:  
Max height 60 feet  
Standard Method  
No Step down

2) CRT:  
Max height 75  
Optional Method  
No Step down  
FAR to 2.5  
Sketch Plan review  
Site Plan review

3) CONNECTIVITY:  
Reduce speed, narrow  
lanes, better lighting, bold  
markings, clear signage,  
Tunnel.

4)PARKING:  
Huge reductions of 20-40-  
60%  
½ to 1 mile  
METRO carries 10,000 per  
station  
MARC carries 150  
Bus Rapid Transit not  
funded

ULI REPORT

Max Height 65  
FAR 1-1.5

Max Height 65  
FAR 1-1.5

CONNECTIVITY:  
Integrated street  
improvements and  
redevelopment along main  
streets. Streetscape  
improvements must come  
first.

PARKING:  
500 feet adequate

ASK

CRN: Historic or next to  
Residential  
Max height 45 feet  
Review – all over 5,000 sq.  
ft.  
Step down to 40 feet

CRT:  
Max Height 65 feet  
Step down to  
neighborhood  
FAR 1- 1.5  
Review –sketch, site plan

CONNECTIVITY:  
An independent,  
professionally led  
CHARENTE is required

PARKING:  
500 feet of MARC 10%  
Bus Rapid Transit credits -  
not until funded

RETAIN all R-60

# KONTERRA

14401 Sweitzer Lane  
Suite 200  
Laurel, MD 20707

Phone: (301) 953-9870  
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May 3, 2011

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

Dear Ms. Carrier:

I am writing to you on behalf of Konterra Limited Partnership (KLP) which owns property at 10450 Metropolitan Avenue in Kensington. The draft Kensington Sector and Vicinity Plan rezones KLP's site to CRT.

KLP requests that the Montgomery County Planning Board consider further revisions/amendments for the following sections to the proposed CR Zones ZTA.

## **CR Zones**

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### **59-C-15.62[4]. Bicycle Parking Spaces and Commuter Shower/Change**

Under the bike counts, average number of bike requirement is  $05\pm$  / unit.  
Examples:

80 DUs must provide:

Public accessible bike spaces:  $0.1 / \text{unit} \times 80 = 8$   
Private, secure bike spaces:  $0.5 / \text{unit} \times 80 = 40$   
Total = 48 Bikes  
Bike ratio / unit: 0.6 / unit

300 DUs must provide:

Public accessible bike spaces:  $0.1 / \text{unit} \times 300 = 30$  or 10 max.  
Private, secure bike spaces:  $0.5 / \text{unit} \times 300 = 150$  or 100 max  
Total = 110 Bikes  
Bike ratio / unit: 0.366 / unit

From the above example, it is clear that the proposed ZTA requires too many bike spaces for a smaller apartment building making this requirement uneconomical as well as difficult to achieve in medium size apartment complexes. Also, some people may take the bike to their unit instead of leaving in their basement.

**59-C-15.854. [5. Incentives for] Diversity of Uses and Activities**

**“(e) Dwelling Unit Mix: At least 5 points for integrating a mix of residential unit types with [Provision of ]at least 7.5% efficiency units, 8% 1-bedroom units, 8% 2-bedroom units, and 5% 3-or-more bedroom units.”**

KLP builds mostly 1 BR, Efficiency / studio units due to market conditions. We do not build 3BR units unless it is very exclusive sales units or inside the urban core areas. Under the CRT Zone, one bedroom should have much higher ratio than efficiencies and 2 bedrooms.

KLP suggests the following dwelling unit mix under the CRT Zone:

**(e) Dwelling Unit Mix: At least 5 points for integrating a mix of residential unit types with [Provision of] at least 5% efficiency units, 15% 1-bedroom units, and 10% 2-bedroom units.**

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**59-C-15.856 Protective and enhancement of the natural environment**

**“(e) Vegetated Area: At least 5 points for installation of plantings in a minimum of 12 inches of soil covering at least 5,000 square feet.”**

It is unfair for a smaller site to provide 5,000 square feet of vegetated area.

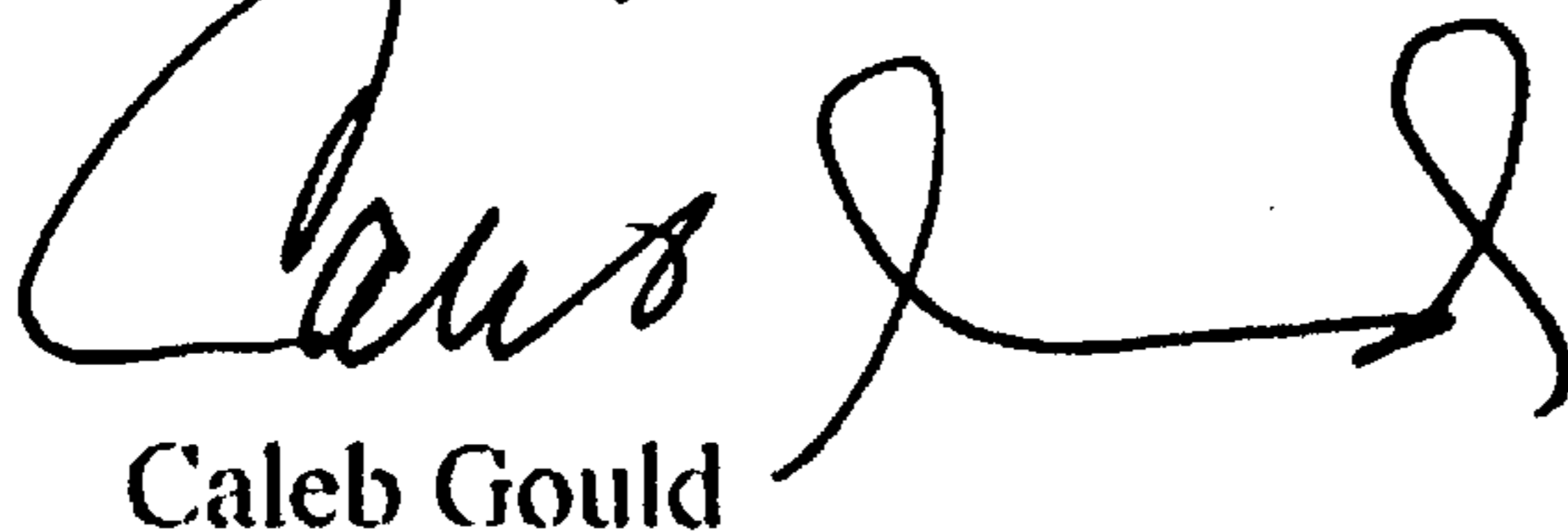
KLP suggests 5% of developable area instead of 5,000 square feet.

**(e) Vegetated Area: At least 5 points for installation of plantings in a minimum of 12 inches of soil covering at least 5% of developable area.**

We ask the Planning Board to give the above recommendations serious consideration when the Board takes up the proposed CR Zones ZTA this week.

Thank you.

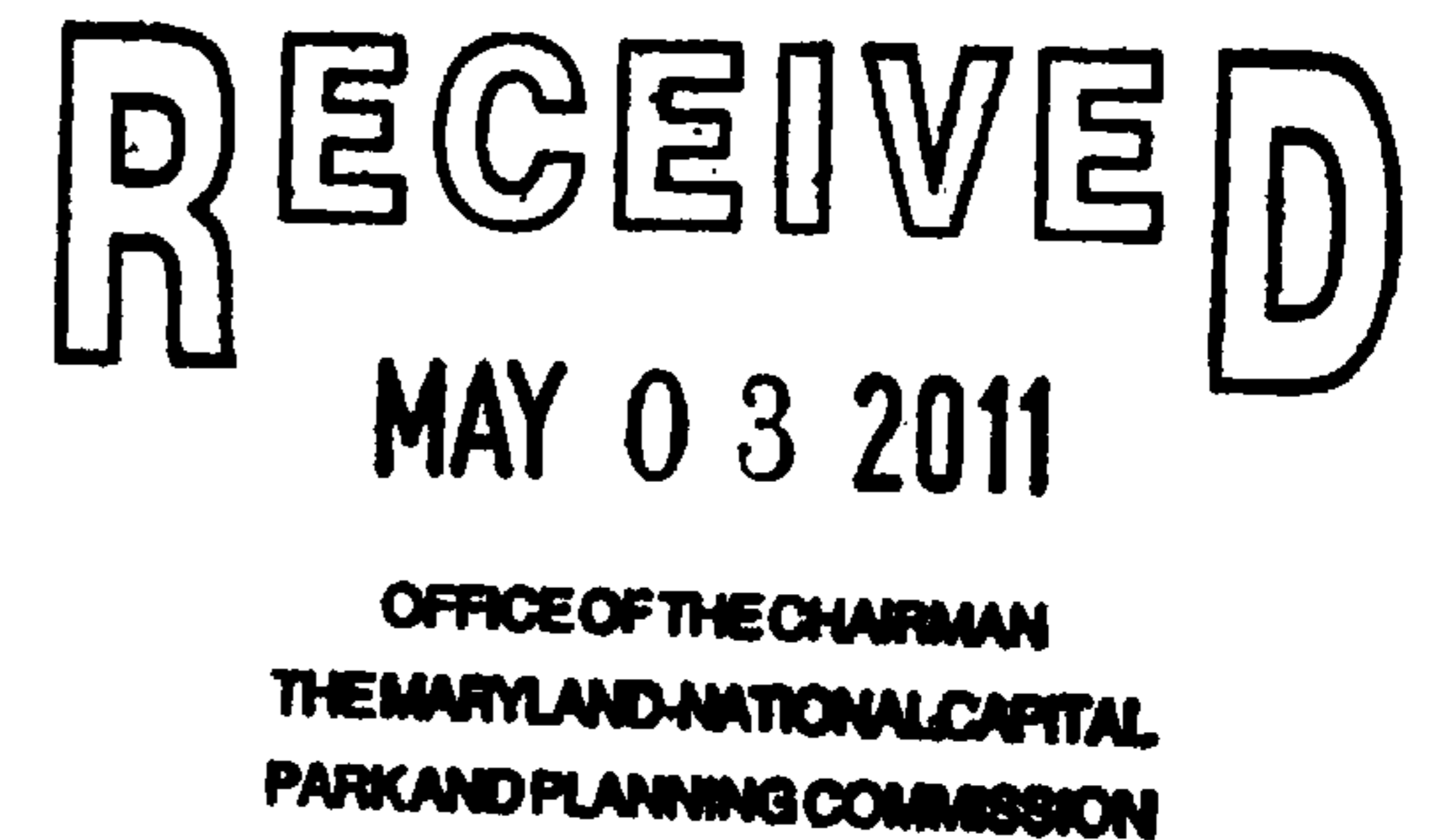
Yours truly,

  
Caleb Gould

## MCP-CTRACK

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**From:** ericphoffman@gmail.com on behalf of Eric Hoffman [ehoffman@cnmcresearch.org]  
**Sent:** Tuesday, May 03, 2011 6:56 AM  
**To:** MCP-Chair; councilmember.ervin@montgomerycountymd.gov  
**Cc:** councilmember.andrews@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov;  
councilmember.elrich@montgomerycountymd.gov;  
councilmember.floreen@montgomerycountymd.gov;  
councilmember.rice@montgomerycountymd.gov;  
councilmember.riemer@montgomerycountymd.gov;  
councilmember.leventhal@montgomerycountymd.gov;  
councilmember.navarro@montgomerycountymd.gov;  
county.council@montgomerycountymd.gov  
**Subject:** Kensington Sector Plan



Dear Council Members,

My family and I have lived in Kensington for 12 yrs (3910 Warner St.). We have three children (Ryan 8, Alanna 9, and Caleb 9 yrs). We have loved living in Kensington, with the nice mix of families, business, single family homes and apartments. We are proud of the schools and the services offered by our Town, County and State, and appreciate the important work you all do.

My key concerns with the proposed Kensington Sector Plan are:

### **Traffic and population growth.**

- **The proposed plan will lead to a significant increase in the population number and density of Kensington (about 30% increase in numbers, and >100% increase in central density).**
- **The roads in central Kensington are currently labeled by the County and State as among the most congested and dangerous in the State.** During rush hours, the major North/South Connecticut Ave commuting route has both University Ave and Connecticut Ave. converging in the Center of Kensington, with intersections backing up for a mile. The only East/West thoroughfare for miles also converges at the same place in Kensington (Cedar Lane and Strathmore/Knowles converging from Wisconsin/Rockville Pike from the West, and Plyers Mill/Metropolitan Ave from the East - the only spot over the Marc tracks). These are single lane roads also backing up for a mile or more at times.
- **Living just a block from these intersections, we have witnessed many traffic related deaths, with most involving pedestrians.** I also know families that have moved away from Kensington solely because of the inadequate traffic infrastructure. To give a personal example, I was crossing one of these intersections with my children with a 'walk' signal when a county utility truck made a right on red (without stopping), and came within inches of running us over (he didn't even slow down), with the many cars gasping at the sight. The man promptly screeched his truck to a stop, and ran out of his truck to aggressively confront me (threatening to hit me) - because I had attempted to cross a street in Kensington with children - clearly my error! Drivers are so desperate to get through the infamous Kensington intersections that pedestrians or bikers just simply do not 'register' as obstacles to many drivers.
- **The proposed increase in central density in Kensington will double an already impossible problem, recognized by all as among the worst in the State (and probably US in general).** In an era of 'improved walkability and greening' of communities (such as neighboring Silver Spring, and proposed changes in Rockville), the current plan goes the opposite direction.
- **Kensington will become a community where walking is impossible** - joining the ranks of urban centers in Texas and other 'no walk' zones. Because these Kensington intersections have been such a

problem for so long, there have been many town, county and state studies to look at traffic changes to remedy the current situation - apparently the convergence of train tracks and North/South and East/West causeways make it impossible to come up with tunnels or other alternatives.

- **Designation of the MARC station as justification for increased density is not appropriate.** As the Committee surely realizes, the MARC trains only run during limited rush hour times, in a single direction. If someone works solely in downtown DC, near Union Station, only 9-5, and only on weekdays, then Marc can work. But less and less people work only 9-5 on weekdays, and the Union Station downtown area is a very small part of the Metro work force. Also, many need to travel to DC for non-work reasons as well. **The Marc train is impossible to use as a routine mode of transportation for >99% of Kensington residents.** Service is simply too restricted. To equate the Marc train to a Metro stop is neither reasonable nor rational. It is about 2 miles to the closest Metro stop (Wheaton) - people will drive to Wheaton, or drive to work. The Kensington Sector Plan will make an impossible traffic situation far worse.

### **Schools and population growth.**

- My children will be going to school in a temporary trailer in the parking lot of Kensington Parkwood school next year. There are too many children for the existing school system. How will the existing over-taxed school system absorb the planned dramatic increase in residents?

Thank you for your careful study of the Kensington Sector Plan. I hope that any increase in population and density is attached to clear plans for handling traffic and schools.

Sincerely yours,

Eric Hoffman  
3910 Warner St.  
Kensington, MD 20895  
work: Children's National Medical Center

**MCP-CTRACK**

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**From:** Mike McCurry [MMcCurry@psw-inc.com]  
**Sent:** Monday, April 25, 2011 12:59 PM  
**To:** MCP-Chair  
**Cc:** mccurry5@aol.com  
**Subject:** Revised 2011 Sector Plan -Kensington

**RECEIVED**  
APR 25 2011

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

To the Chair and Members of the Planning Board:

As residents of the Town of Kensington, we follow discussions about the sector plan with interest but perhaps not with the vitriolic comment of other citizens. We are satisfied that the process and the current draft has well protected the public interest and we think the resulting product will allow for favorable improvements in the Kensington community, innovation and modernization, and scrupulous oversight to preserve the important historic values our community cherishes. Specifically, we support the proposed density and height recommendations in the revised plan. It is time to finish this process and finish the work.

Thank you for your service and your attention to public comments on the revised plan.

Sincerely,  
Mike&Debra McCurry  
10313 Fawcett St  
Kensington, MD 20895  
301.949.5955

+++++

**Mike McCurry**  
**Public Strategies Washington**  
633 Pennsylvania Ave NW  
Washington, DC 20004  
Asst: Laura Denton  
[LDenton@psw-inc.com](mailto:LDenton@psw-inc.com)  
o: 202.783.2596

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APR 25 2011

MCP-CTRACK

From: STEVEN COHEN [nehoc@cavtel.net]  
Sent: Saturday, April 23, 2011 3:18 PM  
To: MCP-Chair  
Subject: Written testimony for the 28 April Board meeting

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

The following is submitted as written testimony for the April 28 meeting . I would like to speak at the hearing to offer additional information

Formal written testimony as follows:

I have been very pleased with the open deliberations of the Planning Board and the Staff however I continue to be concerned about the Kensington Sector Plan and specifically traffic resulting from future development.

Anyone familiar with Kensington can tell you that the roads in and out of Town are already clogged. We have two of the worst State road intersections in the County. The planned development to the North, South and West of us will only compound the situation. Increased development, as described in the Plan, seems exactly opposite of what is needed both from a resident and business standpoint. I don't think anyone could sensibly argue that increasing congestion helps our businesses, residents and overall economic health. Public mass transportation is not an answer and future attempts to widen the State and County roads will be a brutal political battle.

I believe that the Sector Plan was well intentioned at the outset but is now the product of faulty assumptions and "group think" carried forward by the fallacy that "we need to do it because we have been working on it for five years". This Plan does not solve any problems and does not bring any meaningful value to the Town or the County. The few who economically benefit from the Plan will contribute nothing to our quality of life or our economic health. They will leave us a legacy of even more urban sprawl.

Kensington's economic viability is not about building more but building better ....and building within the infrastructure the Town, County and State can support. Over the years Kensington has gone through many changes with positive economic growth and that has been based on the attributes of the Town...the residents and the businesses. I believe that Kensington's unique character as a small town and it's historic features has proved to be the Town's greatest ECONOMIC strength.

I think the plan needs further work because it does not reflect an understanding of community concerns and the impacts of BRAC, Purple Line and Weaton Plaza developments. As you know, concerns have been expressed in terms of building height. However the answer is not reducing building height to 45 feet. The question is why do buildings need to be any higher. After all, we have viable businesses right now.

I urge the Board not to approve the sector plan in it's current form and require that the following actions be taken .

- 1) a methodical Kensington-specific traffic study describing the impacts of local and surrounding developments including BRAC,
- 2) an independent, proactive outreach survey of Kensington residents and business to assess and formally document concerns and interests.  
(It should not be a substitute for town meetings even though they are poorly attended)
- 3) future site improvements requesting increased Floor Area Ratio

(FAR) above current level be approved on case by case basis, follow formal approval process/plan submission and require community comment.

I have forwarded the substance of these comments and recommendation to the County Council and the County Executive.

I look forward to your support.

Steven Cohen  
10205 Connecticut Ave  
Kensington, Maryland 20895  
301 929 0812



**RECEIVED**

APR 25 2011

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

**From:** STEVEN COHEN [nehoc@cavtel.net]  
**Sent:** Saturday, April 23, 2011 2:09 PM  
**To:** oicemail@montgomerycountymd.gov  
**Cc:** county.council@montgomerycountymd.gov; MCP-Chair  
**Subject:** Kensington Sector Plan

Dear Mr Leggett

My wife and I wrote to you about the Kensington Sector Plan on Oct 25 2009 and expressed our concerns about the overall plan and traffic issues in particular. Since that time we have closely followed the evolution of the plan...attending meetings and doing our best to understand the changes.

We have been very pleased with the open deliberations of the Planning Board and the Staff. We cannot say the same for the Town. Discussions have been, in our view, pro forma to avoid criticism. Sadly, we have seen personnel attacks and other things that have had a chilling effect on open discussion. We think that you need to understand that, if you do not already. A few have been driving the town position and those who oppose it (including us) do not want to risk being subject to the personal barrage that others experienced.

As to the specifics of the plan, we continue to be particularly concerned about traffic. We don't need to tell you that the roads in and out of Kensington are already clogged. We have two of the worst State road intersections in the County. The planned development to the North, South and West will only compound the situation. Increased development, as described in the plan, seems exactly opposite of what is needed both from a resident and business standpoint. I don't think anyone could sensibly argue that increasing congestion helps our businesses, residents and overall economic health. Public mass transportation is not an answer and future attempts to widen the State and County roads will be a brutal political battle.

We believe that the sector plan was well intentioned at the outset but is now the product of faulty assumptions and "group think" carried forward by the fallacy that "we need to do it because we have been working on it for five years". This plan does not solve any problems and does not bring any meaningful value to the Town or the County. The few who economically benefit from the plan will contribute nothing to our quality of life or our economic health and they will leave us a legacy of even more urban sprawl.

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The Council needs to do what's right for its constituents and not what's expedient. We think the plan needs further work based on a complete understanding of community concerns and the impacts of BRAC, Purple Line and Weaton Plaza developments. As you know, concerns have been expressed in terms of building height. However the answer is not reducing building height to 45 feet. The question is why do buildings need to be any higher. After all, we have viable businesses right now.

We urge the Council to not approve the sector plan in its current form and require that the following actions be taken by the Planning Board prior to reconsidering the plan.

1) a methodical Kensington-specific traffic study describing the impacts of local and surrounding developments

including BRAC,

2) an independent, proactive outreach survey of Kensington residents and business to assess and formally document concerns and interests. (It should not be a substitute for town meetings even though they are poorly attended)

3) future site improvements requesting increased Floor Area Ratio (FAR) above current level be approved on case by case basis, follow formal approval process/plan submission and require community comment.

We look forward to your support. Thank you

Steven Cohen  
10205 Connecticut Ave  
Kensington, Maryland 20895  
301 929 0812

APR 25 2011

**From:** STEVEN COHEN [nehoc@cavtel.net]  
**Sent:** Saturday, April 23, 2011 2:09 PM  
**To:** county.council@montgomerycountymd.gov  
**Cc:** MCP-Chair  
**Subject:** Kensington Sector Plan

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

Council Members,

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We have been very pleased with the open deliberations of the Planning Board and the Staff. We cannot say the same for the Town. Discussions have been, in our view, pro forma to avoid criticism. Sadly, we have seen personnel attacks and other things that have had a chilling effect on open discussion. We think that you need to understand that, if you do not already. A few have been driving the town position and those who oppose it (including us) do not want to risk being subject to the personal barrage that others experienced.

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We believe that the sector plan was well intentioned at the outset but is now the product of faulty assumptions and "group think" carried forward by the fallacy that "we need to do it because we have been working on it for five years". This plan does not solve any problems and does not bring any meaningful value to the Town or the County. The few who economically benefit from the plan will contribute nothing to our quality of life or our economic health and they will leave us a legacy of even more urban sprawl.

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3) future site improvements requesting increased Floor Area Ratio (FAR) above current level be approved on case by case basis, follow formal approval process/plan submission and require community comment.

We look forward to your support. Thank you

Steven Cohen  
10205 Connecticut Ave  
Kensington, Maryland 20895  
301 929 0812

**MCP-CTRACK**

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

**From:** STEVEN COHEN [nehoc@cavtel.net]  
**Sent:** Saturday, April 23, 2011 2:32 PM  
**To:** county.council@montgomerycountymd.gov  
**Cc:** MCP-Chair; oemail@montgomerycountymd.gov  
**Subject:** Do Not Approve Kensington Sector Plan

Councilmembers

I have deep concerns about Kensington Sector Plan and traffic issues in particular. We have two of the worst state road intersections in the County and the planned development around Kensington will only compound the situation.

The plan describes what seems to be the exact opposite of what is needed both from a resident and business standpoint. No one could sensibly argue that increasing congestion helps our businesses, residents and overall economic health. Public mass transportation is not an answer and future attempts to widen the State and County roads will be a brutal political battle.

While the sector plan was well intentioned at the outset it is now the product of faulty assumptions and "group think" carried forward by the fallacy that "we need to do it because we have been working on it for five years". This plan does not solve any problems and does not bring any meaningful value to the Town or the County. The few who economically benefit from the plan will contribute nothing to our quality of life or our economic health and they will leave us a legacy of even more urban sprawl.

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The Council needs to do what's right for its constituents and not what's expedient. We think the plan needs further work based on a complete understanding of community concerns and the impacts of BRAC, Purple Line and Weaton Plaza developments. As you know, concerns have been expressed in terms of building height. However the answer is not reducing building height to 45 feet. The question is why do buildings need to be any higher. After all, we have viable businesses right now.

I urge the Council to not approve the sector plan until it addresses traffic impacts especially with regard to planned development and allowable FAR and building heights.

I look forward to your support. Thank you

Colleen Cohen  
10205 Connecticut Ave  
Kensington, Maryland 20895

**From:** Rhonda Cohen [rhondacohen@verizon.net]  
**Sent:** Saturday, April 23, 2011 3:00 PM  
**To:** MCP-Chair  
**Subject:** Kensington Sector Plan

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

To whom it May Concern,

I cannot attend the hearing on the Kensington Sector Plan on the 28th due to a business trip but I want to express my opinion.

Kensington is in a daily state of gridlock. The sector plan will add more residents and commercial traffic adding to the gridlock. This will be a huge inconvenience to people in addition to adding to pollution and wasting fuel. While I utilize the many local retailers and often patronize them by walking, there are still too many instances where traveling through town by car is necessary, such as commuting to work, to reduce using my car.

Renewal and pedestrian improvements sound good, however, unless the traffic situation with infrastructure improvements are addressed I am adamantly against any changes to Kensington that would increase area traffic.

Thank you for your consideration.

Rhonda Cohen  
3611 Dupont Avenue  
Kensington, Md 20895

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APR 25 2011

**MCP-CTRACK**

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**From:** stuart cohen [stuart@necavio-na.com]  
**Sent:** Saturday, April 23, 2011 12:54 PM  
**To:** MCP-Chair  
**Subject:** Kensington Sector Plan

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

Hello,

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Thank you for your consideration.

Regards,  
Stuart Cohen  
3611 Dupont Ave.  
Kensington

# KONTERRA

14401 Sweitzer Lane  
Suite 200  
Laurel, MD 20707

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APR 25 2011

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

April 28, 2011

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

Dear Ms. Carrier:

The purpose of our testimony is to delineate Konterra Limited Partnership's (KLP) proposal to revise the Planning Board Draft Kensington and Vicinity Sector Plan to permit the proposed CRT height limitation for KLP's property at 10450 Metropolitan Avenue be raised to 75' from 60'. KLP's proposed revision will permit KLP to build an economically viable, LEED certified, luxury mixed-use apartment complex adjacent to the MARC station which will contribute to the revitalization of the Town as envisaged by the Kensington and Vicinity Sector Plan.

KLP and an affiliate purchased the property in Kensington in 1982. The property had been, prior to purchase, improved by a ready mix concrete plant. The Kensington ready mix concrete plant had been a nonconforming use since 1978 when the underlying zone was changed to C-2. In 1997, the Planning Board recommended and the County Council terminated the nonconforming use with a four year amortization period (ZTA 97022). At the time, then County Council President Ike Leggett offered to assist KLP in its efforts to locate a new site in the down county area for a ready mix concrete plant. Unfortunately, no site was ever identified and no compensation was ever offered to KLP for the amortization of their plant.

Sometime between the enactment of ZTA 97002 and the end of the amortization, a representative of KLP was approached by then Economic Development Director, Dave Edgerly, with a proposal to swap a County owned parcel on Southlawn Lane that is zoned industrial for the KLP owned site in Kensington. Both the State and County were interested in converting the Kensington site to a MARC and/or County parking lot. In time, the State lost interest in this site; but, the County and Town of Kensington expressed serious interest in moving ahead with the proposed swap. In 2001, the County, Kensington and KLP began working in earnest to negotiate a reciprocal exchange of the property in Kensington for the County owned property in Rockville. In 2010, the various agreements were finally executed.

Throughout the negotiations, KLP demonstrated fairness and flexibility. At the same time, KLP agreed to certain changes at the wish of both the County and the Town, most notably, the newly leased Kensington parking lot that resulted in economic loss to KLP.

The residual KLP property on Metropolitan Avenue is a narrow, irregularly shaped site sandwiched by Metropolitan Avenue and the CSX railroad. It slopes to an elevation as much as



30 feet below the railroad station and proposed public parking lot. It is a site that is quite difficult to economically develop as any other use other than apartment housing. Both mixed used office and a restaurant were studied as potential uses for the site. Both were ultimately rejected because KLP could not discern a viable market for either use.

KLP has met with members of the Kensington Town Council as well as surrounding property owners to present their case for raising the height limitation for their property to 75'. In those discussions, KLP argued that KLP cannot profitably develop their property as a mixed-use apartment housing complex under the current constraints of the proposed CRT zone as demonstrated by a study performed by The Bozutto Group, one of the area's leading apartment developers. See the enclosed summary of the Bozutto Group study. Under the 60' restriction, the building could be no more than four levels above the garage and would neither meet the market ceiling heights of 9' nor be economically profitable to develop. At 75', KLP would be able to develop a marketable luxury 9' ceiling height apartment building with five levels above the parking garage containing 80 dwelling units. KLP has assured the Town and citizens that the apartment complex would be a luxury apartment building with comparable rents. Primarily, one bedroom units, the expected number of residents would total 107. It is to be noted that Montgomery County faces a growing demand for rental housing.

### ***"Housing Element of the General Plan"***

#### ***Challenges and Goals***

*Housing values in Montgomery County are among the highest in the Washington Metropolitan area. This reflects both strong demand and the County's reputation for providing a high quality of services, environment, and neighborhoods. While the strength of the housing market has under girded neighborhood stability and made a Montgomery home a sound investment, it has also produced a chronic shortage of housing that is affordable for much of the County's work force and other moderate and lower income households.*

*The County developed a landmark mandatory inclusionary zoning program, the Moderately Priced Dwelling Unit (MPDU) ordinance in the 1970s. This program was augmented in 2006 by a workforce housing program. The County has concurrently pursued an aggressive program to build publicly assisted housing. However, none of these efforts have been able to satisfactorily address the need for housing that a large segment of County residents and workers can afford.*

*The County population is forecasted to exceed one million by 2013 and to add 172,000 residents between 2010 and 2030, which means that the County will need 75,500 additional housing units in the next 20 years. Due to declining household size, households are expected to grow faster than the population, and many existing households will change their housing requirements. The greatest needs will be for seniors, young households, large families, and people with special needs-disabled residents, homeless individuals, and families. There will be strong and growing demand for rental units.*

*Only four percent of the County land zoned for development remains undeveloped (14,000 acres). That acreage includes environmentally sensitive areas, and most of it is scattered with few large assemblies. It is clear that County housing needs cannot be met by traditional*

*patterns of low density development that pushed ever outward. As transportation costs grow, the cost of commuting can cancel out any reduction in housing costs, not to mention the effect of increased travel miles on both air quality and roadway congestion. Moreover, growing concern for the environment and the need to reduce the carbon footprint of development are generating a major shift in both the supply and demand for housing. New housing must be developed by rethinking the future of the County's auto-oriented commercial strips and surface parking lots (most of them paved before modern storm water management requirements existed), and by making the most of opportunities for housing near high quality transit service.*

*Thus, a combination of forces—a shrinking supply of developable land, higher land costs, rising energy prices, shifts in the County's demographic profile, and environmental constraints—direct us to housing policies that look inward rather than outward to accommodate the housing needs of the next generation for homes and communities that are balanced, convenient, and sustainable. Maintaining an overall balance of housing and jobs in the County is important to meeting affordable housing goals, providing opportunities for people who work in the County to live in the County, and encouraging transit use.”*

The KLP development is compatible with the redevelopment of the Town Core. The KLP site is not within the historic section of Kensington. The KLP, site adjacent as it is to the commuter station, offers great connectivity and mobility with the commuter station as well as the proposed bike and pedestrian network.

KLP, under the optional method of development in the newly proposed CRT zone, would be required to submit both sketch and site plans and seek the approval of both the Town and Planning Board. KLP has promised to meet with the citizens of Kensington in advance of any submission in a public charette process utilizing the approved design guidelines to develop the property in a manner that is compatible and acceptable to the Town and surrounding property owners.

Kensington has not experienced any significant development for over twenty years. KLP's believes that the proposed KLP housing development would jump start the redevelopment of Metropolitan Avenue. KLP has estimated that their development would generate \$74,913 annually in real property tax revenue for the County and a net surplus of \$2 million plus in projected revenues over 30 years to the Town of Kensington. See enclosed summary of Municap, Inc.

It is also to be noted that mixed-use projects of substantial height and density are currently proposed for the three MARC train stations along the Howard-Anne Arundel county line.

Finally, I have furnished for your consideration a list of reasons as to why the requested change in height for our property is warranted.

#### *SECTOR PLAN CONSIDERATIONS:*

- a. The CRT zone along Metropolitan Avenue and the CSX railroad surrounds the proposed site.*

- b. *The site offers great connectivity and mobility with the commuter station as well as the proposed bike and pedestrian network.*
- c. *The KLP site adjacent as it is to the commuter station should receive special consideration as have the Connecticut Avenue properties near the railroad.*
- d. *Any additional height and density is mitigated by the site's sloping characteristics.*
- e. *The KLP site is not a part of the historic section of Kensington.*

*SITE CONDITIONS:*

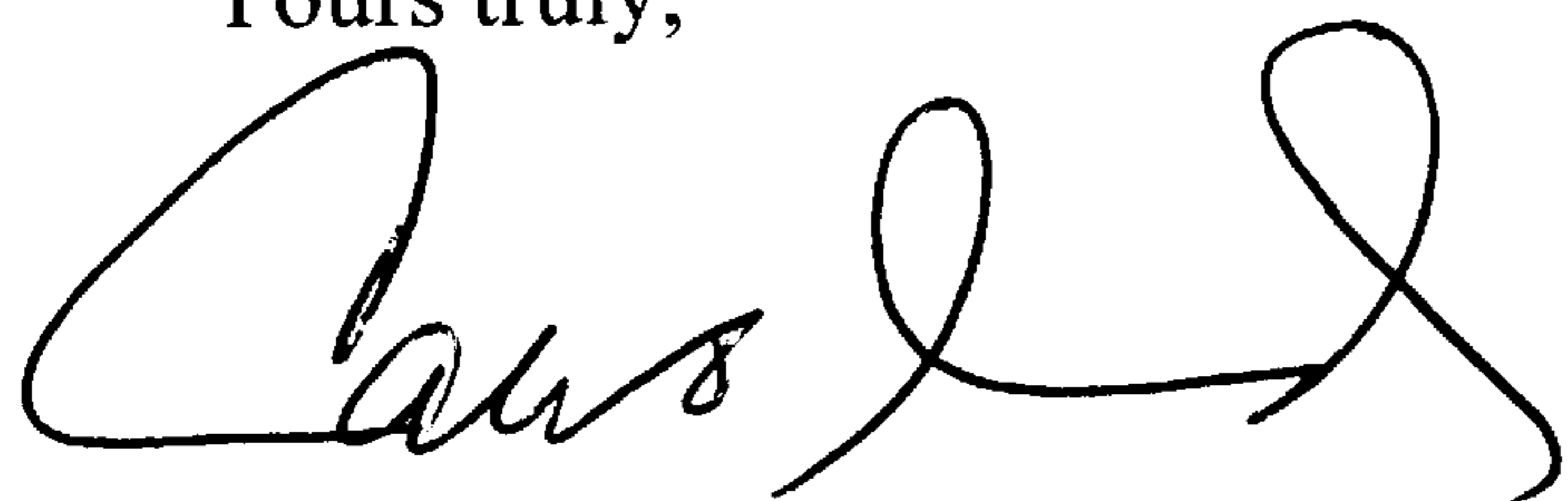
- a. *The KLP site is narrow and sandwiched by Metropolitan Avenue and the CSX railroad and sloping to as much as 30 feet lower than the railroad property.*
- b. *The ground floor must be approximately at the commuter parking elevation. The proposed building, if measured from that elevation will be within the 60' height limitation.*
- c. *If the maximum height of 60 feet pursuant to the current regulations is maintained, KLP cannot construct enough dwelling units to achieve an economically sustainable project.*

*HEIGHT MEASUREMENTS:*

- a. *Building height is measured at the mid-point of the building fronting Metropolitan Avenue. There is approximately 20' of grade change between the proposed commuter station parking surface and the building's measurement point. Under the 60' restriction, the building would be less than four levels above the garage.*
- b. *75 feet of building height allows a financially feasible luxury apartment building of five levels.*

KLP requests that the Montgomery County Planning Board favorably consider KLP's proposed revision to the Kensington and Vicinity Sector Plan.

Thank you.  
Yours truly,



Caleb Gould  
For Konterra Limited Partnership



Aerial View

View 2  
View A

METROPOLITAN AVENUE

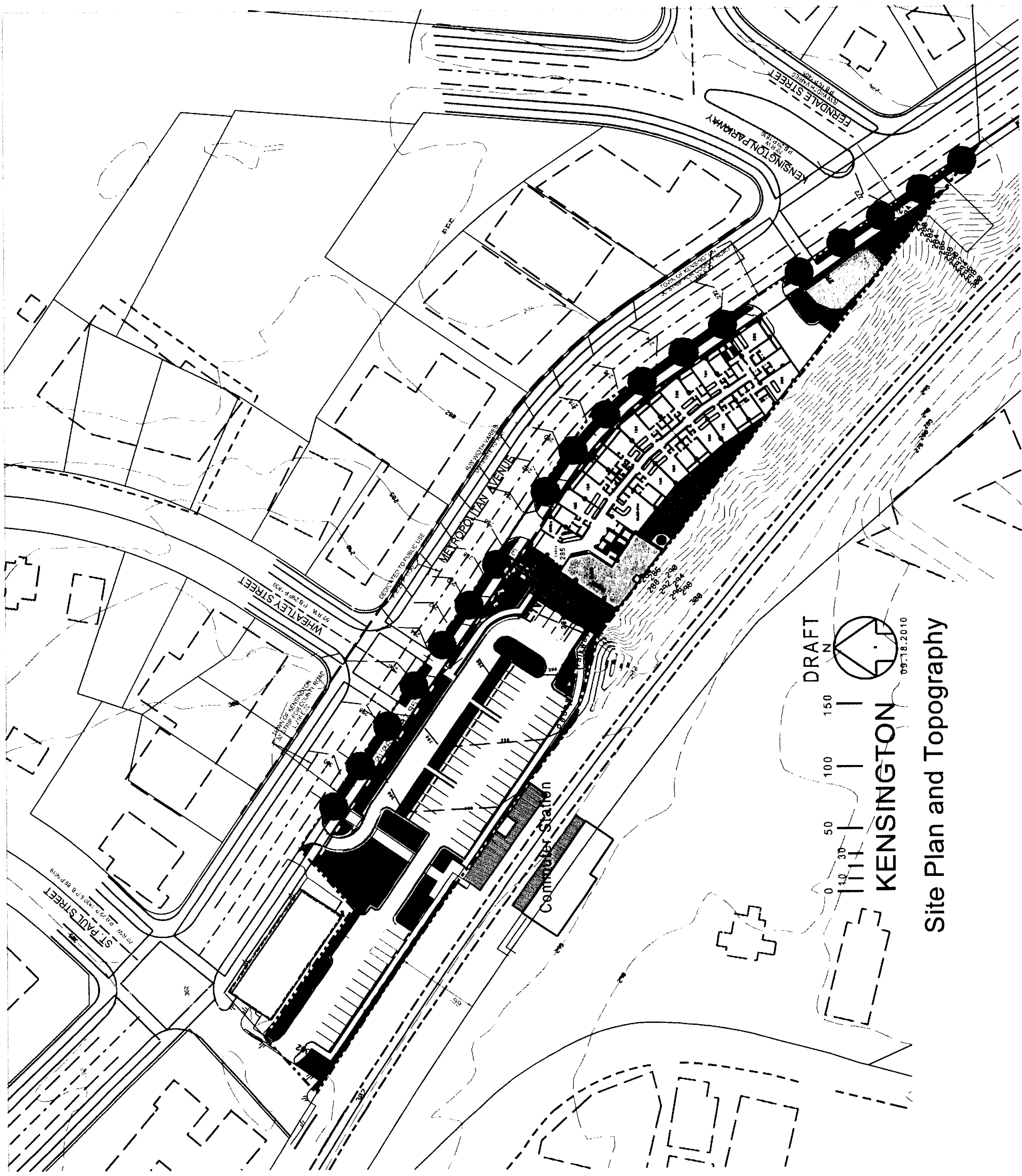
Commuter Parking Lot

COMMUTER STATION

View B

10450 Metropolitan Ave. Kensington, MD 20895

KENSINGTON

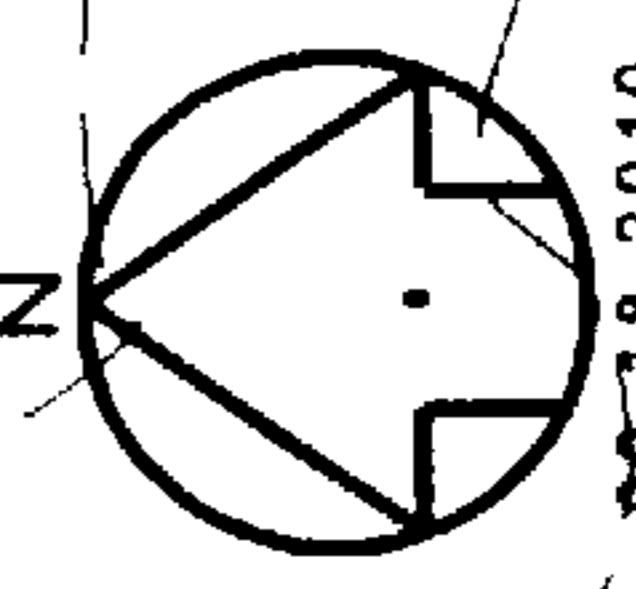


DRAFT

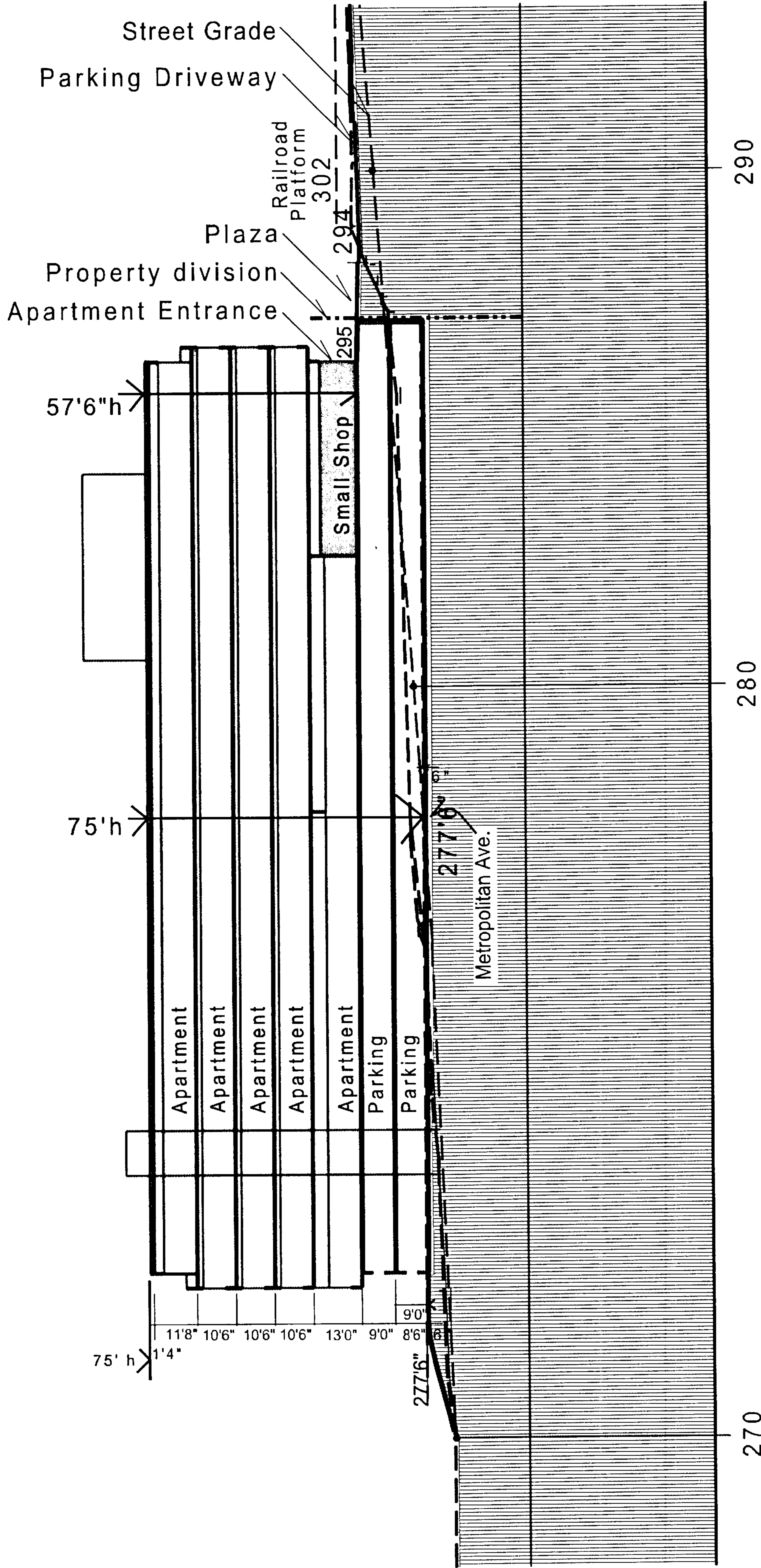
0 10 30 50 100 150

KENSINGTON

097.18.2010



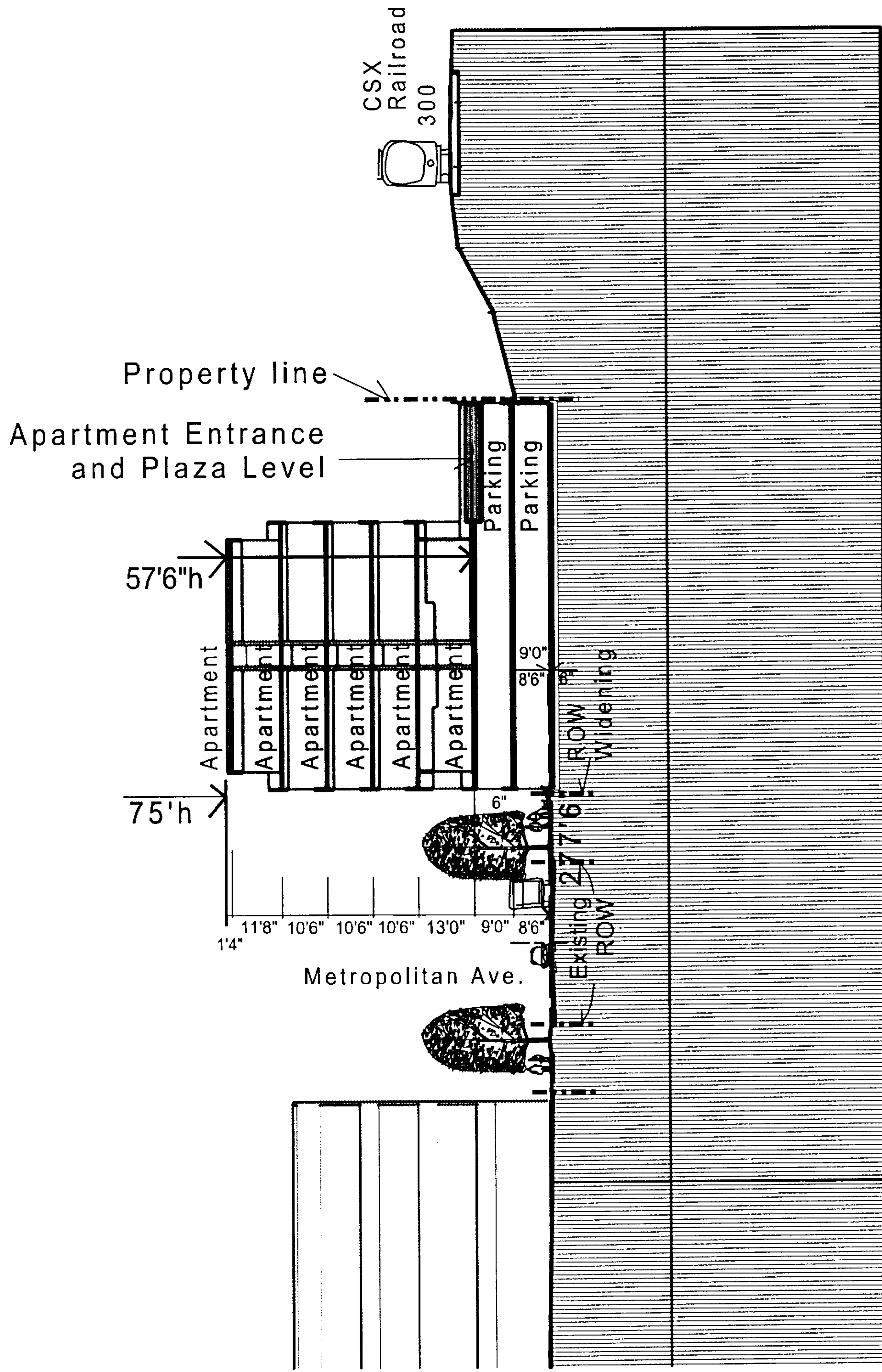
Site Plan and Topography



East Section

# DRAFT KENSINGTON

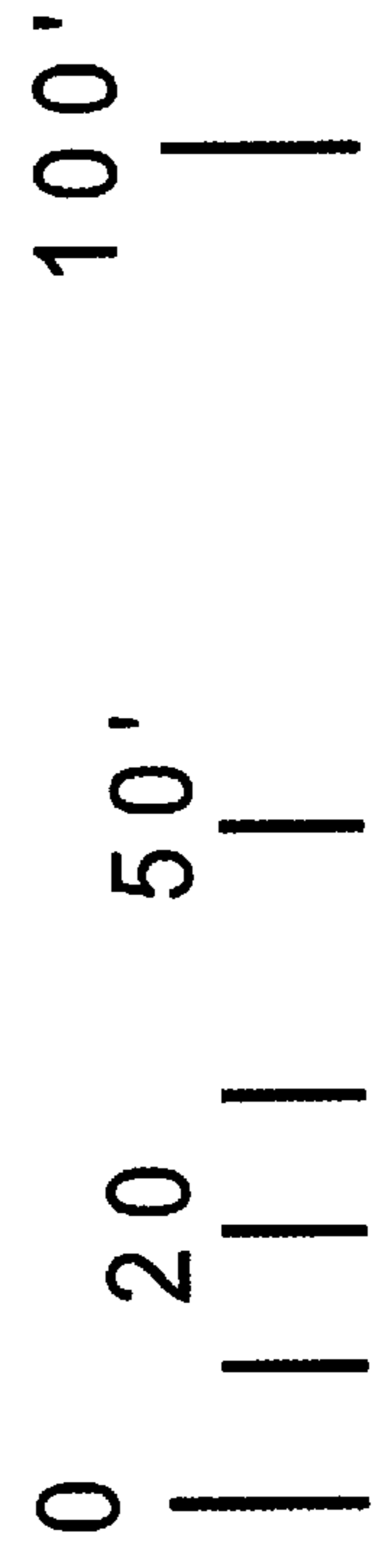
September 2010

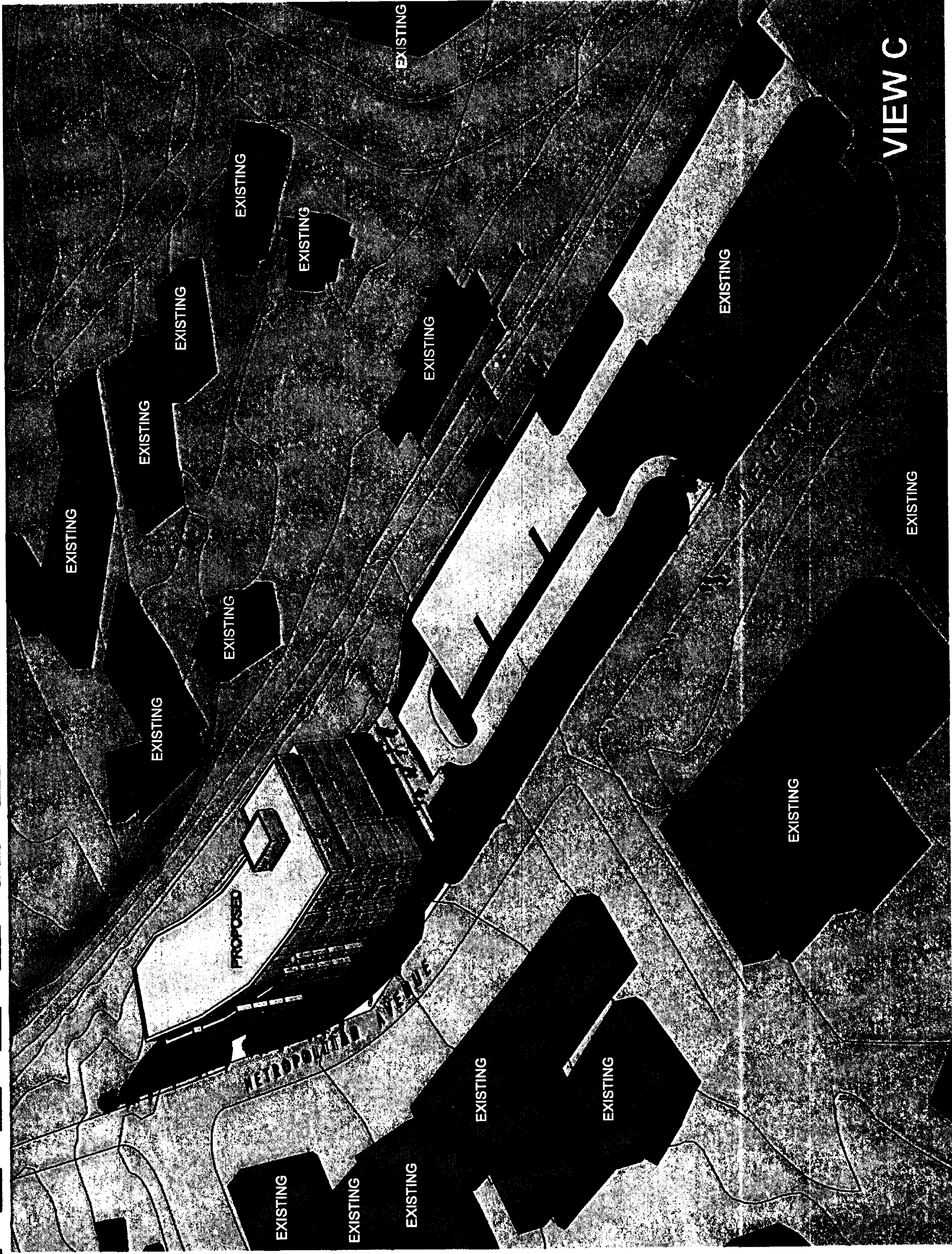


South Section

# DRAFT KENSINGTON

September 2010

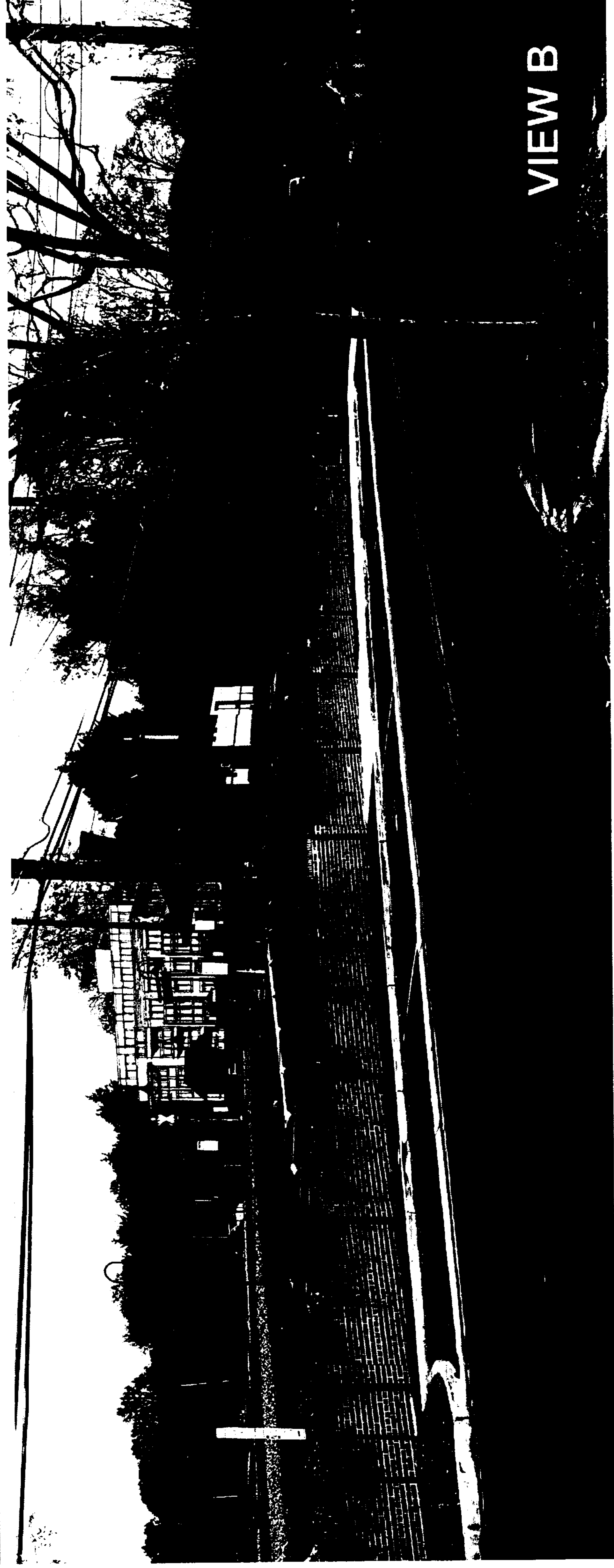
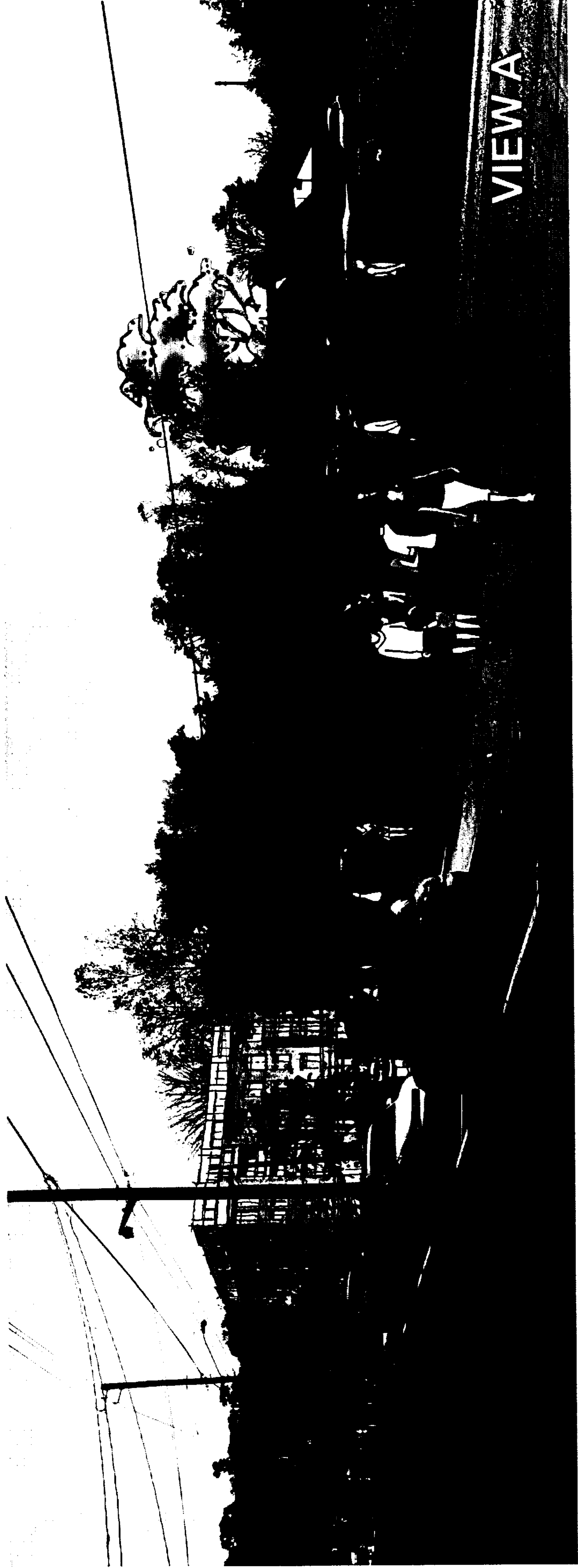




**KENSINGTON** 09.12.2010

# Oblique Elevation (South View)

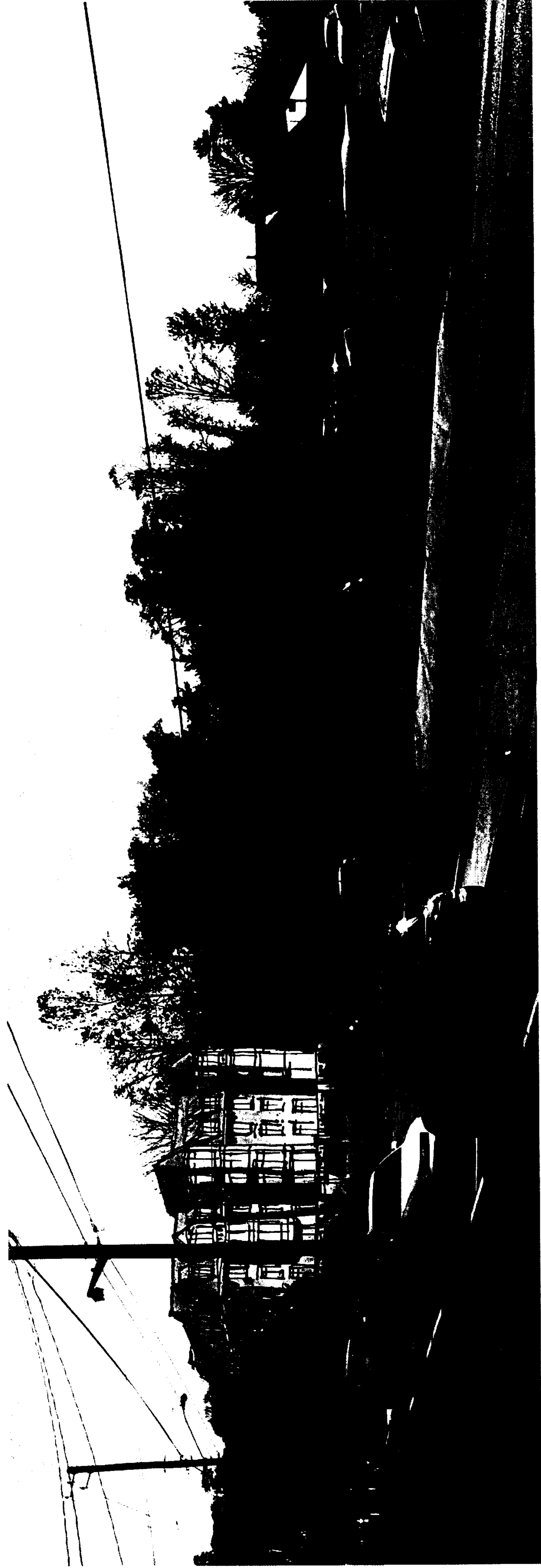




lessard  
GROUP

KENSINGTON

09.12.2010



lessard  
GROUP

PERSPECTIVE VIEW 1 - OPTION 2

KENSINGTON  
KENSINGTON, MD

NOVEMBER 08, 2010

# KONTERRA

14401 Sweitzer Lane  
Suite 200  
Laurel, MD 20707

Phone: (301) 953-9870  
Phone: (410) 792-9231  
Fax: (240) 294-5737

## **Kensington Development Study**

10.21.2010

*Property Location:* 10450 Metropolitan Avenue, Kensington, MD 20895

*Owner:* KONTERRA Limited Partnership

*Property Area:*

Total -- 77,456 sq.ft. or 1.7782 acres

Commuter Parking Area - 43,205 sq.ft. or 0.9918 acres

Property Development Site - 34,251 sq.ft. or 0.7863 acres

*Zoning:*

Base density: 0.5 FAR Max. 1.5 FAR (Optional Method / Incentive density)

Maximum Building Sq. Ft: 77,456 sq.ft. x 1.5 FAR = 116,184 sq.ft.

Building Height: 45' standard, maximum 60' at the KONTERRA property

## ***Proposed Building Program: Draft Sector Plan***

### **60 feet Height Building:**

Garage Level 2 20,738 sf 46 Parking spaces

Garage Level 1 20,738 sf 44 Parking spaces

Sub Total 41,476 sf 90 Parking spaces

(Min. required w/reduction = 45spaces)

Ground Floor 17,883 sf = 12DUs yields 3(2BRs) + 9(1BRs) + Retail

Level 2 18,054 sf = 17DUs yields 3(2BRs) + 1(1BR/Den) + 12(1BRs + 1-Eff)

Level 3 18,054 sf

Level 4. 18,054 sf

Sub Total 72,045 sf = **63 DUs.** (12(2BRs) + 3(1 BRs/ Den) + 45(1BRs) +  
3(Efficiencies)

G-FAR: 0.93

## ***Proposed Building Program: Amended Sector Plan***

### **75 feet Height Building:**

Garage Level 2 20,738 sf 46 Parking spaces

Garage Level 1 20,738 sf 44 Parking spaces

Sub Total 41,476 sf 90 Parking spaces

(Min. required w/reduction = 62spaces)

Ground Floor 17,883 sf = 12DUs yields 3(2BRs) + 9(1BRs) + Retail

Level 2 18,054 sf = 17DUs yields 3(2BRs) + 1(1BR/Den) + 12(1BRs) +  
1(Efficiency)

Level 3 18,054 sf

Level 4. 18,054 sf

Level 5 18,054 sf

Sub Total 90,099 sf = **80DUs** yields 15(2BRs) + 4(1BrS/Den) + 57(1BRs)  
+ 4 (Efficiencies)

G-FAR: 1.16

# The Bozzuto Group

7850 Walker Drive  
Greenbelt, MD 20770

Gould Kensington

Kensington, MD

DATE:

17-Jan-11

## ASSUMPTIONS

Project Number

Number of Units

60

Gross Square Feet

62,500

Efficiency:

84.00%

## ESCALATION RATES (Enter as Decimal):

Current to Stabilized - Rents

0.00%

Current to Stabilized - Expenses

0.00%

After Stabilization - Rents

3.00%

After Stabilization - Expenses

3.00%

Preferred Equity Rate

8.00%

Construction Start

01-Sep-12

Const Loan Interest Cutoff

01-Sep-13

Current Year - Rents

01-Sep-10

01-Sep-12 = Construction Start

Current Year - Expenses

01-Sep-10

24 = Months to Const. Start

Stabilized Year - Rents

01-Jan-14

12 = No. of Months in Construction Period

Stabilized Year - Expenses

01-Jan-14

16 = Mos. to Stabilized Year - Rents

Const Loan Interest Rate

6.2500%

16 = Mos. to Stabilized Year - Expenses

Perm Loan Interest Rate

6.2500%

1.0000 = Escalation Rate to Stabilized Year - Rents  
1.0000 = Escalation Rate to Stabilized Year - Expenses

Construction Loan Fees

1.00%

Permanent Loan Fees

1.00%

Equity Fees

0.00%

Lease-Up: 3

Management Fee Rate

3.50%

Units/Month: 20

Vacancy at Stabilization

5.00%

Start: 28-Aug-13

Replacement Reserve/Unit

250

Stabilize: 26-Nov-13

Average O/S Bal-Const Loan

55.00%

Average O/S Bal-Equity

100.00%

Interest Only(yrs)

0

Length of Perm Financing(yrs)

30

## Construction Contingency and Fees Percentages:

Contingency

5.00%

Builder O/H

2.00%

Builder Fee

3.00%

Developer Fee

3.00%

SUMMARY	COST	RATIO
Land:	1,200,000	9.6%
Hard Costs:	7,504,055	59.9%
Soft Costs:	3,822,730	30.5%
Replacement:	12,526,785	100.0%
Monthly Income:	101,700	0.8%
Annual Income:	1,220,400	9.7%
Stabilized NOI:	813,733	6.5%

# The Bozzuto Group

7850 Walker Drive  
Greenbelt, MD 20770

Gould Kensington

Kensington, MD

DATE:

17-Jan-11

## ASSUMPTIONS

Project Number

Number of Units

80

Gross Square Feet

83,333

Efficiency:

84.00%

### ESCALATION RATES (Enter as Decimal):

Current to Stabilized - Rents

0.00%

Current to Stabilized - Expenses

0.00%

After Stabilization - Rents

3.00%

After Stabilization - Expenses

3.00%

Preferred Equity Rate

8.00%

Construction Start

01-Sep-12

Const Loan Interest Cutoff

01-Sep-13

Current Year - Rents

01-Sep-10

01-Sep-12 = Construction Start

Current Year - Expenses

01-Sep-10

24 = Months to Const. Start

Stabilized Year - Rents

01-Jan-14

12 = No. of Months in Construction Period

Stabilized Year - Expenses

01-Jan-14

16 = Mos. to Stabilized Year - Rents

Const Loan Interest Rate

6.2500%

16 = Mos. to Stabilized Year - Expenses

Perm Loan Interest Rate

6.2500%

1.0000 = Escalation Rate to Stabilized Year - Rents

Construction Loan Fees

1.00%

1.0000 = Escalation Rate to Stabilized Year - Expenses

Permanent Loan Fees

1.00%

Equity Fees

0.00%

Lease-Up: 4

Management Fee Rate

3.50%

Units/Month: 20

Vacancy at Stabilization

5.00%

Start: 28-Aug-13

Replacement Reserve/Unit

250

Stabilize: 26-Dec-13

Average O/S Bal-Const Loan

55.00%

Average O/S Bal-Equity

100.00%

Interest Only(yrs)

0

Length of Perm Financing(yrs)

30

### Construction Contingency and Fees Percentages:

Contingency

5.00%

Builder O/H

2.00%

Builder Fee

3.00%

Developer Fee

3.00%

### DATES (Use the @Date formula)

All start dates assume first day of month  
All completion dates assume the last day of the month

SUMMARY	COST	RATIO
Land:	1,600,000	10.2%
Hard Costs:	9,607,615	61.1%
Soft Costs:	4,523,338	28.8%
Replacement:	15,730,953	100.0%
Monthly Income:	135,600	0.9%
Annual Income:	1,627,200	10.3%
Stabilized NOI:	1,169,140	7.4%

**Kensington Apartments  
Town of Kensington, Maryland**

**Summary of the Fiscal Impact Analysis**

**Prepared By:**

**MuniCap, Inc.  
Public Finance**

**December 10, 2010**

***Kensington Apartments***  
***Town of Kensington, Maryland***  
***Prepared by MuniCap, Inc.***

**Summary of the Fiscal Impact Analysis**

	<u>Scenario A</u>	<u>Scenario B</u>
<b><u>Key assumptions:</u></b>		
<b>Development assumptions:</b>		
Rental apartment units	60	80
<b><u>Significant conclusions:</u></b>		
Projected assessed value <sup>1</sup>	\$7,803,805	\$10,405,032
<b>Net surplus to the Town of Kensington:</b>		
<b>Projected revenues:<sup>2</sup></b>	(30 Years)	(30 Years)
One time building permit fees <sup>3</sup>	\$16,884	\$21,617
Real property tax revenues	\$469,302	\$625,734
Additional revenues to the Town <sup>4</sup>	\$2,095,850	\$2,794,467
Sub-total revenues	\$2,582,037	\$3,441,818
<b>Projected expenditures<sup>4</sup></b>	(\$885,302)	(\$1,180,402)
Net surplus to the Town of Kensington	\$1,696,735	\$2,261,416
<b>Real property tax revenues to Montgomery County:</b>		
Annual real property tax revenues at full build-out	\$56,185	\$74,913
Cumulative real property tax revenues (30 years)	\$2,412,076	\$3,216,089

*MuniCap, Inc.*

*December 10, 2010*

<sup>1</sup>Market values shown assume full build out and are expressed in current dollars.

<sup>2</sup>Revenues and expenditures represent the estimated total over the thirty year period shown in the corresponding projections.

<sup>3</sup>Building permit fees are expected to occur one-time prior to building construction.

<sup>4</sup>Represents the projected additional revenues and expenditures resulting from an increase in various budget categories. Represents the total over the thirty year period shown in the corresponding projections.

## **MCP-CTRACK**

---

**From:** Lindsay Field [lindsaywfield@yahoo.com]  
**Sent:** Tuesday, April 26, 2011 10:22 AM  
**To:** MCP-Chair  
**Cc:** Peter Fosselman  
**Subject:** Kensington Sector Plan

**RECEIVED**  
0369  
APR 26 2011

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

To Whom It May Concern at the Planning Board,

My name is Lindsay Field. I care deeply about Kensington, having lived in the Town of Kensington for five years and in greater Kensington (20895) since 1976. Kensington has been left in development dust for the past 35 years. Kensington requires the adoption of the proposed Sector Plan to sustain the town and community at large.

I have written previously to voice my support for the Sector Plan and have attended many of the community meetings. From the many topics raised over the past few years, I think most of the community is in support of revitalizing the commercial corridor and encouraging local businesses to remain, expand and thrive in Kensington. I believe the latest studies by Park and Planning have addressed many of the concerns about the potential scale of the proposed Sector Plan and reduced the maximum height to fit with Kensington's character.

Another concern raised at the community meetings has been the potential for increase in traffic. My understanding is that with or without the approval of the Sector Plan, the traffic in the entire Washington region is going to be magnified over the next few decades. Kensington is part of a Metropolis, not a sleepy town, and can thrive if we plan for Kensington's future involvement in the life of Washington.

Many of the communities in the Washington Area have recently developed plans to sustain their families and successfully executed areas of Residential/ Mixed use, with Libraries, Shops, Restaurants and Living; all in short walking distance. The advantage that Silver Spring, Rockville and Bethesda have is the major street is not cutting through the middle of their successful commercial/ gathering areas.

Obviously, we cannot remove Connecticut Ave and bridging the six lanes is difficult. I think that we can create communities in areas adjacent to Connecticut Ave. The area east of Connecticut on



Howard Ave and Kensington Pkwy has already seen progress with the new Safeway, Shops and Restaurants and has the potential for a Main Street with many of the historical buildings already there. The area west of Connecticut has potential for a new enclave of Apartments, Shops, Businesses, etc to attract neighbors and visitors alike.

The pedestrian access is key, wider sidewalks; trees, plants, etc change the perspective of the pedestrian on Connecticut. They are no longer focused on the road as they are on the brick sidewalks, shop windows, convenience of local vendors.

It worries me greatly that the existing sector plan is decades out of date, not much as changed in the 34 years I have been here. If we fail to attract investment and people the Town will become a byway for people commuting into Washington. On the other hand an approved Sector Plan for the Town of Kensington begins the process of creating a destination for the neighbors and community at large.

Thank you for your time.

Sincerely,

Lindsay Field

3512 Perry Ave

Kensington, MD 20895

RECEIVED  
APR 26 2011

**MCP-CTRACK**

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

**From:** Susan Engels [susan.engels@tok.md.gov]  
**Sent:** Tuesday, April 26, 2011 8:44 AM  
**To:** MCP-Chair  
**Cc:** county.council@montgomerycountymd.gov; Mayor.fosselman@tok.md.gov;  
Marlene.Michaelson@montgomerycountymd.gov; Diane.Jones@montgomerycountymd.gov;  
Boyd, Fred  
**Subject:** Approved Town of Kensington Sector Plan Resolution  
**Attachments:** Approved Sector Plan Resolution April 25, 2011.pdf

Attached is the Sector Plan Resolution which was approved last night at the Town Council Meeting. Please let me know if you need anything else.

Thank you.

Susan Engels  
Clerk-Treasurer, Town of Kensington  
(301) 949-2424

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

## **RESOLUTION NO. R-06-2011**

### **A Resolution of the Mayor and Council of the Town of Kensington Supporting the Revised 2011 Kensington Sector Plan and the Incorporation CRT and CRN Zones & Urging the Montgomery County Council to Proceed With the Necessary Adoptions to Implement the Plan.**

**WHEREAS**, after more than sixty (60) open public meetings have been held since 2007, the Mayor and Town Council of Kensington, Maryland, feel it is time to move forward in this process, and

**WHEREAS**, the Mayor and Council determined that the standard CR Zone, which was intended to apply to a number of pending area plans including Takoma Park/Langley and Wheaton, was not sufficiently adapted for the Town of Kensington and suggested amendments thereto to the Maryland-National Capital Park and Planning Commission staff ("Planning Staff") and the Montgomery County Planning Board ("Planning Board") as well as to the County Council; and

**WHEREAS**, at the request of the County Council, Planning Staff have proposed two new CR Zone contexts, which are the CR Neighborhood ("CRN") and CR Town ("CRT"), while maintaining the current CR Zone for Metro contexts; and

**WHEREAS**, the CRT and CRN Zone proposals have been drafted to further support the Town's previously adopted priorities of mandatory Design Guidelines, optional building lot termination ("BLT") easements, a parking lot district or shared parking program established by municipal resolution and certain designated incentive density public benefit categories, and also proposed increased minimum parking requirements and reducing incentive points for service by MARC to recognize the difference between MARC and METRO stations, and a revised public benefits system, and

**WHEREAS**, State Article 28, with its supermajority provisions, will be an important tool for the Town Council to ensure proper revitalization of the Town, and the Design Guidelines, which are mandatory for site plan review, are another tool to allow the Town to shape the direction of revitalization, and

**WHEREAS**, recognition of the need for special attention for the solution of the Silver Creek flooding problem is addressed in the revised Kensington Sector Plan, and

**WHEREAS**, the Town supports the proposed densities (1.0 to 2.5 FAR) and heights (45 to 75 feet) in the Kensington Sector Plan, and specifically restates its support for those recommendations set forth in Town Resolution R-28-2010 dated November 29, 2010, with respect to certain properties, and

**WHEREAS**, the Council adopted Resolution R-2-2011, which supported the Planning Board's transmission of the Zoning Text Amendment to include the CRT and CRN Zones, to the County Council for adoption, and

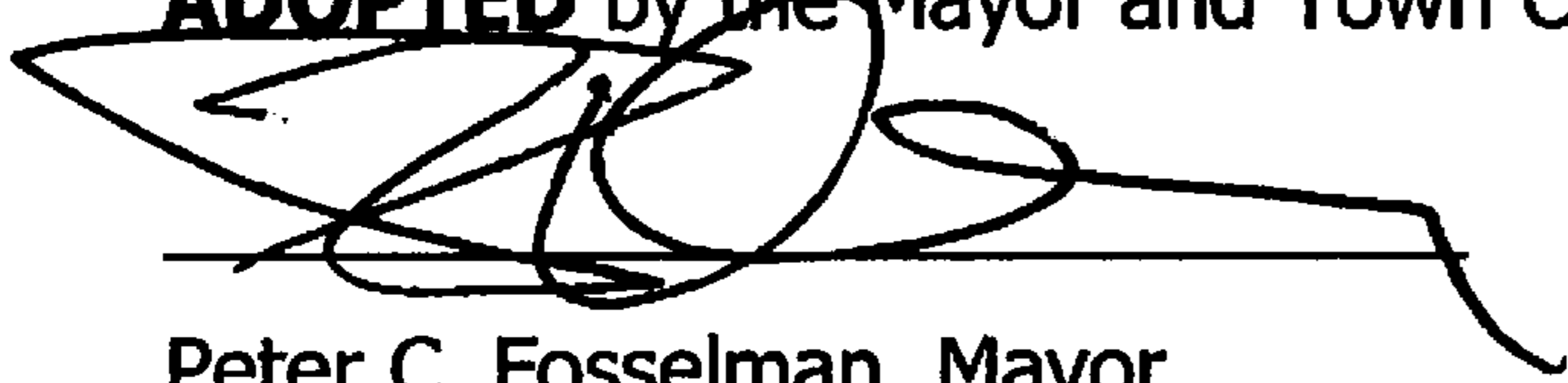
**WHEREAS**, Planning Staff attended a Town of Kensington Council meeting on March 28, 2011 and provided further information as to the revised recommendations to the Kensington Sector Plan and the CRT and CRN zones, and has provided additional information as to the specific properties proposed for the new zones and a building heights map.

**NOW THEREFORE BE IT RESOLVED**, by the Mayor and Town Council, in public meeting assembled, that they support the proposed revised Kensington Sector Plan and the utilization of the proposed CRT and CRN zones, and

**BE IT FURTHER RESOLVED**, they do hereby urge the Montgomery Planning Board to recommend the revised Sector Plan and proposed CRT and CRN zones to the County Council, and

**BE IT FURTHER RESOLVED**, that the County Council is urged to proceed with the necessary adoptions to implement the Kensington Sector Plan.

**ADOPTED** by the Mayor and Town Council this 25<sup>th</sup> day of April, 2011.



Peter C. Fosselman, Mayor

**THIS IS TO CERTIFY** that the foregoing Resolution was adopted by the Town Council in public meeting assembled on the 25th day of April, 2011

  
Susan C. Engels, Clerk-Treasurer

## MCP-CTRACK

---

**From:** George Myers [gmyers@GTMArchitects.com]  
**Sent:** Tuesday, April 26, 2011 11:13 AM  
**To:** MCP-Chair  
**Subject:** Kensington Sector Plan

**RECEIVED**  
APR 26 2011

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

To the Planning Board:

My wife and I have been town residents for 20 years, and we fully support of the proposed density and height increases in the 2011 Kensington Sector Plan. I am also an architect and part-time developer, and understand the issues in Kensington (which are similar everywhere), and believe the increased height and density is critical to ensuring good future development. Without it, I believe Kensington will have great difficulty attracting developers, and the town will remain stagnant in terms of growth and aesthetic improvement. I come to this conclusion from direct experience. My business, GTM Architects, was located in the town from 1993-2004, but we moved primarily because we felt the lack of services and housing options were making it difficult to attract employees, especially younger employees who wanted to live and have services near where they worked. As there was (and still is) little incentive for the larger commercial property owners to improve their sites, and add the mix of housing and retail needed to achieve this, we decided to relocate.

Again, we are in full support of the Sector Plan and urge the Planning Board to pass it.

Sincerely,

George Myers

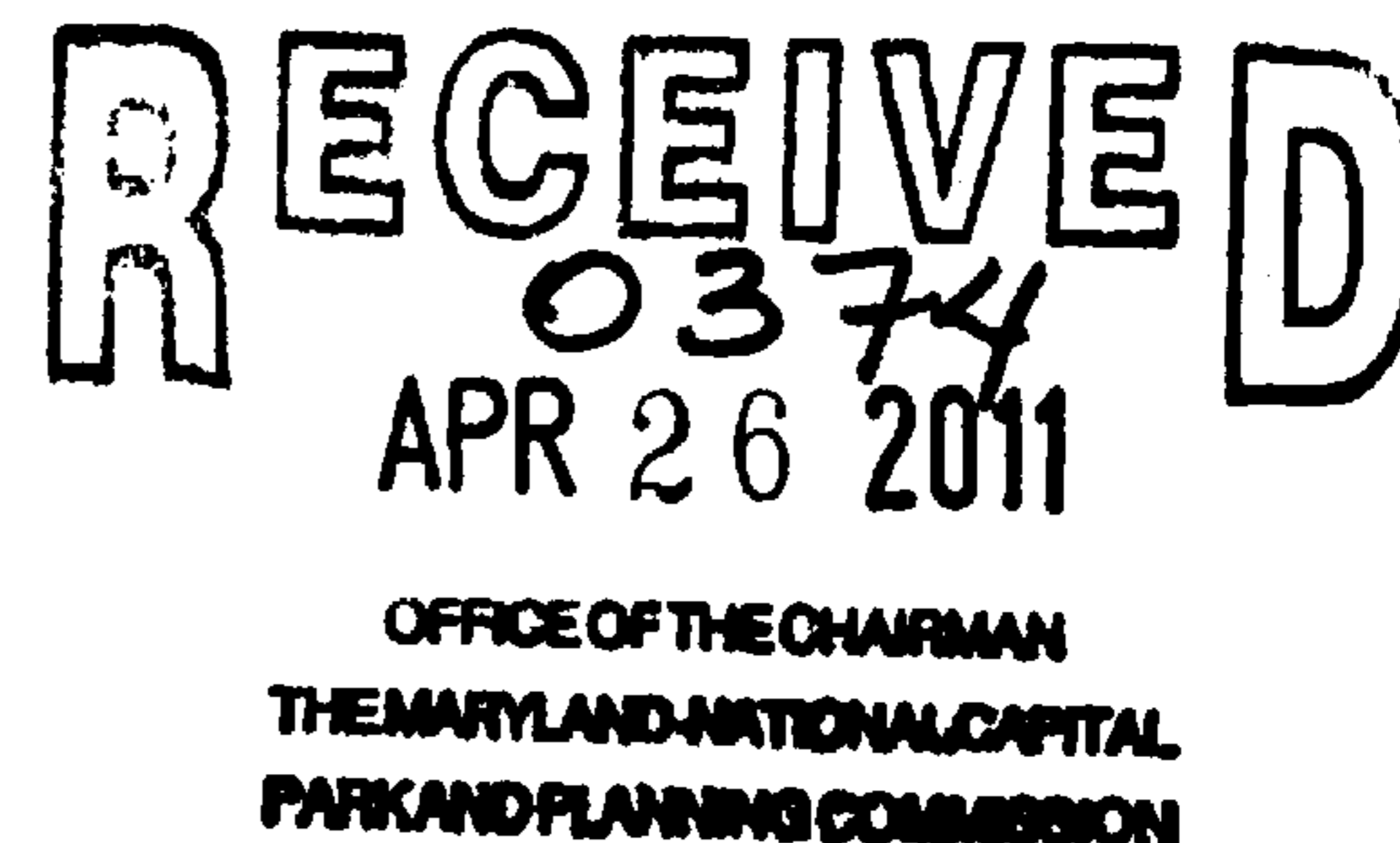
**George Myers, AIA, NCARB**  
President  
**GTMARCHITECTS**  
7735 Old Georgetown Rd.

Suite 700

Bethesda, MD 20814  
240-333-2003 direct

240-333-2001 fax  
<mailto:gmyers@gtmarchitects.com>  
[www.gtmarchitects.com](http://www.gtmarchitects.com)

Jayne H Plank  
10005 Frederick Ave.  
Kensington, MD 20895  
[jhplank@me.com](mailto:jhplank@me.com)  
April 26, 2011



Montgomery Planning Board  
8787 Georgia Ave.  
Silver Spring, MD 29819

Re: 2011 Kensington Sector Plan

Dear Members of the Planning Board:

Everyone agrees that Revitalization is important and that the Master Plan needs updating because of changes in the county. However, I am very concerned with the proposed CR Zone in the new Sector Plan for Kensington which would allow 75' foot buildings along Connecticut Avenue. The CR Zone is very fluid with incentive density allowances and would totally change the small town character of Old Kensington.

In Mr. Berliner's discussion of Smart Growth in his "Berliner Brief" he advocated that Smart Growth incentives be limited ONLY to areas surrounding Metro stops not areas served by busses. I concur with Mr. Berliner's conclusion that ONLY areas surrounding a Metro stop should be considered for CR zoning. Kensington is NOT now nor will it ever be a major Metro Hub once the Red Line was eliminated from the CSX line to its present route along the Georgia Avenue corridor.

In the Master Plan of 1978, the issue of development around Metro stops was studied and there was discussion on the alignment of the Red line. One option brought the Red Line from Silver Spring to Rockville along the CSX right of way. The metro line was to be constructed between the Split CSX railroad tracks with a Metro stop at the Kensington train station. **THIS OPTION WAS REJECTED!**

After the study for metro alignment was completed, the Council decided on the option to bring the Red Line from Silver Spring along Georgia Avenue to Rockville **WITH A MAJOR METRO STOP IN WHEATON.**

At that time, the original Wheaton-Kensington Plan 1977 was split into two separate plans: one for Wheaton and a separate one for Kensington. This came about for specific reasons: the different goals and circumstances of development around major transportation hub (Metro stops) and Limited Access areas.

The Metro stop in Wheaton was to have more intense development both residential and commercial. Central Business District (CBD) zoning category with the same growth patterns as the Bethesda and Silver Spring.

Once the Metro Option was eliminated and Kensington had no major transportation hub, it was to retain its small town limited development. The Central Business District zoning (CBD) category that allowed more concentrated development around metro stops was eliminated from consideration in the 1978 Kensington Master Plan.

The MARC train station has limited rush hour service during the week and no weekend or holiday service. MARC records indicate that there are approximately 70 riders per day (total morning and evening return). There are bus stops only along major avenues and streets.

The old central business district (CBD) zoning and the new commercial/residential (CR) are comparable and should be used to encourage and entice development around Metro stops, where heavier, denser, more concentrated and taller mixed use development is Smart Growth and appropriate planning for Wheaton and Bethesda, but NOT Kensington!

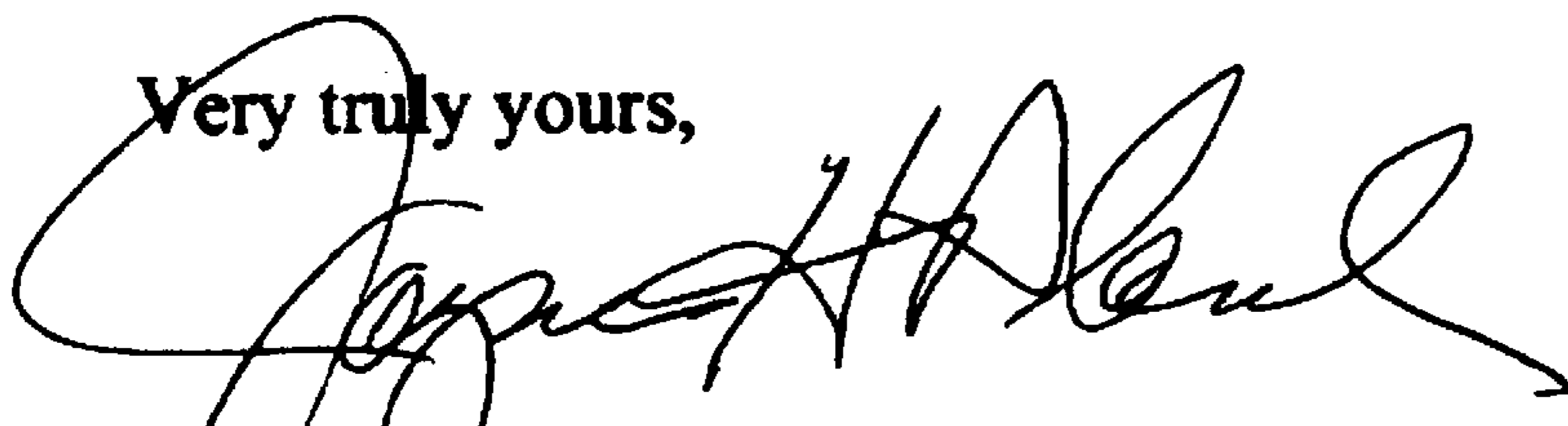
As Mr. Berliner explained in his comments, bus stops are not comparable to Metro stops. Neither are limited access train stations. The Kensington rail station was not then and is not now a major transportation hub comparable to a metro stop. Without a significant transportation hub to provide an anchor for new development how is the concentrated Commercial Residential (CR) zoning category with up to 75 foot buildings consistent with the Smart Growth Initiatives encouraged by the County?

Kensington is only one half a square mile and has about 1900 residents. How much development can you squeeze into such small space? How many people, commercial spaces, residential units and hotels are reasonable under such circumstances? We have horrendous traffic problems now with less than 1900 residents. What will happen when you double that number?

I believe that the same sensible principles should apply to the proposed NEW Kensington Sector Plan of 2011. If there is no Metro Stop the 2011 Sector Plan should NOT include CR, CRT, or CRN zoning categories!

Thank you for your time and consideration of my observations and concerns with the Proposed 2011 Kensington Sector Plan.

Very truly yours,



Jayne H. Plank  
Former Mayor, Kensington 1974-1982

**RECEIVED**  
0378  
APR 27 2011

**MCP-CTRACK**

**From:** Margaret Douglas [margaret.douglas@verizon.net]  
**Sent:** Wednesday, April 27, 2011 3:09 PM  
**To:** MCP-Chair; councilmember.ervin@montgomerycountymd.gov  
**Subject:** Acts of bad faith in the Kensington Sector Plan

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

<http://xa.yimg.com/kq/groups/6360016/976839283/name/Comments%20on%20the%20Plan%20Highlights.pdf>

The lovely color illustrations in the Kensington Sector Plan are, either intentionally or unintentionally, greatly distorted to make the visual impact sell better. For example, in the first picture,

- \* If the sidewalk is 8' wide as they purport, then the building is only 26 feet tall and the tallest person shown is under 3 feet tall.
- \* If, on the other hand, the taller SUV on the right of the street is 6 feet high, then the sidewalk is over 16 feet wide;
- \* Again, if the taller SUV is 6 feet tall, then the building is 54 feet high.

While these measurements are approximate, based on measuring known objects in the frame, the results are so far from being what is stated by those who produced these drawings as to vastly distort the appearance of the proposed code changes.

If the drawings were to actually show an 8 foot sidewalk and a 75 foot building, the sidewalks would be much more narrow and the buildings much higher, dwarfing both the pedestrians and the vehicles.

Because all distortions result in a view of the "new" Kensington that is much more spacious and much less canyon-like than use of the true specification would have produced, my first impression is that you are using that old marketing devices of selling the sizzle, not the steak. This is disappointing in our elected officials and those on the planning boards who are supposed to protect all the citizens, not just the business interests.

Reading the plan in greater detail only confirms my suspicions. Large density increases are glossed over or distorted. Incredibly, the Marc station is used as though it were a Metro station in order to gut the already inadequate parking requirements. Surely no one really expects the future residents and customers of the "new" Kensington to hop the Marc to go to a restaurant in Bethesda, work at NIH, or visit the Smithsonian. The Marc is a railroad - but I feel that we are the ones being railroaded.

All that said, I believe that Kensington needs to be revitalized and energized. This plan does not do it. This plan protects developers at the cost of everything that is charming about Kensington, and does nothing to solve Kensington's current



problems. Rather it exacerbates them. Existing traffic jams will be worsened. Existing scarcity of parking will become more scarce. High density housing will likely increase crime - statistically inevitable. Visually, the current mixed view of attractive homes and a somewhat squalid commercial district will be replaced by attractive homes dwarfed by high rise buildings with to-be-defined commercial properties (using your figures, not the fantasy of your illustrations) offering no assurance of being less squalid.

Using the White Flint model, it is to be assumed that any attempt to achieve the physically impossible wide sidewalks, and verdant islands between uncrowded lanes of traffic will be the citizens financial responsibility, not the developers, whose only role I see in the plan is to make a profit. Again using the White Flint model, I foresee the citizens who will have their quality of life potentially lessened so that the developers can profit, will also have to pay the up-front infrastructure costs in the form of a locality tax hike.

Your plan needs to go back to the drawing board. Elected officials need to reexamine their balance of responsibilities to both citizens and businesses and develop a new plan that considers the needs of those who elected them. And such a plan should not play so fast and loose with the facts and present such distorted images that they insult the intelligence of the voters.

Margaret Douglas

10203 Parkwood Drive

Kensington

APR 27 2011

**From:** Chris Bruch [CHRISB@donohoe.com]  
**Sent:** Wednesday, April 27, 2011 2:41 PM  
**To:** MCP-Chair  
**Cc:** Sloan, Joshua; councilmember.andrews@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov;  
councilmember.elrich@montgomerycountymd.gov;  
councilmember.ervin@montgomerycountymd.gov;  
councilmember.floreen@montgomerycountymd.gov;  
councilmember.rice@montgomerycountymd.gov;  
councilmember.riemer@montgomerycountymd.gov;  
councilmember.leventhal@montgomerycountymd.gov;  
councilmember.navarro@montgomerycountymd.gov;  
county.council@montgomerycountymd.gov; cabruch@msn.com  
**Subject:** Kensington Sector Plan

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

April 27, 2011

**RE: Kensington Sector Plan**

Dear Chair Carrier:

For background purposes, I am a 19-year resident of the Town of Kensington, served two-terms on the Town Council, served as the Town Building Inspector for several years, have volunteered hundreds of hours on various Town committees since I have lived in the Town. I also have three children presently enrolled in the local public schools. I guess you could say I'm invested.

It's really great to see so much interest in our Sector plan, especially from those who live outside our Town and will not be directly affected. As you know, unlike typical suburban neighborhoods, the Town of Kensington is a 117 year-old incorporated municipality, comprised of both residential and commercial interests. We have our very own elected officials (a Mayor and Council) who represent our "local" interests. The nice thing about living in a municipality is that our elected municipal officials are also our neighbors, they can't escape us...we see them everywhere! That also means they understand our local community needs better than elected or appointed officials that represent larger populations.

The Kensington Sector Plan is a local issue and I believe the passion displayed by both sides on this issue demonstrates the uniqueness of life in a municipality. I truly believe that neither side would advocate a position that they did not believe was in our community's best interest, in this case I think it is more about change. I think the opposition, a highly-vocal minority, resists change. Despite that fact that change has been occurring all around us, we should just hang onto our 33 year-old Sector Plan and deprive our community of all the modern (we're talking post-1978) benefits of urban design which would result in more walk-able amenities to Town residents, more retail and housing diversity, improved pedestrian accessibility and a higher quality of design and use of materials.

This is a local issue and the locals are represented by an elected Mayor and Council. Our current and prior Councils have repeatedly supported this Sector Plan and they speak for our community.

The community has spoken and the community wants this plan approved.

Thank you for your consideration.

Sincerely,

Chris Bruch  
3936 Washington Street  
Kensington, MD 20895  
[cabruch@msn.com](mailto:cabruch@msn.com)  
(Town of Kensington)

**RECEIVED**  
APR 27 2011

**MCP-CTRACK**

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

**From:** Jfb4@aol.com  
**Sent:** Wednesday, April 27, 2011 12:33 PM  
**To:** MCP-Chair  
**Subject:** Kensington Sector Plan Testimony  
**Attachments:** Kensington Bozzuto PB Testimony.pdf

Ms. Carrier:

Please find attached my written testimony for the April 28th public hearing on the draft Kensington Sector Plan. Due to time constraints, I will only highlight my testimony at the public hearing. Thank you.

Brady Nolan  
The Bozzuto Group



Founded on Values. Built on Integrity.

April 27, 2011

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

Dear Ms. Carrier,

Good evening, my name is Brady Nolan from The Bozzuto Group. At Bozzuto, I oversee the site acquisition function and much of our front end development tasks associated with the economic viability of new rental apartment development projects. I spend a great amount of time analyzing operating apartment communities with our Management Company, which manages 32,000 units up and down the east coast, to help understand the factors of apartment buildings that make them operate efficiently and attract rent paying residents. Due to this background, Caleb Gould has asked me to analyze the KLP site at 10450 Metropolitan Avenue in Kensington to understand if this property has the potential to be a successful apartment community and what factors will determine the ultimate successfulness of the apartment complex.

First, looking at the macro market, the Kensington population is one that works in downtown DC or Bethesda and makes a healthy living. The residents that choose to live in apartments want to be in a community with luxury finishes and high levels of amenities. These "renters by choice" are concerned with green, environmentally friendly features in their buildings, wish to be close to transit, and demand to be able to walk out their door to get a cup of coffee and the newspaper. This site offers the locational attributes and provides an opportunity to create a building that satisfies these choices...if done right.

First, at its 60' current height limit, the site offers the ability to build 60 apartments with ceiling heights of 7.5-8 feet. We have data from operating 32,000 apartment units that shows that luxury apartment renters do not want to and in many cases won't live in an apartment with 8 foot ceilings. 9 foot ceilings are what residents request and demand. By raising the height limit to 75' as KLP requests, KLP will have the ability to build a building with these ceiling heights.

Second, 60 units is very inefficient from an operations stand point. It takes the same amount of staff to operate a 60 unit building as it does an 80 unit building. KLP will have the ability to build 80 units if the height limit is increased, thus increasing the building efficiencies by 25% and increasing its chances of economic success by 25%. To clarify, the rental income from 20 more units will lower the per unit expenses by 25% as those expenses are spread over 80 units instead of 60.

The lower per-unit operating expenses enable the project to produce returns that are financeable. In today's capital markets environment, investors demand returns above 7% for new apartment development projects. With its high per-unit expenses, the 60 unit project has projected returns in the low 6% range. In contrast, the 25% more efficient 80 unit project has projected returns in the mid 7% range. Investors have shown throughout this climb out of the recession of the past few years that there is a strong appetite for transit served, luxury apartment development projects with returns above 7%. I believe that this project is only financeable if the height limit is raised allowing 80 units to be built.

The ceiling heights and the 25% greater efficiency are the catalysts that will allow KLP to create a truly beautiful and economically successful building that will appeal to the area demographic and that the Town of Kensington will be proud to have in its neighborhood. The renters that demand 9 foot ceilings also demand stylish architecture, green features, and luxury amenities both inside and outside the building. The rents that these residents are willing to pay will allow KLP to construct a building that meets these exacting standards. Without the height increase, KLP will only be able to provide 7.5 or 8 foot ceilings thus dooming the project from the start. The building won't attract the tenants that will pay for the luxury features and thus KLP will not be able to produce a building that the Kensington community will be proud to have as a part of it.

Thus, as a developer and more so as a student of architecture and successful urban environments, I believe it to be extremely shortsighted to decline the increased height of 75' to KLP as that would immediately doom the chances of creating a truly landmark building of which the neighborhood will be proud and that KLP will be able to execute.

Thank you,  
BOZZUTO DEVELOPMENT COMPANY



Brady Nolan  
Land Acquisitions Manager



RECEIVED

APR 27 2011

**MCP-CTRACK**

**From:** Jacqueline DeCarlo [jacq.decarlo@gmail.com]  
**Sent:** Tuesday, April 26, 2011 6:42 PM  
**To:** MCP-Chair  
**Cc:** Kristen Leslie  
**Subject:** Re: Support the 2011 Sector Plan on Thursday, April 28th @ 6:30pm

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

Dear Chairman,

Thank you and the entire planning board for the work you are doing on the Kensington Sector Plan. This is an important process for Montgomery County, particularly my neighborhood of Kensington Heights.

Regrettably I will not be able to attend the public hearing on the Plan due to business travel.

Reviewing the materials on your website, I do want to register my concern that there is not adequate parking envisioned for the new plan near the main travel arteries. I certainly am a big believer in walking and biking whenever possible, but the fact of the matter is that when going on errands, doing retail shopping or dining after work, etc, parking is frequently a necessity. A visit to Connecticut Avenue & Knowles currently, with the high volume and difficult traffic/parking patterns, makes it clear that parking is a critical issue. For example: if my family wants to grab dinner at Chipotle it is not realistic to walk to and from my home more than a mile away. Yet when I patronize that business I am always faced with limited parking spaces and awkward traffic patterns. Along the same lines, when I visit the Saturday farmers market, I can bike and convey my produce in a basket. But if there are many more retail options and I am likely to do more shopping or dining, it wouldn't always make sense on a bike.

Please take the realistic needs of area residents into account when making your final decisions.

Thank you,  
Jackie DeCarlo  
Kensington zip 20895

On Tue, Apr 26, 2011 at 9:00 AM, Town of Kensington News <[info@tok.md.gov](mailto:info@tok.md.gov)> wrote:  
The Town Council has once again voted to support the 2011 Kensington Sector Plan. The Planning Board will be holding the public hearing on the revised Plan, Thursday, April 28th @ 6:30pm. The hearing will be at Park and Planning Headquarters: 8787 Georgia Avenue, Silver Spring, MD 20910.

To sign-up and testify, please go to [http://www.montgomeryapps.org/planning\\_board/testify.asp](http://www.montgomeryapps.org/planning_board/testify.asp) or you may call [301-435-1320](tel:301-435-1320).

If you are unable to attend, you may also submit comments to [MCP-Chairman@mncppc-mc.org](mailto:MCP-Chairman@mncppc-mc.org).

To view the official County briefing on the Plan, you may go to [http://www.montgomeryplanning.org/viewer.shtm#http://www.montgomeryplanning.org/community/kensington/documents/KensingtonSectorPlanHighlights8.5x11\\_000.pdf](http://www.montgomeryplanning.org/viewer.shtm#http://www.montgomeryplanning.org/community/kensington/documents/KensingtonSectorPlanHighlights8.5x11_000.pdf).

Town of Kensington Email Announcements  
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--

**Jackie DeCarlo**  
*I'm on [Facebook](#) and [Linked In](#)*



## MCP-CTRACK

**From:** Barbara Scharman [bjmscharman@msn.com]  
**Sent:** Wednesday, April 27, 2011 6:20 PM  
**To:** MCP-Chair  
**Subject:** Comments on Kensington Sector Plan

**RECEIVED**  
0379  
APR 28 2011.

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

Dear Planning Board,

Below are my recent comments on the Kensington Sector Plan which I submitted to the Kensington Town Council. I have lived within the Town for 23 years, currently serve on the Town's Revitalization Committee, served on a previous Revitalization Steering Committee after serving on the Town Council in 2001-2003, and attended all the available training through the State of Maryland's "Main Street" Program during that time. There are many good ideas within the Sector Plan and I think the allowance of multi-unit residential and mixed uses zones will be a good opportunity to develop land tracts into desirable properties. But I remain concerned about the possibility of construction of buildings which may be somewhat overwhelming to a small town where the opportunities to build or expand are quite limited. Also, the issues of connectivity and traffic are difficult to really address within the Sector Plan so they wait for future planning, funding and the will to actually do this. But they are crucial to make life livable with the current state of zoning and land use, not to mention additional development in our sector area or those all around us.

Thank you.

Barbara Scharman  
Dupont Avenue  
Kensington

### COMMENTS

I have submitted extensive comments to Park and Planning, especially on the first drafts of the Sector Plan documents, regarding many issues within the Plan. We are nearing the end of being able to comment, and I remain concerned about some of the heights proposed in the plan, such as the 75-foot heights and some of the proposed heights within the historic district. I also am concerned about connectivity issues in the plan boundaries and how these will actually be addressed.

I see the need to make many of the proposed zoning changes but feel that the character and charm of Kensington can be preserved by making sure that the area is not developed or equated with the area surrounding the Town or sector plan boundaries. There is no way to "compete", even on a smaller scale, with what Wheaton, Silver Spring, Bethesda, etc. have to offer. The Kensington area has much to offer that these areas don't, based on the existence of a commercial district in an old, incorporated town. So great care must be taken to view the existing land uses and landscapes so that physically and psychologically, buildings or groups of buildings do not overwhelm their neighbors, the neighborhood or the area. Development with this in mind can help insure economic success.

The Kensington Sector plan area can certainly use more options for land tracts in which to develop mixed use, multi-unit residential, and enhanced commercial uses. The proposed zones and incentives should greatly increase the ability of land owners to develop their tracts, over what is allowed with the current zoning. For instance, the change in zoning to allow mixed use development and residential development in the central,

currently-zoned commercial areas should prove to be a major change which will attract re-development and provide for more efficient and desirable uses of buildable land tracts.

I believe that development to existing allowed heights has not taken place for a number of reasons: 1) the parking requirements were difficult to meet, 2) that the only commercial possibilities for such heights would be for additional office buildings which have not been economically viable, 3) additional residential development has not been allowed, and 4) that property owners have not developed to a greater density because of their own personal and business reasons. I think that the changes with the CR zoning will result in re-development of many properties to heights, such as the 45 and 60 foot zones in the plan.

I am also concerned about the 50-foot height being proposed for the historic district because of the effect that this could have on some of the adjacent resources within the district and on the district as a whole. The East Howard Avenue area is the heart of the town's attraction and attractiveness, physically and economically, and is one of the key factors which makes Kensington what it is with its small shops and services, Farmer's Market, and center of the residential neighborhoods.

The key to small-town revitalization is the idea that the desirability of Kensington must be viewed as the attraction of a town as an area with neighborhoods, commercial areas, and greenspaces unlike any other in Montgomery County. Under approaches such as "Main Street", used in Maryland and nationwide, small towns can be enhanced and changed to convert what may be underutilized and under-productive properties to attractive, more economically successful ones. Maximizing the assets of a small town are what runs the economic progress, so taking care to maintain the look and feel of the limited and somewhat fragile spaces is the key to that success. So the need for additional density, height, and zoning choices must be balanced and coordinated with the value placed on existing neighborhoods and businesses. Even with that, height, density, massing, and land uses on properties are not the only factors in economic development. We have seen that the types and mixes of uses, such as in a CR type of zone can be embraced by everyone. Well-coordinated organization of community and business interests, such as promotion efforts of a town and its attractions is also a crucial factor; this was reinvigorated a few years ago but deserves to be ramped up somewhat.

I would also like to mention that the connectivity issues and problems discussed in the Sector Plan are crucial to improving what we now have in Kensington and making the vision set forth in the plan truly work. Whether planned for or executed within or outside the realm of sector planning, the prosperity of the Kensington area and success of planning and development will be dependent, in a major way, on seriously addressing the ability to walk around town, have access to mass transit, and manage traffic. Although the Sector Plan recommends looking at a number of innovative road and pedestrian improvements, unless there is serious planning and funding of projects, so many of the other goals and visions within the plan currently stand without an adequate basis to build upon.

We would like more types of housing options and additional shops and businesses but for the people who live here to utilize area businesses, and for visitors to be able to move around to do the same, the status quo cannot stand. Right now, even those of us who normally will walk to all areas within the plan boundaries most of the time, will jump in our cars to get to another quadrant because of the danger of crossing Connecticut Avenue or the train tracks on foot during rush hours, bad weather conditions, etc., right when traffic is the worst.

## MCP-CTRACK

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**From:** Ken Amaditz [kca9c@yahoo.com]  
**Sent:** Wednesday, April 27, 2011 6:22 PM  
**To:** MCP-Chair  
**Subject:** Kensington Sector Plan -- Comment

**RECEIVED**  
APR 28 2011

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

Dear Members of the Board:

We are writing to express our support for the 2011 Kensington Sector Plan and our appreciation for the hard work of the Board, the Kensington Mayor and Council, and all of the citizens who have contributed to the lively public debate and consideration.

Like many residents of the Town of Kensington, we appreciate the small town feel of our community and want to preserve that amenity to the fullest extent possible. At the same time, we would like to see smart redevelopment of key areas in the Town -- most notably the unattractive strip malls and gas stations lining Connecticut Avenue -- so that the Town can host a greater variety of businesses that will be useful to its residents. We recognize that these goals can be difficult to achieve, but the Sector Plan seems to offer a reasonable framework for accommodating these goals and improving the quality of life in our Town in the coming decades.

Thank you for the opportunity to comment.

Ken Amaditz & Mary Hanlon  
3507 Dupont Ave., Kensington

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APR 28 2011

**MCP-CTRACK**

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

**From:** Charles Haughney [cjhaughney@mac.com]  
**Sent:** Wednesday, April 27, 2011 8:10 PM  
**To:** MCP-Chair  
**Cc:** Mayor Peter Fosselman  
**Subject:** Comments Submitted for the Record on the Kensington Sector Plan  
**Attachments:** 2011-03-10 Letter From Art Holmes Re-Silver Creek.pdf; ATT158310.txt

Mr. Chairman,

I am Charles Haughney, a Kensington and Montgomery County resident, home owner, and tax payer residing at 3419 Oberon Street in Kensington Town.

I must first applaud the exhaustive and thorough work of the assigned County and Planning Commission staff members, especially Fred Boyd, who have worked with such diligence on this sector plan. I unreservedly support the Sector plan's adoption in its present form

Some of my fellow citizens have commented passionately and repetitively on this plan, often advocating a reduction in building height restrictions within commercial zones. While I acknowledge and respect their views and their advocacy, their statements fail to persuade me. I support the height restrictions as drafted and currently amended, and I encourage you to take the remaining steps to move the plan forward. The height restrictions that are contained in the plan seem to me to be a reasoned compromise that will preserve Kensington's enviable character and allow a modest amount of commercial growth. I think that the Town will easily maintain its charm, attract new compatible commercial ventures, and, hopefully, help maintain residential tax burdens at a sustainable level.

There is an additional singular issue that the plan mentions, which involves the periodic flooding of Silver Creek near the intersection of Oberon Street and North Kensington Parkway in Kensington. This flooding surrounds nearby homes, floods basements, floats parked cars and destroys them, and forces sewage that has been cross-connected with the creek floodwaters into basements. The most egregious example of this flooding's consequences has been a veritable Artesian well of untreated sewage that has erupted into basement homes, including the home of with a family of three small children.

The Sector Plan designates the Silver Creek flooding problem as the top priority environmental issue within the plan boundaries. I would encourage you to highlight this matter of the Silver Creek flooding to the highest possible level that might stimulate its lasting resolution. In spite of continual requests from Kensington Town and its affected citizens, Montgomery County officials have treated this problem as a minor nuisance and one that is too hard to solve. As a telling example of the County's unwillingness to take charge of this matter and solve the problem, I provide this dismissive letter from Mr. Arthur Holmes, Director of Montgomery County's Department of Transportation, which encloses a memorandum from Robert Hoyt of the County's Department of Environmental Protection:



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

March 10, 2011

Arthur Holmes, Jr.  
Director

Mr. Sanford W. Daily, Town Manager  
Town of Kensington  
3710 Mitchell Street  
Kensington, Maryland 20895

RECEIVED MAR 18 2011


Re: Silver Creek

Dear Mr. Daily:

In response to the Town's inquiry and as follow-up to our meeting on December 16, 2010, enclosed is a memorandum dated March 2, 2011 from Mr. Robert G. Hoyt, Director of the Montgomery County Department of Environmental Protection (DEP). The memo addresses the specific questions the Town raised regarding control of the flooding of Silver Creek either through constructing water management structures or by increasing the size of the conveyance structures beneath Oberon Street. We agree with DEP's determination that neither solution is practical given the cost, downstream impact and density of development within the watershed.

As we discussed during our meeting, the Town may want to consider purchasing the impacted dwellings and remove them from the flood zone. We understand that there may be federal funding available for such an approach if the homes fit the criteria set forth by Federal Emergency Management Agency (FEMA). If the Town wishes to pursue this approach, you should contact Rick Brush of the Montgomery County Department of Permitting Services (DPS) and Dan Harper of DEP. They may be able to provide you with contact information at FEMA and also with flood studies that have been performed in the past that might help justify the program as eligible under FEMA's guidelines.

Sincerely,

  
Arthur Holmes, Jr.  
Director

AH:gl

cc: Robert G. Hoyt, Director, DEP  
Carla Reid, Director, DPS  
Dan Harper, DEP  
Richard Brush, DPS  
Bruce E. Johnston, DOT

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

Located one block west of the Rockville Metro Station



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Isiah Leggett  
County Executive

Robert G. Hoyt  
Director

MEMORANDUM

March 2, 2011

TO: Arthur Holmes, Jr., Director  
Department of Transportation

FROM: Robert G. Hoyt, Director *R. Hoyt*  
Department of Environmental Protection

SUBJECT: Silver Creek

The purpose of this memorandum is to summarize why the Department of Environmental Protection (DEP) does not believe that the flooding in Silver Creek would be controlled by constructing stormwater management facilities and why constructing a larger flood control facility is not a viable option.

In 2001, DEP completed a study of the entire Rock Creek watershed that identified opportunities to retrofit existing stormwater management ponds, construct new stormwater management ponds and assess stream conditions. Due to the intensity of development within the Silver Creek watershed, the study concluded that there was not enough open land available to construct stormwater management ponds. Even if sites had been identified, however, stormwater controls would have provided little or no reduction of flooding during a 100-year storm event. This is because stormwater facilities are designed for 1-year storms and smaller rainfall events, and primarily for removing pollutants that have washed off of paved surfaces rather than controlling large volumes of flood water.

In order to address the flooding at Oberon Street, a flood control facility large enough to control a 100-year flood for the entire watershed would need to be constructed. Flood control facilities large enough for this purpose, however, would require the construction of dams and need a great deal of open space, which is not available in the Silver Creek watershed without significantly impacting existing neighborhoods.

Additionally, DEP does not believe that replacing the culvert under Oberon Street with a larger culvert would relieve flooding problems. We believe that this would only cause the flooding problems to move downstream and negatively impact other properties in the lower portion of the Silver Creek watershed.

Please do not hesitate to contact me if you require any additional information or have any questions.

**MCP-CTRACK**

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**From:** Neil Burka [nburka@yahoo.com]  
**Sent:** Wednesday, April 27, 2011 8:32 PM  
**To:** MCP-Chair  
**Subject:** Kensington, MD sector plan  
**Attachments:** TOK%20Testimony[1].docx

**RECEIVED**

APR 28 2011

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

Hello,

My name is Neil Burka and I am one of the owners of Kensington Shopping Center. I will attend the meeting tomorrow night speaking in favor of the sector plan for Kensington, MD. I have attached my testimony from the Kensington Town Council meeting this past Monday April 25. I will not address much of what I said on Monday night at tomorrow's meeting, however I wanted the planning commission to understand what type of tactics are being used to gain support for those opposed to the sector plan.

Thank you for your time.

Kind Regards,

Neil Burka

240-793-3053

Testimony of Neil Burka, Delivered to Kensington Mayor and Council  
April 25, 2011

I am Neil Burka, one of the owners of Kensington Shopping Center. I have been relatively quiet throughout the years of discussion regarding the sector plan mainly because I thought the plan was being pursued thoughtfully by all of the stake holders. Whether you were for development or against development, this process was being debated openly and fairly, and I watched with interest as a land owner. Not because I have plans to redevelop Kensington Shopping Center, but because I know that whatever plan is approved will be the plan that we all have to live with for the next 30 years or so.

This fair and open debate has changed and that is why I am speaking today. In the past week or so, someone opposed to the current sector plan went into Hardware City and informed the Manager that as soon as the sector plan was approved, everyone in Hardware City would lose their jobs because the Burkas were going to tear down the shopping center. They encouraged the manager to print out the information about the sector plan to see what was going to be built on the Hardware City site. When Hardware City employees saw the Park & Planning rendering of what could be built on this site, this individual did not let them know that this was merely an example of what could be built. He let them continue to believe this was the plan, there was no room for Hardware City and unless they got busy signing petitions against the sector plan, they would all be unemployed and that is exactly what happened.

For all of you in this room that are for the current sector plan, I hope this angers you as much as it did me. I don't have a problem with people having a different view point from mine, but I do oppose using deceit to sway public opinion their way.

Furthermore the thought that someone has intentionally deceived people by using fear of job loss which impacts Hardware City employees and their families is to me unthinkable.

Now, I am not sure that the current plan allows adequate opportunity to consider redeveloping Kensington Shopping Center, and I can tell you that reducing the height and density will make the thought of redevelopment even less likely. I won't resort to deceit and tell you that I speak for all commercial property owners, but I don't think that is a stretch to believe that



if it doesn't make financial sense to redevelop Kensington Shopping Center – prime location, it won't make sense to redevelop other commercial properties in town. Keep in mind that we could have redeveloped to X feet all along and have never done it nor has anyone around us.

Let's hypothesize for a moment. Let's say that those opposed to this sector plan get their wish list and reduce the heights and densities to what they feel is acceptable. I will probably not see any benefit to redevelop Kensington Shopping Center and let's say that other property owners feel the same way. Nothing will change, Kensington will look like it does today – only older. Traffic – possibly more - will continue to pass through Kensington because Wheaton has redeveloped with new housing, shops, restaurants, offices, etc. Gas stations will still be here in Kensington for all of those cars passing through because we didn't update our sector plan. Buildings in poor repair, pylon signs, and all of the things that you don't want will still be here. There won't be any new public amenities, parks, fountains, green space that would have come with new development. There will be no bike lanes or pedestrian safe crosswalks because there was no new development. You will get in your cars to shop, to play, to eat and to work, because we didn't adopt any of the strategies of smart growth – sustainable growth, green growth. The good news is, you will still have plenty of gas stations so you can buy your gas at \$5 plus per gallon so you can take your families out to dinner in Wheaton, Bethesda or Rockville. As we see the communities around us continue to evolve, we will see our property values be low in relation to the more desirable communities around us – those that have redeveloped. I am not talking about just commercial property values, I am talking about your homes as well. By not supporting this sector plan, you may be risking the future value of your property. People want to live in cool hip places where they can walk. Everyone knows enough economics to understand the theory of supply and demand. If less people want your property because they would rather live in a cool hip community – Demand and supply is plentiful, then prices will go down.

So since I don't want to resort to the same deceit as the individual that went into Hardware City, I want to emphasize that what I just said was my opinion of what could happen.

For those of you that support the sector plan, please make sure that you come to the meeting on Thursday night at 6:30pm and encourage your

neighbors to join you, because those opposed have resorted to highly questionable tactics to gain support for their cause.  
Thank you for your time.

## MCP-CTRACK

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**From:** jmichaelholland@aol.com  
**Sent:** Wednesday, April 27, 2011 9:34 PM  
**To:** county.council@montgomerycountymd.gov; MCP-Chair  
**Cc:** fosseiman@comcast.net  
**Subject:** Kensington Sector Plan Support Letter  
**Attachments:** Kensington Sector Plan Support Letter.docx

**RECEIVED**  
APR 28 2011

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

Dear Council Members and Planning Chair -

Thank you for your consideration tomorrow night of the Kensington Sector Plan. I am sure there will be much lively discussion and debate. While I will unfortunately not be able to attend and testify in person due to an important work commitment downtown, I wanted to take the opportunity to register my strong support for the plan and my gratitude towards all those who worked hard to create this comprehensive and well-considered document. Although there is still work to be done before the plan can be fully enacted, I urge you to vote in favor of the plan tomorrow so that Kensington can begin the process of renewing itself and attracting much needed new tenants and services.

Please review the attached letter, which enumerates my reasons for supporting this plan.

Thank you very much for your careful consideration.

J Michael Holland  
3605 Dupont Avenue  
Kensington, Maryland 20895

(10-year Kensington resident and 40-year Montgomery County Resident)

J. Michael Holland  
3605 Dupont Avenue  
Kensington, MD 20895

27 April 2011

Ms Valerie Ervin  
County Council President

**Re: Kensington Sector Plan**

Dear Ms Ervin, Members of the County Council and Planning Chair Carrier:

As a 10-year resident of Kensington, I am writing to express my strong support of the proposed Kensington Sector Plan. Although my family is extremely happy with our decision to live in Kensington, we continue to be concerned that the town's inability to grow will result in economic stagnation. The town has always had great character, but there is a fine line between "quaint" and "stale." The opportunities for moderate and controlled growth that are presented in the proposed Sector Plan seem to offer a careful balance between incentivizing landlords to improve their properties and maintaining the small-town scale that makes places like Kensington so appealing. In short, we hope that this provides the necessary jolt to create a little more "there" here.

It is widely accepted that the most successful town plans are those that provide for a mix of uses within the town cores. The diversity of occupancies - including housing, retail, office - seen in places like the Kentlands or Reston Town Center encourages activity well past the standard 5:00 closing time of many shops. In addition, a certain density of residents provides economic incentives for retail tenants to locate to the town, knowing that they have a core base of people to serve. And finally, the increased densities and diversities of occupancy types make building improvements economically viable for the landlords.

Unfortunately, in the 10 years that we've lived in Kensington, it has become clear that there is no incentive for change or growth of any type. In fact, the lack of development on a few specific vacant eye-sore lots leads me to believe that growth and improvements will never come naturally if we maintain the status quo. Right now, the dominant retailers in Kensington (antique shops) are probably patronized more by visitors to Kensington than by residents of the town. The most significant recent change to Kensington has been the redevelopment of the Safeway, which was certainly wrought with controversy. However, as soon as it was completed, it became an important local service for all of the town residents. My wife, who also works in Kensington, often hears her clients praise Safeway as a great amenity while they visit her office. We need to encourage more of this type of service to support the town's residents.

Growth is always controversial, but this plan represents a modulated growth that will promote a healthy, vibrant town center. The 45' and 75' height limits, necessary to provide owners the financial incentive to redevelop their properties, are very reasonable

and are lower than the current tallest building in town. What is particularly encouraging about the proposed Sector Plan is that it provides a means to create varying tiers of incentives by granting greater density to those landlords who provide more to the community in the way of public amenities and compliance with Design Guidelines. The development of these specific guidelines will, of course, be crucial to the success of the Plan. But it is important that we pass the Plan so that the framework can be further developed into actual guidelines that can be implemented.

In addition to the more heavily debated aspects of the plan, we should not lose sight of the many other benefits that the plan proposes. They include:

- Addressing the watershed problems through increased landscaping and additional pervious open spaces,
- Restraint from widening Connecticut Avenue, which would only encourage additional commuter traffic to pass through Kensington at rush hour,
- Enhanced Streetscapes,
- Rehabilitation of Warner Circle buildings and landscape for public use.

We are very excited that the Council is considering this plan and appreciate all of the work that the Montgomery County Planning Department, M-NCPPC, and others have put into creating it. We hope that you will consider the up-side of this plan careful and encourage you to pass it expediently.

Sincerely,

J. Michael Holland  
Kensington Resident

Cc: Mayor Peter Fosselman  
Planning Chair Ms. Francoise Carrier  
County Council Member Mr. Roger Berliner, VP  
County Council Member Mr. Phil Andrews  
County Council Member Mr. Marc Elrich  
County Council Member Ms. Nancy Floreen  
County Council Member Mr. George L. Leventhal  
County Council Member Ms. Nancy Navarro  
County Council Member Mr. Craig Rice  
County Council Member Mr. Hans Riemer

**MCP-CTRACK**

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**From:** IntFingers@aol.com  
**Sent:** Wednesday, April 27, 2011 10:15 PM  
**To:** MCP-Chair  
**Cc:** Boyd, Fred  
**Subject:** Kensington Sector Plan -- Public Hearing Comment

**RECEIVED**

APR 28 2011

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

I would like to comment on the PROCESS to create and revise the Kensington Sector Plan. That process has been very transparent. Several public meetings were held during the multiple years of this process, including a well attended kick-off meeting on March 21, 2007. Fred Boyd held open office hours at Kensington's Town Hall twice a month for many months. Email notification of meetings and opportunities for comment were more than adequate, for residents within the Sector Plan's borders and for those of us who live nearby. If people were not paying attention to opportunities to comment on the Sector Plan revision, that was not the fault of anyone other than themselves.

-- Donna R. Savage  
10804 McComas Ct., Kensington, MD 20895  
301-942-2447  
[Donna@IntelligentFingers.com](mailto:Donna@IntelligentFingers.com)

## **MCP-CTRACK**

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**From:** Linda Silberg [lsilberg@hotmail.com]  
**Sent:** Wednesday, April 27, 2011 10:17 PM  
**To:** MCP-Chair  
**Subject:** Kensington MD Sector Plan

**Importance:** High

**RECEIVED**

**APR 28 2011**

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

Dear Chairman:

I am writing in support of Mayor Fosselman and the enormous and tremendous job he and the Town Council have done in spearheading and sheparding our community's efforts to update the 1978 Sector Plan, which brings Kensington into the 21st Century while maintaining and expanding most of what makes it so unique and special to those who are lucky enough to live here.

I was present at A meeting with Valerie Irvin and Marc Erlich attended and which over 65 of us attended to voice this same support. I'd like to highlight some of the points that were made to give you a more complete picture of the process we've been through and where things stand today, vis a vis overwhelming community support.

\* Community participation in this project started in 2007; over 200 public comments are addressed in the 2011 Sector Plan.

\* To date, there have been over 50 publically advertised open meeting addressing the Sector Plan.

\* Discussions have been held at numerous community meetings, living room gathering, homeowner association meetings; regularly scheduled Coffees with the Mayor; and personal meetings with residents.

Additionally, over 75 people attended a Design Guidelines ADVERTISED meeting. Unfortunately and interestly, no one who voiced opposition to it chose to attend.

Aside from the minority who are opposing this plan, this is a testament to true community participation.

Which brings me to the "opposers." Personally, I find it rather suspect that those who appear on the town's list-serv with innuendo, half truths, misinformation, and distortions have not chosen to express their opinions in a public forum. They say they've been 'left out' of the process; I say they haven't heard what they WANT to hear--this does NOT constitute being 'left out.' The issues in the Sector Plan affect all of us .. and all of us are not only entitled to our opinions, but should and do welcome any additional helpful information that may affect us and our support. Ignorance, in this case, is NOT bliss. Knowledge, in this case, would be bliss--for all of us .. the supporters AND the opposers.

Some of the major issues include:

### **Height**

Tallest building now in Kensington is over 108 ft;

1978 Plan includes heights as high as 94 ft;

The 2011 plan caps heights at 75 ft .

### **School Crowding**

Non issue since it was address in Bruce Crispell's 9/2010 letter (example of 'ignorance');

Kensington revitalization will not cause redistricting; Wheaton, Silver Spring, Bethesda & White Fling have greater impact; County's moratorium rules apply; we are insured funding for school improvements.

### **Traffic**

We've already been informed that traffic will be a nightmare because of Wheaton, Silver Spring, Bethesda & White Flint no matter what Kensington does or does not do; and we were told in no uncertain terms there is absolutely nothing that can or will be done about it. You were there and you heard it yourself. So this is also a non-issue.

Change is coming. Whether we like it or not; whether the Council likes it or not; whether one neighbor likes it or

not! The 2011 Sector Plan and resolutions were unanimously approved by the Town Council; the coalition of Kensington Communities (over 7000 homes) and the Planning Board. Most, if not all, of the same constituencies that approved it then are still with us and still want to see it go through. There are tools in place to control and oversee growth; i.e., Article 28 of State Law and design guidelines.

This is not only Kensington's future, but it's part of Montgomery County's and the State of Maryland's future as well. Please help allow Kensington to attract businesses that are not gas stations, gun shops, and pawn shops. No, we do NOT want another Bethesda, but we would like a nice shop or two; a nice restaurant or two, a multi-family building or two.

Everyone talks about preserving the uniqueness that is Kensington. Is this uniqueness better served by a gas station around the corner from a beautiful old restored Victorian Mansion or a boutique lined street?

I'll end this (finally) by stating that Mayor Fosselman ran for office on revitalizing the Town and updating the 1978 Sector Plan. He has won 3 consecutive terms with over 70 percent of the vote (he was unopposed for his 2nd term). I apologize for this long email, but I feel strongly about my Town, my Mayor, and this totally Democratic and inclusive process.

Respectfully submitted

Linda Silberg  
10225 Kensington Avenue, #611  
Kensington MD 20895



## MCP-CTRACK

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**From:** Ayoub Carpet and Rugs . [ayoubnh@msn.com]  
**Sent:** Thursday, April 28, 2011 10:50 AM  
**To:** MCP-Chair  
**Subject:** Kensington Sector Plan Comments

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APR 28 2011

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

**From:** Nabel Ayoub, 10516 Metropolitan Avenue, Kensington, MD 20895

**RE:** 2011 Town of Kensington Sector Plan

As an owner of two businesses in Kensington, I support the revitalization efforts of the town and the most recent sector plan. Not only will redevelopment help businesses, but it will also benefit the residents by providing improved public amenities, greater pedestrian safety, and more housing options. These benefits of improvement are important to create a town that can become a place where individuals want to live, where businesses can provide more services for residents, and where visitors can find reasons to visit.

Smart growth is an important part of any city. The plans developed have gone through four years of public comments, meetings, and gatherings to develop a plan that provides incentive for businesses and residents alike. While other towns around Kensington have developed and thrived, Kensington has fallen behind because the minority has rejected any type of change. From my experience, the majority of people I speak to support the plan and look forward to the positive changes it would bring.

If nothing is done, the town of Kensington will become an isolated place where few want to visit or live, eventually losing the businesses that need those people, and in turn losing the tax base that helps support the residents. The quality of our public amenities will diminish compared to surrounding cities and property values will stay depressed. This new plan for the town will help us avoid this scenario and bring about a much needed revitalization of Kensington.

Sincerely,  
Nabel Ayoub  
301-946-7944

**LINOWES  
AND BLOCHER LLP**  
ATTORNEYS AT LAW

April 26, 2011

**Anne Martin Mead**  
301.961.5127  
amead@linowes-law.com

Françoise M. Carrier, Esq.  
Chair  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

*Via E-Mail Delivery*

Re: Kensington & Vicinity Sector Plan- Revised Public Hearing Draft (the “Revised Sector Plan”); Planning Board public hearing testimony- April 28, 2011

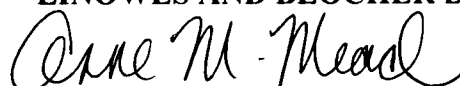
Dear Ms. Carrier and Members of the Planning Board:

On behalf of the owners (the “Owners”) of two small commercial properties located at 10524 St. Paul Street and 10526 St. Paul Street in Kensington, we would like to submit our support for the Revised Sector Plan and its vision to reinvigorate Kensington while preserving its character. We further support the recommendations in the Revised Sector Plan to utilize different CR zoning classifications, specifically the proposed CRT and CRN zone, with standards that are commensurate with the smaller properties, fragmented ownership, unique market demand issues, and recommended lower densities and building heights for Kensington. We appreciate the efforts of the Planning Staff and the Planning Board over the past year to respond to the concerns regarding the obstacles to implement the incentives of the original CR zone in Kensington and similar communities. Although the Owners have no plans to redevelop either of the properties, which are currently in the C-2 zone and recommended for the CRN zone, the Revised Sector Plan and the recommended zoning classifications should help protect property values in the present. Further, the Revised Sector Plan and new zones will allow the redevelopment vision to be feasible for others and thus benefit the Kensington community as a whole for the future.

Thank you for consideration of our comments in support of the Revised Sector Plan.

Very truly yours,

**LINOWES AND BLOCHER LLP**

  
Anne Martin Mead

\*\*L&B 1538329v2/11706.0001

**From:** Frank O'Donnell [frankodonnell2@yahoo.com]  
**Sent:** Thursday, April 28, 2011 4:35 PM  
**To:** MCP-Chair  
**Subject:** letter in support of Kensington Sector Plan

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

We would like to reiterate our support for the Kensington Sector Plan as noted in our Feb. 21, 2011 letter (below) to Montgomery County Council President Ervin.

In addition, I would like to observe that discussion of this plan appears to have dragged on far too long.

Indecision by the county has not served Kensington well. I urge you to make a decision promptly so that residents and businesses in Kensington can unite and prepare for the future.

--Frank O'Donnell

10407 Fawcett Street  
Kensington, MD 20895

February 21, 2011

Honorable Valerie Ervin  
President, Montgomery County Council

Dear Council President Ervin,

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

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

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

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

Sincerely,

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

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

**MCP-CTRACK**

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

**From:** al.geske@hklaw.com  
**Sent:** Thursday, April 28, 2011 5:57 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov;  
county.council@montgomerycountymd.gov; brennanhouse@comcast.net;  
fayenabavian@yahoo.com  
**Subject:** Kensington Sector Plan

Dear Chair Carrier:

I want to express my appreciation for the manner in which Fred Boyd solicited community input in preparing the proposed changes to the Kensington Sector Plan. As you know, the consideration of these changes began in 2007. From the beginning of the process, Mr. Boyd solicited community input in a number of ways including: (1) soliciting input from the government of the town of Kensington and the citizens associations of the neighboring communities; (2) holding a well publicized meeting in the Armory to obtain and memorialize comments from concerned citizens ( which as I recall it, was attended by more than 100 persons); (3) making drafts of various versions of the Sector Plan available electronically and holding office hours in the Armory during which any concerned citizen could come to discuss the person's concerns. As a result of Mr. Boyd's efforts and the publicity generated about the Sector Plan, I do not see how any reasonably attentive persons in the Kensington area could have failed to be aware of the proposed amendments to the Sector Plan prior to their previous consideration by the Planning Board. Nor do I see how they could claim to be surprised by the proposed changes.

I would appreciate it if you would make this e-mail a part of the hearing record.

This e-mail is submitted solely in my individual capacity. However, I would note that I participated in a number of meeting as a representative of the Rock Creek Palisades Citizens Association to the Coalition of Kensington Communities.

Sincerely,

Alvin J. Geske

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To ensure compliance with Treasury Regulations (31 CFR Part 10, Sec. 10.35), we inform you that any tax advice contained in this correspondence was not intended or written by us to be used, and cannot be used by you or anyone else, for the purpose of avoiding penalties imposed by the Internal Revenue Code.

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NOTE: This e-mail is from a law firm, Holland & Knight LLP ("H&K"), and is intended solely for the use of the individual(s) to whom it is addressed. If you believe you received this e-mail in error, please notify the sender immediately, delete the e-mail from your computer and do not copy or disclose it to anyone else. If you are not an existing client of H&K, do not construe anything in this e-mail to make you a client unless it contains a specific statement to that effect and do not disclose anything to H&K in reply that you expect it to hold in confidence. If you properly received this e-mail as a client, co-counsel or retained expert of H&K, you should maintain its contents in confidence in order to preserve the attorney-client or work product privilege that may be available to protect confidentiality.

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APR 29 2011

**MCP-CTRACK**

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

**From:** Susannah Vesey [spvesey@gmail.com]  
**Sent:** Thursday, April 28, 2011 6:28 PM  
**To:** MCP-Chair  
**Subject:** Kensington plan -- in support

I am a resident of Parkwood, smack along the boundary between Kensington and Bethesda. My neighbor on the other side of my driveway is in Kensington; I am in Bethesda. This strange disconnect -- different towns, different mail carriers, different zip codes -- is in the center of an otherwise very cohesive neighborhood. But I think it is illustrative of a number of disconnects in Kensington that have irritated me about this community, which I truly love, since I moved here in 2000.

I have read the entire report, and urge you to adopt it as a way to:

- Save Kensington has a town and community we can be proud of; and
- Define what Kensington actually is and what we want from it as a community. Is it an historic town? Or is it (my opinion): UGLY with WAY TOO MANY GAS STATIONS.

This plan contains a number of items which would help cement our community. It would:

- Beautify, cool off and calm down the trip through "downtown" with trees, medians and sidewalks. Without those elements now, it feels hot, unwelcoming and industrial. Not a place you'd stop without a specific errand to run.
- Make pedestrian friendly. Right now, you are taking your life in your hands if you attempt to cross Connecticut, EVEN AT THE TRAFFIC LIGHT. I have witnessed many bus riders running headlong into danger jayrunning across Connecticut to catch a bus. In fact, my daughters and I were unfortunate witnesses to the tragic death of just such a bus rider, near the Connecticut-University split, a few years ago.
- Combine both sides of Howard Avenue. To me this is like, well, "duh." The east side is a charming place to walk around. The west side has many interesting stores, but you really have to drive to each of them. You can walk, but the street absolutely does not invite pedestrians. Combining them both would make a lovely, cohesive destination that traverses right through "downtown."
- Make crossing the railway line easier. Not only is getting over to Metropolitan awkward and difficult, it FEELS that way as well. Having only one way in and out of Metropolitan is uninviting, I never drive down there unless I'm going for a specific purpose, such as for a birthday present at Catch Can or for lumber. (Are we going to get rid of the bizarre light at Metropolitan and Plyers Mill?) When I first moved here with two small children I went to the 7-Eleven on Metropolitan in the winter in early evening for some milk. I knew my house was south, so I turned right out of the parking lot and got totally lost. All because I reasonably believed there would be a way back toward Connecticut further south. Because of the railway track, there was not.
- Make biking safe. My daughter and friends like riding bicycles, and like to ride up to Safeway to run errands. It is too dangerous for them to take the much shorter route up Cedar Lane to Knowles; instead they have to go through the park.
- Maybe a recreation center, desperately needed for families and for teens.
- Jazz up amenities offered in the town center by incorporating residential spaces, apartments it sounds like. Inhabitants would create demand for more restaurants, bars, cafes and shops that the rest of us can piggy back on.
- Create sensible parking. I have a proposal: Come up with some kind of incentive for developers to remove the hazardous materials on the gas station sites, and then put parking lots underground there.

Sincerely, Susannah Vesey

**MCP-CTRACK**

**RECEIVED**  
APR 29 2011

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

**From:** Pam Aol [paaugust@aol.com]  
**Sent:** Thursday, April 28, 2011 10:10 PM  
**To:** councilmember.ervin@montgomerycountymd.gov  
**Cc:** MCP-Chair  
**Subject:** Kensington Redevelopment-"NO"

April 28, 2011

Pam and Kevin August  
9638 Culver Street  
Kensington, MD 20895  
The Honorable Valerie Ervin  
Montgomery County Council  
100 Maryland Avenue  
Rockville, MD 20850  
Re: Kensington Sector Plan – Oppose High Density

Dear Councilmember Ervin:

As a Kensington resident, I favor revitalization. However, I am opposed to the 60- and 75-foot building heights and high density in the Kensington Sector Plan. Our town is too small for this kind of expansion. We are NOT Silver Spring!!

I ask that you limit the building heights to four stories and limit the overall density.

The urban-scale increase in density is not appropriate for Kensington, which has no Metro. The CR Zone and its proposed amendments strip away requirements so that developers can build tall buildings more easily than they can now. The balance has shifted from preserving our historic town to encouraging over-development.

Our commercial area is older, but thriving, with expanding and new small businesses, including a new bistro, a Chipotle, and a bakery all opening this fall.

In Kensington, we know each other. The majority of Kensington residents live in single-family homes. The Sector Plan would double our population with apartments, forever changing the essential character of our historic small town.

I am also worried about an increase in traffic and school overcrowding or boundary changes, which would affect our quality of life. I favor revitalization that is on a scale more in keeping with our community.

Please lower the building heights and density in the Plan.

Thank you.

Sincerely,

Pam and Kevin August

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Sent from my iPhone



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APR 29 2011

**MCP-CTRACK**

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OFFICE OF THE CHAIRMAN  
TREASURY AND FINANCIAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** karen jackson-knight [kjackson\_knight@yahoo.com]  
**Sent:** Thursday, April 28, 2011 11:21 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov; county.council@montgomerycountymd.gov  
**Subject:** Support of Kensington Sector Plan  
**Attachments:** P & P Sector Plan 4.2011.docx

Dear Chair Francoise M. Carrier

Please find attached to this email a letter of support for the Kensington Sector Plan.

Karen Jackson-Knight

D E B O R A H R E D

KEN-GAR Civic Association, Inc.  
10721 Shaftsbury Street  
Kensington, Maryland  
[Kjackson\\_knight@yahoo.com](mailto:Kjackson_knight@yahoo.com)

April 28, 2011

Ms. Francoise Carrier  
Chair , Montgomery County Park & Planning  
8787 Georgia Ave.  
Silver Spring, Md.

Dear Ms. Francoise Carrier

My name is Karen Jackson-Knight and I am the President of the Ken-Gar Civic Association. Ken-Gar is 119 years old and as a part of the Kensington community we are interested in seeing change to the Town of Kensington that is beneficial to the business community as well as the neighborhoods themselves. Ken-Gar and the surrounding neighborhoods have been involved in the Sector Plan process before it even began. Ken-Gar along with its neighbors in the surrounding area participated in the creation of the Coalition of Kensington Communities, because we wanted to have the opportunity to participate in the sector plan process.

Fred Boyd has worked diligently with the members of the Town of Kensington and neighborhoods to help us learn the process, for this we are great full. Fred helped educate us on the timeline and our role in the process. Fred held many "Office Hours" in Town Hall so that anyone who didn't understand the Sector Plan had a chance to ask questions and get the answers right then and there, this was twice a month for quite a while. There was plenty of notification about the meetings and opportunities for comments on the Sector Plan for those within the town boundaries and surrounding areas. It seems that many people were not paying attention to the opportunities to comment on the Sector Plan Revision,

that was their fault. Fred was always available to provide knowledge and advice to us.

Our community participated throughout this process. We understand that the surrounding developments has a great impact on Kensington's ability to attract developers to invest in the revitalization of Kensington. We support this plan because we deserve to have a vibrant commercial area. We don't want to have to go to Bethesda, Silver Spring or Rockville to dine, shop or do other things that have an impact on the quality of our lives. We deserve to have a pedestrian friendly access to the amenities above. We deserve to have a community center of our own and not have to travel out of our area. The items mentioned above will be possible if the Sector Plan is passed. Nothing has been done in the last 30 years, despite the efforts of the local surrounding communities and the Town of Kensington officials. Now is the time to start the process with this Sector Plan and it needs to be done quickly before the opportunities for our communities disappear in a puff of smoke, as a result of redevelopment in the surrounding areas.

Thank you for your consideration in this matter.

Karen Jackson-Knight, President Ken-Gar Civic Association Inc.

Cc: Copy Councilmember Valerie Ervin  
County Council members

Cc:

RECEIVED

APR 29 2011

**MCP-CTRACK**

**From:** Lara Akinbami [tojohnlara@hotmail.com]  
**Sent:** Friday, April 29, 2011 9:20 AM  
**To:** MCP-Chair  
**Subject:** Testimony for 4/28/2011 public hearing on Kensington Sector Plan  
**Attachments:** Feb 2010 Testimony by Liz Brennan on behalf of PRA.txt; PB testimony 4-28-2011.txt; PRA flyer 2 B&W.pdf

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

Dear Chair Carrier,

I would like to express my thanks for the Board's acceptance of testimony last night and ability to submit it by email. Attached is the original testimony which I altered somewhat last night to ask for the density proposed by the Urban Land Institute, and a plea to stop characterizing requests for changes to the plan as stark opposition to and fear of change. I am also attaching the testimony of Liz Brennan (who testified last evening as Elizabeth Cummings) from which I took the quote about traffic and the sector plan. Finally I am attaching a flyer I had distributed in our neighborhood which is being characterized as "Citizen Scare Tactics" on the kickstartkensington.org website. It's not so scary really...

Thank you again.

Lara Akinbami  
10209 Oldfield Drive  
Kensington, MD 20895

Planning Board testimony 4/28/2011  
Kensington Sector Plan public hearing

Lara Akinbami  
10209 Oldfield Drive  
Kensington, MD 20895

Good evening Chairman Carrier and members of the Planning Board. My name is Lara Akinbami. I live in Parkwood, the neighborhood adjacent to the Town of Kensington, and the site of Kensington-Parkwood Elementary school that serves both communities. I am also a member of the Parkwood Residents Association that represents 900+ households.

My testimony is about traffic concerns and the mapped density in the Kensington Sector Plan. The 2009 Highway Mobility Report showed that the Connecticut/Plyers Mill intersection was the 4<sup>th</sup> most congested in the County at 114% capacity. To the south, the Connecticut/Knowles intersection was nearing the congested standard. On the entire 8.4 mile stretch of Connecticut from Western to Georgia Avenue, the report highlighted 5 intersections with measureable delays, and Connecticut/Knowles was one of the five.

I support the underlying principle of the Sector Plan to reduce dependence on automobiles and I support revitalization for Kensington. However, absent major new mass transit options, the plan doesn't reduce dependence on automobiles for commuting to jobs for current residents, let alone future residents. The existing rail option, the MARC train, serves about 150 people a day and runs only on weekday mornings and evenings.

As part of a Feb 2010 testimony to the Council, a past-President of Parkwood Residents Association said this about traffic and the Sector Plan:

“We are disappointed that the traffic issues at Knowles and Summit, Knowles and Connecticut and Connecticut and Plyers Mill are not addressed in this plan. We believe it would be irresponsible of Council to approve any new development without specifically mitigating traffic in these areas.”

I agree. Many of the recommendations in the plan will help, including the proposed Summit Avenue extension. But even these improvements are projected to keep these two intersections just above or at critically congested levels.

Furthermore, Kensington will be surrounded by increasingly dense developments, including White Flint, Wheaton, Chevy Chase Lakes, and the base realignment at National Navy Medical Center. It is unclear to me whether the 2009 Highway Mobility projections include the impact of these developments. In any case, it is clear that Kensington arteries are now and will remain congested.

Please reduce the mapped density of the Sector Plan to a level consistent with the Kensington traffic infrastructure. Lower density can still provide new residential opportunities and support for commercial revitalization, but also will help preserve quality of life for current and future residents.

Finally, I would like to note that although I have heard the Town of Kensington report that 7,000 households represented by the Coalition of Kensington Communities are in support of the Sector Plan, no vote or position has been taken on the current Plan by the Parkwood Residents Association. I believe there is a much greater diversity of opinion in the community than is being portrayed.

Thank you for your time.

***Testimony by Liz Brennan on behalf of PRA, regarding the Kensington Sector Plan***

On behalf of the Parkwood Resident's Association, I am pleased to provide the following feedback on the draft of the Kensington and Vicinity Sector Plan.

I would like to commend Fred Boyd for his countless hours of outreach to the Kensington community on this process. He has done a spectacular job in getting to know the various communities within Kensington and generally making himself available during the entire process.

While comparatively small we understand that the Kensington Sector plan poses great challenges. The biggest probably is how we can attract re-development that will not negatively impact the quality of life. On the whole we found the proposed sector plan to be reflective of the input we provided. In particular we applaud the environmental, design and historical preservation piece. We have concerns about the ability to unify the proposed Town Center area and would urge more detail on connectivity for pedestrians.

We are also concerned that the need for a traditional type of community center is not clearly delineated. We request that this very basic public amenity be outlined in the overall recommendations section. Because the only mention of a community center in this plan is tied directly to the HOC property in the "Other Areas" section there is concern this could result in a missed opportunity should another location become available. While all stakeholders generally agree that is the HOC is the optimal location, we also recognize that there is no short or long range plan to relocate HOC and the likelihood of Kensington having a community center is still a very remote possibility. By clearly stating it is a recommendation of the sector plan that Kensington have a community center we will have, at the very least, placed the need and desire front and center.

We strongly urge that the SHA property on West Howard Avenue be zoned for public use. The need for additional open space on this side of Kensington is too great to have it wasted as storage for state highway. An alternative for SHA would be the area next to the Connecticut Ave/Kensington exit off of 495.

We are disappointed that the traffic issues at Knowles and Summit, Knowles and Connecticut and Connecticut and Plyers Mill are not addressed in this plan. We believe it would be irresponsible of Council to approve any new development without specifically mitigating traffic in these areas.

We do not endorse solutions such as storage lockers and additional signage as we don't believe they would achieve any gains toward connectivity or encourage pedestrian traffic and would likely be unsightly.

Elizabeth Brennan  
Parkwood Resident's Association  
4324 Dresden Street  
Kensington Maryland 20895  
301 530 3615



## **THE KENSINGTON SECTOR PLAN AFFECTS NEIGHBORING COMMUNITIES**

**If you have concerns about how future plans for the  
Town of Kensington affect our community,  
Contact the County Council by April 26th (details on back)**

### **SOME CONCERNS FOR OUR COMMUNITY:**

- ▶ **Unclear implications for schools** which are already overcrowded; apartments are projected to outnumber single-family houses due to proposed density
- ▶ **No transportation infrastructure improvements** are required to address current and future anticipated traffic congestion
- ▶ **Commercial Residential Zone Revisions** that govern the Kensington Sector Plan are now before the County Council with significant implications:
  - High density development: 6-7 story buildings up to 75 feet high
  - Reduced community benefits: less public input and fewer public benefits
  - Reduced requirements for providing parking

### **Montgomery County Commercial-Residential (CR) Zone revision pros and cons:**

#### **Developer Pros:**

- Mixed use allows residential buildings in areas previously zoned only for commercial building
- Dramatically increased density because of "transit proximity" (the MARC counts as Metro)
- Reduced parking requirements (lowers costs and adds square footage/density)
- In many cases, developers can build up to 65 feet without any required advance community notice—about the same height as 10400 Connecticut Ave, the 6-story brown brick building at Conn & Knowles.
- No Planning Board or citizen review for buildings under height/density site plan thresholds (this will be true through much of Kensington where properties are small)

#### **Community Pros:**

- Mixed use development (residential and commercial) can help support commerce in Kensington
- Development incentives to spur revitalization for convenient local shopping and dining

#### **Community Cons:**

- No regulatory review by the Planning Board on sites below site plan thresholds (<10,000 square feet & <40 feet tall). Building could start after a developer gets a building permit—there is no guarantee that development will include public benefits
- No advance notice and review (sketch plan) for much of Kensington properties (65 feet and under)
- Worse traffic: No requirements for transportation improvements to be made prior to or in tandem with new development
- More school overcrowding could result from increased residential density.

## **Ideas to achieve revitalization in ways that focus on community:**

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

## **TWO EASY WAYS TO HAVE YOUR VOICE HEARD:**

### **WRITE or EMAIL THE COUNTY COUNCIL BY APRIL 26**

County Councilmember Valerie Ervin

100 Maryland Avenue, Rockville, MD 20850

email: [councilmember.ervin@montgomerycountymd.gov](mailto:councilmember.ervin@montgomerycountymd.gov)

- copy the rest of the Councilmembers:  
[county.council@montgomerycountymd.gov](mailto:county.council@montgomerycountymd.gov)
- copy Montgomery Planning Board Chair Francoise Carrier:  
[MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

### **ATTEND THE PLANNING BOARD PUBLIC HEARING**

#### **WHEN: THURSDAY, APRIL 28th**

WHERE: Planning Board Hearing Rm, 8787 Georgia Ave, Silver Spring, 20910

WHAT: To view entire Planning Board agenda and meeting time, after April 18 go to [www.montgomeryplanningboard.org](http://www.montgomeryplanningboard.org) – click on "agenda" in menu on the left

#### **Helpful resources**

1. Kensington Sector Plan:

<http://montgomeryplanning.org/community/kensington/documents/Kensingtonfinalpbd.pdf>

2. Citizen information on the Kensington Sector Plan: <http://kensingtondevelopment.info>

3. CR Zones: [http://www.montgomeryplanning.org/development/com\\_res\\_zones.shtml](http://www.montgomeryplanning.org/development/com_res_zones.shtml)

4. Maryland National Capital Park and Planning Commission (MNCCPC) Planning staff assigned to Kensington: Fred Boyd, (301) 495-4654 or [fred.boyd@mncppc-mc.org](mailto:fred.boyd@mncppc-mc.org)

- ▶ Compiled and distributed by a group of Parkwood residents. For more information, contact: Lara Akinbami, [tojohnlara@hotmail.com](mailto:tojohnlara@hotmail.com)

## MCP-CTRACK

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**From:** Judi Chamberlin & Dave Jones [drdjic@gmail.com]  
**Sent:** Friday, April 29, 2011 3:41 PM  
**To:** councilmember.ervin@montgomerycountymd.gov  
**Cc:** MCP-Chair  
**Subject:** Revitalization appropriate for Kensington

**RECEIVED**  
0387  
MAY 02 2011

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

Dear County Council President Valerie Ervin,

I am a long-time resident of Kensington and am concerned about the proposed Kensington Redevelopment Plan that would increase the population density and increase the building height to 75-foot maximum. I believe these plans are not in keeping with the character of the area and of the historic Town. The Plan, in my opinion, will negatively impact traffic, parking, school districting lines, and is not in the Kensington's best interest.

I am writing to request that Montgomery County Council revisit the issue of maximum building height and density, and to lower the building height to a maximum of 45 feet and lower overall density in the Plan.

Thank you for your consideration.

Sincerely,  
Judith Chamberlin  
3803 Everett St.  
Kensington, MD 20895

**MCP-CTRACK**

**From:** Dave [davidlanierjones@gmail.com]  
**Sent:** Friday, April 29, 2011 8:57 PM  
**To:** councilmember.ervin@montgomerycountymd.gov  
**Cc:** MCP-Chair  
**Subject:** Concerns about the Kensington Redevelopment Plan proposal

**RECEIVED**  
MAY 02 2011  
OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear County Council President Valerie Ervin,

I am a long-time resident of Kensington and am concerned about the proposed Kensington Redevelopment Plan that would increase the population density and increase the building height to 75-foot maximum. I believe these plans are not in keeping with the character of the area and of the historic Town. The Plan, in my opinion, will negatively impact traffic, parking, school districting lines, and is not in the Kensington's best interest. I am particularly worried by the lack of planned parking. Silver Spring is offered as a model but they have both the metro and parking garages. Overall, I think we will have a better town with a bit more restrained development coupled with adequate roads and parking.

I am writing to request that Montgomery County Council revisit the issue of maximum building height and density, and to lower the building height to a maximum of 45 feet and lower overall density in the Plan.

Thank you for your consideration.

Sincerely,  
Dave Jones  
3803 Everett St.  
Kensington, MD 20895

## MCP-CTRACK

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**From:** Stephen Gardner [gardnersj@yahoo.com]  
**Sent:** Friday, April 29, 2011 10:39 PM  
**To:** MCP-Chair  
**Cc:** Karen Hansel  
**Subject:** Kensington Sector Plan

**RECEIVED**  
MAY 02 2011

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

Dear Parks & Planning Board,

I am a 9 year resident of Kensington (and a 42 year resident of Montgomery County). Last night I went to the meeting to listen to the discussion about the Kensington sector plan. I am fairly new to the debate. Despite considering myself somewhat informed (I regularly read the Gazette and am on various community list serves) it was only a few moths ago that I learned about the sector plan. The more I read about the plan, the more I do not support it. The idea of 75 foot buildings in Kensington is anathema to what I believe Kensington is all about. First, Kensington is a very small, residential community. Second, Kensington is one of the few, and possibly the only, real historical site left in Montgomery County. I was recently in Philadelphia and it occurred to me on that trip how cool it would be if Montgomery County had a truly historical district, like Federal Hill in Philadelphia, that was preserved as a part of our country's history. It could be a tourist destination and a place of real pride for the county. How interesting and unique would be if Kensington were preserved as a model town of the Victorian era? Such a designation would not prevent growth, in fact building would be encouraged as long as new buildings were constructed in the Victorian/federalist architectural model. Sort of like an Annapolis or an Old Town Alexandria. Our county doesn't have anything like that, which is a shame considering we are the largest county in Maryland, one of the original 13 colonies.

I also think that a plan focused on preserving, highlighting, and expanding Kensington's historical significance would appeal to many of the current residents who, like myself, chose to live in Kensington because of its historical significance.

Kensington has a lot going for it. It has great (although already overcrowded) schools and close proximity to Washington DC. These attributes will keep it a desirable place to live no matter what. But please keep in mind that Kensington is really small and it is not near the Metro. Traffic wise It truly can't handle the proposed density of building that is in the current plan. Also, the one elementary school, that already has portable classrooms only two years after it was rebuilt, can't handle the proposed density. So I think the best scenario is to create something we can all be proud of... a Victorian, historically preserved, small town community right here in Montgomery County.

Thank you,  
Juliet Gardner

RECEIVED

MAY 02 2011

**MCP-CTRACK**

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

**From:** Phillip Baker [pjbaker1935@verizon.net]  
**Sent:** Saturday, April 30, 2011 9:55 AM  
**To:** MCP-Chair  
**Subject:** In response to remarks made at the Board meeting on the Kensington Sector Plan  
**Attachments:** Letter of 4.4.11 to Planning Board.doc

Dear Madam Chair and Members of the Planning Board,

I strongly resent the characterization of Mayor Fosselman and others that those -- like me-- who oppose the current Kensington Sector Development Plan are spreading misinformation. Nothing could be further from the truth. If you carefully inspect the attached letter that I submitted as part of the official record of the meeting of 4/28/11, you will find references to data provided by County officials in support each and all of the major points that I raise. If I am guilty of spreading misinformation, than County officials are guilty of doing so as well and should be dismissed as being incompetent.

Such false charges are being made because it has now become apparent that a significant number of resident do not support the current plan. This is attested by the fact that, of the 33 letters submitted to the Board as part of the official record, only 9 were in favor of the plan whereas 33 were in opposition to all -- or major features-- of the plan. That hardly supports the claim that only a tiny minority opposes a plan that allows the construction of buildings taller than 45', and does not conform to county regulations with respect to adequate on-site parking for residents and users of all newly constructed building as I've noted in my attached letter. I hope that you will give full consideration to these true sentiments as you deliberate on the plan.

Sincerely,

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

301-942-8791

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

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

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

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

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



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

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

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

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

Sincerely,

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

301-942-8791

## MCP-CTRACK

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**From:** T.J. O'Malley [1tjomalley@gmail.com]  
**Sent:** Sunday, May 01, 2011 2:38 PM  
**To:** MCP-Chair; Boyd, Fred  
**Subject:** April 28 hearing, Kensington Sector Plan

**RECEIVED**  
MAY 02 2011

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

Chair Carrier and Commissioners,

Thank you for the opportunity to testify before you about my concerns with the Draft Kensington Sector Plan on April 28. I was unable to provide you with a written copy of my statements then, so I am taking the opportunity to paraphrase my testimony -- with some enhancements -- in writing now.

Before I begin, I'd like to apologize for the nastiness and personal attacks from some of my fellow town residents, and even by some of our elected officials. Such behavior does not contribute to the resolution of our differences, and I was ashamed of it on behalf of my town. I hope you can believe that Kensington is really a nicer, friendlier place than was demonstrated by some that evening.

As I testified, I've had family in this area since WWII. I was born in D.C., and have lived in Kensington since 1977. My wife Julia and I raised our family in Kensington, and hope to enjoy our retirement here for many years to come.

A few short years ago, the town and surrounding community were united in a desire to see revitalization in Kensington's commercial district. Today, under the leadership of Mayor Fosselman, that unity is shattered and the consensus is lost. And that's really a shame, because basically all of us agree with the basic goals of the Draft Sector Plan and would gladly adopt probably 90% of the plan as is.

The Town-funded Urban Land Institute Study provided the first concrete vision of a way forward. The ULI 2008 report, among many valuable suggestions, recommended 65 foot height limits and a maximum FAR of 1.5. Not everyone was happy with that. We already have two buildings of that height at the central intersection of Connecticut and Knowles Avenues. There are few in town who point to them with pride, and the topography of the area even accentuates their height. (That intersection is on a rise, predominantly sloping down to the South, East, and West.) But that report was accepted as a valuable advance and good baseline for discussion. As the Draft Sector Plan took shape later, we could see it enhancing the ULI vision, particularly in areas like environment and storm water management.

As late as May 2009, in a large Town meeting to discuss the Plan, where resident after resident spoke to express misgivings about a 75 foot height limit, the mayor said that "4 or 5 stories was high enough" for Kensington. No one -- citizen or official -- spoke in favor of a 75 foot limit. Less than two months later, at an unscheduled meeting with only 24 hour notice to the citizens, the Mayor and Council passed a resolution which was the first public embrace by the Town government of the 75 foot height limit. It's still unclear to me who first proposed that height -- I understand that Dr. Hanson has stated that the Town requested it, while the Town has stated that the Planning Board demanded it. Be that as it may, that has now become the exact, precise height needed to spark Kensington's New Golden Age and prevent it from "becoming a slum", overrun with the 125 foot buildings permitted under the old Plan. Or so we are told.

The majority of residents in the area think as I do. We find much to admire in the Plan. But we also have some longstanding serious issues in Kensington, which the development permitted by the Draft Plan would exacerbate. We could welcome a couple of hundred new apartments, but the Plan permits a disproportionate number. Is it realistic to expect that we can absorb a great increase in our population without any improvements to transportation infrastructure? Maybe a Municipal Parking Area can indeed be a solution to future parking problems, but simply mentioning it in the Plan doesn't make it happen. Do people understand that it will need to be paid for through taxes or somehow? And how will we get across Connecticut Avenue? More crosswalks is not the solution.

Some are apparently inclined to accept the Rosy Scenario where all these problems will be worked out somehow by the invisible hand -- developers will provide exactly the amenities we need, transportation problems will be fixed, we'll all learn to live the way people do in European cities, Kensington will become a self-sufficient economic center, and so on. Most of us are not so starry-eyed and want some guarantees: appropriate and manageable density and specific protections for the historic district are high on my personal list. In particular, I want to have some confidence that the infrastructure to ameliorate the disruption caused by new development is in place in a timely manner -- I don't want to spend years living with a problem created in Plan Year 1, waiting for the planned fix to come in Plan Year 20, when my kids are coming to take me to the nursing home.

Thank you very much for your time and your efforts on our behalf,

T.J O'Malley

10019 Frederick Avenue  
Kensington, 20895  
240 460 4825

RECEIVED  
0398  
APR 27 2011

**MCP-CTRACK**

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

**From:** Jacqueline DeCarlo [jacq.decarlo@gmail.com]  
**Sent:** Tuesday, April 26, 2011 6:42 PM  
**To:** MCP-Chair  
**Cc:** Kristen Leslie  
**Subject:** Re: Support the 2011 Sector Plan on Thursday, April 28th @ 6:30pm

Dear Chairman,

Thank you and the entire planning board for the work you are doing on the Kensington Sector Plan. This is an important process for Montgomery County, particularly my neighborhood of Kensington Heights.

Regrettably I will not be able to attend the public hearing on the Plan due to business travel.

Reviewing the materials on your website, I do want to register my concern that there is not adequate parking envisioned for the new plan near the main travel arteries. I certainly am a big believer in walking and biking whenever possible, but the fact of the matter is that when going on errands, doing retail shopping or dining after work, etc, parking is frequently a necessity. A visit to Connecticut Avenue & Knowles currently, with the high volume and difficult traffic/parking patterns, makes it clear that parking is a critical issue. For example: if my family wants to grab dinner at Chipotle it is not realistic to walk to and from my home more than a mile away. Yet when I patronize that business I am always faced with limited parking spaces and awkward traffic patterns. Along the same lines, when I visit the Saturday farmers market, I can bike and convey my produce in a basket. But if there are many more retail options and I am likely to do more shopping or dining, it wouldn't always make sense on a bike.

Please take the realistic needs of area residents into account when making your final decisions.

Thank you,  
Jackie DeCarlo  
Kensington zip 20895

On Tue, Apr 26, 2011 at 9:00 AM, Town of Kensington News <[info@tok.md.gov](mailto:info@tok.md.gov)> wrote:  
The Town Council has once again voted to support the 2011 Kensington Sector Plan. The Planning Board will be holding the public hearing on the revised Plan, Thursday, April 28th @ 6:30pm. The hearing will be at Park and Planning Headquarters: 8787 Georgia Avenue, Silver Spring, MD 20910.

To sign-up and testify, please go to [http://www.montgomeryapps.org/planning\\_board/testify.asp](http://www.montgomeryapps.org/planning_board/testify.asp) or you may call [301-435-1320](tel:301-435-1320).

If you are unable to attend, you may also submit comments to [MCP-Chairman@mncppc-mc.org](mailto:MCP-Chairman@mncppc-mc.org).

To view the official County briefing on the Plan, you may go to [http://www.montgomeryplanning.org/viewer.shtm#http://www.montgomeryplanning.org/community/kensington/documents/KensingtonSectorPlanHighlights8.5x11\\_000.pdf](http://www.montgomeryplanning.org/viewer.shtm#http://www.montgomeryplanning.org/community/kensington/documents/KensingtonSectorPlanHighlights8.5x11_000.pdf).

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**Jackie DeCarlo**

*I'm on [Facebook](#) and [Linked In](#)*

DATE: May 2, 2011

TO: François Carrier, Chair  
Commissioners  
Montgomery County Planning Commission

FROM: Patricia M. Mulready, M.S., M.Phil.  
10233 Capitol View Avenue  
Silver Spring, MD 20910  
[mulreadyp@earthlink.net](mailto:mulreadyp@earthlink.net)

Co-Chair, SHHE: Saving Historic, Heritage, & Environment—Capitol View Park & Environs  
Former Vice President and Board Member, Capitol View Park Citizens Association  
Member, CKC and CVP Historic Representative (for identification purposes only)

RE: Revised and Expanded Draft Kensington Sector Plan

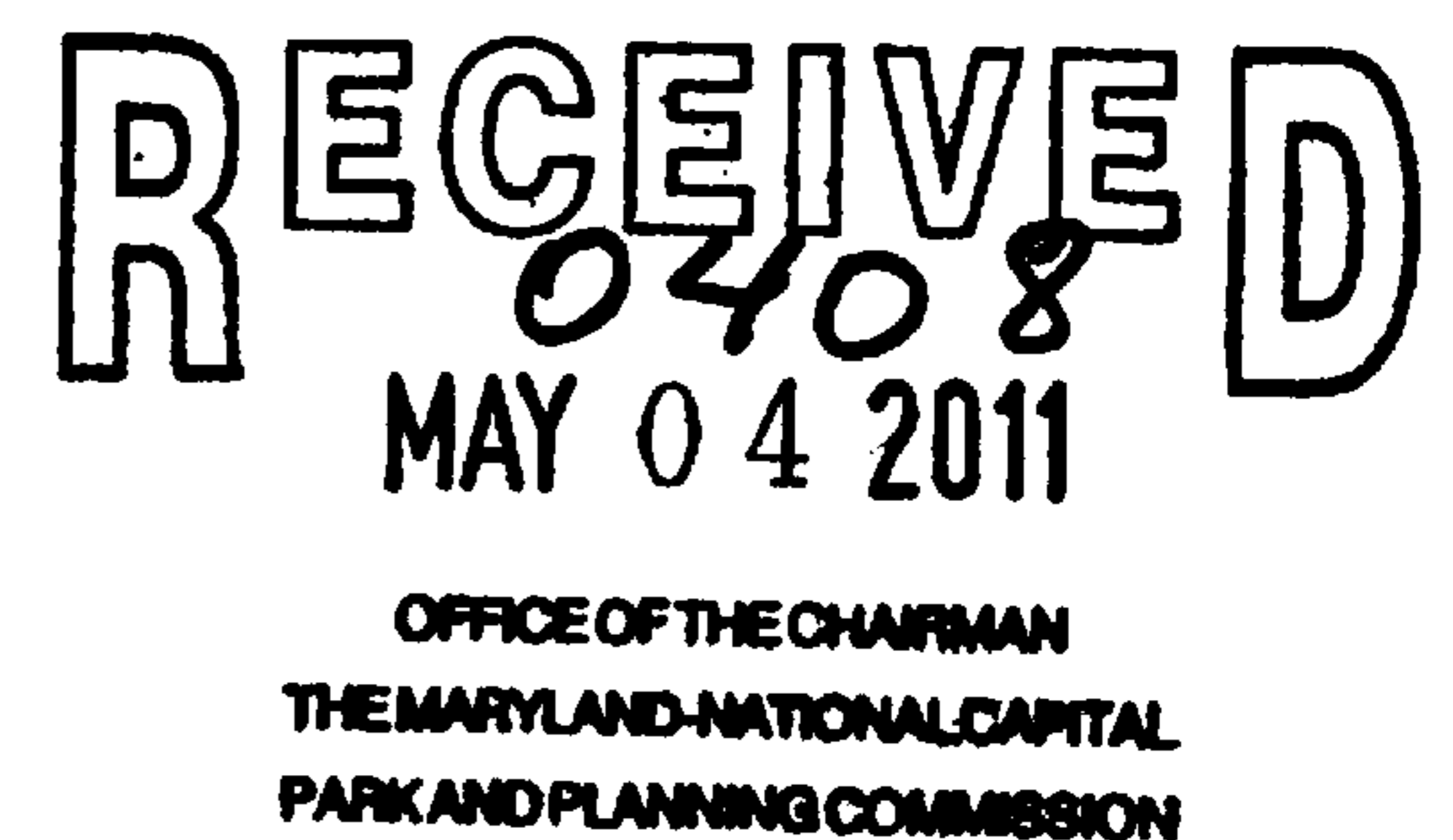
I have lived in Kensington for 10 years and our property in Capitol View Park directly borders Kensington; we have lived here 23 years.

SHEE is a new, low growth, pro-historic, pro-environment, and anti-urbanization umbrella organization whose members include organizations and citizens who live in and near Capitol View Park (CVP). We wish to honor and thank those who have worked from the beginning on the Kensington Sector Plan (KSP), including Fred Boyd and Josh, members of the CKC, and Town of Kensington Mayor and Council Members, as well as the efforts of Council Member Lydia Sullivan and her group and supporters for a smarter, lower growth Kensington. We believe all sides are working for the best interests of Kensington and there is great overlap in the various visions for the future.

We understand the original development vision from the developers was to fully urbanize Kensington, making it another downtown Silver Spring or Bethesda--and the present draft incorporates compromises made to counteract this vision. However, we believe an even lower growth Plan would be better for the area; maintaining Kensington's "quaint" feel so close to downtown DC will increase home values and the tax base.

As I've asked before—do we want to be like Laguna Beach or South LA, Westport or Stamford, CT? This is the basic question we are answering in the Kensington Sector Plan.

The Kensington Sector Plan may be for Kensington, but any growth there definitely affects all the areas around the Town Center. For example, State Hwy Rt. 192--Capitol View Avenue (CVA) becomes Metropolitan Avenue at the border of historic Capitol View Park. It empties onto Plyer's Mill Road and ~30 feet later onto Connecticut Avenue. At present there is a half mile backup continuously from 4:30pm to 6pm coming from CVP to Connecticut. It takes up to 5 minutes to be able to back out of a driveway onto CVA. Both directions--both mornings and evenings—are heavily crowded. This is projected to increase with BRAC. Any additional development in Kensington will negatively affect us and the "solution" in at least several drafts of the KSP is to make Metropolitan Avenue a one-way road so CVP residents will not be able to access our neighborhood.



I wish to correct what Aldo Murray, an earlier speaker from the Capitol View Park Citizens Association (CVPCA), asserted in his remarks that CVPCA did not have an opinion on the KSP. In actuality, the CVPCA Board did support the draft KSP last Spring 2010. I was the Vice President and together with Infrastructure Chair Sarah Sheila Cogan—who participated from the beginning of the KSP efforts—presented an overview of the Plan to the Board which then voted to support it, noting that our support was based on a maximum height of 45' for Metropolitan Avenue buildings and a buffer zones starting several blocks from the border of CVP. In addition, in December 2010, the Board sent a letter to Mayor Fosselman stating we were opposed to the Konterra development.

We've been asked by citizens of CVP to tell you that the CVPCA vote to support the 2010 draft KSP was—as mentioned above--based on our understanding that the maximum heights on Metropolitan Avenue would be 45' on both sides, at least from St. Paul Street to our border. Also, there was a buffer area which would lessen the maximum building heights from the 45' to two stories (approximately 20') starting at least by Edgewood. In the latest drafts the buffer zone has been removed and the maximum height up to our border is now CRN (40'-65'). We were not surprised that a developer—Konterra—has already asked to waive this maximum and build a high-rise that supposedly averages 75' but is 90' high facing our historic district; this is listed fourth in the draft KSP summary.

Others tonight have given you detailed information regarding general objections to the draft (KSP). We share most of these concerns regarding traffic, parking, densities, heights, etc. This includes requiring Design Guidelines to either be part of the Sector Plans, or, since there is concern regarding changes in taste regarding building design, somehow strengthened in mandating the “spirit” of the Guidelines be legally connected to the KSP. These Design Guidelines should have been compiled simultaneously with the KSP and it is hoped will be for future Sector Plans.

However, we will predominantly concentrate on the concerns of the citizens who live in and near CVP, especially specific concerns about Metropolitan Avenue which becomes Capitol View Avenue (CVA) at the border of our historic district. In addition, we also believe there should be greater protections for all historic resources.

### **CR Zones**

It doesn't make sense to designate CR Zones when the zones themselves have not been defined; we understand the KSP will be finalized after the zones are but they could easily change at the County Council level. We understand originally this was done to appease developers who were eager to urbanize White Flint. We understand these developers have not done the promised “amenities;” in our opinion if developers do not provide the amenities they promised to get higher densities and not having to build parking spaces they should be fined for more than the amount it would have cost them. This could pay for Park and Planning to fully restore its budget and rehire much needed employees.

I looked at the CR Zone designations today and they have again increased the heights for each zone. These have been devised on a faulty premise—that anyone In-County should live in an urbanized high-rise, give up their cars, and walk or bicycle to work. This is not why people moved to Kensington, Capitol View Park, and Montgomery County in general—we moved here so we could have a suburban life style close to the urban center.



We again propose that CRN be 0' to 60', allowing for no buildings, Legacy Open Space, and buffer zones where residences are located, in addition to buffer zones.

I also propose a new designation--CRHistoric—as development approaches historic resources/districts. This zone would require no building within a designated number of feet of an historic resource/district be taller than or detract from the historic resource/district. Specifically in Kensington, the area surrounding the historic Kensington Train Station should not have buildings that are taller than it. Nor would any development which would detract from CVP be allowed within 3-4 blocks of our boundary. This CRH zone would be more than just height and densities—it would include design elements, etc.

I also propose, if you don't change CRN to 0' to 65', that there be a CRResidential which would not allow for any CR building to be taller than the residential homes within two to four blocks of the CR buildings. This would protect many of the old neighborhoods in the County from being torn down, as is apparently proposed in planning documents not generally available to the public.

### **Silver Stream**

While we support in general terms the rehabilitation of Silver Stream we expect that those involved will recognize that one of its tributaries is in the yards of people who live on CVA and will include these homeowners in their planning.

### **No Impacts/Straightening of Capitol View Avenue**

As stated earlier, 90% of CVP residents may want change, yet there is no consensus on what that change should include. Except 99.98% of CVP residents do not want CVA straightened. We object to any development or changes--including increases in traffic or widening of Metropolitan Avenue--which could result in CVA being straightened.

Thank you.

## MCP-CTRACK

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**From:** Lawrence Grayson [lpgrayson@verizon.net]  
**Sent:** Tuesday, May 03, 2011 10:37 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov;  
councilmember.andrews@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov  
**Subject:** Kensington Redevelopment Plan

**RECEIVED**  
MAY 04 2011  
OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

I am writing to express my concerns about the Kensington Redevelopment Plan that is being considered by the Montgomery County Planning Board. As a 43-year resident of Kensington, I urge the Board to table the plan until it can get a full and open hearing from the residents of Kensington and its affiliated communities.

The Board may believe that it has already had full and open hearings, but that is not the case. The many people I have spoken to since recently learning of the plan have never heard of either the plan or of any hearings being held to discuss it. A hearing is not open, even if it is declared to be, if the people affected are not aware of the hearing.

From what I have read about the plan, I am distressed that it will allow significant development and commercialization in an area that has a residential community with a small town feeling. There is no doubt that additional revenue can be generated both for the county and for the developers by allowing higher-rise buildings, but it would destroy the aura of the town. In spite of what people dream about walking to shops and entertainment, it will not happen to any great degree. Too many present residents are too far from the town center, and will have to drive there if they wish to then walk among the stores. The development will only add to a significant tarrific problem, that will be made worse by the BRAC-connected development, and made worse again if the Kensington redevelopment plan is adopted as presented.

I urge you and the Board to not adopt the plan at this time and as presented.

Lawrence P. Grayson  
9714 Carriage Road  
Kensington, MD 20895

## MCP-CTRACK

**From:** Linda Wolpert [lgwmoose@yahoo.com]  
**Sent:** Wednesday, May 04, 2011 9:00 AM  
**To:** MCP-Chair; councilmember.ervin@montgomerycountymd.gov  
**Subject:** Development in Kensington

**RECEIVED**

MAY 04 2011

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

Dear Council Members,

The newly proposed development was just brought to my attention. I would like to express my views on a couple topics.

- I am in favor of increasing population density with the goal of reducing cars on the road and development of virgin lands.
- However, I would not be in favor of development in Kensington without appropriate plans made to allow for the additional traffic, parking problems, and stressing the already over-crowded public schools. The existing bus routes would not be enough. Some sort of rail -- light rail or metro, would need to be added.
- I would like to see public transportation improved (such as the Purple line) because I think it could decrease cars on the road.

As you know, the Washington area has among the worst traffic in the country. The existing infrastructure cannot take more cars.

This topic segues into something I had been meaning to write to you about already. I live near NIH and Navy Med and am extremely unhappy about the transition that will be taking place as Walter Reed moves to Navy Med. I regularly travel along Wisconsin, which is already a nightmare at rush hour. I understand that there are virtually no plans in place to handle the additional traffic. While I appreciate that the federal government will be saving money, I'm sure you agree that it is not fair to be dumping a significant commuting problem onto the County and State.

My final suggestion is the following. Since clearly the cars on Wisconsin Avenue will NOT be moving, I propose that we allow kiosks in front of Navy Med and NIH to sell food, ice cream, and, to deal with road rage... cocktails. We should also provide portajohns along the way. The money raised from this could be used toward improving mass transportation and would help to create community for the many new denizens of Wisconsin Avenue.

Thank you for your consideration.

Linda Wolpert  
4304 Carriage Ct  
Kensington, MD

## MCP-CTRACK

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**From:** khansel2@aol.com  
**Sent:** Wednesday, May 04, 2011 2:24 PM  
**To:** MCP-Chair  
**Cc:** bruce\_crispell@mcpsmd.org; Boyd, Fred  
**Subject:** Kensington Sector Plan

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0411  
MAY 04 2011

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

Dear Planning Board Members,

Please change the sentence in the Sector Plan p. 30 "In the event that an additional school is needed, Montgomery County Public Schools could consider reopening the former Kensington Elementary School to accommodate development proposed for White Flint." In my correspondence with Bruce Crispell, he explained that if a new elementary school needed to be opened, it would be on the site mentioned in the White Flint Sector Plan. "The preferred site is located on the White Flint Mall Property, along the southern boundary of the proposed Nebel St. extended. The second site is in the Luttrell Property, in Block 1 of the No Be District." This afternoon, I spoke to Bruce on the telephone. He explained to me that this site would be located near the Bloomingdales; in the over flow parking lot.

Please read the emails below (especially the last correspondence):

**From:** [khansel2@aol.com](mailto:khansel2@aol.com) [<mailto:khansel2@aol.com>]  
**Sent:** Thursday, February 24, 2011 11:06 AM  
**To:** Crispell, Bruce  
**Cc:** [jencope@hotmail.com](mailto:jencope@hotmail.com)  
**Subject:** Re: overcrowding at Kensington Parkwood Elementary school

Hello Bruce,

I just have a couple follow up questions. Will MCPS also be looking at additional buildings (such as reopening the former Kensington elementary) within the KP boundaries? Would that be part of the feasibility study? I just see with all of the elementary schools being overcrowded that it may be more feasible to open up a new elementary and pull one community from three of the overcrowded schools. For example, if you took Tok, Chevy Chase View and Homewood to form a new elementary, this would alleviate over crowding at three different elementary schools without having to do any additions.

Thanks again,  
Karen Hansel

-----Original Message-----

**From:** Crispell, Bruce <[Bruce\\_Crispell@mcpsmd.org](mailto:Bruce_Crispell@mcpsmd.org)>  
**To:** '[khansel2@aol.com](mailto:khansel2@aol.com)' <[khansel2@aol.com](mailto:khansel2@aol.com)>  
**Sent:** Thu, Feb 24, 2011 11:40 am  
**Subject:** RE: overcrowding at Kensington Parkwood Elementary school

Karen,

MCPS is not planning on opening another elementary school in the WJ cluster – we can accommodate the projected enrollment through additions (like at Kensington Parkwood), or through expansion of the schools during modernization (like at Garrett Park .) In the very long term as the White Flint Sector Plan builds out we may need to open another elementary school, and we have a site in the sector plan to do that when needed ( I'd say 10 to 20 year period.)

So the feasibility study for K-P is only about adding onto the school.

Bruce Crispell

Director, Division of Long-range Planning  
Montgomery County Public Schools

(240) 314-4702 (office)  
(240) 314-4707 (fax)

2096 Gaither Road - Suite 201  
Rockville, Maryland 20850  
[bruce\\_crispell@mcpsmd.org](mailto:bruce_crispell@mcpsmd.org)

**From:** [khansel2@aol.com](mailto:khansel2@aol.com) [<mailto:khansel2@aol.com>]  
**Sent:** Thursday, February 24, 2011 6:29 PM  
**To:** Crispell, Bruce  
**Subject:** Re: overcrowding at Kensington Parkwood Elementary school

Dear Mr. Crispell,

Thank you again for your quick response. With overcrowding issues across the county, your job can't be easy!!! I really appreciate you taking the time to explain what changes I can expect at KP.

Just a couple more questions:

What school will the children from the White Flint Sector area attend?

I noticed on the graph that over the next 15 years, the populations attending elementary and middle schools fluctuate in the WJ cluster. However, the high school, WJ, remains the same at 100% capacity. Can you just explain how the high school population at WJ isn't projected to increase? Sorry, I tried to just copy and paste the graph, but couldn't. It's at [http://www.montgomeryschoolsmd.org/departments/planning/PDF/CIP12\\_Ch4\\_JohnsonW.pdf](http://www.montgomeryschoolsmd.org/departments/planning/PDF/CIP12_Ch4_JohnsonW.pdf) (the bottom of the page).

Sincerely,  
Karen

Karen,

The White Flint Sector Plan falls within the service areas of Luxmanor and Garrett Park elementary schools. Initially, as development begins, students from sector plan housing will be assigned the one of these schools that serve the geographic area. Eventually, as the plan builds more and more, we may need to open the elementary school that is included in the sector plan. At that time boundary changes would, of course, have to change.

There is enrollment an increase projected for WJ high school. Current enrollment is 2159 and the projection takes the school up to 2300 at the end of the forecast period.

Hope this helps

Bruce

Thank you for your consideration.

Sincerely,  
Karen Hansel  
10229 Parkwood Court  
Kensington, MD 20895

**RECEIVED**  
MAY 04 2011

**MCP-CTRACK**

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

**From:** MKirlin@hcmg.net  
**Sent:** Wednesday, May 04, 2011 12:38 PM  
**To:** councilmember.ervin@montgomerycountymd.gov  
**Cc:** MCP-Chair  
**Subject:** Concerns about Kensington Redevelopment Plans

I have lived at 9520 Byeforde Road in Kensington, MD 20895 since 1985 and I write because I have just become aware of subject redevelopment plans to which I object as they are currently conceived.

First, I object to the process by which these Plans have been disclosed. There hasn't been adequate opportunity for public comment and revision of the plans to reflect citizen's comments. It appears to have been developed stealthily and in an attempt to thwart resident's concerns. Yet another cozy deal between local politicians and "developers" !

Secondly, to propose this density in development without FIRST addressing infrastructure, particularly traffic congestion in the Kensington area is a serious flaw in the plans and causes me to be suspicious of the competence of the planners. Traffic is already bad and will soon get worse with the addition of WRAMC to the Jones Bridge Road, Cedar Lane and Route 355 and Connecticut Ave area. Additional congestion at the top of this "funnel" is wrongheaded and will foster more energy waste as long lines of traffic become commonplace.

Finally, I want you to consider the implications of this dense development coupled with your lack of democratic process. I represent the "engine" that has supported Montgomery County with my property tax and income tax contributions for the past 26 years, during which I asked for very little in return from the County, i.e. sent my children to private schools, sparing the County the costs of educating them. This redevelopment concept and the autocratic decisionmaking that created it will drive me out of the County and out of the State. If I want the kind of density the Planners advocate, I will just move to the City (DC). You will lose my annual income taxes and I will escape the State's oppressive estate tax when I die. You politicians and bureaucrats may think that taxpayers are locked in but we aren't. I, for one, will "vote with my feet" and leave Montgomery County and the State if you persist with this plan. You will not be able to replace me with someone contributing the same taxes that I have over the years. The kind of environment you wish to create will only attract less economically viable residents and their demands on County services will outstrip the County's revenues. Of course, you will be out of office by the time the effects hit stride, so I'm sure you do not care.

Michael H. Kirlin

**RECEIVED**  
MAY 04 2011

**MCP-CTRACK**

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

**From:** tcatliota@aol.com  
**Sent:** Wednesday, May 04, 2011 3:33 PM  
**To:** MCP-Chair  
**Subject:** Kensington development

I would not like to see big development come to Kensington. No high rise apartment buildings or townhouses, office buildings and no increase in traffic usage.

Bethesda and Rockville are way over developed and that would be terrible for the town of Kensington. Kathleen Catliota

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MAY 04 2011

**MCP-CTRACK**

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**From:** Lawrence Grayson [lpgrayson@verizon.net]  
**Sent:** Wednesday, May 04, 2011 3:50 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov;  
councilmember.andrews@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov  
**Subject:** Kensington Redevelopment Plan

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

Dear Chair Carrier,

I strongly urge you to vote against the Kensington Redevelopment Plan. In today's economy, it doesn't make good sense to close stores, which are doing well financially, to open up-scale stores and restaurants, which probably will not do well in Kensington. To describe a plan in which everyone will be walking to various activities, is to describe a retirement village. Today everyone drives to another restaurant, (depending on their taste), another movie theater (depending on their choice of movie), etc. Up-scale shops, movie theaters, restaurants are all in close proximity to Kensington. The traffic in Kensington is already very heavy. Why add to it by making Kensington a duplicate of Bethesda?

Mary S. Grayson  
9714 Carriage Road  
Kensington, MD 20895



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MAY 04 2011

**MCP-CTRACK**

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

**From:** Michael J. Ryan [mike.j.ryan@comcast.net]  
**Sent:** Wednesday, May 04, 2011 3:53 PM  
**To:** MCP-Chair  
**Cc:** councilmember.ervin@montgomerycountymd.gov;  
councilmember.andrews@montgomerycountymd.gov;  
councilmember.berliner@montgomerycountymd.gov;  
councilmember.elrich@montgomerycountymd.gov;  
councilmember.floreen@montgomerycountymd.gov;  
councilmember.rice@montgomerycountymd.gov;  
councilmember.riemer@montgomerycountymd.gov;  
councilmember.leventhal@montgomerycountymd.gov;  
councilmember.navarro@montgomerycountymd.gov;  
county.council@montgomerycountymd.gov  
**Subject:** Kensington Sector Plan  
**Importance:** Low

Dear Chairwoman Carrier,

I object strongly to the process and the content of the current Kensington Sector Plan. I just learned that there was a meeting on April 28 to discuss and take testimony on the plan, that the meeting was mentioned beforehand in the Montgomery Gazette without noting a time or place, and that 47 speakers gave comments at that meeting. I also learned that additional comments are permitted until 4:00 p.m. today. For this Kensington Sector Plan to be considered properly, many more voices of the citizens who actually reside in Kensington and will be affected by the plan need to be heard. I submit that a better job needs to be done of publicizing this plan and making sure that meetings are well advertised and attended. Virtual secrecy is not the way to do push this plan forward. Perhaps those who would profit financially from implementation of the plan, most of whom are not Kensington residents, would prefer it that way, but that does not make it right..

Second, as a Kensington resident for decades, I am extremely concerned about urbanizing and destroying the unique character of this place. The small Kensington corridor is unique and does not need 60 and 75 foot buildings with condos, new businesses, more shops, movie theater, etc. If people want an urban environment, with concrete parks, restaurants, and chain stores, they can choose Silver Spring or downtown Bethesda, which are already built along the established commercial routes of Georgia and Wisconsin Avenues. Moreover, those urban centers have established Metro transit available; Kensington does not and already has substantial traffic congestion which the proposed development would only exacerbate. Montgomery County does not need one more urbanized zone in Kensington, especially when the town geographically and historically has not served that use. The current Kensington infrastructure needs updating and improvement for sure, but not at the expense of imposing greater density and destroying the unique character of one of Montgomery County's most desirable places to live. Please do not let this plan destroy the character and quality of life that make Kensington the very special town that it has been for over a century and remains today.

Sincerely,

Michael J. Ryan  
9528 West Stanhope Road  
Kensington, MD 20895  
301 946-8029

## **MCP-CTRACK**

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**From:** khansel2@aol.com  
**Sent:** Wednesday, May 04, 2011 4:43 PM  
**To:** MCP-Chair  
**Cc:** county.council@montgomerycountymd.gov  
**Subject:** Kensington Sector Plan

**RECEIVED**

**MAY 04 2011**

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

Good Afternoon Planning Board Members,

I really appreciate all of the long hours and dedication you have already put forth to making Kensington a thriving and productive community.

I have already sent the board some statistics about the current enrollment at Kensington Parkwood Elementary from the Frederick Ave. apartments. However, I'll just include them so you don't have to look at a previous email. Below my statistics, are my concerns for Kensington Parkwood Elementary.

-Out of 138 units in the Kensington House Apartments (located on Frederick Ave.) 27 students attend MCPS (Montgomery County Public Schools). Of these 27 MCPS students, 20 attend Kensington Parkwood Elementary. 14 of these 20 are in grades K-3 and 6 are in grades 4th or 5th. Which means 74% of the 27 MCPS students residing at Kensington House Apartments attend Kensington Parkwood Elementary. However, only 36.6% of the 71 MCPS (Sector Plan Highlights) are projected to attend Kensington Parkwood Elementary in the revitalization of Kensington. If you were to take 74% of 71 of the students calculated to attend MCPS in the revitalization of Kensington, that would be 52.5 students that would attend Kensington Parkwood Elementary not 26. This number seems like a more realistic number.

-Or based on another calculation, if you were to take the current ratio of +2 bedroom units at Kensington House Apartments (84 units) and the current number of KP students (20), the ratio of KP student to unit is 1 student to every 4.2 units. If we use this factor based on 25% of the projected 624 units being 2 plus bedrooms, I estimate a total of 37.1 KP students vs the projected amount of 26 students or a 43% shortfall in the projection.

-If the rumors that I heard, "75% of the new residences will be one bedroom," are true, I couldn't find this language in the Sector Plan (could have missed it though). Please add this language to the sector plan. One bedroom apartments/condominiums MUST make up at least 75% of any new multi-use residential properties in the Kensington and Vicinity Sector Plan.

As a former MCPS teacher, education is my utmost priority in the Kensington sector plan. Adding additional students can greatly change the atmosphere of the classroom/school and an individual's experience. You may think that adding maybe 1-3 students to a classroom isn't a huge deal. However, depending on the new students' educational needs, this can become overwhelming. Some students require several reminders an hour to stay on task where others rarely need any. Some students will also require an IEP and need more individualized attention.

Classroom sizes are already extremely high at KP. My daughter's kindergarten class has 25 students. My son's second grade class has 27 students. Keeping numbers low in K-2 are imperative. Students are learning to read during these first years. 3rd grade on, they're reading to learn.

Just imagine how adding 1-3 new desks to a classroom affects the flow, concentration, personal space and centers. I can't tell you how many times I have had to interject when a student gets up from his/her seat and accidentally pushes his/her chair into the student behind him/her. Not only can it create behavioral issues when there is not enough personal space between seating arrangements, but other important parts of the classroom can be affected. These three extra desks could take away from the little book corner where students relaxed on bean bags while enjoying a good book. Or maybe a science center to explore when students have finished their work early.

Now lets think about the shared spaces in the school. You can add bedrooms to a home, but you still have to share the same kitchen, family room, bathrooms, etc. This also occurs in a school. There is only one cafeteria, media center, art room, music room and gymnasium for all of the students to share. Currently, at KP (Kensington Parkwood Elementary) a part time and full time physical education teacher have to share the gym at the same time. When the weather is nice, this is not a problem because one can go outside. However, just imagine having ADHD and trying to pay attention while two different lessons are being taught simultaneously in the same space.

Can you imagine what kind of art lessons may be pushed aside when a part time art teacher doesn't have a sink or adequate space to store supplies in a regular classroom (which also serves a dual purpose when art is not being taught; music, etc.). Currently at KP, the part time art teacher does not get to use the art room because the full time teacher is using it.

Then there's the media center. When a school is overcrowded, there's not enough time in the day/week for all of the classes to rotate through. So, instead of having media center every week, some of the upper grade children get a 10-15 minute book exchange. A flex schedule is then usually put into place so research can be done for particular projects.

Let's not forget how you might also have "music on a cart". I experienced this at Fields Road Elementary school (along with other afore mentioned issues). The music teacher came to your room. The teacher was expected to leave, but where? All of the rooms were being occupied, IEP meetings were being held in the conference room. This left the teacher's lounge. Not at all a conducive environment for planning. Not only did this affect the teacher, but the students also suffered. They didn't get to experience playing several musical instruments because the cart couldn't carry them. Luckily, this music teacher also played the guitar so the children were exposed to live music because the piano wasn't going to be moved. Oh, don't forget to think about the classrooms trying to concentrate next door.

My reasons for going into such great detail is that there needs to be a plan of action if the new residences created from the sector plan exceed proposed student population growth. If the maximum children is 26, then we should not allow any additional students to enter KP. If the amount of students exceed expectation, my solution would be to have the ToK's school boundaries split. Anyone south of the railroad tracks could attend Oakland Terrace and anyone north could attend KP. This would alleviate KP having to solely burden the influx of students. Please include in the Kensington sector plan guidelines that the ToK will NOT contest a redistricting of elementary schools if the number of students EXCEEDS the projected amount in the sector plan.

KP already has 4 portables, so the projection of students was greatly underestimated. If you look at any of the newly renovated schools, you can see this lack accuracy.

If the ToK is against this proposal, then density SHOULD be lowered to protect our schools. It would also deal with many of the traffic concerns that already plague this area.

Thank you for considering the impact of increased student population on KP.

Sincerely,  
Karen Hansel  
10229 Parkwood Court  
Kensington, MD 20895

## MCP-CTRACK

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**From:** vze39rhf@verizon.net  
**Sent:** Wednesday, May 04, 2011 5:03 PM  
**To:** MCP-Chair  
**Subject:** Re: For Kensington Sector Plan public record

**RECEIVED**  
04/3  
MAY 04 2011

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

Francoise -

The language changes document and the mapping rules document sent at 4:59 were from me. Down to the wire! Just realized my laptop email address doesn't have my name. I didn't have time to write an intro.

Thank you for your consideration. See you at the worksession next Thursday.

Lydia

Lydia Sullivan  
[sullivan.flyger@verizon.net](mailto:sullivan.flyger@verizon.net)  
301.758.1892

Language:

• P. 11 Street-Oriented Development

- Encourage railroad-oriented development at the back of Metropolitan Avenue and other properties along the CSX tracks, including safe pedestrian routes, lighting, windows, benches or other seating, and sidewalk connectivity parallel to the tracks from site to site, to encourage an aesthetic connection with Howard Avenue and the Town Center.

P. 17

- Diversity of housing on edge properties may include townhouses, which are appropriate in transitional areas on commercial edges.

P. 19 Change “Town Center” designation to “Business District”

Connectivity

P. 20 (last paragraph)... and Kensington Parkway from Howard Avenue to Frederick Avenue’s northern intersection with Kensington Parkway as Business District Streets with 70-foot rights-of-way and two travel lanes.

P. 28 Zoning

- Current C-T zoned areas are recommended to retain residentially based zones.

P. 29 Compatibility [add]

- All new development adjacent to or across a street from residentially zoned properties must be compatible with adjoining neighborhoods, and must step down to 40 feet or lower on the portion abutting the residentially zoned property.

- Where changes in zoning are proposed in neighborhood transitional areas (in which commercial is adjacent to or confronting residential), from C-T or R-60 to CR zones, the zoning change must not be considered a change in the character of the parcel or adjoining properties.

P. 30 Regulatory Review

- Where no site plan is required, the Plan recommends all new development within Town of Kensington boundaries seek design review by the Town, to ensure compatibility with Plan goals, adjoining properties and Design Guidelines.

### **Mapping rules:**

- 75 feet – change to maximum 65 feet (ULI maximum)
- 2.5 FAR – change to 2.0 FAR
- R-60 remains R-60, including special exception and commercial use (such as parking)

#### Exceptions:

Existing commercial buildings on property [such as garage alley and fire station]

- C-T becomes CRN 1.0 FAR, 40 feet to retain transitional character

#### Exceptions:

- a.) Fronting on major artery, Connecticut or University
- b.) Existing *building* is 40 feet tall or larger

- CRN 1.0 FAR, 40 feet if adjacent to or across street from

- a.) R-60 residential
- b.) Historic District

#### Exception:

- 1.) If existing commercial *building* is 40 feet or larger
- 2.) Johnson's block that is core of Town Center concept

- CRN 1.5 or 1.0, H 45 if

- a.) adjacent to any residential that is not R-60
- b.) adjacent or across the street from Historic building or district
- c.) adjacent to residential but has existing commercial *building* larger than 40 feet
- d.) across from /adjacent to residential but on major artery

- If conflict between two of these rules on a particular parcel, lower density applies

- No CR neutral – some mix on every parcel or site plan

### **General logic of restrictions:**

- Based on what actually can be *built* now on lots without subdividing, within existing zone, considering all limiting factors, including 59-E parking requirements, lot size, setbacks and other factors in existence today anywhere in the zoning code
- Whether adjacent to or across the street from residential zone, or Historic District or Historic building
- Whether on major artery (Connecticut/University) or smaller street
- Whether existing commercial *building* (not use, not parking lot)

### **General recommendations:**

- Compatibility to adjoining neighborhoods will be considered

- All new development on properties adjacent to or across the street from residential must step down to 40 feet or lower on the portion facing the residential side.

**RECEIVED**  
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MAY 04 2011

**MCP-CTRACK**

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

**From:** Stowe Locke Teti [stoweteti@gmail.com]  
**Sent:** Wednesday, May 04, 2011 5:06 PM  
**To:** MCP-Chair  
**Cc:** Stowe Locke Teti; Julia OMalley  
**Subject:** Kensington Sector Plan  
**Attachments:** SectorPlanRefinements.doc; Comparison Chart-1.doc; ATT205527.txt

For your Consideration:



## ASK Recommendations: Kensington Sector Plan

Appropriate Scale for Kensington (ASK) is a group of diverse residents with diverse skills who have been actively working on clarifying the Sector Plan so as to ensure it better fits the needs of residents as well as stimulates the smart development we want in our town.

A group within our organization has studied the Plan's proposed Town Center location. It is our considered conclusion that people would not congregate on Connecticut and Knowles, or Connecticut and Plyers Mill? Taking Bethesda as an example, centers of congregation are *off* of the main street, Wisconsin Avenue, a major highway whose scale and function are nearly identical to Connecticut Avenue. Our conclusion aligns with examples such as Bethesda.

We then looked for a location where gathering and walking about would likely take place, assuming proper development. A concept for a workable, attractive Town Center emerged. It's location begins with the area around the Train Station, and steps down the grade in a series of developable, linkable, pedestrian-friendly terraces which currently are in need of development. This design includes overhead pedestrian bridges, linking the Town Center with the Konterra development. It is with that in mind that we have proceeded with our presentation showing a Town Center in that area.

To fully flush out these ideas and to also work on the problematic area of Connecticut and Knowles, and true connectivity throughout the town, we ask for time to have a true CHARETTE with all parties invited to participate, including any interested residents, commercial property owners, government officials and small business owners. The ULI study only included 22 invited "stakeholders" in the work sessions.

This request should be granted for several important reasons:

First, the Sector Plan, as is, does not propose a workable Town Center, but rather a Business District/Town Center conceived as one entity; this prevents the possibility of zoning the Town Center differently from the Business District, which we feel is an important distinction in a community.

Second, ASK has taken the initiative to produce and present alternative proposals that better serve the needs of our community. These proposals have been carefully prepared by architects, designers, and development professionals in our organization and critiqued by the people who will have to live with the results.

Third, ASK has both initiated work with landowners and business owners, and gained their support; we are also currently in talks with CSX regarding the Town Center bridges, which would remove a barrier which has plagued residents as well as planners for over 30 years. In light of these efforts, as well as the best practices in community based planning, an open Charette is the most logical solution.

## MAPPING

We support a mapped zoning policy built upon the values and character of the Kensington-Wheaton Communities Master Plan, (adopted 1989). Recognizing that Kensington is a low to medium density historic town, all infill development must be similar in character and compatible in density with the immediate neighborhood within which it is contained, or to which it is

adjacent. Mature residential areas adjoining commercial or CR zones along Connecticut Avenue, Plyers Mill, and other major arteries, should be protected from encroachment by mandated step downs and design compatibility regulations required (i.e. to be included in the plan) for all residential neighborhoods and Historic Districts.

In light of maintaining the balance of housing options sought in the plan, we support incentives for developments which locate townhouses, an underrepresented housing form, around the perimeter of existing single family home neighborhoods as transitional massing to commercial and CR spaces.

For the downtown core we ask for 2.0 density. We believe all other 2.5 FAR's in the County are near a METRO. The MARC is a commercial carrier offering limited and infrequent passenger transit. It is not "well-served" public transit in any meaningful sense.

Sector Plan p.28 ¶3 1.5-8 should be changed from: "Projects in the redevelopment areas proposed in this plan can also achieve additional density using the optional method because of their proximity to the MARC station or well-served public transit." To:

"Projects in the redevelopment areas proposed in this plan can also achieve a maximum density of 2.0 using the optional method if located within 500' of the MARC station. Should well-served public transit equivalent to the METRO come to be in service in Kensington, optional densities up to 2.5 FAR are possible for areas within 500' of such service, upon community review and approval."

Antique Row on Howard Avenue beyond Safeway should be 1.5. It should NOT be higher density than the major streets Metropolitan and Connecticut Ave. which have 1.5. In particular, Montgomery Avenue at Howard on the west side of the street has properties backing to, adjacent to, *and* including Historic District properties.

#### CONNECTIVITY

Regarding connectivity the Plan recommends ideas such as reduce the speed to 30 mph; encourage pedestrian-centered urban designs; don't widen intersections; confirm bikeways; improve lighting; clear, bold crosswalk markings; storage lockers and bike racks; improved signage (p.9). There is also the mention of a tunnel near the train station, and in the design section p. 11, minimizing curb cuts on Conn. This helps pedestrians and traffic but leaves open the question of entrances and exits for some properties. We believe there are opportunities for more specific improvements to be included in the Plan.

A charrette should investigate the options for a tunnel, bridges, and a reversible lane on Summit bridge with added pedestrian bridge. The property at Metropolitan Ave, Plyers Mill Avenue and Connecticut Avenue which is recommended to be accessed from Plyers Mill, should also have an interior roadway for entrance/exit possibilities at the Proposed Lexington street extension. A walkway down the north side of the tracks could reflect the Howard Ave shops and extend to the train crossing.

We agree with an option for a tunnel to connect the new Town Center north to south, but perhaps a pedestrian bridge is also necessary from the Howard side to the Metropolitan side between the train station and Connecticut.

Four crosswalks are needed at Knowles and Connecticut as staff stated was installed at Georgia and Randolph.

## PARKING:

For any Sector Plan area without Metro we support a 10% reduction to parking as an incentive.

In round numbers, MARC has a ridership of 150; METRO has 10,000 per station. =

Since MARC is 1% of METRO, parking incentive should be held at 10%.

Parking should be within 500 feet, as per Urban Land Institute report.

## SCHOOLS:

See the language below.

Suggested Language to include:

### P. 11 Street-Oriented Development – Add:

Encourage railroad-oriented development at the back of Metropolitan Avenue and other properties along the CSX tracks, including safe pedestrian routes, lighting, windows, benches or other seating, and sidewalk connectivity parallel to the tracks from site to site, to encourage an aesthetic connection with Howard Avenue and the Town Center.

P. 12 Replace "For infill and redevelopment of properties located "directly" (remove) opposite historic district resources, including Warner Street and Armory Avenue, consider compatibility of scale, massing, and setback."

with: "For properties located opposite or adjoining historic district resources, including Warner Street, Armory Avenue, Howard Ave to Kensington Parkway and St. Paul Street, infill and redevelopment of properties MUST be compatible in scale, massing, and setback."

### P. 17

Change "Town Center" designation to "Business District"

Diversity of housing on edge properties may include townhouses, which are appropriate in transitional areas on commercial edges.

### P.19 3<sup>rd</sup> paragraph

"This Plan recommends taller buildings in the "core" of the Town Center (replace Town Center with DOWNTOWN)-Conn Ave, Knowles Ave, and Plyers Mill Rd.

SOME buildings at the edges of the "DOWNTOWN" are recommended for lower height, to ensure gradual transitions of building to the adjoining residential neighborhoods. Design guidelines will help ensure that new development steps down toward residential and historic neighborhoods TO A HEIGHT OF 40 FEET OR LESS, WHEN THIS DEVELOPMENT IS OPPOSITE RESIDENTIAL/HISTORIC OR ADJOINING THESE PROPERTIES, and that new buildings adjacent to these neighborhoods MUST BE of compatible height and mass."

P. 20 (last paragraph)... and Kensington Parkway from Howard Avenue to Frederick Avenue's northern intersection with Kensington Parkway as Business District Streets with 70-foot rights-of-way and two travel lanes

### P.28 1<sup>st</sup> paragraph under Zoning. Add:

*"All R 60 zones will be retained."*

### P. 28 Zoning

Current C-T zoned areas are recommended to retain residentially based zones.

**P. 29 Compatibility [add]**

All new development adjacent to or across a street from residentially zoned properties must be compatible with adjoining neighborhoods, and must step down to 40 feet or lower on the portion abutting the residentially zoned property.

Where changes in zoning are proposed in neighborhood transitional areas (in which commercial is adjacent to or confronting residential), from C-T or R-60 to CR zones, the zoning change must not be considered a change in the character of the parcel or adjoining properties.

**P.30 Sector Plan:**

“In the event that an additional school is needed, Mont Co P S could consider reopening the former Kensington. Elementary School to accommodate development proposed for White Flint.”

Remove: “to accommodate development proposed for White Flint” (to prevent additional crossover traffic on Strathmore/Knowles).

**P. 30 Regulatory Review**

Where no site plan is required, the Plan recommends all new development within Town of Kensington boundaries seek design review by the Town, to ensure compatibility with Plan goals, adjoining properties and Design Guidelines.

[protective language ] – Where changes in zoning in neighborhood transitional areas are from C-T to CR zones, where commercial is adjacent to or confronting residential; the zoning change must not be considered a change in the character in the area.

See attached comparison chart.

Kindly,

Julia O'Malley

Stowe Teti

Kensington Sector Plan  
Comparison Chart

IN DRAFT PLAN

1)CRN:  
Max height 60 feet  
Standard Method  
No Step down

2) CRT:  
Max height 75  
Optional Method  
No Step down  
FAR to 2.5  
Sketch Plan review  
Site Plan review

3) CONNECTIVITY:  
Reduce speed, narrow  
lanes, better lighting, bold  
markings, clear signage,  
Tunnel.

4)PARKING:  
Huge reductions of 20-40-  
60%  
½ to 1 mile  
METRO carries 10,000 per  
station  
MARC carries 150  
Bus Rapid Transit not  
funded

ULI REPORT

Max Height 65  
FAR 1-1.5

Max Height 65  
FAR 1-1.5

CONNECTIVITY:  
Integrated street  
improvements and  
redevelopment along main  
streets. Streetscape  
improvements must come  
first.

PARKING:  
500 feet adequate

ASK

CRN: Historic or next to  
Residential  
Max height 45 feet  
Review – all over 5,000 sq.  
ft.  
Step down to 40 feet

CRT:  
Max Height 65 feet  
Step down to  
neighborhood  
FAR 1- 1.5  
Review –sketch, site plan

CONNECTIVITY:  
An independent,  
professionally led  
CHARENTE is required

PARKING:  
500 feet of MARC 10%  
Bus Rapid Transit credits -  
not until funded

RETAIN all R-60