

appendix 1: Kensington's Planning History



Appendix 1 Kensington's Planning History

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

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

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

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

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

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

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

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

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

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

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

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

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

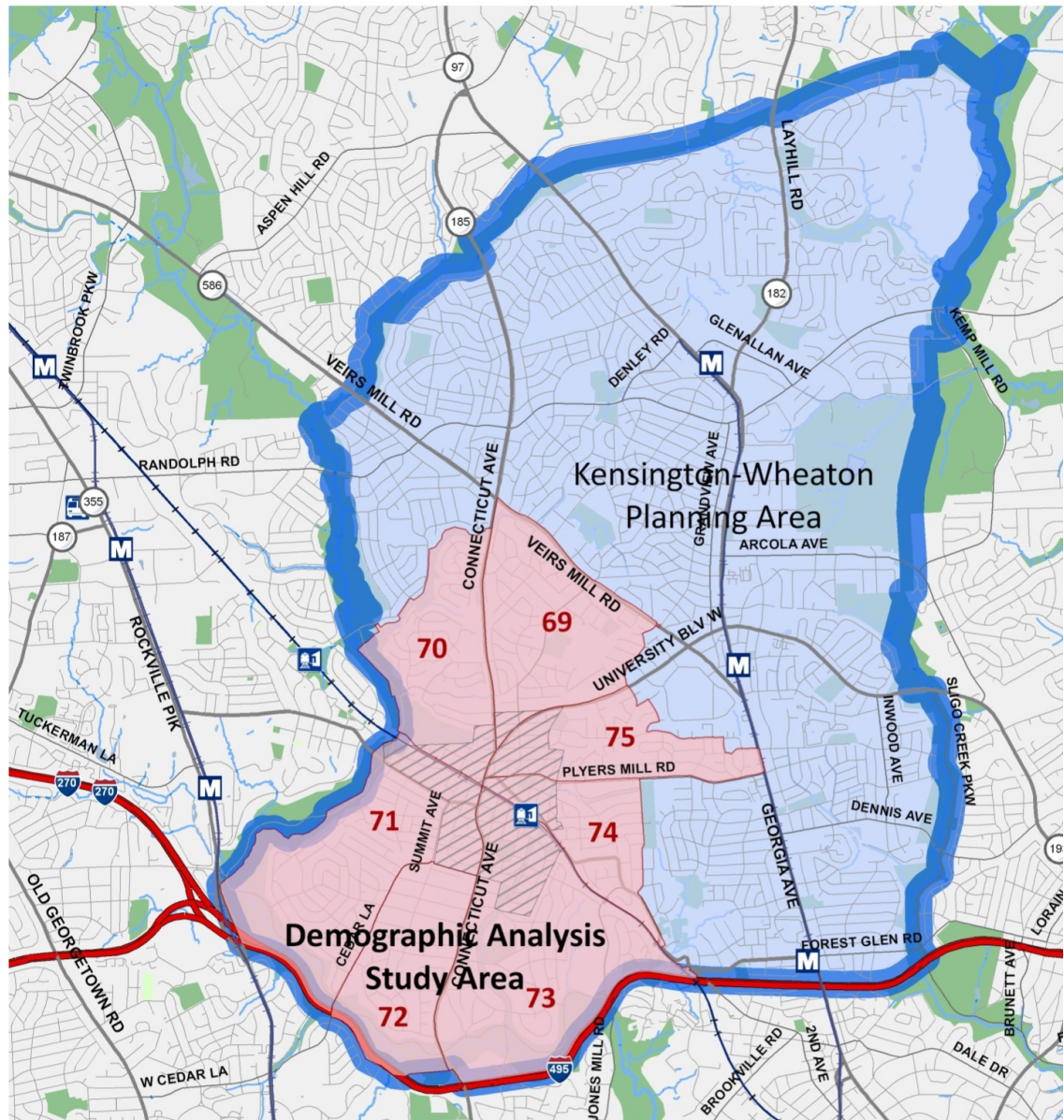
1974—The Planning Board appointed a Master Plan Advisory Committee for the Kensington-Wheaton Planning Area.

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

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

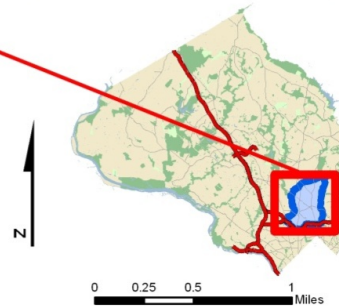
1986—The County Council approved an Amendment to the Master Plan for Historic Preservation creating a Kensington Historic District.

MAP 1: DEMOGRAPHIC ANALYSIS STUDY AREA



Planning Areas / Study Areas

- Demographic Analysis Study Area
- Kensington Sector Plan Area
- Traffic Zones (by number)
- Kensington-Wheaton Planning Area



overview

STUDY AREA DESCRIPTION

The **Kensington Sector Plan Area** lies entirely within the larger **Kensington-Wheaton Planning Area** (#31). The sector plan covers portions of traffic zones 69 through 75. **Please note:** Because demographic data is reported out by whole traffic zones, the study area for this report is broader than the actual boundaries of the Kensington Sector Plan Area. For this report, *Kensington* refers to the demographic study area (comprising traffic zones 69 through 75), while *Kensington-Wheaton* refers to the surrounding Kensington-Wheaton Planning Area. Please refer to the map for an illustration of the relevant sector plan, study area and planning area boundaries.

POPULATION & HOUSEHOLD COUNTS (2005)

Kensington has 18,800 residents living in 7,435 households. The study area accounts for 24 percent of the population in the wider Kensington-Wheaton area and 2 percent of Montgomery County's total residential base. At 2.54, the average number of persons per household is smaller in Kensington than in greater Kensington-Wheaton (2.71) and in Montgomery County (2.66).

STRUCTURE TYPES (2005)

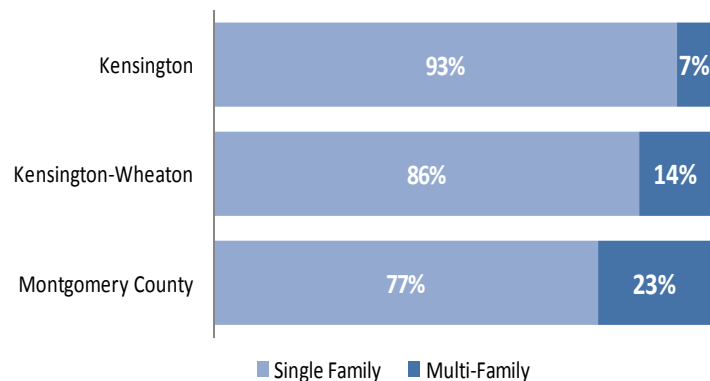
Nearly all Kensington residents live in single-family homes. The single-family share of the population is comparatively high (93 percent versus 86 percent in greater Kensington-Wheaton and 77 percent in Montgomery County as a whole).

Kensington accounts for 26 percent of single-family residents and 11 percent of multi-family residents in the Kensington-Wheaton planning area overall.

Household Population by Structure Type (2005)

Single-Family and Multi-family

Source: M-NCPPC 2005 Census Update Survey



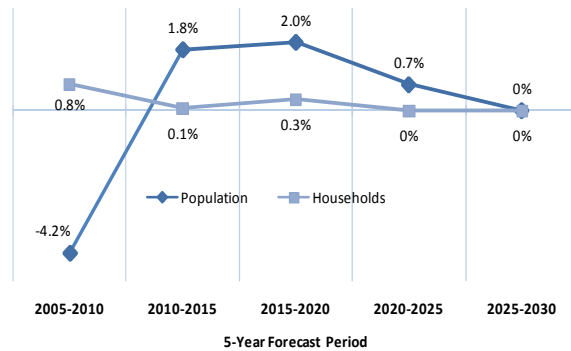
GROWTH FORECAST (2005 TO 2030)

Kensington population will grow only slightly over the next two decades.

According to COG Round 7.1 forecasts, Kensington's population will increase by only 0.2 percent between 2005 and 2030. This is well below the forecast growth of 17 percent in greater Kensington-Wheaton and 21 percent Countywide. Between 2005 and 2010, Kensington is expected to lose 850 residents (-4.0 percent) as household sizes shrink in the short term. Kensington's population will rebound almost to current levels between 2010 and 2020, before growth again tapers off after 2020.

5-year Population & Household Change (2005 to 2030)

Kensington
Source: COG Round 7.1 forecast



Household growth also will be relatively slow.

The number of households in Kensington is forecast to increase by only 1.1 percent between 2005 and 2030. This is well below the rate of household growth forecast for the wider Kensington-Wheaton Planning Area (21 percent) and Montgomery County (27 percent).

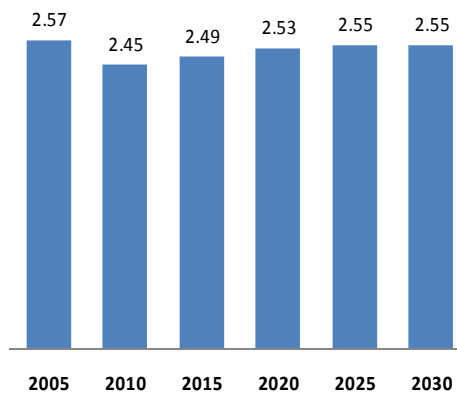
Average household sizes will decline slightly over the long term.

Kensington's relatively older population base includes growing numbers of empty nesters and seniors living alone. This trend will produce a short term decline in average household size from 2.57 residents per household in 2005 to 2.45 by 2010. Families with children gradually will replace these smaller households, slowly pushing average household sizes up to 2.49 in 2015 and 2.55 by 2025.

Kensington does not fit the long term trend to smaller households that is forecast for the County as a whole. This reflects the expectation that there will be almost no change in Kensington's predominantly single-family housing stock over the next two decades.

Average Household Size (2005 to 2030)

Kensington
Source: COG Round 7.1 forecast



demographic highlights

DEMOGRAPHIC DATA SOURCE

The data used in the following analysis comes from the M-NCPPC Research & Technology Center's *2005 Census Update Survey*. As noted in the Overview, *Kensington* refers to the demographic study area (comprising traffic zones 69 through 75), while *Kensington-Wheaton* refers to the surrounding Kensington-Wheaton Planning Area. Please refer to the map for an illustration of the relevant sector plan, study area and planning area boundaries.

AGE

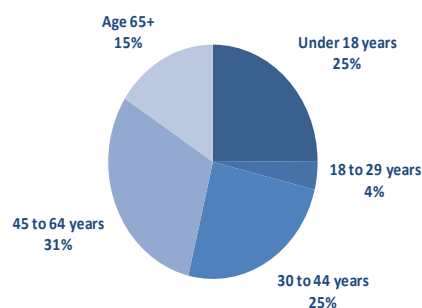
Kensington has a comparatively older population than Montgomery County as a whole. The average age of Kensington residents is 41 years, compared to 37 years old for the County as a whole. Kensington has a larger base of adults between the ages of 45 and 64 (31 percent versus 27 percent Countywide), and more seniors age 65 and over (15 percent compared to 11 percent Countywide).

One out of four Kensington residents is under the age of 18. Kensington's under-18 population share is in line with the County as a whole (25 percent versus 26 percent) but higher than in the greater Kensington-Wheaton Planning Area (21 percent). The predominance of single-family homes in the study area probably accounts for the relatively large number of children despite Kensington's older population base.

Few young adults live in Kensington. Only 4 percent of Kensington residents are between the ages of 18 and 29—compared to 13 percent in greater Kensington-Wheaton and 12 percent Countywide. With very little multi-family housing, the study area offers fewer affordable options for young adults, especially singles.

Age Groups

Kensington
Source: M-NCPPC 2005 Census Update Survey



Population by Age Group

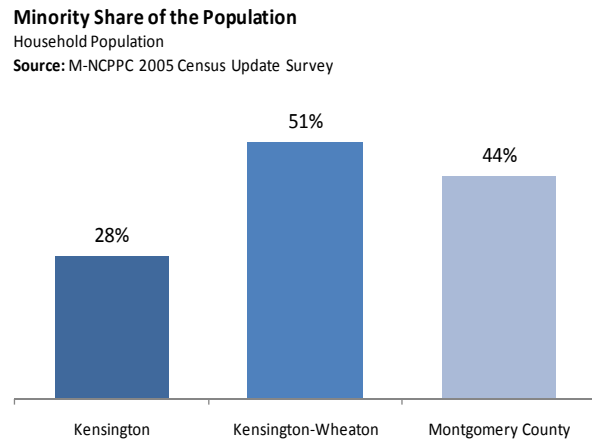
Source: M-NCPPC 2005 Census Update Survey

	Kensington	Kensington-Wheaton	Montgomery County
Household Population	18,880	78,065	931,000
Under 18 years	25%	21%	26%
18 to 29 years	4%	13%	12%
30 to 44 years	25%	22%	23%
45 to 64 years	31%	31%	27%
Age 65+	15%	13%	11%
Average age (years)	41	39	37

RACE & HISPANIC ORIGIN

Kensington has a relatively small minority population. Minorities account for only 28 percent of residents in the study area versus 51 percent in greater Kensington-Wheaton and 44 percent in Montgomery County. Kensington has a smaller than average share of all minority groups, including African Americans, Asians and Hispanics.

The minority population is likely to increase over time. With many older residents—who are likely to have stayed in their current homes for many years—Kensington’s population has not diversified at the same pace as the rest of Montgomery County. With minorities accounting for the majority of population growth Countywide, it is likely that Kensington’s racial mix will change over time as well.



Race & Ethnicity

Source: M-NCPPC 2005 Census Update Survey

	Kensington	Kensington-Wheaton	Montgomery County
Household Population	18,880	78,065	931,000
White	81%	62%	64%
African American/Black	10%	16%	17%
Asian/Pacific Islander	7%	12%	13%
Other	3%	10%	6%
<i>Hispanic or Latino*</i>	12%	23%	14%

*may be any race

EDUCATIONAL ATTAINMENT

Kensington residents are well-educated. The study area has a relatively large proportion of adults age 25 and older with a bachelor's degree or higher (70 percent versus 54 percent in Kensington-Wheaton and 64 percent Countywide).

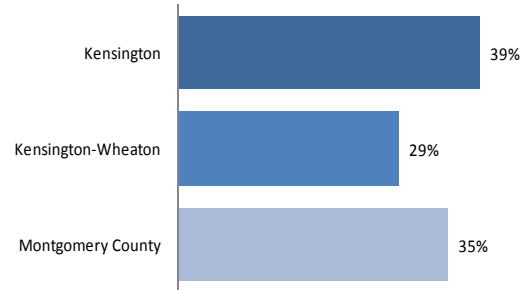
Kensington residents are more likely to hold an advanced degree (39 percent of adults, versus 29 percent in greater Kensington-Wheaton and 35 percent Countywide.)

The number of adults who lack a high school education is in line with Montgomery County as a whole (8 percent) and well below that of the Kensington-Wheaton area overall (13 percent).

Graduate, Professional or Doctoral Degrees

Share of Population Age 25 and Over

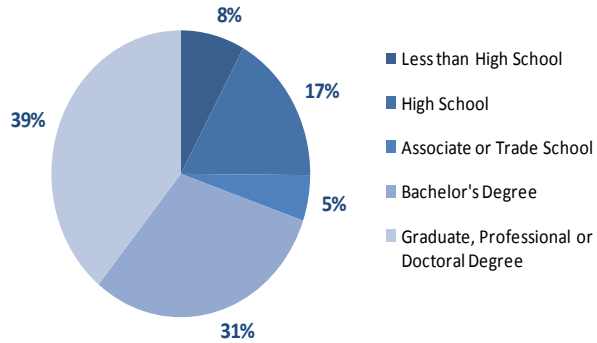
Source: M-NCPPC 2005 Census Update Survey



Educational Attainment

Kensington household population age 25 and over

Source: M-NCPPC 2005 Census Update Survey



Educational Attainment

Source: M-NCPPC 2005 Census Update Survey

	Kensington	Kensington-Wheaton	Montgomery County
Population 25 years and older	13,870	55,190	624,025
Less than High School	8%	13%	8%
High School	17%	27%	22%
Associate or Trade School	5%	6%	6%
Bachelor's Degree	31%	25%	29%
Graduate, Professional or Doctoral Degree	39%	29%	35%

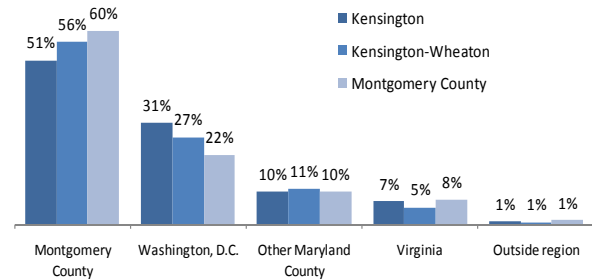
EMPLOYMENT

Kensington is home to a workforce of 11,105. The study area accounts for 24 percent of employed residents in the greater Kensington-Wheaton area, and 2 percent Countywide.

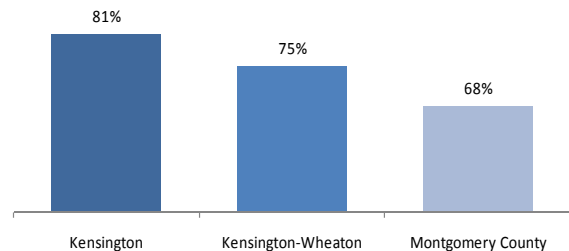
Half of Kensington residents work in Montgomery County, but a relatively large number commute to Washington, D.C. At 51 percent, the share of Kensington workers employed within Montgomery County is below average for the wider planning area (56 percent) and the County as a whole (60 percent). With its proximity to Washington, D.C., Kensington has relatively more residents working in the District (31 percent versus 27 percent in Kensington-Wheaton and 22 percent Countywide).

Female labor force participation rates are in line with surrounding areas—but mothers of young children in Kensington are more likely to be in the workforce. The proportion of Kensington’s female residents age 16 and over in the workforce (69 percent) is slightly higher than in Kensington-Wheaton and the County as a whole (both 68 percent). Even so, Kensington mothers with children under the age of 6 are much more likely to be employed (81 percent, compared to 75 percent in Kensington-Wheaton and 68 percent in Montgomery County).

Work Location of Resident Labor Force
Employed Residents Age 16 and Over
Source: M-NCPPC 2005 Census Update Survey



Working mothers with young children
Share of mothers with children under age 6
Source: M-NCPPC 2005 Census Update Survey



Work Location

Source: M-NCPPC 2005 Census Update Survey

	Kensington	Kensington-Wheaton	Montgomery County
Employed residents	11,105	46,290	526,830
Montgomery County	51%	56%	60%
Washington, D.C.	31%	27%	22%
Other Maryland County	10%	11%	10%
Virginia	7%	5%	8%
Outside region	1%	1%	1%
Kensington share of labor force	100%	24%	2%

Female Labor Force Participation

Source: M-NCPPC 2005 Census Update Survey

	Kensington	Kensington-Wheaton	Montgomery County
Females age 16+ who are employed	69%	68%	68%
Working mothers with pre-school age children*	81%	75%	68%

* percent of mothers with children under age 6 who are employed

COMMUTE ALTERNATIVES

Most Kensington residents drive alone to work. Kensington residents are more likely than residents in the wider Kensington-Wheaton area to drive alone to work (73 percent versus 68 percent). Carpool rates also are relatively low (3 percent versus 4 percent in Kensington-Wheaton and 5 percent Countywide).

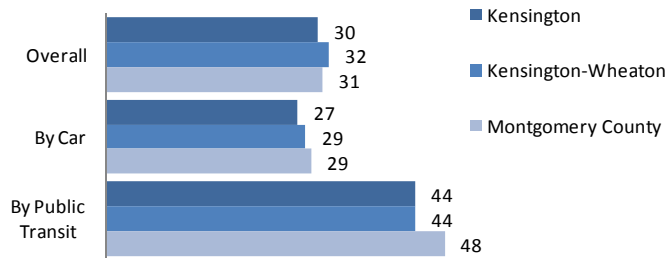
Transit use and other non-auto commute rates are relatively low. Transit use is relatively low among Kensington residents (14 percent of commuters versus 20 percent in Kensington Wheaton and 15 percent Countywide). The large proportion of the workforce commuting to jobs in the District and lack of a Metro station within walking distance of the study area may account for Kensington’s lower public transit use. With few jobs in the immediate area, Kensington residents are less likely than residents in the larger Kensington-Wheaton planning area to walk or bike to work. Kensington residents are twice as likely to work at home (8 percent versus 4 percent Countywide).

CAR OWNERSHIP

Car ownership rates are close to average. Households in Kensington own an average of 1.85 cars, versus 1.84 in Kensington-Wheaton and 1.87 in Montgomery County as a whole.

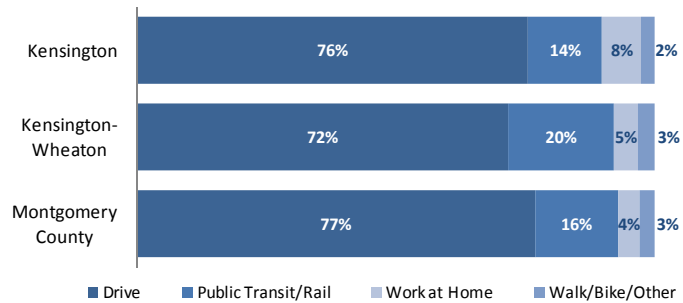
Average Commute Time (in minutes)

Source: M-NCPPC 2005 Census Update Survey



Work Trip by Mode

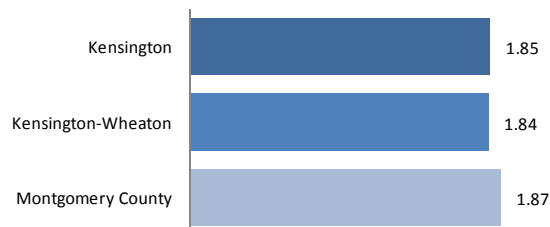
Source: M-NCPPC 2005 Census Update Survey



Car Ownership

Average number of cars per household

Source: M-NCPPC 2005 Census Update Survey

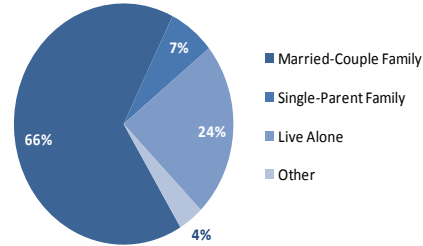


HOUSEHOLD / FAMILY TYPE

Kensington is a family-oriented community with married couples occupying two-thirds of local households.

Married couples (with or without children) account for 66 percent of households in the study area, versus 63 percent in Kensington-Wheaton and 62 percent Countywide. Kensington has relatively fewer single-parent families (7 percent versus 13 percent in the wider planning area and 10 percent Countywide).

Household Type
Kensington households
Source: M-NCPPC 2005 Census Update Survey

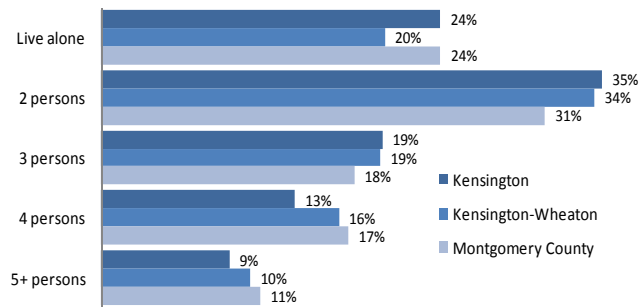


Almost one in four Kensington residents lives alone. Singles account for 24 percent of Kensington households, which is the same proportion as in the County as a whole. With few young adults and a large senior population, it is likely that residents over the age of 65 account for a substantial share of Kensington's single-person households.

HOUSEHOLD SIZE

Kensington households are relatively small. With an average of 2.54 residents versus 2.71 in Kensington-Wheaton and 2.66 Countywide, Kensington's smaller households can be attributed to several factors, including a larger senior population, more empty nesters, a general trend to smaller families and fewer numbers of minority and foreign-born residents (who tend to have larger families).

Persons in Household
Source: M-NCPPC 2005 Census Update Survey



Household/Family Type

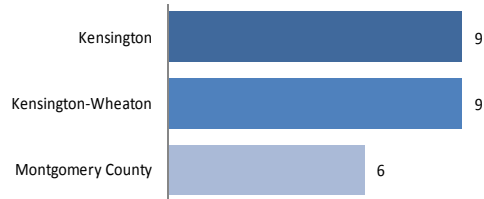
Source: M-NCPPC 2005 Census Update Survey

	Kensington	Kensington-Wheaton	Montgomery County
Households	7,435	28,970	350,000
Household/Family Type	100%	100%	100%
Married-Couple Family	66%	63%	62%
Single-Parent Family	7%	13%	10%
Live Alone	24%	20%	24%
Other	4%	4%	5%
Average Household Size	2.54	2.71	2.66

HOUSEHOLD MOBILITY

Kensington households have had relatively slower turnover. Kensington households are more likely to have been in place for five or more years (65 percent versus 58 percent Countywide). Area residents have lived in their current homes for a median of 9 years, compared to a Countywide median of 6 years. Lower turnover rates partly reflect a senior population that is aging in place, as well as a little new housing development, both of which limit the number of new households that can move into the area.

Median Years Living in Same Home
Source: M-NCPPC 2005 Census Update Survey

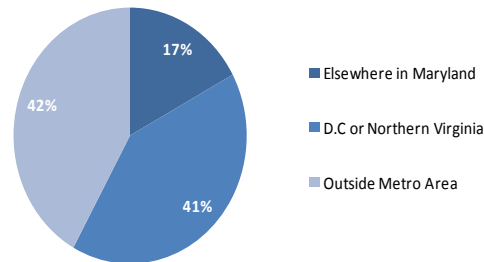


IN-MOVER HOUSEHOLDS

Most new Kensington households come from Montgomery County. Among households that have been in place for less than 5 years, relatively few are new to Montgomery County (39 percent versus 48 percent Countywide).

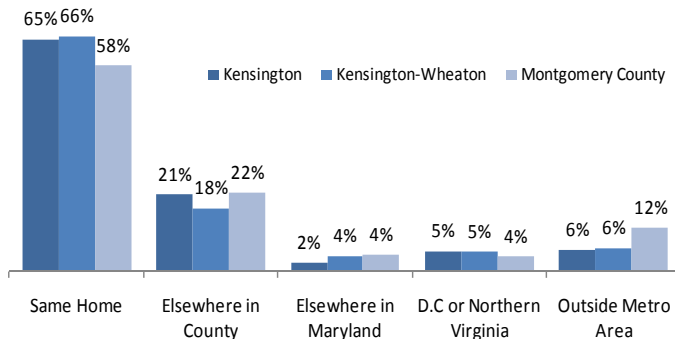
Few households move into Kensington from other parts of Maryland. Among Kensington households new to Montgomery County, 42 percent arrived from outside the region, and 41 percent moved in from Washington, D.C. or northern Virginia. Only 17 percent moved in from Prince George's County or elsewhere in Maryland.

Kensington residents new to Montgomery County
Residence in April 2000
Source: M-NCPPC 2005 Census Update Survey



Residence in April 2000

Source: M-NCPPC 2005 Census Update Survey

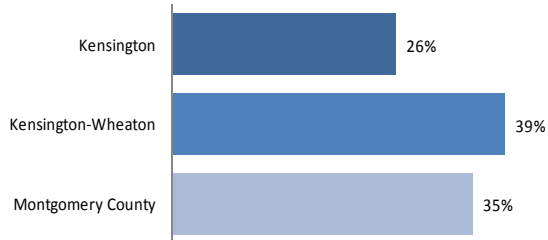


FOREIGN BORN

Over one-quarter of Kensington’s households have a foreign-born head or spouse. Around one in four Kensington households has a foreign-born head or spouse—well below the rate in the greater Kensington-Wheaton area (39 percent) and below average for the County as a whole (35 percent). Slow housing turnover and little housing growth likely accounts for Kensington’s relatively low foreign-born population share.

Foreign-Born Households

Source: M-NCPPC 2005 Census Update Survey



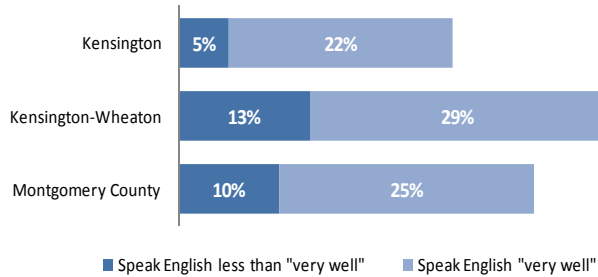
LANGUAGE ABILITY

With a smaller proportion of foreign-born residents, Kensington has a lower incidence of foreign language-speakers. Only 27 percent of Kensington residents age 5 and over speak a language other than English at home, compared to 42 percent of residents in the greater Kensington-Wheaton planning area and 35 percent in Montgomery County as a whole.

Foreign Language Speakers

Population age 5+ speaking a language other than English at home

Source: M-NCPPC 2005 Census Update



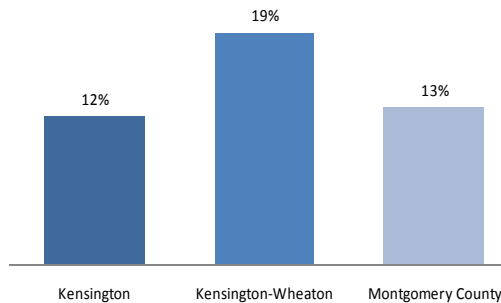
Compared to the broader Kensington-Wheaton area, Kensington has a lower percentage of Spanish-speaking households.

Among study area households, 12 percent are Spanish-speaking, versus 19 percent in the wider planning area. Kensington’s incidence of Spanish-speaking households is close to the Countywide rate of 13 percent.

Spanish Speaking Households

Share of households speaking Spanish

Source: M-NCPPC 2005 Census Update

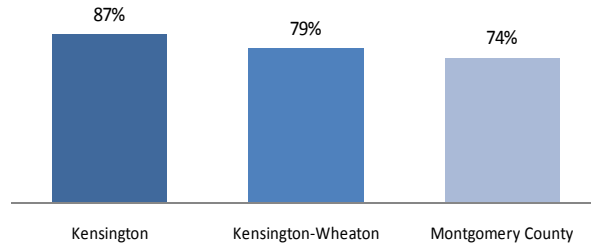


English proficiency rates are well above-average among Kensington’s foreign language speakers. Among Kensington residents age 5 and over, only 5 percent speak English less than “very well,” versus 13 percent in Gaithersburg as a whole and 10 percent Countywide.

HOUSING TENURE

Kensington homeownership rates are well above-average. Almost nine out of ten Kensington households own their homes (87 percent), versus the Countywide average of 74 percent. Higher homeownership rates reflect Kensington’s older, more affluent population base as well as a dearth of multi-family units.

Homeownership Rate
Share of Households that Own their Own Home
Source: M-NCPPC 2005 Census Update Survey

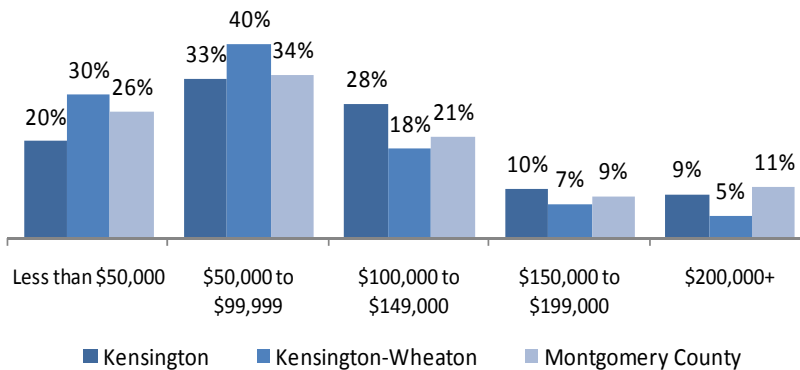


HOUSEHOLD INCOME (2004)

Kensington is highly affluent, with household incomes well above the Montgomery County median. The study area’s 2004 median household income (\$96,016) was 31 percent higher than the Kensington-Wheaton area median (\$73,115) and 14 percent higher than the Countywide median (\$83,880). Compared to the County as a whole, Kensington has a lower percentage of households at either end of the income spectrum. Only 20 percent of households earn less than \$50,000 per year, compared to 30 percent in the greater Kensington-Wheaton area and 26 percent Countywide. Kensington also has a lower percentage of households earning \$200,000 or more annually compared to the County as a whole (9 percent versus 11 percent).

Household Income Distribution

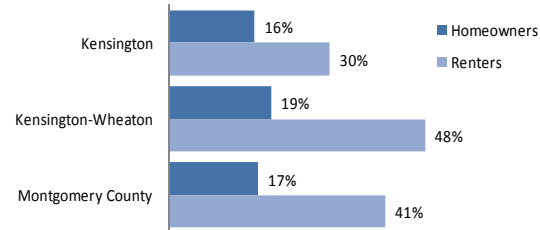
Source: M-NCPPC 2005 Census Update Survey



HOUSING COSTS

Homeownership costs are below average for Montgomery County. Having lived in their homes for a longer time on average, Kensington households have less costly mortgages. In 2005, the average cost of owning a home in Kensington was \$1,463 per month versus \$1,687 Countywide. Even so, the share of households spending more than 30 percent of their income on housing (16 percent) is close to the County average (17 percent), suggesting Kensington has many retired residents living on a fixed income as well as newer households that paid higher prices for their homes.

Cost-Burdened Households
Households spending more than 30 percent of income on housing
Source: M-NCPPC 2005 Census Update Survey



Rental costs are higher than average. At \$1,477, average monthly rents are high compared to Kensington-Wheaton as a whole (\$1,145) and Montgomery County (\$1,167). The majority of Kensington rentals (62 percent) are single-family homes, which typically command higher rents than multi-family units. Kensington renter households are comparatively less likely to spend more than 30 percent of their income on housing (30 percent versus 48 percent in Kensington-Wheaton and 41 percent Countywide).

COMPUTER OWNERSHIP

In line with Montgomery County's high computer use rates, the vast majority of Kensington households own a computer. Kensington has computer-ownership rates just below average for Montgomery County (86 percent versus 89 percent Countywide). The slight disparity may reflect Kensington's relatively larger senior population.

Kensington's computer users are more likely than other County residents to have visited the M-NCPPC website (34 percent versus 29 percent Countywide). Even so, this figure suggests that most Kensington residents may not be aware of the Montgomery County Planning Department's online resources. Publicizing Kensington Sector Plan information and related resources available on the website during the community outreach process might enhance public access and participation in the planning process.

Computer Use

Source: M-NCPPC 2005 Census Update Survey

	Kensington	Kensington-Wheaton	Montgomery County
Households	7,435	28,970	350,000
Own at least one computer	86%	85%	89%
Visited M-NCPPC website	34%	30%	29%

Table 1: Kensington

2005 Census Update Survey

	Note: Study area includes traffic zones 69 through 76	Kensington Sector Plan	Kensington / Wheaton Planning Area	Montgomery County
	Household Population	18,880	78,065	931,000
	% Female	49.8%	51.5%	52.9%
	Age Distribution:			
	% 0-4 Years Old	7.2%	6.4%	6.8%
	% 5-17 Years Old	17.9%	14.8%	19.1%
P	% 18-29 Years Old	4.0%	12.8%	12.3%
O	% 30-44 Years Old	25.1%	21.6%	23.1%
P	% 45-64 Years Old	30.6%	31.2%	27.5%
U	% 65-74 Years Old	7.3%	7.3%	5.8%
L	% Over 74 Years Old	7.8%	6.0%	5.4%
A	Average Age (years)	40.7	39.2	36.9
T	Race:			
I	% White	80.8%	62.1%	64.0%
O	% Black	9.7%	16.1%	16.6%
N	% Asian or Pacific Islander	6.9%	12.1%	13.4%
	% Other	2.6%	9.7%	6.0%
	Hispanic or Latino and Race ¹			
	% Hispanic or Latino ¹	12.3%	22.6%	13.9%
	% Not Hispanic White	71.7%	48.9%	55.7%
	Language Spoken at Home			
	Persons 5 Years and Older	17,515	73,040	868,000
	% Speak Language Other than English	27.4%	41.9%	35.3%
	% Speak English less than "Very Well"	4.8%	12.7%	9.7%
	Educational Attainment:			
	Persons 25 Years and Older	13,870	55,190	624,025
	% Less than High School Diploma	8.0%	12.7%	7.8%
	% High School Graduate	17.2%	27.3%	22.3%
	% Associate or Trade School	5.2%	6.1%	6.3%
	% Bachelor's Degree	30.6%	25.3%	28.6%
	% Grad, Professional or Doctoral	39.1%	28.6%	35.0%
	Number of Employed Residents ²	11,105	46,290	526,830
	% Females Who Are Employed ²	69.4%	67.8%	68.2%
	Women with Children Under Age 6 ²	1,600	6,200	67,840
	% Employed	80.8%	75.2%	68.5%
L	Work Location:			
A	% Montgomery County	50.9%	56.4%	59.9%
B	% Prince George's County	4.0%	4.9%	5.1%
O	% Elsewhere in Maryland	6.0%	6.1%	4.8%
R	% Washington, D.C.	31.3%	26.9%	21.5%
	% Virginia	7.0%	5.2%	7.5%
F	% Outside MD-VA-DC	0.7%	0.6%	1.1%
O	Work Trip:			
R	% Driving	75.5%	71.8%	77.4%
C	% Alone	72.7%	68.2%	72.0%
E	% Carpool	2.8%	3.6%	5.3%
	% Public Transit or Rail	14.4%	20.3%	15.5%
	% Walk/Bicycle/Other	2.5%	3.1%	2.8%
	% Work at Home	7.6%	4.8%	4.4%
	Average Commuting Time to Work (minutes)			
	Overall	30.4	31.9	31.0
	By Car	27.4	28.6	29.4
	By Public Transit	44.3	44.3	48.5

¹ Those of Hispanic origin may be of any race.

² Ages 16 and older and employed full- or part-time.

Source: 2005 Census Update Survey; Research & Technology Center, Montgomery County Planning Dept., M-NCPPC July, 2008 v2.



Kensington
2005 Census Update Survey

Note: Study area includes traffic zones 69 through 76		Kensington Sector Plan	Kensington / Wheaton Planning Area	Montgomery County
H O U S I N G	Households by Structure Type	7,435	28,970	350,000
	% Single Family Households	100.0%	100.0%	100.0%
	Average Household Size	2.54	2.71	2.66
	Tenure:			
	% Rental	13.5%	20.7%	25.7%
	Average Monthly Costs:			
	Homeowner	\$1,463	\$1,380	\$1,687
	Renter	\$1,477	\$1,145	\$1,167
	Residence in April 2000:			
	% in Same Home	65.2%	66.1%	57.8%
	% Elsewhere in County	21.4%	17.6%	21.8%
	% Elsewhere in Maryland	2.3%	4.5%	4.5%
	% D.C or Northern Virginia	5.4%	5.4%	4.0%
	% Outside Metro Area	5.7%	6.5%	12.0%
	Median Years in Same Home	9	9	6
	Average Age of Household Head	53.0	52.7	50.6
	% Households with Foreign Born Head or Spouse	25.9%	38.6%	34.8%
	% Households Speaking Spanish	11.8%	18.5%	12.5%
	Households by Type:			
	% Family Households	73.7%	78.2%	74.2%
	% Married-Couple	65.9%	63.4%	61.8%
	% Single-Parent	6.8%	12.5%	10.2%
	% Nonfamily Households	26.3%	21.8%	25.6%
	% Householder Living Alone	23.5%	19.6%	23.5%
	Persons in Households:			
	% 1 Person	23.5%	19.6%	23.5%
% 2 Persons	34.7%	34.2%	30.8%	
% 3 Persons	19.5%	19.4%	17.5%	
% 4 Persons	13.4%	16.5%	17.1%	
% 5+ Persons	8.9%	10.3%	11.0%	
Average Number of Cars	1.8	1.8	1.9	
% of Households with Computers	85.7%	85.3%	89.0%	
% of these visiting M-NCPPC website	34.2%	30.0%	28.9%	
I N C O M E	2004 Household Income Distribution:			
	% Under \$15,000	5.8%	5.3%	4.2%
	% \$15,000 to \$29,999	5.1%	8.3%	7.3%
	% \$30,000 to \$49,999	9.1%	15.9%	14.5%
	% \$50,000 to \$69,999	11.5%	17.6%	15.0%
	% \$70,000 to \$99,999	21.3%	22.4%	18.6%
	% \$100,000 to 149,999	27.7%	18.5%	20.9%
	% \$150,000 to 199,999	10.2%	7.2%	8.8%
	% \$200,000+	9.2%	4.8%	10.7%
	2004 Median Household Income	\$96,016	\$73,115	\$83,880
	% of Households Spending More Than 30% of Income on Housing Costs:			
	% Homeowners	16.2%	19.4%	16.9%
% Renters	30.3%	48.1%	40.7%	

Source: 2005 Census Update Survey, Research & Technology Center, Montgomery County Planning Dept., M-NCPPC July, 2008 v2.

appendix 3: environmental resources



INTRODUCTION

The goal of the environmental recommendations for the Kensington Sector Plan is to begin the shift toward a sustainable community that “meets the needs of the present without compromising the ability of future generations to meet their own needs,” a universally accepted definition of sustainability.

To achieve this, the Plan envisions:

mixed-use development that will allow residents and businesses to perform most daily activities by walking or biking

mitigation of stormwater impacts through the use of LID/ESD techniques such as infiltration and bioretention areas, green roofs, rain gardens, and urban tree plantings

increased tree cover to improve habitats, link green and municipal spaces, cool streets, and reduce greenhouse gas through carbon sequestration

increased bikeways and pedestrian access to business corridors, residential communities, entertainment and employment areas, and the local park system will improve quality of life and air sustainable initiatives requiring LEED (Leadership in Energy and Environmental Design) construction; renewable energy such as geothermal, solar, and wind; and use deconstruction measures that salvage and reuse the buildings and/or building components.

These efforts will all contribute to making Kensington a desirable, prosperous, and sustainable community.

WATERSHEDS

The Kensington Sector Plan area falls within a portion of the Lower Rock Creek watershed and lies within parts of two subwatersheds: Lower Main Ken-Gar and Kensington Heights. Both subwatersheds drain into the main stem of Rock Creek.

Runoff from the northeastern portion of the Kensington Heights watershed, including a portion of the 100-acre drainage area within the Wheaton Sector Plan area, flows into Kensington’s Silver Creek. Consequently, activities beyond the Plan’s boundaries affect water quality within the Plan area.

Map 2: Kensington Area Watersheds

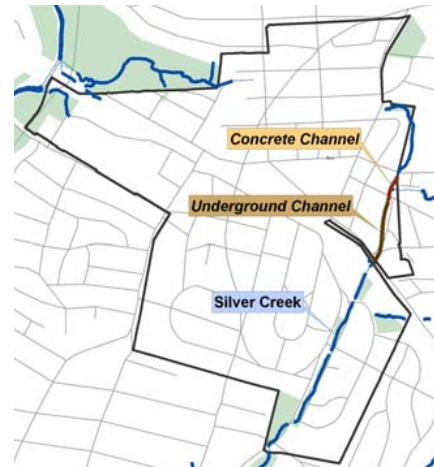


WATER RESOURCES

In the 1950s and 1960s it was common practice to convert natural stream channels into concrete passages to transport water swiftly from one location to another to reduce overbank flooding. This practice has had severe consequences on the biological and physical function of the local stream and its associated habitat and floodplains.

Silver Creek, the only stream in the Plan area, is confined to a concrete channel, piped and placed underground, or retained in a natural streambed. Most of its natural floodplain and associated forested stream valley buffer was converted to a park-like setting with nearby homes, leaving little

to no room for storm flows that rise above the stream banks. During severe storm events, the channel receives large quantities of untreated runoff from sections of Kensington and the adjacent portion of Wheaton. For most storms, the concrete channel transfers the stormwater through the landscape, however, during severe storm events the culvert at the base of Oberon Street exceeds its capacity causing periodic flooding for adjacent residents.



The water quality conditions for Kensington’s two subwatersheds was evaluated by Montgomery County Department of Environmental Protection (DEP) and documented in the 1998 and 2003 Montgomery County Countywide Stream Protections Strategy (CSPS) reports. In the 1998 CSPS report, Lower Main-KenGar had fair water quality, while Kensington-Heights sub watershed was rated poor. In the 2003, Lower Main-KenGar was downgraded to poor water quality, while Kensington Heights remained unchanged in poor condition. In 2003, Silver Creek was rated as having poor water quality, poor stream conditions and fair habitat conditions.

Table 2: Watershed Water Quality

Watershed	1998 Water Quality (CSPS Report)	2003 Water Quality (CSPS Report)
Kensington Heights/Silver Creek	Poor	Poor
Lower Main KenGar: Rock Creek	Fair	Poor
Notes: Fair: intolerant and sensitive species are largely absent; intermediate species present Poor: tolerant species dominate; poor aquatic habitat		

STORMWATER MANAGEMENT

Kensington was developed over decades prior to strict stormwater management requirements. The lack of stormwater management causes stress in the conveyance areas, at discharge points, and in the aquatic systems. Impervious surfaces such as buildings, driveways, sidewalks, and roads contribute to stormwater problems by preventing runoff from soaking slowly into the substrate and recharging the groundwater table. Instead, stormwater sheets off these surfaces picking up particulates along the way in the form of debris, oils, pesticides, sand, salt, and other pollutants as it is conveyed into the storm drain systems and directly discharged into nearby streams. This direct discharge is the number one cause of impairment to urban streams causing erosion, altered hydrology and geomorphology (stream channeling), poor water quality, and loss of aquatic habitat. In addition to these ecological stresses, stormwater runoff affects neighborhoods and streets with flooding and swift water flow during intense storm events.

In the 1960s WSSC transferred the responsibility of all storm drain maintenance to the County. The town of Kensington chose to maintain their own storm systems but did not impose a separate tax as the County does to maintain its storm drain systems. As a result there are limited funds to repair the storm drain systems and outfalls, or for the design and installation of innovative stormwater best management practices throughout Kensington. As a solution to the lack of maintenance and funds, this Plan recommends Kensington either join the County's stormwater program or impose a tax on its citizens to pay for stormwater management, repairs, bioretention, rain gardens, and other environmental site designs (ESD).

Environmental Site Design (ESD) incorporates a variety of practices into new construction and redevelopment to minimize environmental impacts. The basic principle behind ESD is to control stormwater runoff as close to its point of generation as possible rather than collecting, transporting, and concentrating it in large stormwater management (SWM) facilities. It uses small-scale stormwater management practices, nonstructural techniques, and better site planning to mimic natural hydrologic runoff characteristics and minimize the impacts of land development on water resources¹. The purpose of ESD is to make a development function hydrologically more like a wooded landscape by reducing the stormwater runoff generated, slowing the delivery of runoff to stream systems, encouraging groundwater recharge, and reducing pollution and thermal impacts to receiving water bodies. Use of ESD practices can ultimately reduce stormwater management costs by reducing the infrastructure necessary for collecting and transporting stormwater. Using ESD practices improves the water quality in receiving streams by pretreating and reducing runoff quantity.

Benefits include but are not limited to the following:

- incorporating stormwater management at the earliest stages of site design
- limiting land disturbance and grading
- maximizing conservation of natural features
- minimizing impervious surfaces (e.g. pavement, concrete channels, roofs)
- slowing runoff to increase infiltration and evapotranspiration
- using innovative and effective stormwater control, treatment, and non-structural best management practices (BMPs).

ESD BMPs include:

- bioretention facilities
- infiltration trenches
- rain gardens
- grass swales and channels
- vegetated rooftops
- rain barrels and cisterns
- vegetated filter strips
- permeable pavements.

¹ Title 4, Subtitle 201.1(B) of Stormwater Management Act of 2007

The Maryland Stormwater Management Act of 2007 requires local jurisdictions to implement ESD to the Maximum Extent Practicable (MEP) and to amend their codes, regulations, and ordinances to remove impediments to implementing ESD.

STORMWATER HOTSPOTS

Two areas experiencing significant impact from uncontrolled stormwater are the outfalls at West Howard Avenue and points along Silver Creek. Other outfalls showing signs of erosion and undercutting to a lesser extent include Plyers Mill Road and Vaughn Street.



Photo 1: Looking north of Oberon St.

The Silver Creek stream channel was altered or confined in three locations within the Plan area: From Plyers Mill Road to Oberon Street the natural streambed was replaced with a concrete trapezoid channel (photo 1).

From Oberon Street to Metropolitan Avenue the stream was enclosed in an underground culvert running parallel to Kensington Parkway. From the railway to Fredrick Avenue the stream returns to a concrete trapezoid channel. Altering the stream and headwaters has had severe consequences on the biological and physical function of the stream as well as its associated buffer and floodplain. Confining the stream in concrete or piping the channel has:

- increased flow velocities
- eliminated in-stream habitat for aquatic organisms
- increased water temperatures
- reduced aquatic oxygen levels
- enabled heavy loads of sediment and pollutants to be transported downstream
- disconnected the stream from the ground water table
- severed, reduced, or eliminated the interconnection between floodplain functions such as pollutant and sediment filtration, velocity control, habitat, and flood control.

WEST HOWARD AVENUE

West Howard Avenue is primarily a commercial district with many thriving businesses. It is 76 percent impervious with a wide asphalt road that seamlessly merges into storefront parking and loading areas without sidewalks and stormwater management. Storm water cascades from roof tops, parking areas, and flows from Summit Avenue to the base of Howard Avenue where it discharges into M-NCPPC parkland. At the base of the street stormwater is undercutting the outfall and severely eroding the asphalt, forested slope, and soil substrate. Runoff transports and discharges sediment, oil, debris, and other pollutants into the mainstem of Rock Creek.

Implementing ESD practices throughout these drainage areas with an emphasis on volume reductions and quality/quantity control can improve water quality, reduce velocity at the discharge point, reduce impervious cover, and improve the visual and human experience of the area.

The discharge points at Plyers Mill Road and Vaughn Street are eroding from the fast-flowing runoff that transports sediment into Rock Creek. Using ESD measures throughout the drainage areas can reduce the quantity of runoff at the discharge points to greatly reduce scour and improve water quality.

IMPERVIOUS COVER

There is a high degree of imperviousness in Kensington. The commercial areas are approximately 80 percent impervious while the established residential neighborhoods are 30 percent impervious. One exception to this would be the residential area in North Kensington outside of the historic district. This area is primarily zoned R-60 and many of the properties have been extensively modified. The additions, teardowns, and added parking areas have increased the level of imperviousness to more than 42 percent.

Increasing levels of imperviousness have been linked to declines in water quality. Studies have shown that stream water quality indicators begin to decline when subwatershed imperviousness exceeds about 10 percent. Imperviousness levels above 25 percent are associated with severe levels of stream water quality degradation.

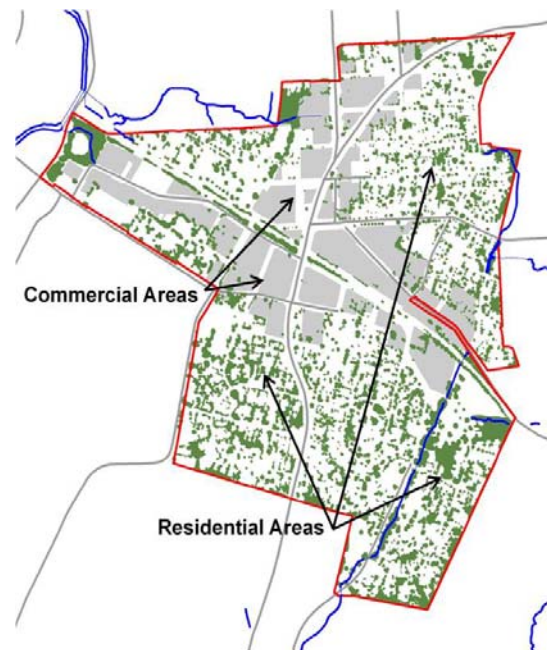
TREE CANOPY COVER

Tree canopy is defined as the layer of leaves, branches, and stems of trees that cover the ground when viewed from above. Within the Kensington Plan boundary, 93.76 acres (24 percent) of the area is in canopy cover. Nearly 21 percent of the cover is within the residential areas with only two percent canopy cover in the commercial areas.

There are two forest parcels at the end of Howard Avenue, one on M-NCPPC parkland (2.81 acres) and the other on private property owned by the Kaiser Foundation (1.4 acres).

Increasing tree canopy is an integral part of the Plan's recommendations and can provide links to green spaces and throughout the Plan area to include neighborhoods, public spaces, and commercial areas. Increased tree cover can be achieved by planting street trees, increasing the width of the Silver Creek stream valley buffer, and installing stormwater management with planting beds. Many low impact development (LID) measures including infiltration trenches, rain gardens, and bioretention areas, can be planted with shrubs and trees. Increasing tree canopy cover will have many measurable benefits including reduced heat island effect, improved water quality, energy savings, lower temperatures, improved wildlife habitat and connectivity, reduced air pollution, reduced thermal impacts on aquatic systems, enhanced property values, improved quality of life, and enhanced aesthetics.

Map 3: Tree Canopy Cover



LID/ESD ROAD PROJECTS

Of all the impervious surfaces, the largest amounts are road pavement. Roads also present one of the greatest opportunities for using LID/ESD stormwater practices within the rights-of-way, which can contribute to protecting and restoring a site's natural hydrology, its receiving streams, and the overall integrity of the watershed. Secondary benefits include improved community safety and aesthetics, and quality of life.

LID/ESD designs move away from a collect, convey, and discharge strategy to one that minimizes impervious areas and treats stormwater onsite. In roadways, LID/ESD directs stormwater to medians, planting beds, and other open areas designed to retain, treat, infiltrate and discharge stormwater slowly over time. LID/ESD reduces capital costs from more traditional ponds and increases benefits to the environment. It also means less cost to taxpayer for road repaving and other maintenance. LID/ESD practices increase visible green area for the community, including native trees and plants.

WATER AND SEWER

The Plan area is currently served with public water and sewer and no significant upgrades are needed to serve proposed growth. However, specific capacity evaluations will be performed by WSSC's Planning Group and Development Services Group when detailed information is provided as various parcels and properties are submitted for development review. The extent of any impact to water and/or sewer system capacity, whether localized or requiring a capital improvement programmed (CIP) project, will be determined by WSSC. Any new development generating 100,000 or more gallons of sewer per day (approximately 700 units or 3,500 employees) would be required to participate in system upgrades. Developments of this size are not expected in Kensington.

CARBON EMISSION ANALYSIS

Montgomery County Bill 32-07 establishes a goal to stop increasing greenhouse gas emissions by the year 2010, and to reduce emissions to 20 percent of 2005 levels by the year 2050. Another Montgomery County law (Bill 34-07) requires the Planning Board to estimate the carbon footprint of areas being master planned, and to make recommendations for carbon emissions reductions. Our current greenhouse gas modeling effort uses a version of the spreadsheet model developed by King County, Washington. While many of the inputs are derived from national averages, wherever possible we have substituted Montgomery County data derived by the Planning Department's Research and Technology Division. While the model considers all greenhouse gas emissions, results are reported in terms of the equivalent effect of a given volume of carbon dioxide ("carbon dioxide equivalents").

To project total emissions for an area, the model factors embodied energy emissions, building energy emissions, and transportation emissions. The model documentation defines embodied emissions as "emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass)." Building energy emissions are created in the normal operation of a building including lighting, heating cooling and ventilation, operation of computers and appliances, etc. Transportation emissions are released by the operation of cars, trucks, buses, motorcycles, etc.

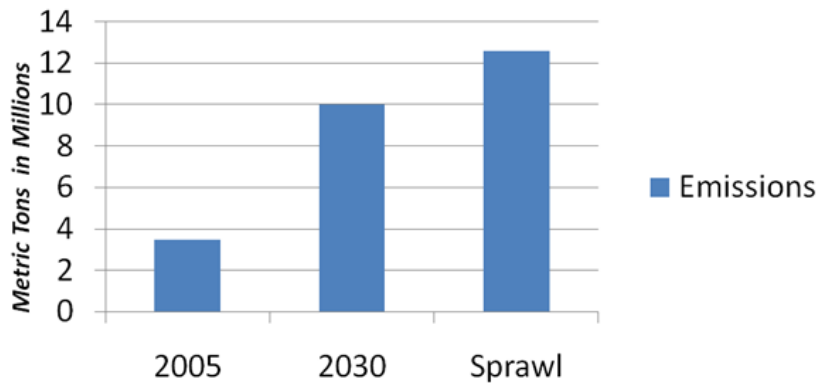
Inputs for the planning area include the numbers and types of housing units and the square footage of different categories of retail, commercial, and public buildings. The model is run once using 2005 data to establish baseline results. The model is run again using projected housing units, and commercial and retail space to estimate future greenhouse gas emissions. The model estimates emissions over the life of the development, and results are given in metric tons of CO2 equivalents. This is different from the County Emissions Inventory prepared by the Montgomery County Department of Environmental Protection, which estimates annual emissions.

The model only deals with emissions; no calculations are included to estimate potential carbon offsets from best management practices. The estimates also assume business as usual when projecting emissions. As estimates of building energy consumption, vehicle fuel efficiency, vehicle miles travelled, and other input parameters change, it may be possible to re-run the model to measure the effects of improvements in technology and design. Many of these parameters are changing constantly and are a moving target.

The results are also restricted to estimates for a specific plan area. Overall greenhouse gas emissions are projected to increase due to increased population and commercial development within a given plan area. As model results are evaluated, we must bear in mind that Montgomery County’s greenhouse gas reduction targets are considered at a County wide scale.

Modeling results using these assumptions, along with sprawl scenario estimates are shown in the table below.

Table 3: Projected Carbon Emissions



This Plan makes several recommendations to promote reductions in greenhouse gas (carbon, methane, and others) including changes in building and site design, vehicle technology improvements, constructing energy efficient buildings, as well as the behavioral changes enabled by a compact, live/work community.

ALTERNATIVE ENERGY

Concern over global climate change has led to the adoption of several County laws requiring Montgomery County to stop increasing and to reduce greenhouse gas emissions. Accomplishing this will require new development and redevelopment to incorporate energy reduction measures, energy efficiency measures, and on-site renewable energy production into building and site designs.

MEASURES THAT MAY BE REQUIRED INCLUDE:

- geothermal heating and cooling systems
- solar collectors to power County infrastructure such as signage
- forest preservation and street tree planting
- insulation and window treatments
- reduced imperviousness, improved stormwater management, and other LID/ESD and green building techniques
- green roofs and low-reflectance roof surfaces
- urban stormwater practices that reuse stormwater for non-potable water uses
- native species requiring low maintenance and watering
- wild grasses (rather than non-native grass requiring constant cutting and watering)
- buildings oriented for passive solar energy and for photovoltaic cells
- coordination with other environmental plans and policies.

ADJACENT RESOURCES

Rock Creek Stream Valley abuts the Plan boundaries and is a much treasured recreational resource used by thousands each year. Although DEP has designated the stream as a restoration area, there are very unique habitat pockets throughout the corridor. Adjacent to the Kensington Plan area, the forested stream valley M-NCPPC determined it is a biodiversity area with rare, threatened, and endangered species, and shallow pools of water with their associated species.

Runoff from Kensington can affect the health of this sensitive biodiversity area. Through LDI/ESD stormwater treatments Kensington can help protect this sensitive area by reducing and treating its stormwater runoff.

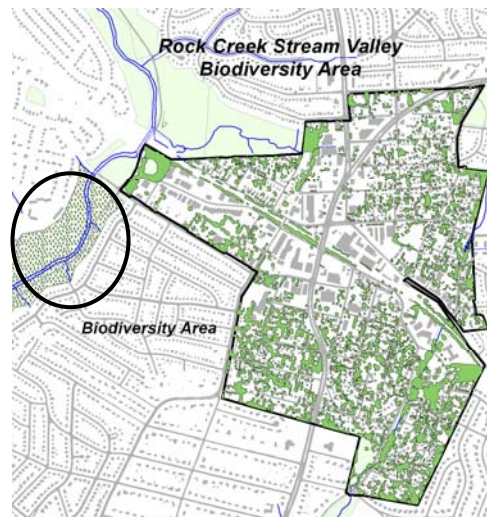
OTHER PLANS AND INITIATIVES

A number of environmental plans and initiatives are underway in Montgomery County and their recommendations will supplement and may supersede this Plan's recommendations.

These plans and initiatives include:

- The Water Quality Functional Master Plan for Montgomery County
- The Montgomery County Green Infrastructure Functional Master Plan
- Revisions to the County's stormwater management regulations
- Revisions to the County's forest conservation regulations.

Map 4: Rock Creek Stream Valley



BIBLIOGRAPHY:

Maryland-National Capital Park and Planning Commission (2008), A Framework for Action: Healthy and Sustainable Communities. Montgomery County Planning Department. Silver Spring, Maryland.

Montgomery County Department of Environmental Protection (February 1989), Montgomery County Countywide Stream Protection Strategy.

Montgomery County Department of Environmental Protection (February 2003), Countywide Stream Protection Strategy.

appendix 4: transportation analysis



Plan Context and Initiatives

The public hearing draft of the Kensington Sector Plan proposes to move the Town from a primarily auto-oriented suburban area to a more walkable, mixed-use community that takes full advantage of the existing MARC station and the Town's proximity to both segments of the Metrorail Red Line. This Appendix provides the technical basis and details for the transportation system recommendations in the Kensington Sector Plan.

The Plan proposes several initiatives to promote connectivity, mobility, and access in a context that recognizes the Town's unique history, scale, location, and desire to redevelop in certain areas.

Examples of proposed initiatives include:

- lower target speeds on selected roadways
- buffers between the roadway and pedestrian and bicycle paths
- an effort to "fill-in" the grid and introduce operational enhancements instead of widening roads
- introduction of striping and lighting that focuses on pedestrian and bicyclist needs
- provision of additional ways for pedestrians to safely cross Connecticut Avenue and the railroad tracks, in particular.

Since the early 1980s, the balance between land use and transportation system recommendations in master and sector plans has applied the procedures and general policies contained in the County's Growth Policy. The current Growth Policy applies an area wide measure of mobility, Policy Area Mobility Review (PAMR), and a localized measure of congestion, Local Area Transportation Review (LATR). These measures, used to define adequacy for development review cases, are adapted for master plan analysis through the Planning Department's TRAVEL/3 regional travel demand model and Local Area Model as described in Chapter 3 of this Appendix.

Land use and the transportation system are balanced to promote an end-state level of development that provides the zoning density to support the redevelopment of Kensington in a way that is consistent with the community's goal of moving from an auto-oriented community to a more mixed-use community with improved access to transit and more opportunities for residents and visitors to walk and bike instead of drive—a significant challenge given the Town's crossroads location.

This Appendix reviews two primary areas of focus related to the draft Plan:

- the recommendations at a greater level of detail than described in the draft Plan.
- additional detail on the technical analysis and demonstrates that the recommended end-state conditions will result in an appropriate balance between land use and transportation.

Sector Plan Recommendations

Table 4 shows the range of transportation system strategies examined in the Kensington Sector Plan, including:

- travel demand management
- transit services
- sector plan street network
- bikeway network
- transportation system policies.

Table 4 also indicates the likelihood that the Plan would incorporate the different strategies based on analyses and coordination performed to date. The shaded cells indicate strategies with the highest overall potential. In general, those strategies were incorporated into the Plan as described.

Table 4 Transportation Management Strategies

	Strategy	Opportunities	Constraints	Potential
Demand Management	Increase parking management, consolidate some parking into a single centrally located structure	Reduce traffic, provide revenue, integrate with private development	Parking management authority establishment, incentive coordination, garage location	High
	Reduce single occupant vehicle mode share	Flexible, low capital cost	Operational costs, monitoring	Moderate
Transit Services	Construct BRT or other enhanced service through Plan area	Provide faster connections for Kensington with Metro Red Line Corridors	Capital costs, operational costs, and right of way for full BRT option	Low
	Express bus service	Capture long-distance riders	Operating cost	Low
Local Street Network	Add selected street connections	Provide alternate route, reduce walking distances, access management	Capital costs, definition of final alignment and implementation responsibility	Moderate
	Left turn prohibitions	Reduce congestion	Requires grid, implementation of connection of Summit Avenue, circuitous trips (cars and buses), public acceptance	Moderate
	Add turn lanes	Reduce congestion	Increase pedestrian crossing distances, capital cost	Moderate, but not recommended
Policies	Increase residential uses	Create mixed use centers, provide housing near jobs, lower trip generation rates	Economic and market feasibility	High
	Accept higher congestion levels	Consistent with urbanizing area, no capital cost	Customer costs, public acceptance	Low

Travel Demand Management

Travel Demand Management (TDM) describes a wide range of programs and services designed to reduce the use of single-occupant vehicle trips. TDM is the set of public policy strategies to provide travel options that reduce and spread demand by travel destination, mode, route, and time of day to most efficiently use transportation system infrastructure and resources. TDM strategies can be implemented by both public and private sector activities.

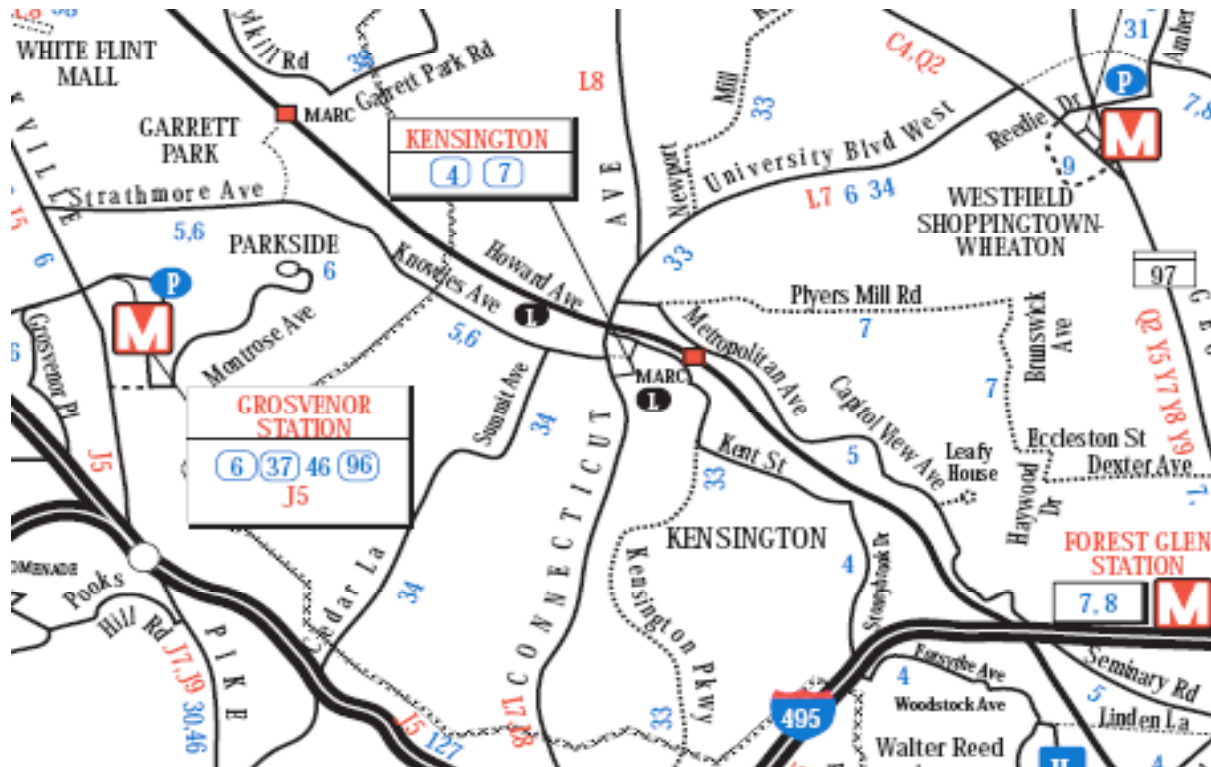
TDM strategies include:

- Infrastructure such as high quality pedestrian environments, bus or high occupancy vehicle (HOV) facilities or preferential treatments, telework centers, commuter information stores/kiosks, car-sharing (i.e., Zipcar) and bike-sharing stations, and well-located transit stations or stops with real-time transit information.
- Services such as transit information services, car/vanpools, ride-sharing/matching, guaranteed ride home services, preferential parking, and alternative commute option information (e.g., the Metropolitan Washington Council of Government Commuter Connections and their commuter connections website as well as other private vendors). Policies that affect when and to what extent people use the infrastructure and services, including parking supply management, preferential parking treatments for carpools/vanpools, transit subsidies, flexible work schedules, tax incentives, congestion pricing, and distance-based or vehicle miles of travel pricing.

Kensington's lack of a non-retail commercial job density makes applying some TDM strategies difficult. However, one targeted opportunity for Kensington would be consolidating parking into one or two centrally located structures to allow for more efficient use of scarce land in the town center that is close to transit. Actively managing the spaces through price and timing controls ensures that equitable use can be preserved. Further, the pricing aspect can be an effective tool to discourage solo travel by car during certain peak time periods.

The block bounded by Connecticut Avenue, Knowles Avenue, and Detrick Avenue would be appropriate and suitable for consolidated parking, with the opportunity to line the parking structure on the east and south sides with building space to be served by the parking.

Map 5 Existing Bus Service



Transit Service

Existing Bus Service

The Town of Kensington is served by six Ride On routes and two Metrobus routes. The Ride On routes are generally designed to connect neighborhoods with nearby Metrorail and MARC stations while the Metrobus service is focused on Connecticut Avenue.

During weekday peak periods, the frequency of service varies from 10 to 30 minutes for the Ride On routes and 20 to 30 minutes for the Metrobus routes. The most frequent service (every 10 minutes) is provided by Ride On Route 5 and is oriented toward White Flint in the morning—a 10 minute trip . In the afternoon peak period, the most frequent service (every 10 to 12 minutes) is to Silver Spring—an 18 minute trip. Frequent service (every 15 minutes) is also provided on Ride On Route 34 between Wheaton and Friendship Heights via Kensington and the Medical Center and Bethesda Stations. A shorter version of this route could potentially provide an even better connection to the Red Line (see discussion below).

Ride On Strategic Plan

The current Ride On Strategic Plan does not include any significant enhancements to service in the immediate Kensington area. Veirs Mill Road (from Rockville to Wheaton) and University Boulevard (from Wheaton to Langley Park) are identified as high priority corridors for implementing bus rapid transit (BRT) service.

Kensington is situated between the western and eastern segments of the Metrorail Red Line. In general, there is, and will continue to be a need to provide transit through the area that connects the two segments of the Red Line. It is closest to the Red Line stations where “turnbacks” take place—at Grosvenor and Silver Spring. In the weekday peak periods, there is a higher level of service at these two stations and at stations to the south. As for bus travel time, the closest stations are Wheaton on the eastern leg of the Red Line and either Grosvenor or Medical Center on the western leg. Future Ride On route planning should consider the feasibility of operating limited stop frequent (at least 15 minute) peak period service directly between Wheaton and (as an example) Medical Center or Grosvenor via Kensington over the same (but shorter) alignment as Route 34 or Route 6.

Staff considered the potential for BRT within the Plan area but does not believe it would offer any significant advantage—especially given the potential impacts related to right-of-way constraints. The area is more suitable for a streetcar application but any formal consideration of a potential streetcar should be subject to more detailed analysis than can be implemented in this Plan.

MARC Commuter Rail Service Growth and Investment Plan (September 2007)

MARC runs six weekday morning and eight afternoon trains that stop at the Kensington station. On an average weekday, a total of 120 passengers board these trains at Kensington.

The MARC plan calls for expanding the parking lot at the Kensington station sometime around 2020. A recent MTA survey of the parking lot noted 60 vehicles—16 of which were registered to a Kensington address. The survey showed eight vehicles registered in Silver Spring and six in Gaithersburg, and 30 elsewhere. There are officially a total of 53 parking spaces at the Kensington MARC station so demand exceeds supply. Expanded parking at other MARC stations might free up spaces for local commuters.

There is no question that the MARC station and planned enhancements to MARC service and facilities are key components of an overall network that will help reduce the rate of travel by single-occupant vehicles and help spur transit-oriented development. MARC and the Town should also work with CSX to provide a pedestrian underpass at the train station as part of any improvement program. A continued visible commitment to improving all aspects of the MARC infrastructure and service is critical to attaining the Town’s full redevelopment potential.







The Sector Plan should also recognize that the primary function of commuter rail service is to provide long distance access to activity centers. As a result, MARC’s role in increasing non-auto mode share is more accurately viewed as complementary to other non-auto modes and not the dominant non-auto mode. The most effective way to increase transit mode share is to combine enhanced MARC service and infrastructure with improved pedestrian and bicycle connectivity to all types of transit. Particular emphasis should be placed on providing frequent direct bus access to Metrorail and the National Naval Medical Center/NIH complex.

While the Sector Plan does not recommend introducing BRT as a major component of the transportation system within the Kensington Plan area, it should be noted that the County is currently initiating a County wide study of the feasibility of a BRT network. One priority corridor for BRT design and technology is the Veirs Mill Road corridor near the plan area. This Kensington Plan encourages the development of pedestrian, bicycle, and transit facilities that improve the ability to connect with the BRT network.

Transit Supportive Density Considerations

There is a considerable amount of existing and evolving research on station area densities, pedestrian accessibility and connectivity, transit mode share, and other issues related to transit-oriented development. The Planning Department has reviewed available current material on this issue that includes Figure 3 as an illustration of development in the CR Zone with FARs up to 2.0 proposed for the Kensington town center.

Table 5 Characteristics of Mixed-Use, Transit-Oriented Development

	Net Density	Characteristics	Construction Type	Parking Configuration	
MIXED USE TYPES	Mid-Rise Residential Over Commercial 40-90 du/acre	3-6 stories with apartments, single- or double-loaded corridors with lobby entrance, off-street parking in structure or below grade	Type I/III (max 6 stories with building code modification/65 feet)	Groundfloor podium/subgrade or elevated structure	
	High-Rise Residential Over Commercial 60+ du/acre	7+ stories, usually with base and point tower, single- or double-loaded corridors with lobby entrance, off-street parking in structure or below grade	Type I/II (max 12 stories/120 feet/no limits on Type 1)	Off-street parking in structure or below grade	
EMPLOYMENT TYPES	Low-Rise Office/Commercial 0.5-2.5 FAR	1-3 stories with lobby entrance to upper floors; retail, office or mixed-use with mix of tenant types, including limited large-footprint retail uses; parking in surface lots or structures	Type III/IV/V (max 4 stories/65 feet)	Off-street parking in groundfloor podium or surface	
	Mid-Rise Office/Commercial 2.0-5.0 FAR	3-7 stories, with lobby entrance to upper floors, office with potential groundfloor retail, parking in structure or below grade	Type I/II (max 12 stories/160 feet)	Off-street parking in structure or below grade	
	High-Rise Office/Commercial 4.0+ FAR	6+ stories with lobby entrance to upper floors sometimes with point tower over base, office with potential groundfloor retail, parking in structure or below grade	Type 1 (no limits)	Off-street parking in structure or below grade	
	Institutional/Other Employment varies	schools, civic uses, stadiums, hospitals, other entertainment uses; range of densities and sizes; parking often in structures or below grade	Varies	Parking often in structures or below grade	

Source: Station Area Planning, Reconnecting America and the Center for Transit-Oriented Development, February 2008, page 13.

The Plan envisions the Town Center as a denser more mixed use activity center than it is today. Floor area ratios (FAR) ranging from 1.0 to 2.0 in the Town Center would encourage redevelopment and provide for a higher degree of pedestrian access to both the MARC station and more frequent bus service. It will be important to support the higher densities with improvements to pedestrian connectivity and access as well as enhancements to the street grid that provide drivers with alternative routes for moving both within and through Kensington.

Master Planned Street Network

The Kensington Sector Plan recommends a street network that includes major highways, arterials, business streets, and primary residential streets. Section 49-31 of the County Code defines the functional classification system for roadways, including:

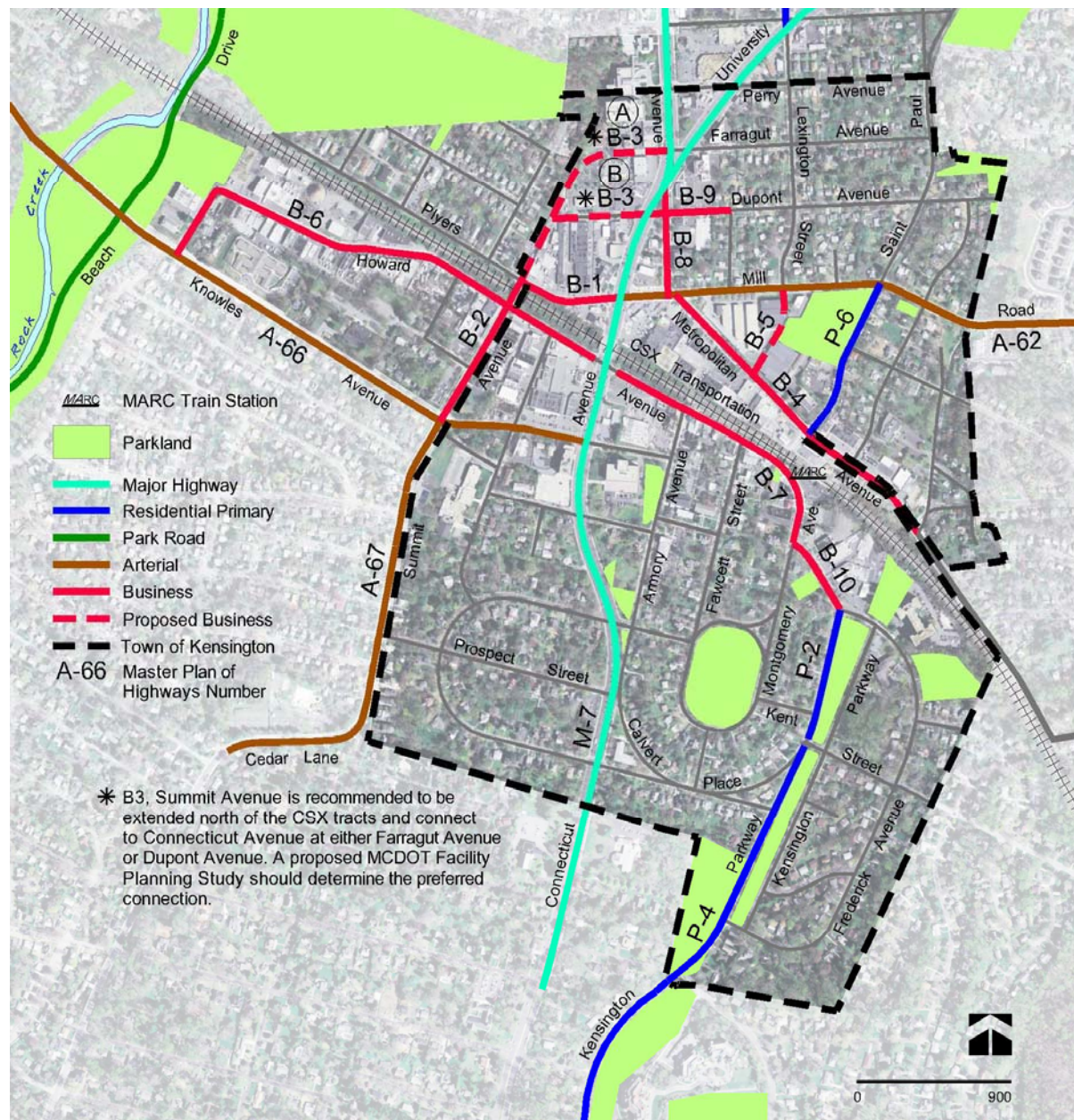
- A Major Highway is a road meant nearly exclusively for through movement of vehicles at a moderate speed. Access must be primarily from grade-separated interchanges and at-grade intersections with public roads, although driveway access is acceptable in urban and denser suburban settings [subject to approval by the Maryland State Highway Administration, Engineering Access Permits Division].
- An Arterial is a road meant primarily for through movement of vehicles at a moderate speed, although some access to abutting property is expected.
- A Business District Street is a road meant for circulation in commercial and mixed-use zones.
- A Primary Residential Street is a road meant primarily for circulation in residential zones, although some through traffic is expected.

- The proposed Kensington Sector Plan takes into consideration the County’s Road Code (Chapter 49) developed in 2006 and its design standards (Executive Regulation 31-08) developed in 2007 and 2008. The design standards provide context-sensitive solutions—street designs that reflect and complement the planned adjacent land uses with standards appropriate for rural, suburban, and urban areas

The Town of Kensington, however, has jurisdiction over its own roadways independent of the County. This Plan recommends roadway design based on the County standards for uniformity and continuity. It applies the narrower urban cross sections and lower target speeds from the County’s Road Code, which are more consistent with the context and town character of Kensington—both now and in the future.

The business street system is intended to be a slow-speed (30 mile per hour target speed or lower) environment consistent with other aspects of both the public and private realms designed to reinforce pedestrian scale and connectivity. Particular emphasis should be placed on curb extensions at crosswalks to further reduce pedestrian exposure to vehicular traffic and on pedestrian activated signals in appropriate mid-block locations that improve connections to high density land uses and give priority to pedestrian safety and flow. As a rule, MCDOT does not use mid-block pedestrian crossings, but they should be considered here.

Map 6 Kensington Street Network



The Plan’s key recommendations for the street network are summarized below.

Connecticut Avenue

Connecticut Avenue (MD 185) is the primary north-south roadway in the Plan area. The average annual daily traffic is around 56,000 vehicles. There are three travel lanes in each direction. Left turns lanes are provided at each major intersection. South of the railroad tracks, the existing right-of-way varies between 95 and 105 feet. North of the railroad tracks, the right-of-way is wider and varies between 100 and 130 feet. According to the 2009 Highway Mobility Report, Connecticut Avenue’s intersection with Plyers Mill Road is the fourth most congested intersection in the County with a critical lane volume (CLV) of 1,825 during the evening peak hour.

The CLV standard for the Kensington/Wheaton Policy Area is 1,600, so the existing volume is 114 percent of the standard. The congestion is due in large part to the heavy volume of northbound vehicles on Connecticut Avenue during the evening peak hour. Virtually all northeast to southwest traffic (either within or traveling through Kensington) must pass through this intersection. The lack of alternative routing creates a chokepoint in the heart of the Town.

The Plan recommends that the congestion at the intersection be addressed by:

- enhancing the grid to provide north-south options and thereby disperse traffic
- studying (and introducing) signalization that will improve pedestrian and pedestrian access and mobility
- considering operational improvements such as dynamic lane assignment and expansion of turn prohibitions.

The LATR analysis conducted for the Kensington Sector Plan indicates a year 2030 CLV for the Plan's proposed 2030 land use of 1,937 at the intersection with Plyers Mill Road, if Summit Avenue were extended (as discussed below) and improved to accommodate a dedicated left turn from Plyers Mill Road onto Connecticut Avenue northbound. This resulting CLV is still above the existing LATR standard of 1,600. The congestion would be worse if Summit Avenue were not extended.

This congestion could be further mitigated with dynamic lane assignment during the weekday evening peak hour. The staff's initial review of the impact of converting the southbound through lane on Connecticut Avenue to an eastbound left turn lane suggests that this operational improvement offers the potential to further reduce the CLV to 1,707 or slightly above the current 1,600 standard. This reduction is accomplished by reducing the time for the southbound left turn phase from Connecticut Avenue to eastbound Plyers Mill Road and allocating additional time to northbound Connecticut Avenue traffic.

Connecticut Avenue's intersection with Knowles Avenue is nearing the congested standard in the morning with a CLV of 1,433. A similar morning peak hour CLV of 1,335 has been recorded for the intersection with University Boulevard.

A December 2008 Maryland State Highway Administration (SHA) study generally confirmed these traffic conditions while also noting:

- The primary traffic flow contributing to congestion is the eastbound lane via Knowles Avenue to northbound Connecticut Avenue in the evening peak period.
- The intersection of Connecticut Avenue and Knowles Avenue operates at an acceptable level because of the triple left turn lanes onto northbound Connecticut Avenue—and is one reason few drivers use Summit Avenue to go northbound on Connecticut Avenue in the weekday evening peak hour.
- The limited left turn storage available on Plyers Mill Road (eastbound to northbound Connecticut Avenue), along with the two lane railroad bridge on Summit Avenue causes additional traffic to use Knowles Avenue to reach Connecticut Avenue and then travel northbound (in the evening) through the intersection of Connecticut Avenue and Plyers Mills Road.

The Plan therefore recommends the following improvements to Connecticut Avenue.

- Provide a minimum 120-foot right-of-way to accommodate three travel lanes, on-road bike lanes, a planted median where a dedicated storage for vehicles turning left from Connecticut Avenue isn't needed, and minimum five-foot wide landscape panels to separate the sidewalk from the travel/bike lane.
- Mitigate the congestion at Plyers Mill Road by extending Summit Avenue to Farragut Avenue (see discussion below). A study of its feasibility and design would be required before implementation.
- Examine the feasibility of introducing dynamic lane assignment at the intersection with Plyers Mill Road through an SHA study.
- Provide a sidewalk along the west side of Connecticut Avenue south of Washington Street.
- Provide an eight-foot wide sidewalk on the east side of the Connecticut Avenue bridge over the CSX railroad tracks and a 12-foot wide shared use path on the west side of the of the bridge.
- Provide an eight-foot wide shared use path along the west side of Connecticut Avenue between Perry Avenue and Howard Avenue.
- Modify the lane striping along Connecticut Avenue, University Boulevard, and Summit Avenue to be consistent with the Maryland Manual on Uniform Traffic Control Devices. Do not extend normal striping through unsignalized intersections. Instead, use pavement marking that conveys the pedestrian's right-of-way to the driver. SHA should also identify appropriate locations for pedestrian actuated stop signals.

Bike and pedestrian facilities are discussed below.

Summit Avenue Extended

The Plan recommends extending Summit Avenue as a Business District Street with a 60-foot right-of-way and two travel lanes from Plyers Mill Road to Connecticut Avenue—Alterntavie A via Farragut Avenue or LAterntiavie B via Dupont Avenue. Extending Summit Avenue is recommended to:

- provide an alternative to Connecticut Avenue for local or shorter trips thereby relieving congestion at the intersection of Connecticut Avenue and Plyers Mill Road.
- further enhance vehicular, pedestrian, and bicycle connections across the railroad tracks.

In addition to extending Summit Avenue, the following improvements are recommended:

- Provide eight-foot sidewalks on the Summit Avenue bridge when the bridge is reconstructed.
- Revise the lane striping along Summit Avenue to conform with the Maryland Manual on Uniform Traffic Control Devices to better guide drivers at un-signalized intersections in urban areas.
- Designate Summit Avenue from Howard Avenue to Knowles Avenue as a Business District Street with a 70-foot right-of-way.

The design, location, and operation of Summit Avenue’s ultimate connection with Connecticut Avenue (via either Farragut Avenue or Dupont Avenue) will need to be studied before the improvement is programmed for construction. The study should also examine any potential of, and impact upon, other adjacent streets (e.g., Concord Street and Metropolitan Avenue). The eventual extension of Summit Avenue should be viewed as central to the overall effort to improve street connectivity.

Howard Avenue

West of Connecticut Avenue, the Plan designates Howard Avenue as a Business District Street with a 60-foot right-of-way with a design focus on pedestrian amenities to foster and complement the street activation that will result from the higher densities and mixed uses—especially near Connecticut Avenue.

The crossing of Connecticut Avenue should be given particular priority. At a minimum, it should feature a wide, well marked crosswalk. Consideration should also be given to a pedestrian activated crossing signal when Howard Avenue is improved and redevelopment occurs in the area adjacent to and near the intersection with Connecticut Avenue. The Plan also recommends an SHA signal warrant study.

East of Connecticut Avenue, the plan designates Howard Street as a Business District Street with a 70-foot right-of-way.

Lexington Street

The Plan recommends extending Lexington Street south to Metropolitan Avenue as a Business District Street with a 60-foot right-of-way. This section would be composed of one northbound-only travel lane intended to provide an alternative for westbound traffic on Plyers Mill to avoid the Metropolitan Avenue intersection.

Bicycle and Pedestrian System

Bicycle-Pedestrian Priority Area

As part of the Action Plan of the County Executive’s 2008 Pedestrian Safety Initiative, the Planning Department agreed to consider designating areas as Bicycle-Pedestrian Priority Areas in master and sector plans. The designation of such areas was permitted under State Law as part of the Access 2000 legislation passed in 1995. No areas have yet been officially designated but both the proposed (2009) Germantown Master Plan and White Flint Sector Plan include such areas. Designation in Kensington would require the State to prioritize pedestrian and bicycle improvements in the area. The State must agree with the designation.

Montgomery County recently made changes to the Road Code in an effort to make our roads more pedestrian- and bicycle-friendly. The areas with the greatest concentration of pedestrians and bicyclists were designated as Urban. The Road Code applies only to County-maintained roads; Kensington was not designated as Urban because the Town and State maintain all the roads in the Town, which comprises most of the Sector Plan area.

Given the above, consideration of designating the Kensington Sector Plan area as a Bicycle Pedestrian Priority Area would be consistent with the Plan recommendations as a means of ensuring that appropriate pedestrian and bicycle accommodation is provided. Designation could provide a measure of consistency in an improved environment for bicyclists and pedestrians in both the majority of the Sector Plan area that is in the Town, as well as the small area outside the Town's boundaries. Designation of the Sector Plan area as a Bicycle-Pedestrian Priority Area would also support the Planning's Board's recommendations for bicycle-pedestrian improvements when commenting on the Mandatory Referral of projects on State highways within this area.

General Observations

The Town of Kensington has two types of street grids. South of the railroad tracks is a curvilinear grid that has good internal connections but fewer external connections. North of the tracks is a more standard rectangular grid. Both provide generally good pedestrian and bicyclist circulation.

There are three other small areas in the Plan boundaries:

- an area that extends the grid to the north
- the Ken-Gar neighborhood, which has pedestrian connections to Plyers Mill Road, Perry Avenue, and Rock Creek Trail
- the industrial area south of the tracks and west of Summit Avenue that has almost no cross streets.

The CSX tracks pose a significant barrier to pedestrian and bicyclist movement north and south. There are only three connections between the north and south sections of the Town—Summit Avenue, Connecticut Avenue, and the at-grade track crossing at Kensington Station. The first two are barely adequate; the at-grade track crossings are hazardous. The nearest crossings of the tracks outside the Plan area are Rock Creek Trail, almost a half-mile west of Summit Avenue, and Stoneybrook Drive, about 2/3 of a mile east.

In addition to the physical problems associated with crossing the CSX tracks, pedestrian accommodation along and across the major roads also needs improvement. A crosswalk was recently installed on Connecticut Avenue at Washington Street between the bus stops following a fatal pedestrian collision. Pedestrians have the right-of-way to cross at unsignalized intersections, i.e. drivers must stop for them, but the existing lane striping on Connecticut Avenue, University Boulevard, and Summit Avenue extends through un-signalized intersections, obscuring the intent of the law and adversely affecting pedestrian safety. This striping treatment is counter to the guidance in the Maryland Manual on Uniform Traffic Control Devices, which establishes national standards for signing and striping.

Intersection widening should be minimized to avoid adverse impacts on pedestrians and bicyclists. Traffic improvements should instead be achieved by adding to the grid network of streets and by creative operational improvements such as dynamic lane signalization on Connecticut Avenue.

Sidewalks along the major roads are generally located at the curbline, which places pedestrians in an undesirable location next to running traffic. In the two- to three-foot-wide area next to the curb, pedestrians can be struck by overhanging rear-view mirrors. Also, snow plowed from these wide roads can block the entire sidewalk, making it impassable for the handicapped and forcing pedestrians to walk in the roadway.

The bicycle network in Kensington, as recommended in the Countywide Bikeways Functional Master Plan (CBFMP), is a network of signed shared bikeways on lower-speed residential streets.

SHA's Bicycle Pedestrian Guidelines recommend bike lanes be provided on State highways with high speeds or high volumes. The State highways within the Plan boundaries, with approximate annual average daily traffic volumes (AADT) include:

- Connecticut Avenue (MD185): 56,000 AADT
- University Boulevard (MD193): 22,000 AADT
- Plyers Mill Road/Metropolitan Avenue (MD192): 9,200 AADT
- Knowles Avenue (MD547): 10,000 AADT

However, all of the State highways in Kensington are low-speed.

The traffic volumes on Connecticut Avenue and University Boulevard are high enough to warrant bike lanes, but the CBFMP does not show bike routes on either road, except for a short segment of shared use path between Plyers Mill Road and Howard Avenue on the east side of Connecticut Avenue. The existing curb-to-curb width on Connecticut Avenue and University Boulevard is 82 to 85 feet and their recommended rights-of-way is 120 feet. The difference between existing and the Sector-planned right-of-way is sufficient to provide on-road bike lanes and landscaped panels with street trees to separate sidewalks from the curb.

Lighting

Section 2-602 of the Annotated Code of Maryland states "Access to and use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycle riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of transportation facilities."

Best engineering practices includes the provision of continuous lighting along roadways, sidewalks, and bicycle facilities in urban areas, such as Kensington.

Pedestrian Recommendations

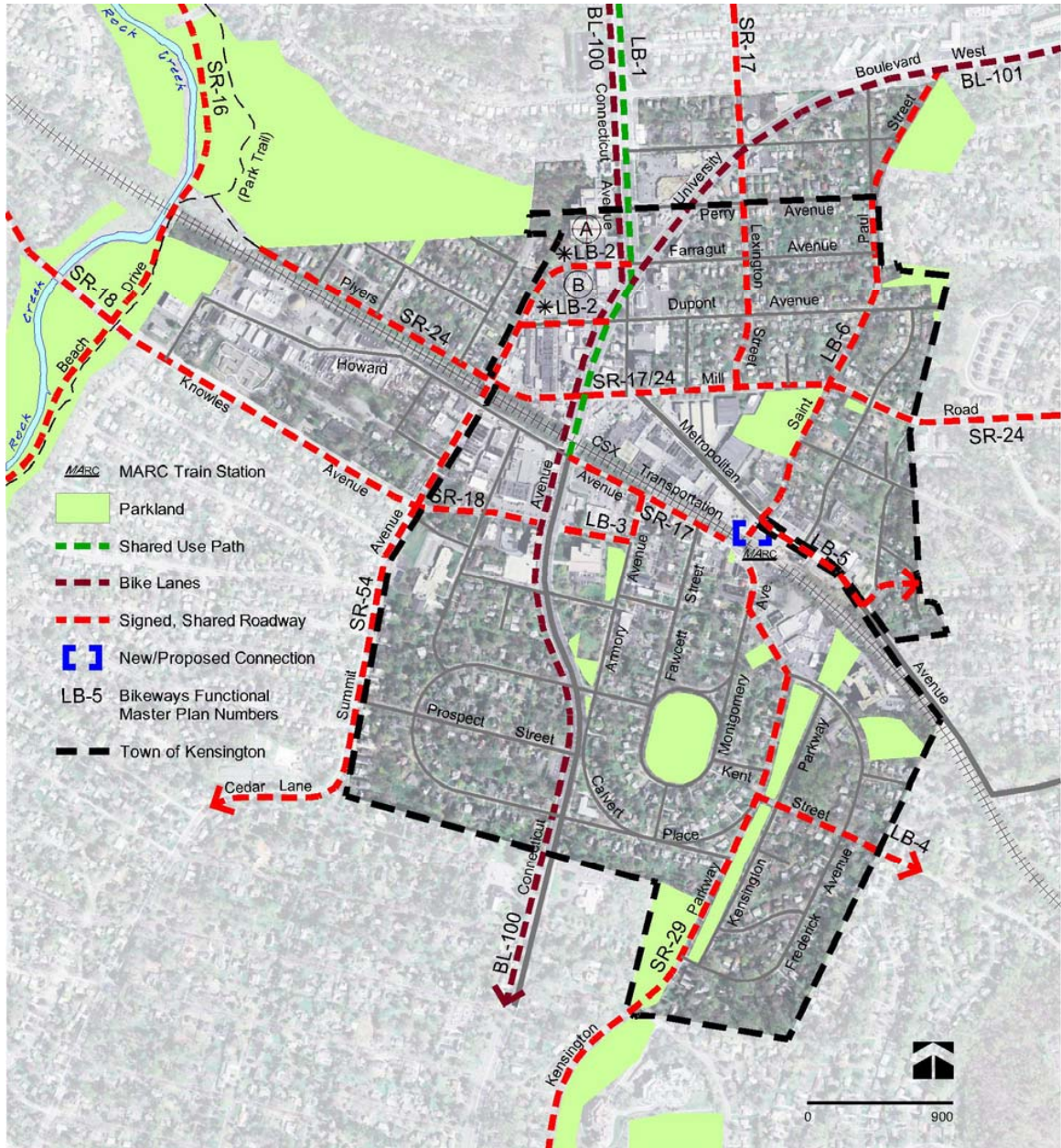
Specific concepts consistent with the Plan recommendations for improving pedestrian connectivity include the following.

Reconstruct sidewalks along major roads to have a five-foot-wide minimum landscaped panel with street trees between the curb and sidewalk or shared use path.

- Provide a sidewalk along the west side of Connecticut Avenue south of Washington Street.
- Identify safe, ADA-compliant crossings for each bus stop and consider the installation of crosswalks.
- Evaluate the adequacy of street lighting at all intersections, particularly at bus stops at or near un-signalized intersections.
- Revise the lane striping along Connecticut Avenue, University Boulevard, and Summit Avenue to be in conformance with the Maryland Manual on Uniform Traffic Control Devices, which recommends that a different pattern be used in special cases where additional guidance is needed for drivers.

- Provide eight-foot-wide sidewalks on the Summit Avenue Bridge over the CSX tracks when the bridge is reconstructed.
- Provide a pedestrian path along the southern boundary of the HOC headquarters to improve pedestrian connectivity between Summit Avenue and Detrick Avenue because no other route exists along the east side of Summit Avenue in the quarter-mile distance between Mitchell and Prospect Streets.
- Provide an eight-foot-wide sidewalk on the east side of the Connecticut Avenue Bridge over the CSX tracks and a twelve-foot-wide shared use path on the west side of the bridge.
- Provide a twelve-foot-wide (minimum) grade-separated crossing under the tracks to the east of the existing at-grade CSX track crossing at Kensington Station, generally in line with Wheatley Street.
- Make all intersections of Connecticut Avenue and University Boulevard with public streets ADA-compliant and provide pedestrian refuges in the median where the crossing distance exceeds sixty feet. Provide median pedestrian refuges at all intersections with divided roadways, including 'T' intersections. Where safe crossings cannot be provided, post signs prohibiting the crossing and directing pedestrians to the nearest safe crossing.
- The pedestrian crossing of the eastbound lanes of University Boulevard at Farragut Avenue is immediately north of a driveway to a property which has another driveway on University 200 feet away. The northern driveway should be closed improve the safety of this crosswalk and to allow its relocation about 25 feet south to achieve a safer crossing of University Boulevard.
- Provide continuous lighting along the Major Highways and Arterials and at intersections to meet AASHTO standards.

Map 7 Kensington Bicycle Network



The bicycle and pedestrian system recommendations for Kensington will be implemented through a combination of land use and zoning policies, local street network implementation, and pedestrian access and safety improvements

Pedestrian and Bicyclist Access and Safety

Pedestrian and bicyclist access and safety in the Kensington area will be pursued through several initiatives, including:

- design standards to implement the County's Road Code
- design guidelines for private sector development in the Plan area
- zoning requirements for bicycle parking and other amenities
- engineering, education, and enforcement programs under the County Executive's Pedestrian Safety Initiative.

In 2007, the County Council adopted several amendments to Chapter 49 of the County Code concerning streets and roads to improve pedestrian and bicycle accommodation, stormwater management, and context-sensitive design. In December 2008, the Council approved Executive Regulation 31-08 AM, Context Sensitive Road Design Standards, which specify certain design standards and processes for implementing the revised road construction code, most notably typical cross section standards, required stormwater management criteria for capturing runoff within the right-of-way, and considerations for establishing target speeds and street tree placement. Continued effort is needed to complete the Road Code's range of street design and intersection design standards that will promote pedestrian and bicyclist access and safety.

The Planning Board will adopt design guidelines for the Plan area that will guide development to improve pedestrian access, comfort and safety, including:

- building orientation to maximize pedestrian accessibility
- street tree planting
- design treatments for sidewalks and driveways
- street lighting
- signing and marking.

The Plan proposes the CR Zone for much of the Kensington area. This zone is designed to facilitate pedestrian use, access and safety by requiring:

- pedestrian-oriented activity at street level with uses such as storefront retail and restaurants
- safety-oriented environmental design including clearly marked sidewalks and crosswalks
- street trees providing canopy and landscaping on all streets, including street furniture such as benches, trash receptacles, and planters
- continuous, direct, and convenient connections to transit stations for pedestrians and bicyclists.

As public and private sector projects are implemented, all agencies need to elevate pedestrian and bicycle access and safety considerations in their review of design and operational elements, including:

- maximum curb radii of 30 feet
- signal timing should be evaluated periodically to insure that pedestrians are adequately accommodated
- maximum crosswalk lengths of 60 feet between pedestrian refuges
- accessible bus stop locations at or near marked crosswalks
- signing and marking per the Maryland Manual on Uniform Traffic Control Devices, including marked crosswalks at all approaches to signalized intersections and elimination of lane markings across unsignalized intersections

- street lighting designed to improve the visibility of pedestrians at levels specified by the Illuminating Engineering Society of North America
- design of mixed-use streets and pedestrian walkways and alleys using Crime Prevention Through Environmental Design criteria.

Transportation-Land Use Balance

The Kensington Sector Plan transportation analyses reflect the procedural guidance established by the County Council’s Growth Policy.

Measures of Effectiveness

The analysis of plan development and potential impact upon the transportation network considers three levels of transportation analysis:

- an area wide mobility analysis that indicates the degree to which any particular local land use and transportation scenario provides an appropriate balance between land use and transportation network per current County policies.
- an intersection congestion analysis that indicates the degree to which the Plan's land use and transportation network affects congestion hot-spots within the Kensington area
- a cordon line analysis demonstrating the relative amount of through traffic vs. local traffic.

The first two measures are elements of the County’s Growth Policy, called Policy Area Mobility Review (PAMR) and Local Area Transportation Review (LATR), summarized below. Detailed background information on these two analyses as applied under current policy is available on the Department’s website, www.MontgomeryPlanning.org.

Policy Area Mobility Review

Since the early 1980s, every master plan has considered the balance between land use and transportation using an assessment of area wide conditions forecast for the plan’s end-state conditions. PAMR is the current measure of area wide transportation adequacy, introduced into the County Growth Policy in 2007. It is similar in nature to the Policy Area Transportation Review measure that was an element of the Growth Policy from 1982 to 2003.

PAMR is used to implement the Adequate Public Facilities Ordinance (APFO) to forecast conditions by considering the County’s pipeline of approved development and near-term transportation system improvements for which funding is committed during the next four years.

PAMR continues the County’s long-standing policy that higher levels of roadway congestion are appropriate in areas with higher quality transit service. This provides multi-modal equity across the County and promotes the development of pedestrian-oriented, rather than auto-oriented, improvements in Metro Station Policy Areas.

Through PAMR, the County Council has established transit and arterial level of service (LOS) standards for each policy area by considering area wide adequacy on two scales relative transit mobility and relative arterial mobility.

Relative transit mobility is based on the Transit/Auto Travel Time level of service concept in the Transportation Research Board's 2003 Transit Capacity and Quality of Service Manual published by the. It is defined as the relative speed by which journey to work trips can be made by transit, as opposed to by auto. This concept assigns letter grades to various levels of transit service, so that LOS A conditions exist for transit when a trip can be made more quickly by transit (including walk-access/drive-access and wait times) than by single-occupant auto. This LOS A condition exists in the Washington region for certain rail transit trips with short walk times at both ends of the trip and some bus trips in HOV corridors. LOS F conditions exist when a trip takes more than an hour longer to make by transit than by single-occupant auto.

Relative arterial mobility measures congestion on the County's arterial roadway network based on the urban street delay level of service in the Transportation Research Board's 2000 Highway Capacity Manual. It measures congestion by comparing modeled congested speeds to free-flow speeds on arterial roadways. It then assigns letter grades to the various levels of roadway congestion, with letter A assigned to the best levels of service and letter F assigned to the worst levels of service. For a trip along an urban street that has a free-flow speed (generally akin to posted speed) of 40 miles per hour, LOS A conditions exist when the actual travel speed is at least 34 miles per hour, including delays experienced at traffic signals. At the other end of the spectrum, LOS F conditions exist when the actual travel speed is below 10 miles per hour.

The Kensington Sector Plan area is located within the Kensington/Wheaton Policy Area. Table 6 shows the forecast Policy Area Mobility Review conditions for all Policy Areas in the County for 2030 assuming the Plan's "high" scenario. Figure 7 summarizes the supporting travel data, including vehicle miles of travel (VMT) and vehicle hours of travel (VHT) for both free-flow and congested conditions. Given the assumptions of the "high" scenario, the Kensington/Wheaton Policy Area is forecast to operate at:

- Relative Transit Mobility of 85 percent (LOS E – between 75 and 100 percent)
- Relative Arterial Mobility of 42 percent (LOS D – between 40 and 55 percent).

The current Growth Policy requires that all Policy Areas have a relative arterial mobility of at least 40 percent, or LOS D conditions, regardless of the level of transit service provided. The PAMR results meet this threshold and from a policy perspective, the Plan can be considered to be in balance.

Table 6 2030 PAMR Forecast—Kensington

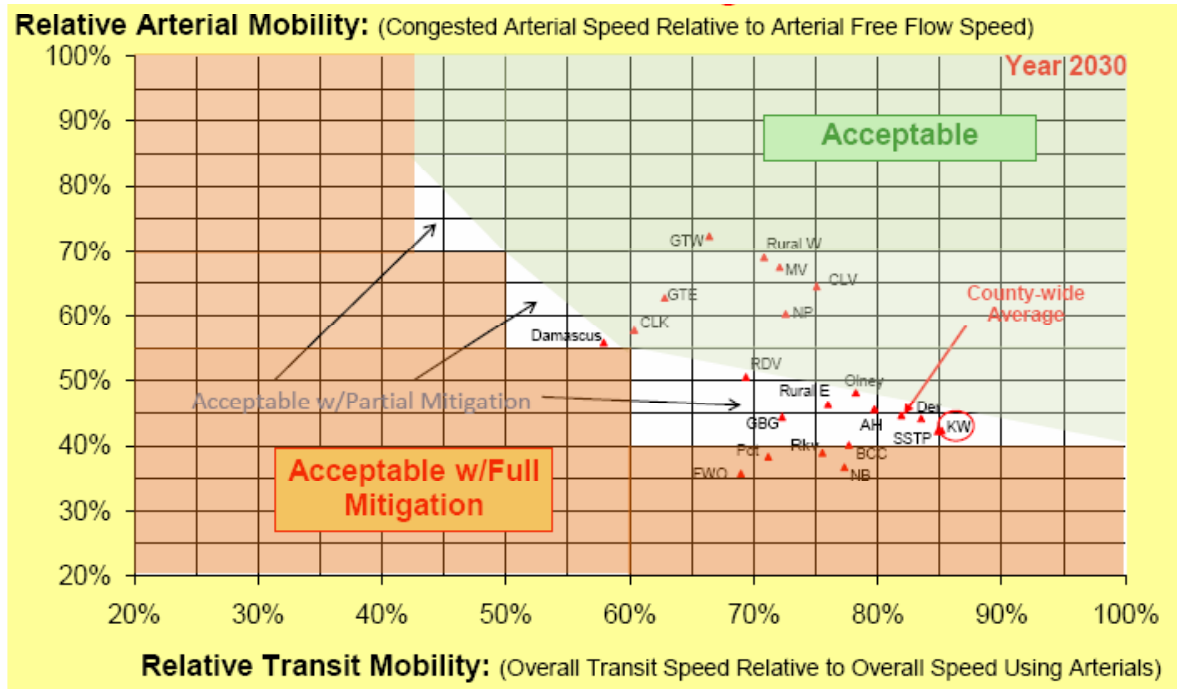


Table 7 Policy Area Mobility Review—2030

Derivation of Year 2030 PAMR Results by Policy Area - Kensington Sector Plan

Policy Area	Relative Arterial Mobility					Relative Transit Mobility			
	VMT	VHT (free-flow)	VHT (congested)	Free-Flow Speeds	Congested Speeds	Relative Arterial Mobility	Average Arterial Travel Time	Average Transit Travel Time	Relative Transit Mobility
Aspen Hill	192,405	5,874	12,882	32.8	14.9	46%	41.2	51.7	80%
Bethesda/Chevy Chase	399,731	15,688	39,110	25.5	10.2	40%	30.9	39.8	78%
Clarksburg	110,128	3,673	6,359	30.0	17.3	58%	38.1	63.2	60%
Cloverly	98,412	2,442	3,782	40.3	26.0	65%	44.1	58.8	75%
Damascus	92,166	2,284	4,093	40.4	22.5	56%	48.1	83.0	58%
Derwood/Shady Grove	142,859	5,086	11,518	28.1	12.4	44%	37.8	45.3	83%
Fairland/White Oak	389,527	10,282	28,736	37.9	13.6	36%	39.9	57.8	69%
Gaithersburg City	235,077	8,387	18,902	28.0	12.4	44%	35.1	48.6	72%
Germantown East	107,695	3,641	5,797	29.6	18.6	63%	36.8	58.5	63%
Germantown West	149,752	4,905	6,776	30.5	22.1	72%	37.3	56.1	66%
Kensington/Wheaton	478,759	15,069	35,598	31.8	13.4	42%	37.2	43.7	85%
Montgomery Village/Airpark	146,004	4,837	7,165	30.2	20.4	68%	41.6	57.7	72%
North Bethesda	235,117	11,282	30,693	22.6	8.3	37%	29.2	37.7	77%
North Potomac	65,971	2,364	3,919	27.9	16.8	60%	40.8	56.3	72%
Olney	170,857	4,844	10,047	35.3	17.0	48%	47.4	60.6	78%
Potomac	204,413	6,132	15,988	33.3	12.8	38%	38.4	53.9	71%
R & D Village	66,569	2,958	5,847	22.5	11.4	51%	32.0	46.1	69%
Rockville City	277,881	12,025	30,870	23.1	9.0	39%	31.9	42.3	75%
Silver Spring/Takoma Park	277,475	10,616	25,145	26.1	11.0	42%	33.3	39.3	85%
Rural East	612,620	15,620	33,717	39.2	18.2	46%	47.1	62.0	76%
Rural West	244,374	6,640	9,618	36.8	25.4	69%	47.8	67.4	71%
Montgomery County Total	4,717,792	154,649	346,562	30.5	13.6	45%	37.9	46.3	82%

Relative Arterial Mobility measures total PM Peak Period vehicular travel on arterial roadways within each policy area
 Relative Transit Mobility measures AM Peak Period travel times for journey-to-work trips originating within each policy area
 VMT = Vehicle Miles of Travel
 VHT = Vehicle Hours of Travel

The assessment of Policy Area conditions in Tables 6 and 7 reflect the upper bound of the demographic scenarios tested for Kensington in combination with Round 7.1 demographic forecasts for all other areas in the Washington metropolitan region. Therefore, while the exhibits are appropriately labeled with a horizon year of 2030, staff does not expect that the full plan yield for any of the Policy Areas will be achieved by the year 2030.

The Plan also recognizes Kensington’s proximity to White Flint and the Wheaton CBD. For that reason, an additional 22,000 employees and 8,000 households above the 2030 Round 7.1 Cooperative Forecast were assumed for future development located within the White Flint Sector Plan area—reflecting the Plan’s land use recommendations. When this Plan and Appendix were written, the Wheaton CBD Plan was not as far along as White Flint. As a result, future development in the Wheaton area reflected the 2030 Round 7.1 Cooperative Forecast. The difference in trips generated within the Plan area is compared later in this Appendix and shown in Table 11.

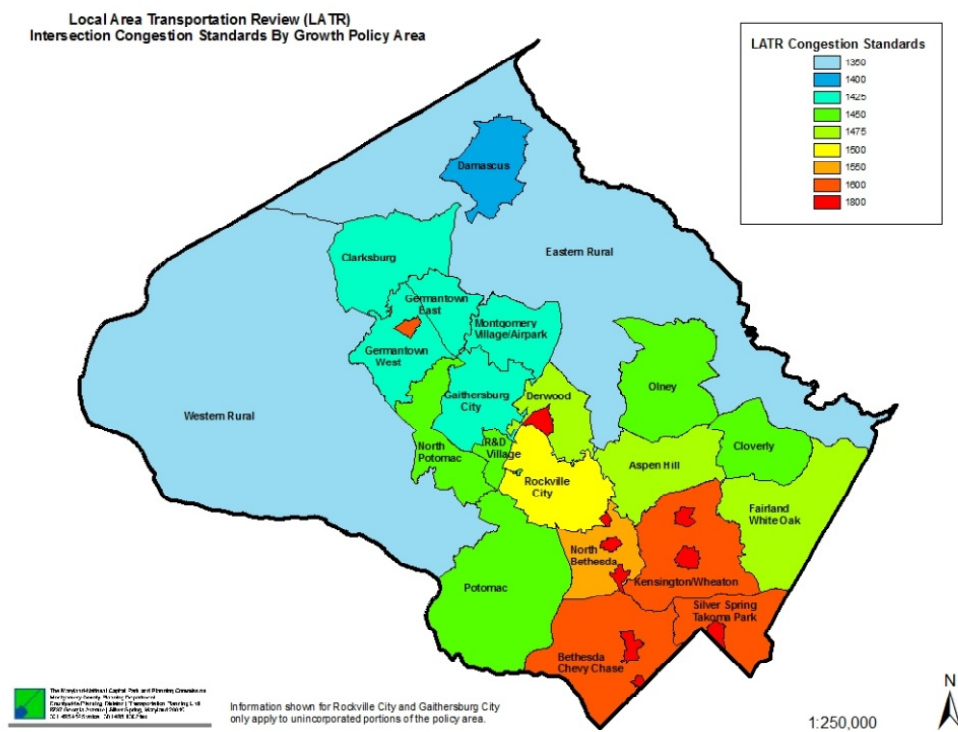
Local Area Transportation Review (LATR)

The Kensington Sector Plan supports redevelopment into a transit-oriented community with an emphasis on pedestrian accessibility, connectivity, and safety.

The intersection analysis conducted as part of the Plan applies the Critical Lane Volume (CLV) methodology from the Planning Department’s Local Area Transportation Review (LATR) guidelines. The CLV values are converted to a volume-to-capacity measurement, or V/C ratio, by dividing the current or forecasted CLV values by the applicable congestion standard.

As shown in Map 8, the County’s Growth Policy establishes acceptable levels of congestion for different policy areas based on the degree to which alternative modes of transportation are available. In rural policy areas, where few alternatives to auto transport exist, the congestion standard is 1,350 CLV (which equates to the middle range of LOS D). In Metro Station Policy Areas, where multiple alternatives to auto transport are provided, the congestion standard is 1,800. Currently, intersections in the Kensington area as part of the Wheaton/Kensington Policy Area have a congestion standard of 1,600 CLV.

Map 8 Intersection Congestion Standards by Policy Area



Map 8 and Table 9 summarize the congested intersections under both existing conditions and the land use scenario tested for the draft Plan. Findings follow.

- While not reflected in the table, the intersection of Connecticut Avenue and Plyers Mill Road is the fourth most congested in the County with a current CLV of 1,875—above the Policy Area standard of 1,600.
- The intersection of Connecticut Avenue and Plyers Mill Road would experience an estimated CLV of 1,937 in 2030 if Summit Avenue were to be extended. The CLV without the extension is estimated to be over 2,200.

- The introduction of dynamic lane assignment in the evening peak period—along with the extension of Summit Avenue—could potentially reduce the CLV to an estimated 1,707—slightly below the existing level.

Table 8 Intersection Analysis with Summit Avenue Extension

Node No.	Intersection Name	Existing			2030 LU, Existing Roads Without Summit Ave Extended			2030 LU, Existing Roads With Summit Ave Extended		
		AM	PM	V/C	AM	PM	V/C	AM	PM	V/C
171	Lexington St-Newport Rd/University Blvd	715	774	0.48	834	858	0.54	831	867	0.54
172	Connecticut Ave/University Blvd	1,335	974	0.83	1,508	1,137	0.94	1,355	1,012	0.85
173	Connecticut Ave/Plyers Mill Rd	1,304	1,825	1.14	1,737	2,240	1.40	1,591	1,937	1.21
174	Connecticut Ave/Knowles Ave	1,433	1,274	0.90	1,753	1,557	1.10	1,665	1,489	1.04
175	Summit Ave/Knowles Ave	1,167	1,005	0.73	1,412	1,393	0.88	1,355	1,405	0.88
674	Connecticut Ave/Perry Ave-Kaiser Permanente Drwy	1,191	1,022	0.74	1,401	1,172	0.88	1,411	1,330	0.88
720	Plyers Mill Rd/Concord ST-Metropolitan Ave	687	866	0.54	893	1,265	0.79	1,193	1,403	0.88
737	Connecticut Ave/Washington St	1,034	819	0.65	1,205	924	0.75	1,205	925	0.75
900	Connecticut Ave/Howard Ave	n/a	n/a	0.00	1,571	1,551	0.98	1,434	1,364	0.90

Table 9 Intersection Analysis with Summit Avenue Extension and Dynamic Lane Assignment at Connecticut Avenue Southbound to EB Plyers Mill Road

Node No.	Intersection Name	Existing			2030 LU, Existing Roads Without Summit Ave Extended			2030 LU, Existing Roads With Summit Ave Extended & Dynamic Lane Assignment		
		AM	PM	V/C	AM	PM	V/C	AM	PM	V/C
171	Lexington St-Newport Rd/University Blvd	715	774	0.48	834	858	0.54	831	867	0.54
172	Connecticut Ave/University Blvd	1,335	974	0.83	1,508	1,137	0.94	1,355	1,012	0.85
173	Connecticut Ave/Plyers Mill Rd	1,304	1,825	1.14	1,737	2,240	1.40	1,581	1,707	1.07
174	Connecticut Ave/Knowles Ave	1,433	1,274	0.90	1,753	1,557	1.10	1,665	1,489	1.04
175	Summit Ave/Knowles Ave	1,167	1,005	0.73	1,412	1,393	0.88	1,355	1,405	0.88
674	Connecticut Ave/Perry Ave-Kaiser Permanente Drwy	1,191	1,022	0.74	1,401	1,172	0.88	1,411	1,330	0.88
720	Plyers Mill Rd/Concord ST-Metropolitan Ave	687	866	0.54	893	1,265	0.79	1,193	1,403	0.88
737	Connecticut Ave/Washington St	1,034	819	0.65	1,205	924	0.75	1,205	925	0.75
900	Connecticut Ave/Howard Ave	n/a	n/a	0.00	1,571	1,551	0.98	1,434	1,364	0.90

Cordon Line Analysis

The cordon line analysis measures total traffic volumes entering or leaving an area.

Vehicular Traffic Volumes

Table 10 compares existing and forecast traffic volumes at the studied cordon line. In general, the cordon line serves as the boundary between the Kensington Plan area, where land uses are proposed to change as a result of this Plan, and elsewhere in the County, which is subject to other plans and/or is otherwise not forecast to change development densities from this Plan.

At the cordon line, the total traffic volume will increase by about 35 percent, from 132,000 vehicles per day to 177,000 vehicles per day. The heaviest volumes will occur on the Connecticut Avenue south of the Plan area, with more than 51,000 vehicles per day.

Table 10 Cordon Line Traffic Volumes

Location	ADT	AM Peak Hour		Total	PM Peak Hour		Total
		Inbound	Outbound		Inbound	Outbound	
121 CONNECTICUT N	36600	2592	656	3248	867	2103	2970
122 UNIVERSITY	19900	987	410	1397	690	1293	1983
123 PLYERS MILL	7000	356	159	515	261	410	671
124 METROPOLITAN	9200	224	522	746	508	314	822
125 KENSINGTON Pkwy	7100	200	400	600	400	200	600
126 CONNECTICUT S	40600	717	2736	3453	2112	1339	3451
127 SUMMIT	11200	263	664	927	715	257	972
128 KNOWLES	10200	516	324	840	447	447	894
TOTAL	131600	5855	5871	11726	6000	6363	12363

2030 Conditions - Scenario K - Peak Hour Totals

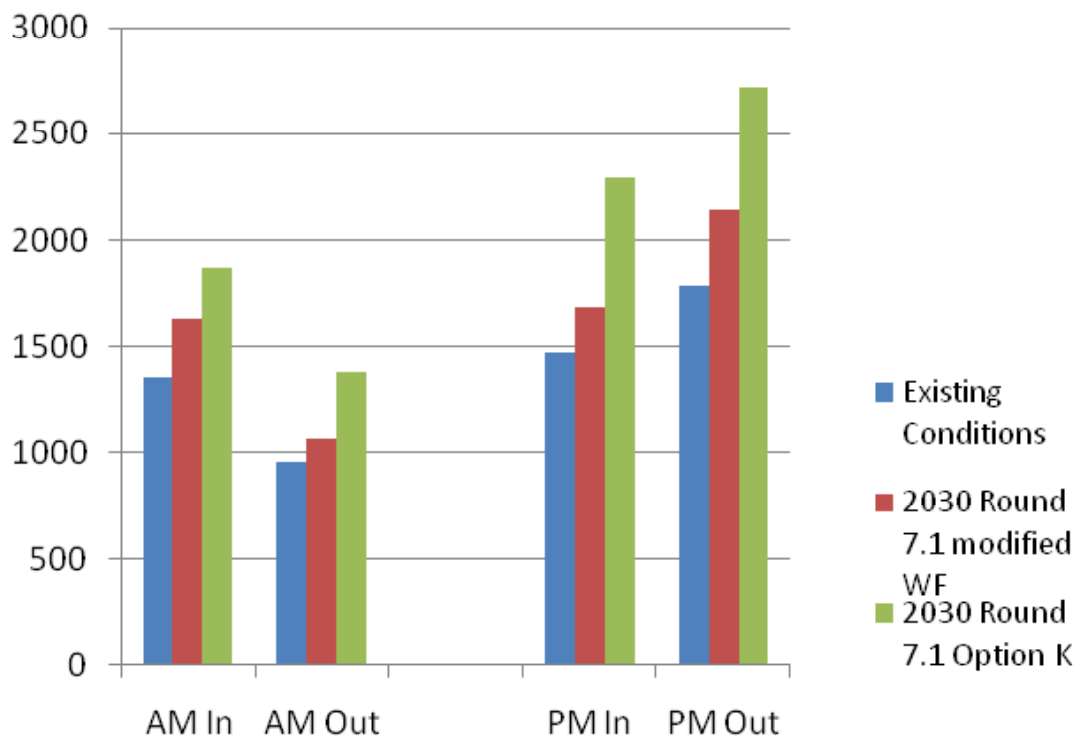
121 CONNECTICUT N	43200	2930	740	3670	1070	2600	3670
122 UNIVERSITY	28200	1690	700	2390	830	1560	2390
123 PLYERS MILL	7600	450	200	650	250	390	640
124 METROPOLITAN	13400	340	800	1140	700	440	1140
125 KENSINGTON Pkwy	7100	200	400	600	400	200	600
126 CONNECTICUT S	51500	910	3470	4380	2680	1700	4380
127 SUMMIT	15200	370	930	1300	950	340	1290
128 KNOWLES	11100	580	360	940	470	470	940
TOTAL	177300	7470	7600	15070	7350	7700	15050

The traffic volumes are highest during the evening peak hour when the total traffic entering or leaving Kensington is about 12,400 vehicles, of which about 30 percent is going to or from Kensington and about 70 percent is through traffic. Under the Plan’s recommended development scenario (Option K), the locally generated traffic would increase by about 50 percent and the through traffic would increase by about three percent. The relative lack of through traffic growth is influenced in part by the amount of development proposed for Kensington. As local development increases, the likelihood that someone living or working in White Flint or Wheaton would travel to Kensington, as opposed to through Kensington, also increases.

Draft Plan Trip Comparison

The Plan’s transportation infrastructure recommendations are based on a comparison of the peak hour trips generated within the Plan area under existing conditions, under 2030 Round 7.1 forecasts modified to reflect the proposed (2009) White Flint Plan’s recommendations, and under an Option K that reflects the Plan’s recommended development. The increase attributable to the proposed White Flint Plan is shown in Table 11.

Table 11 Draft Plan Trip Generation Comparison



Travel Demand Forecasting Process and Assumptions

The travel demand forecasting process uses three levels of analysis: a regional travel demand model, a cordon line analysis, and an intersection analysis.

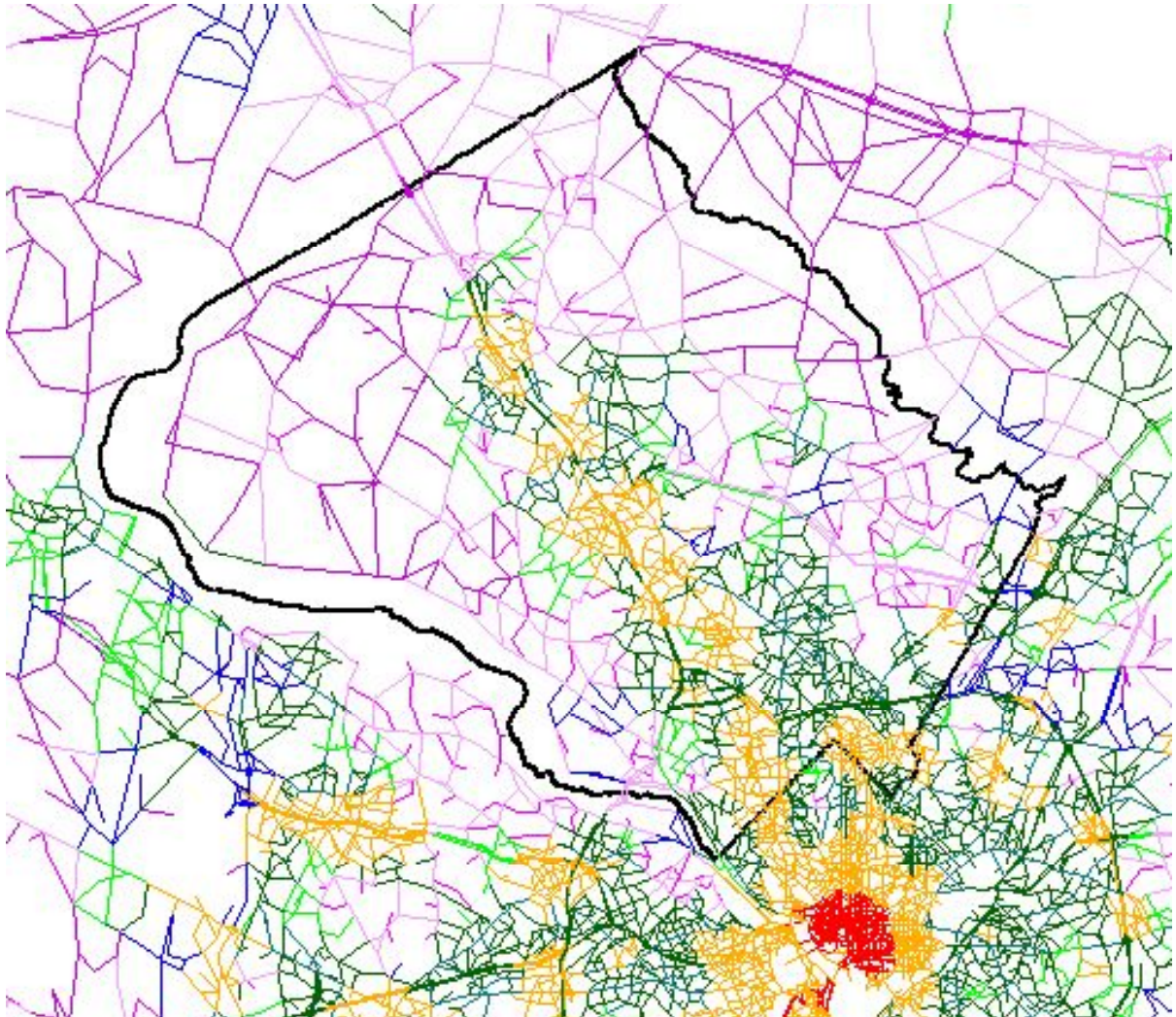
The Department’s regional travel demand forecasting model, TRAVEL/3, is used to develop forecast travel demand results for weekday travel and evening peak periods.

TRAVEL/3 is a four-step model, consisting of:

- trip generation: the number of person trips that are generated by given types and densities of land uses within each Transportation Analysis Zone (TAZ)
- trip distribution: how many person trips generated by each TAZ will travel to each of the other TAZs within the Washington metropolitan area
- mode split: which mode of travel the person trips will use, including single-occupant auto, multiple-occupant auto, transit, or a non-motorized mode such as walking or bicycling
- traffic assignment: the roadways that will be used for vehicular travel between TAZs.

The TRAVEL/3 model incorporates land use and transportation assumptions for the metropolitan Washington region, using the same algorithms as applied by the Metropolitan Washington Council of Governments (MWCOCG) for air quality conformity analysis. Figure 13 shows the relationship of Montgomery County in the regional travel demand network, featuring the coding of street network characteristics to reflect the general level of adjacent development density.

Map 9 Travel Forecasting Network



TRAVEL/3 provides system-level results that are used directly to obtain PAMR forecasts for the County's Policy Area Transportation Review. The system-level results are also used as inputs to the finer grain analytic tools described below.

The second level of analysis consists of post processing techniques applied to the TRAVEL/3 forecasts, as described in National Cooperative Highway Research Program Report 255. These techniques include refining the morning and evening peak hour forecasts to reflect a finer grain of land use and network assumptions than included in the regional model, such as the location of local streets and localized travel demand management assumptions. The NCHRP 255 analyses are used to produce the cordon line analyses.

The third level of analysis includes intersection congestion, using the Critical Lane Volume (CLV) methodology described in the Department's Policy Area Mobility Review/Local Area Transportation Review (PAMR/LATR).Guidelines

Travel/3 Forecasting Assumptions

The Kensington Sector Plan forecasts assumed the following background parameters:

- A 2030 horizon year. This is currently the most distant horizon year for which forecast land use and transportation network development is available.
- Regional growth per the MWCOG Cooperative Forecasting Process, using the most current round of Cooperative Forecasts.
- For the Washington region, the Round 7.1 forecasts include an increase from 3.0 million jobs and 1.9 million households in 2005 to 4.2 million jobs and 2.5 million households in 2030.
- For Montgomery County, the Round 7.1 forecasts include an increase from 500,000 employees and 347,000 households in 2005 to 670,000 employees and 441,300 households in 2030. An additional 22,000 employees and 8,000 households above the Round 7.1 forecast was assumed for development located within the White Flint Sector Plan area—reflecting that Plan’s current land use recommendations.
- Transportation improvements in the region’s Constrained Long Range Plan (CLRP), a fiscally constrained transportation network. Notable projects assumed to be in place for the buildout of the Kensington Plan include:
 - eliminating the WMATA turnback at Grosvenor
 - the Purple Line between Bethesda and Silver Spring
 - the Montrose Parkway East and the CSX grade separation
 - the Intercounty Connector
 - express toll lanes on I-270 from I-370 to the City of Frederick

Local Area Modeling Process and Assumptions

The Department’s Local Area Modeling (LAM) process uses NCHRP Report 255 techniques to both convert the TRAVEL/3 system level forecasts to intersection-level forecasts. The LAM process is then used as a pivot-point technique to reflect changes to the localized land use or transportation network, providing both cordon line and network analysis results.

The TRAVEL/3 model represents the Kensington Plan and surrounding Area as six TAZs. The Kensington LAM disaggregates the area within the plan overlapping these six TAZs into 10 subzones based on block groupings separated by major roads within the Plan area boundary.

The LAM process uses trip generation rates that are customized to reflect both existing conditions and future changes, considering both the land use types and changes in travel behavior. Figure 14 shows the trip generation rates used in the LAM

Table 12 Local Area Model Peak Hour Trip Generation Rates

Land Use	Units	AM	PM
Office (at 30% NADMS)	1000 Square Feet	1.50	1.50
Retail (at 30% NADMS)	1000 Square Feet	0.50	2.00
Industrial (at 30% NADMS)	1000 Square Feet	1.10	1.10
Other Commercial(at 30% NADMS)	1000 Square Feet	1.30	1.30

These trip generation rates reflect a combination of Local Area Transportation Review rates for development similar to that envisioned for Kensington and were calibrated to match the observed traffic counts, considering the amount of through traffic in the roadway network so that the LAM volumes at the network cordon line are within two percent of observed count data for both morning and evening peak hours.

The trip generation rates shown in Figure 14 are generally lower than those found in the Institute of Transportation Engineers (ITE) trip generation report, particularly for commercial land uses. The rates reflect the fact that ITE rates for most commercial locations do not have the transit availability and usage found in Kensington. The difference for residential uses is not quite as high because ITE multifamily trip generation rates do reflect the fact that most multifamily housing units have, almost by definition, sufficient density to support transit service. Finally, the retail trip generation rates in the Kensington zones also incorporate a discount for pass-by trips in which the primary origin and destination are elsewhere and for diverted trips that have an origin and destination elsewhere and during which drivers changes their primary routes.

Land Use Alternatives Tested

Table 13 shows the Kensington Policy Area land use alternatives considered for the LAM in the development of the Kensington Sector Plan.

Table 13 Kensington Policy Area Land Use Scenarios

Scenario	Commercial SF	DU
Existing	1.7m	950
1990 Plan–Low Scenario	2.1m	950
2009 Draft Plan Option K	2.5m	1,500

appendix 5: existing business conditions in the kensington study area



What is retail gap or opportunity analysis? It is a gross measure that shows, within a defined geography, the amount spent on retail merchandise and food services by consumers (residents) and the amount of sales reported by stores in that area. If demand (consumer spending) is greater than store sales, then there is a gap that suggests an opportunity for a new entrant into the market. A surplus, on the other hand, indicates that stores in the area could not only satisfy the needs of local residents, but draw consumers from outside the area.

Source: 2007 Claritas SiteReports

Briefing

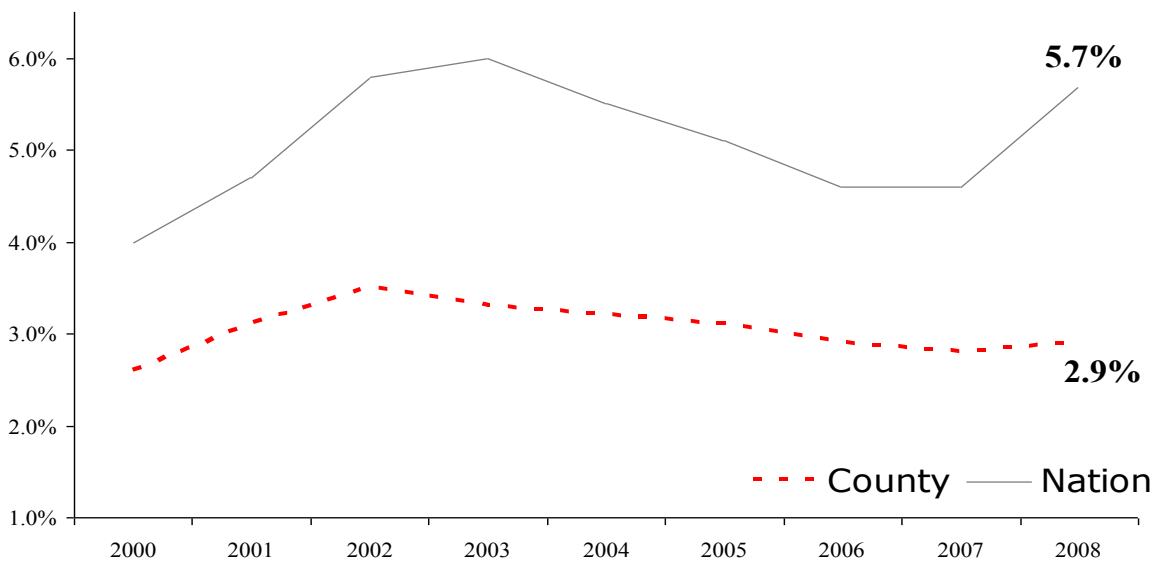
- Montgomery County economy
- Employment in zip code 20895 Kensington vicinity
 - Major Employers in Kensington Study Area
- Commercial space statistics for Kensington Study Area
 - Retail activity in Kensington Study Area

Uptick in region's inflation rate



County unemployment rate inches up since last year

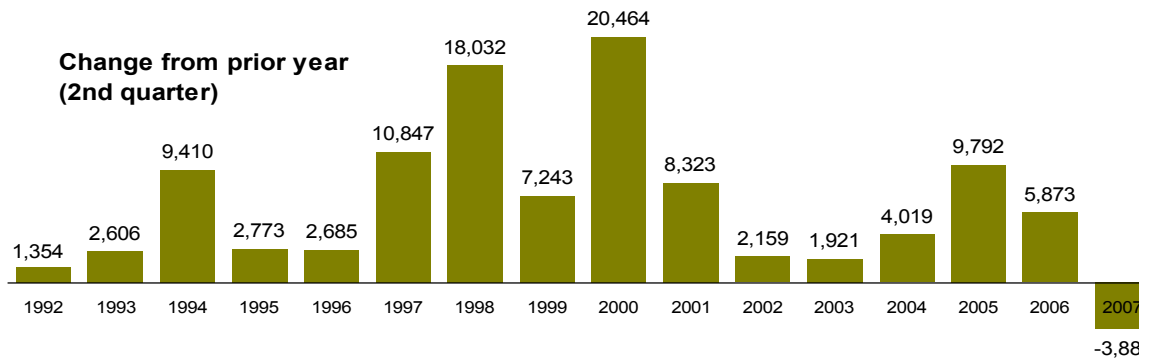
2000 to 2008



Source: U.S. Bureau of Labor Statistics

Job growth has declined

Montgomery County lost 3,880 jobs from 2006 to 2007—a 0.8 percent decline



Professional and Technical Services largest industry in County

County Industry	2001	2002	2003	2004	2005	2006	2007
Natural Resources and Mining	491	538	685	675	813	849	911
Construction	27,883	29,470	28,905	29,493	29,519	30,807	31,050
Manufacturing	19,034	17,514	16,234	15,372	14,768	14,252	14,631
Transportation, Warehousing, Utilities	15,673	15,640	15,422	16,203	15,446	15,101	14,942
Retail Trade	50,450	50,433	49,100	50,289	48,908	48,286	47,322
Information	17,059	16,063	15,264	14,778	14,938	15,356	14,164
Finance & Real Estate	33,429	33,303	35,204	35,116	36,238	35,812	35,593
Professional & Technical Services	62,000	63,525	61,973	62,061	63,138	65,168	62,613
Business Services	33,928	32,185	34,061	36,126	37,903	41,649	41,164
Education & Health Services	49,901	52,051	53,673	55,954	57,031	58,541	59,003
Leisure & Hospitality Services	38,104	38,015	39,045	37,610	40,380	38,565	38,365
Other Services	21,252	21,544	22,014	21,488	21,794	22,179	22,162
Private Sector Employment	370,611	370,693	372,087	375,790	380,876	386,565	382,563
Total Employment	452,037	454,198	452,170	456,035	460,793	466,666	462,786

Source: Maryland Department of Labor, Licensing and Regulation (DLLR) ES-202 data

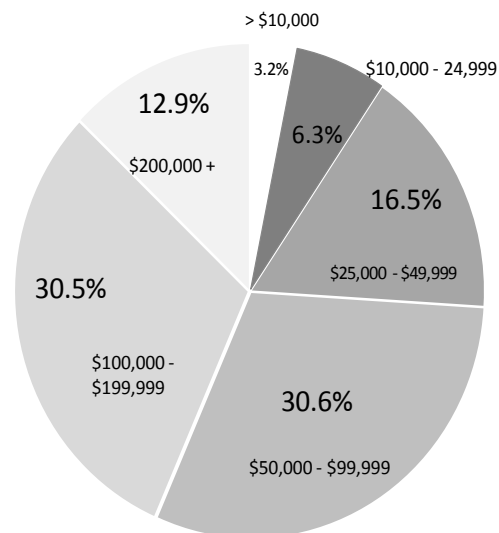
Manufacturing and professional services are County's high-wage industries

County Industry	Average Weekly Wage	Average Annual Wage
Natural Resources and Mining	\$857	\$41,993
Construction	\$1,059	\$51,866
Manufacturing	\$2,426	\$118,874
Transportation, Warehousing, Utilities	\$670	\$29,082
Retail Trade	\$594	\$32,830
Information	\$1,482	\$72,609
Financial Activities	\$1,432	\$70,168
Professional & Technical Services	\$1,531	\$75,043
Business Services	\$1,161	\$56,889
Education & Health Services	\$869	\$42,581
Leisure & Hospitality Services	\$384	\$18,816
Other Services	\$662	\$32,460
Federal Government	\$1,384	\$67,816
State & Local Government	\$842	\$41,258
All Industries	\$1,097	\$53,753

Source: M-NCPPC analysis of 2007 DLLR ES-202 data

2/5 of Montgomery County households have incomes of \$100,000 and over

2006 Household Income Distribution



Source: U.S. Census Bureau, 2006 American Community Survey

Kensington & vicinity – zip code 20895

2008 Population
19,601

2008 Households
7,676

2008 Average Age
41 yrs

Median Household
Income (2007)
\$107,157

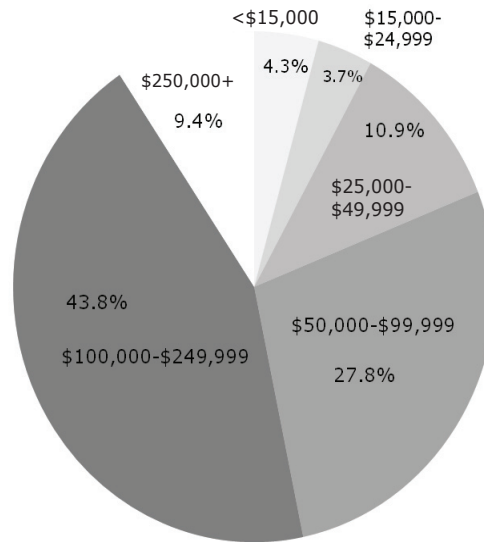
2008 Jobs
11,212



Source: 2008 Claritas Site Reports; 2008 Dun & Bradstreet

Half of households in Kensington and vicinity have incomes of \$100,000 and over

2007 Household Income Distribution
Zip code area 20895

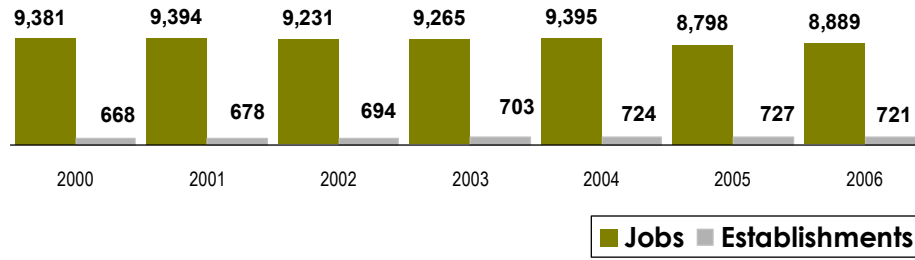


Source: 2008 Claritas Site Reports

Note: Zip Code 20895 includes parts of North Bethesda and Wheaton

Uneven growth in Kensington and vicinity

Largest decline in jobs in 2005; smallest increase in 2001



Source: M-NCPPC analysis of U.S. Census Bureau's County Business Patterns

Note: The 20895 zip code includes parts of North Bethesda and Wheaton

Retail, construction, and health care main employers in Kensington and vicinity

Industry Share of Total Employment in zip code 20895

	2000	2003	2006
Construction	6.4%	11.7%	11.7%
Manufacturing, Transportation, Warehousing	10.3%	13.6%	8.6%
Information	0.7%	1.2%	1.0%
Retail Trade	26.0%	23.5%	22.2%
Administration & Support	5.2%	5.2%	6.3%
Finance Activities (including Real Estate)	10.0%	6.5%	8.4%
Professional Services	7.9%	7.6%	9.9%
Educational Services	2.7%	3.2%	3.4%
Health Care & Social Assistance	10.7%	12.3%	10.9%
Leisure & Hospitality Services	12.3%	9.7%	9.3%
Other Services	7.8%	8.5%	8.2%
Private Sector Employment	9,381	9,265	8,889

Source: M-NCPPC analysis of U.S. Census Bureau's County Business Patterns data

Note: The 20895 zip code includes parts of North Bethesda and Wheaton

Kensington Study Area

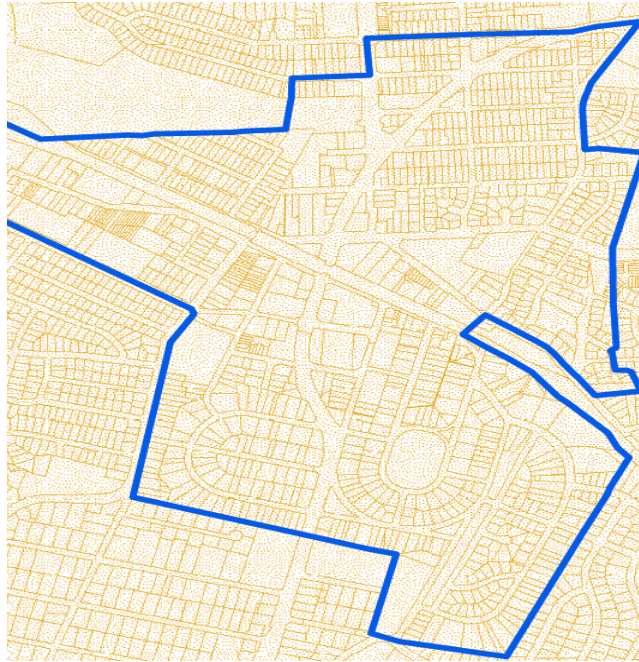
2007 Population
1,654

2007 Households
675

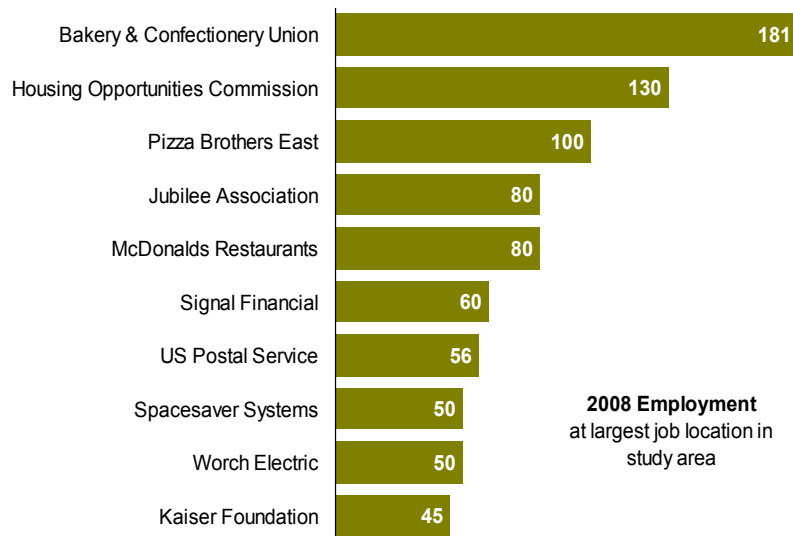
2007 Average Age
41 yrs

Median Household
Income (2007)
\$75,588

2008 Jobs
4,836



Labor union and County agency top employers in study area



Source: Dun & Bradstreet Selectory Online

Most businesses in study area occupy industrial space

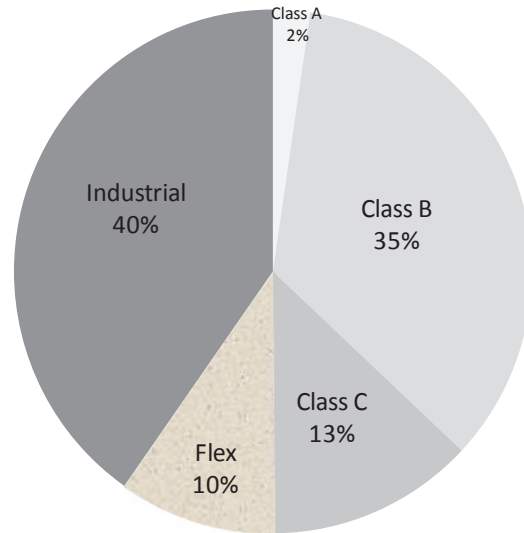
Total Commercial Space
1,036,950 sq. ft.

Vacancy Rate
2.0%

Average Age of Buildings
40 yrs

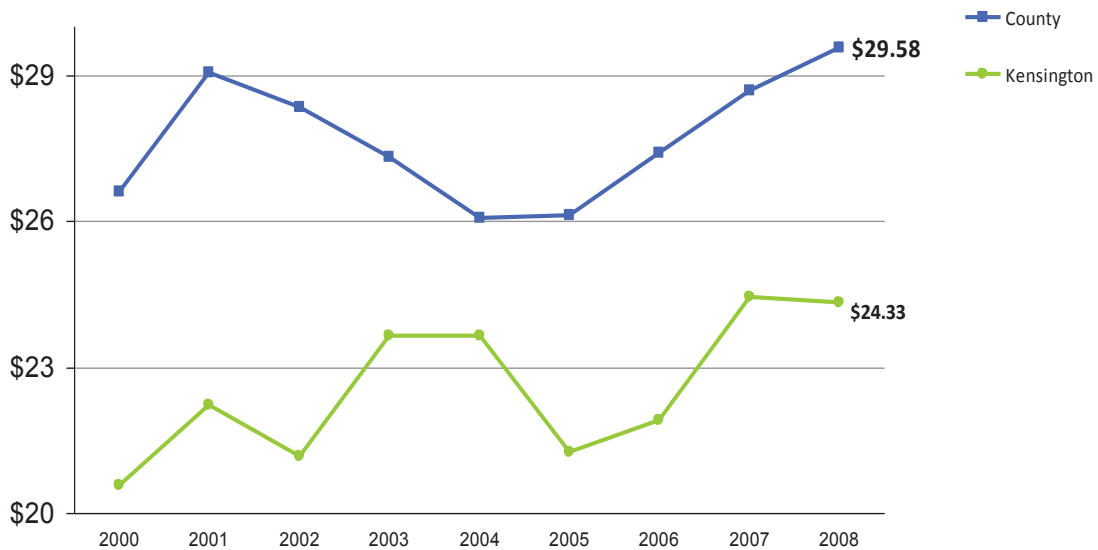
Number of Office Buildings
34

Number of Industrial Buildings
37



Source: CoStar Inc., August 2008

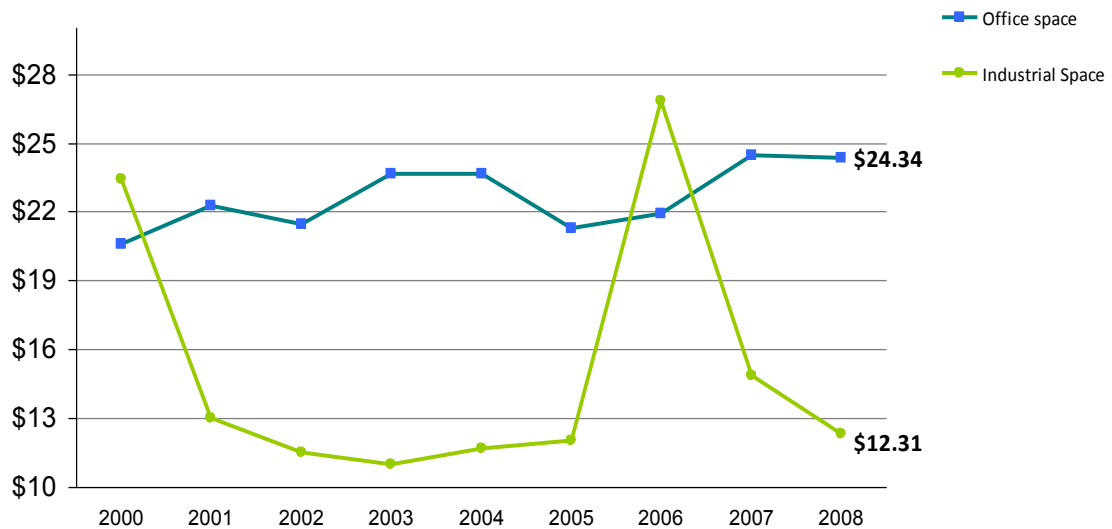
Rental rates for commercial space more affordable in study area than County



Source: 2008 2nd Quarter CoStar

Note: Commercial space includes office space (all classes), flex space, and industrial space

Rents for industrial space in study area generally less expensive than office space



Source: 2008 2nd Quarter CoStar

479,000 square feet of leasable retail space in the Kensington study area

- 402,800 square feet is free-standing retail
- 76,200 square feet is neighborhood retail
- Of the 76,200 square feet, 35,800 is found along Howard avenue (Antique Row). And, 40,400 square feet is in the Kensington shopping center.
- The study area's retail vacancy rate is 1 percent.
- The average rent for retail space is \$33.32 per square foot.

Source: 2008 2nd Quarter CoStar; M-NCPPC, 2005 Shopping Center Directory.

There is no retail gap between store sales and consumer demand

- Stores in the study area draw consumers from outside the study boundary: **\$63.1 million** retail surplus.
- However, the study area is missing some types of retail such as men's clothing stores, shoe stores, and book stores.
- The study area is also underserved by restaurants and drinking places: **\$700,000** retail opportunity

**appendix 6: retail market potential
opportunity gap—retail stores 2007**



RMP Opportunity Gap - Retail Stores 2007

Polygon 1: CONNECTICUT AVE AT PLYERS MILL RD, KENSINGTON, MD 20895, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	32,442,099	95,578,148	(63,136,049)
Motor Vehicle and Parts Dealers-441	5,338,816	1,273,252	4,065,564
Automotive Dealers-4411	4,552,799	667,688	3,885,111
Other Motor Vehicle Dealers-4412	377,444	0	377,444
Automotive Parts/Accsrs, Tire Stores-4413	408,573	605,565	(196,992)
Furniture and Home Furnishings Stores-442	1,044,703	1,813,216	(768,513)
Furniture Stores-4421	562,492	96,638	465,854
Home Furnishing Stores-4422	482,211	1,716,579	(1,234,368)
Electronics and Appliance Stores-443	852,160	2,011,059	(1,158,899)
Appliances, TVs, Electronics Stores-44311	641,652	808,004	(166,352)
Household Appliances Stores-443111	138,621	0	138,621
Radio, Television, Electronics Stores-443112	503,031	808,004	(304,973)
Computer and Software Stores-44312	175,721	1,027,871	(852,150)
Camera and Photographic Equipment Stores-44313	34,787	175,184	(140,397)
Building Material, Garden Equip Stores -444	3,872,120	29,611,867	(25,739,747)
Building Material and Supply Dealers-4441	3,523,709	29,457,910	(25,934,201)
Home Centers-44411	1,329,037	0	1,329,037
Paint and Wallpaper Stores-44412	99,432	0	99,432
Hardware Stores-44413	267,023	6,991,393	(6,724,370)
Other Building Materials Dealers-44419	1,828,217	22,466,517	(20,638,300)
Building Materials, Lumberyards-444191	632,836	7,661,332	(7,028,496)
Lawn, Garden Equipment, Supplies Stores-4442	348,411	153,957	194,454
Outdoor Power Equipment Stores-44421	51,679	153,957	(102,278)
Nursery and Garden Centers-44422	296,732	0	296,732
Food and Beverage Stores-445	3,618,262	5,763,147	(2,144,885)
Grocery Stores-4451	3,251,173	5,277,878	(2,026,705)
Supermarkets, Grocery (Ex Conv) Stores-44511	3,095,376	4,389,302	(1,293,926)
Convenience Stores-44512	155,797	888,576	(732,779)
Specialty Food Stores-4452	109,620	424,042	(314,422)
Beer, Wine and Liquor Stores-4453	257,468	61,227	196,241
Health and Personal Care Stores-446	1,786,428	6,031,412	(4,244,984)
Pharmancies and Drug Stores-44611	1,539,605	5,824,887	(4,285,282)
Cosmetics, Beauty Supplies, Perfume Stores-44612	65,593	0	65,593
Optical Goods Stores-44613	66,377	162,331	(95,954)
Other Health and Personal Care Stores-44619	114,853	44,194	70,659



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Prepared For:

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RMP Opportunity Gap - Retail Stores 2007

Polygon 1: CONNECTICUT AVE AT PLYERS MILL RD, KENSINGTON, MD 20895, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	2,998,813	5,897,517	(2,898,704)
Gasoline Stations With Conv Stores-44711	2,255,953	0	2,255,953
Other Gasoline Stations-44719	742,860	5,897,517	(5,154,657)
Clothing and Clothing Accessories Stores-448	1,743,893	3,943,311	(2,199,418)
Clothing Stores-4481	1,195,482	3,832,637	(2,637,155)
Men's Clothing Stores-44811	74,123	0	74,123
Women's Clothing Stores-44812	310,318	2,253,044	(1,942,726)
Childrens, Infants Clothing Stores-44813	63,135	0	63,135
Family Clothing Stores-44814	635,379	0	635,379
Clothing Accessories Stores-44815	32,965	29,730	3,235
Other Clothing Stores-44819	79,561	1,549,863	(1,470,302)
Shoe Stores-4482	218,649	0	218,649
Jewelry, Luggage, Leather Goods Stores-4483	329,762	110,674	219,088
Jewelry Stores-44831	306,990	110,674	196,316
Luggage and Leather Goods Stores-44832	22,772	0	22,772
Sporting Goods, Hobby, Book, Music Stores-451	672,059	3,378,028	(2,705,969)
Sporting Goods, Hobby, Musical Inst Stores-4511	477,210	3,378,028	(2,900,818)
Sporting Goods Stores-45111	250,940	2,285,152	(2,034,212)
Hobby, Toys and Games Stores-45112	148,924	98,790	50,134
Sew/Needlework/Piece Goods Stores-45113	34,793	413,887	(379,094)
Musical Instrument and Supplies Stores-45114	42,552	580,200	(537,648)
Book, Periodical and Music Stores-4512	194,849	0	194,849
Book Stores and News Dealers-45121	140,566	0	140,566
Book Stores-451211	133,539	0	133,539
News Dealers and Newsstands-451212	7,026	0	7,026
Prerecorded Tapes, CDs, Record Stores-45122	54,284	0	54,284
General Merchandise Stores-452	4,059,940	8,988,079	(4,928,139)
Department Stores Excl Leased Depts-4521	1,987,702	8,895,969	(6,908,267)
Other General Merchandise Stores-4529	2,072,239	92,110	1,980,129
Warehouse Clubs and Super Stores-45291	1,751,304	0	1,751,304
All Other General Merchandise Stores-45299	320,934	92,110	228,824
Miscellaneous Store Retailers-453	930,098	12,181,329	(11,251,231)
Florists-4531	71,669	1,703,872	(1,632,203)
Office Supplies, Stationery, Gift Stores-4532	385,128	7,677,262	(7,292,134)
Office Supplies and Stationery Stores-45321	217,730	7,324,525	(7,106,795)
Gift, Novelty and Souvenir Stores-45322	167,398	352,737	(185,339)
Used Merchandise Stores-4533	83,074	1,314,478	(1,231,404)
Other Miscellaneous Store Retailers-4539	390,228	1,485,717	(1,095,489)



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RMP Opportunity Gap - Retail Stores 2007

Polygon 1: CONNECTICUT AVE AT PLYERS MILL RD, KENSINGTON, MD 20895, Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Non-Store Retailers-454	2,100,373	11,960,486	(9,860,113)
Electronic Shopping, Mail-Order Houses-4541	1,593,337	0	1,593,337
Vending Machine Operators-4542	82,816	0	82,816
Direct Selling Establishments-4543	424,220	11,960,486	(11,536,266)
Foodservice and Drinking Places-722	3,424,433	2,725,445	698,988
Full-Service Restaurants-7221	1,564,470	1,119,273	445,197
Limited-Service Eating Places-7222	1,424,094	1,375,132	48,962
Special Foodservices-7223	274,036	231,040	42,996
Drinking Places -Alcoholic Beverages-7224	161,832	0	161,832
GAFO *	8,757,883	27,810,956	(19,053,073)
General Merchandise Stores-452	4,059,940	8,988,079	(4,928,139)
Clothing and Clothing Accessories Stores-448	1,743,893	3,943,311	(2,199,418)
Furniture and Home Furnishings Stores-442	1,044,703	1,813,216	(768,513)
Electronics and Appliance Stores-443	852,160	2,011,059	(1,158,899)
Sporting Goods, Hobby, Book, Music Stores-451	672,059	3,378,028	(2,705,969)
Office Supplies, Stationery, Gift Stores-4532	385,128	7,677,262	(7,292,134)

* GAFO (General merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales Including Eating and Drinking Places.

Claritas' RMP data is derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey), which is fielded by the U.S. Bureau of Labor Statistics (BLS). The supply data is derived from the Census of Retail Trade (CRT), which is made available by the U.S. Census.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet in the specified reporting geography. When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that retail outlet. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus.



RMP Opportunity Gap - Retail Stores 2007

Appendix: Area Listing

Area Name:

Type: Polygon 1 Reporting Detail: Aggregate Reporting Level: Block Group
 CONNECTICUT AVE AT PLYERS MILL RD, KENSINGT

Polygon Points:

39.036091 -77.084603	39.036831 -77.082568	39.036461 -77.082135	39.035721 -77.082092
39.035553 -77.081486	39.035755 -77.080663	39.034880 -77.078065	39.035048 -77.073042
39.035115 -77.070531	39.035115 -77.068452	39.033837 -77.069059	39.032862 -77.069448
39.031516 -77.069578	39.031315 -77.068755	39.030911 -77.068626	39.030003 -77.069059
39.029767 -77.069362	39.029431 -77.068712	39.029027 -77.068149	39.028657 -77.068279
39.028590 -77.068626	39.027951 -77.069059	39.026774 -77.069362	39.026235 -77.069492
39.026067 -77.069665	39.024587 -77.070228	39.024991 -77.071180	39.025092 -77.071397
39.025933 -77.072219	39.024150 -77.072696	39.023107 -77.073302	39.022973 -77.073995
39.023208 -77.074688	39.023948 -77.074947	39.024587 -77.074688	39.024856 -77.075813
39.025226 -77.077805	39.025260 -77.078974	39.026572 -77.078758	39.027648 -77.078585
39.027547 -77.079624	39.028893 -77.082352	39.031180 -77.086509	39.031752 -77.085816
39.032862 -77.085210	39.033703 -77.084430	39.035923 -77.084603	39.036091 -77.084603

Project Information:

Site: 1

Order Number: 966893426



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appendix 7: kensington business inventory



KENSINGTON BUSINESS INVENTORY

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Metro Logo	Advertising Agencies	4142 Howard Ave	20895-2416	6	B	0
Aurora Mid Atlantic Distr	Advertising Material Distribution Svcs	10400 Connecticut Ave	20895-3910	4	C	2007
Z-Maxim Inc	All Other Durable Goods Merchant Whols	10576 Metropolitan Ave	20895-2641	4	C	0
Tri State Fire Protection Svc	All Other Durable Goods Merchant Whols	4222 Howard Ave # G	20895-8404	10	C	1992
Capital Aquatic Supply	All Other General Merchandise Stores	10636 Connecticut Ave	20895-2501	2	A	0
Vangreene Trading Inc	All Other General Merchandise Stores	4263 Howard Ave	20895-2419	4	A	0
Atlantic Hearing Ctr Inc	All Other Health & Personal Care Stores	10400 Connecticut Ave # 510	20895-3944	2	A	2004
Dr Becker's Custom Made Molded	All Other Information Svcs	10335 Kensington Pkwy	20895-3359	3	B	0
Financial Benefit Svc	All Other Insurance Related Activities	10543 Metropolitan Ave	20895-2627	6	A	0
Fab Kitchens Inc	All Other Misc Mfg	10522 Detrick Ave	20895-2432	3	C	0
Soccer American	All Other Misc Textile Prod Mills	3833 Pliers Mill Rd	20895-2015	6	C	1980
Chelsea & Co	All Other Professional & Technical Svcs	4115 Howard Ave	20895-2417	1	B	0
Jenni On The Spot	All Other Specialty Trade Contrs	10410 Kensington Pkwy	20895-2943	2	B	0
Jenni On The Spot Cleaning	All Other Specialty Trade Contrs	10410 Kensington Pkwy # 306	20895-2948	3	B	0
American Crane Inc	All Other Specialty Trade Contrs	10563 Metropolitan Ave	20895-2627	2	B	0
Nami Montgomery County	All Other Specialty Trade Contrs	10730 Connecticut Ave # 1	20895-2147	7	B	0
Bubbles & Suds Cleaning Svc	All Other Specialty Trade Contrs	3207 University Blvd W # 11	20895-1819	16	B	0
Global Reports LLC	All Other Telecommunications	3930 Knowles Ave # 201	20895-2428	7	C	0
All American Ambulance	Ambulance Svcs	10241 Kensington Pkwy	20895-3306	17	B	0
Alan Hamm Architects	Architectural Svcs	10531 Metropolitan Ave	20895-2627	6	A	0
Architects Of Montgomery Cnty	Architectural Svcs	3101 University Blvd W	20895-1848	6	A	2007
Artistic Design Build	Architectural Svcs	3930 Knowles Ave	20895-2428	2	A	0
Antique Art Galleries	Art Dealers	3760 Howard Ave	20895-3349	2	A	0
Woodbourne Collection	Art Dealers	4265 Howard Ave	20895-2419	2	A	0
Easy Method Driving School	Automobile Driving Schools	10335 Kensington Pkwy # 1	20895-3359	30	B	1931
Duramax Auto Body	Automotive Body & Interior Repair	10515 Summit Ave	20895-2422	4	B	0
Murphy Brothers Automotive Inc	Automotive Body & Interior Repair	10517 Metropolitan Ave	20895-2607	2	B	0
Lefever Motors	Automotive Body & Interior Repair	10519 Summit Ave	20895-2423	4	B	0
Kelley's Auto Body	Automotive Body & Interior Repair	10644 Connecticut Ave	20895-2501	2	B	0
Modern Body Shop	Automotive Body & Interior Repair	3844 Dupont Ave	20895-2001	8	B	1967
Joe's Auto Body Custom Paint	Automotive Body & Interior Repair	4100 Howard Ave	20895-2416	3	B	0
Milia's Auto Upholstery	Automotive Body & Interior Repair	4118 Howard Ave	20895-8433	1	B	0
National Glass Tinting	Automotive Glass Replacement Shops	10421 Metropolitan Ave	20895-2650	2	B	1979
Southern Express Lube Inc	Automotive Oil Change & Lubrication Shops	10635 Connecticut Ave	20895-2505	10	B	0
Jiffy Lube	Automotive Oil Change & Lubrication Shops	3825 Dupont Ave # C	20895-2028	11	B	0
Phil's Mel-Jule Auto Parts	Automotive Parts & Accessories Stores	10533 Summit Ave	20895-2423	9	B	0
Parkway Barber Shop	Barber Shops	10311 Kensington Pkwy	20895-3321	2	A	0
Olympic Barber Shop	Barber Shops	3721 Perry Ave	20895-2135	2	A	0
Splash	Beauty Salons	10400 Connecticut Ave # 106	20895-3910	3	A	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Garrett Park Beauty Shoppe	Beauty Salons	10408 Montgomery Ave	20895-3360	2	A	0
Just My Style	Beauty Salons	10408 Montgomery Ave	20895-3360	8	A	0
Maison Maurice	Beauty Salons	10408 Montgomery Ave	20895-3360	1	A	0
Vera's Hair Designs	Beauty Salons	10408 Montgomery Ave	20895-3360	2	A	0
Kensington Day Spa	Beauty Salons	10512 Connecticut Ave	20895-2426	3	A	0
International Hair Designers	Beauty Salons	10514 Connecticut Ave	20895-2426	10	A	0
Debra's Beauty & Barber	Beauty Salons	10806 Connecticut Ave	20895-2102	4	A	2005
Hugo Salon	Beauty Salons	2901 University Blvd W	20895-1918	20	B	2003
Hair Cuttery	Beauty Salons	3731 University Blvd W	20895-2137	9	A	0
Langdon & Bemis & Braid Inc	Beauty Salons	3800 Howard Ave	20895-2402	2	A	0
Montgomery County Liquor Store	Beer, Wine, & Liquor Stores	3733 University Blvd W	20895-2123	8	B	0
This Is The Place Bookstore	Book Stores	10335 Kensington Pkwy # 2	20895-3359	8	B	0
Russia Online Inc	Book Stores	3800 Howard Ave	20895-2402	3	B	0
Candlelighters Childhood	Business Associations	10400 Connecticut Ave	20895-3910	3	B	0
National Family Caregivers	Business Associations	10400 Connecticut Ave # 500	20895-3944	4	B	0
Kensington Business Dist Assn	Business Associations	4212 Howard Ave	20895-8422	3	B	0
Masonic Temple	Business Associations	4315 Howard Ave	20895-2421	3	B	0
Cox Communications	Cable & Other Subscription Programming	9712 Summit Ave	20895-3649	7	C	2008
Mr Wash Car Wash	Car Washes	3817 Dupont Ave	20895-2002	6	A	0
Kensington Auto Clean & Prep	Car Washes	4222 Howard Ave # A	20895-8407	2	A	1984
Soroush Custom Rugs	Carpet & Rug Mills	10400 Connecticut Ave	20895-3910	7	C	0
Ayoub Carpet & Rug	Carpet & Upholstery Cleaning Svcs	10516 Metropolitan Ave	20895-2606	5	B	0
Textile & Rug Museum	Carpet & Upholstery Cleaning Svcs	10560 Metropolitan Ave	20895-2610	1	B	2006
Liberty Carpet Svc	Carpet & Upholstery Cleaning Svcs	3207 University Blvd W	20895-1819	2	B	2006
Learning Center For Young	Child Day Care Svcs	10123 Connecticut Ave	20895-3803	14	B	0
Little Lambs Christian Daycare	Child Day Care Svcs	3101 University Blvd W	20895-1848	6	B	2008
Spring Bilingual Montessori	Child Day Care Svcs	3514 Pliers Mill Rd	20895-2517	9	B	1967
Holy Redeemer Nursery School	Child Day Care Svcs	9705 Summit Ave	20895-2422	10	B	0
M & T Bank	Commercial Banking	10420 Montgomery Ave	20895-3329	11	B	0
Chevy Chase Bank	Commercial Banking	10707 Connecticut Ave	20895-2124	11	B	0
Chevy Chase Bank	Commercial Banking	2801 University Blvd W	20895-1916	11	B	0
Sun Trust Bank	Commercial Banking	3740 University Blvd W	20895-2122	6	B	0
Trilith Builders Inc	Commercial Building Construction	10313 Kensington Pkwy	20895	3	B	0
Heidenberger Construction Inc	Commercial Building Construction	10524 Detrick Ave	20895-2432	4	B	0
Knowles Printing Svc	Commercial Lithographic Printing	10528 Detrick Ave	20895-2432	8	B	1972
Grove Printing Corp	Commercial Lithographic Printing	4225 Howard Ave	20895-2419	10	B	1935
David Glasco Photography	Commercial Photography	3109 University Blvd W # 2	20895-1805	1	A	2002
Prs Assoc	Commercial Photography	4222 Howard Ave # B	20895-8407	1	A	0
Sure Shots Photo Studio	Commercial Photography	4275 Howard Ave	20895-2419	1	A	0
Colorworks Promotions	Commercial Screen Printing	10441 Metropolitan Ave	20895-2604	15	C	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Techserve Inc	Computer & Office Machine Repair	3925 Pleyers Mill Rd	20895-2038	2	A	0
Antenna House Inc	Computer & Software Stores	10410 Kensington Pkwy # 207	20895-2947	6	B	2008
Hodgson Consulting	Computer Systems Design Svcs	3750 University Blvd W # 201	20895-2111	13	C	0
Kensington Television Svc	Consumer Electronics Repair & Maintenance	10309 Kensington Pkwy	20895-3321	1	A	1946
Kensington Mart	Convenience Stores	10251 Kensington Pkwy	20895-3306	2	A	0
7-Eleven	Convenience Stores	10594 Metropolitan Ave	20895-2606	8	B	0
7-Eleven	Convenience Stores	3507 University Blvd W	20895-1718	2	A	0
	Convenience Stores	9826 Connecticut Ave	20895-3704	4	A	0
Washington Telephone Fed CU	Credit Unions	3015 University Blvd W	20895-1990	70	B	1947
Lafayette Federal Credit Union	Credit Unions	3535 University Blvd W	20895-1701	60	B	1935
Gms	Data Processing & Related Svcs	10559 Metropolitan Ave	20895-2627	4	C	0
Dpc	Data Processing & Related Svcs	4144 Howard Ave	20895-2416	5	C	0
Bruce Dental Lab	Dental Laboratories	10551 Metropolitan Ave	20895-2627	2	A	2008
Type-A-Way	Document Preparation Svcs	3355 University Blvd W	20895-1847	1	A	0
Best Cleaners	Drycleaning & Laundry Svcs	10305 Kensington Pkwy	20895-3321	1	A	1965
Neet 'n Kleen	Drycleaning & Laundry Svcs	10506 Connecticut Ave # B	20895-2438	3	B	0
Bergmann's Laundry Dry Cleaner	Drycleaning & Laundry Svcs	10540 Metropolitan Ave	20895-2606	10	B	1917
Debonair Cleaners	Drycleaning & Laundry Svcs	3707 University Blvd W	20895-2123	3	B	0
Kensington Cleaner	Drycleaning & Laundry Svcs	3729 University Blvd W	20895	5	B	0
Ricci Drywall & Painting Co	Drywall & Insulation Contrs	10417 Metropolitan Ave	20895-2648	35	C	0
Bartholow Drywall Co Inc	Drywall & Insulation Contrs	10517 Summit Ave	20895-2422	15	C	1972
All Can Read LLC	Educational Support Svcs	10410 Kensington Pkwy	20895-2943	3	B	0
Tiar Day	Educational Support Svcs	10453 Metropolitan Ave	20895-2604	1	B	2006
Educational-Assistance	Educational Support Svcs	3206 University Blvd W	20895-1849	3	B	0
Second Story Press	Educational Support Svcs	3750 University Blvd W	20895-2136	3	B	0
Electrical Wiring Ltd	Electric Equip & Wiring Merchant Whols	4120 Howard Ave	20895-8437	5	C	1965
D & P Electrical Svc	Electrical Contractors	10247 Kensington Pkwy	20895-3306	12	B	0
Echo Electric Co	Electrical Contractors	10526 Detrick Ave	20895-2432	11	B	0
A Dean Electric	Electrical Contractors	10530 Detrick Ave	20895-2432	7	B	0
Worch Electric	Electrical Contractors	3910 Knowles Ave	20895-2427	60	B	0
Quito Electric & Supply Inc	Electrical Contractors	3910 Knowles Ave # B	20895-2427	4	B	2005
Aluminum Wire Retermination	Electrical Contractors	4120 Howard Ave	20895-8437	5	B	0
Maven Electrical & Remodelling	Electrical Contractors	4120 Howard Ave	20895-8437	4	B	0
Stephen Palmer Electric Inc	Electrical Contractors	4218 Howard Ave # 3	20895-8411	12	B	0
Temple Emanuel Religious Sch	Elementary & Secondary Schools	10101 Connecticut Ave	20895-3899	15	C	0
Creative Metal Works School	Elementary & Secondary Schools	10449 Metropolitan Ave	20895-2604	45	D	0
Grace Episcopal Day School	Elementary & Secondary Schools	9411 Connecticut Ave	20895-3532	34	D	1960
Holy Redeemer School	Elementary & Secondary Schools	9705 Summit Ave	20895-2423	40	D	0
Personal Assistant Svc	Employment Placement Agencies	10335 Kensington Pkwy	20895-3359	4	A	0
Betatech	Employment Placement Agencies	10401 Connecticut Ave # 102	20895-3946	2	A	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Global Management & Technical	Engineering Svcs	10400 Connecticut Ave	20895-3910	5	B	0
Design Tech Inc Engineering	Engineering Svcs	10410 Kensington Pkwy	20895-2943	15	B	0
Capstone Recruiting LLC	Executive Search Services	10410 Kensington Pkwy # 210	20895-2947	4	A	2008
Romeo Igot	Financial Transaction Processing & Clearing	10414 Detrick Ave	20895-2473	2	A	0
Stancil's Guitar Studio	Fine Art Schools	10535 Metropolitan Ave	20895-2627	1	A	0
Gaiser Insider Guitar Studio	Fine Art Schools	3762 Howard Ave # 2	20895-3384	8	B	2008
Boogaerts Custom Furnishings	Finish Carpentry Contractors	4122 Howard Ave	20895-2416	1	B	0
Once A Tree	Finish Carpentry Contractors	4140 Howard Ave	20895-2416	2	B	0
As IT Should Be Cabinetry	Finish Carpentry Contractors	4277 Howard Ave	20895-2419	3	C	0
Kensington Volunteer Fire Dept	Fire Protection	10620 Connecticut Ave	20895-2501	5	C	0
Prime Seafood	Fish & Seafood Markets	9814 Kensington Pkwy	20895-3425	4	A	0
World Gym Fitness Ctr	Fitness & Recreational Sports Centers	10202 Frederick Ave	20895-3304	10	C	0
Sweat Shop	Fitness & Recreational Sports Centers	10410 Montgomery Ave	20895-3329	5	C	0
Curves	Fitness & Recreational Sports Centers	10516 Connecticut Ave	20895-2426	3	C	2004
Metropolitan Rug Outlet	Floor Covering Stores	10535 Summit Ave	20895-2423	2	B	2007
W C Fowler Carpet Svc Inc	Floor Covering Stores	10554 Metropolitan Ave	20895-2606	9	B	1962
L W Powers Custom Floors Inc	Flooring Contractors	3925 Pliers Mill Rd # 205	20895-2039	2	A	2006
Dean's Custom Floors	Flooring Contractors	4302 Howard Ave	20895-2420	20	B	0
Johnson's Flower & Garden	Florists	10313 Kensington Pkwy	20895	30	B	0
Takeout Taxi Inc	Food Service Contractors	10516 Summit Ave # 100	20895-3923	45	B	0
Red Ginger	Food Service Contractors	10525 Summit Ave	20895-2423	4	A	0
Franco's Italian Leather Design	Footwear & Leather Goods Repair	3762 Howard Ave	20895-3384	1	A	0
Kensington Shoe Repair	Footwear & Leather Goods Repair	3772 Howard Ave	20895-3349	1	A	0
Kaiser Permanente Health Care	Freestanding Emergency Medical Centers	10500 Summit Ave	20895-2422	48	B	0
Hawkins Produce	Fruit & Vegetable Markets	1400 Knowles Ave	20895	2	A	0
Greeniche LLC	Full-Service Restaurants	10315 Summit Ave	20895-2422	1	A	0
Petit Gourmet	Full-Service Restaurants	10400 Connecticut Ave # B	20895-3910	1	A	0
Kay's Diner	Full-Service Restaurants	10509 Metropolitan Ave	20895-2607	12	B	2006
Hong Kong Restaurant	Full-Service Restaurants	10510 Connecticut Ave	20895-2426	6	A	0
Pizza Tempo	Full-Service Restaurants	10550 Connecticut Ave	20895-2426	12	B	2007
Manny's Pizza & Sub Shop	Full-Service Restaurants	10592 Metropolitan Ave	20895-2635	2	A	0
Savannahs	Full-Service Restaurants	10700 Connecticut Ave	20895-2101	12	B	0
Cafe Monet	Full-Service Restaurants	10810 Connecticut Ave	20895-2138	1	A	2002
Kensington Pizza & Kabob House	Full-Service Restaurants	3701 University Blvd W	20895-2123	4	A	0
China Gourmet	Full-Service Restaurants	3739 University Blvd W	20895-2123	19	B	0
Country Cupboard Tea Room	Full-Service Restaurants	3750 Howard Ave	20895-3372	4	A	0
Howard Avenue Deli	Full-Service Restaurants	4222 Howard Ave # D	20895-8407	3	A	0
Marvin J Perry Assoc Inc	Furniture Merchant Whols	10563 Metropolitan Ave	20895-2627	5	C	0
Marvin J Perry & Assoc Inc	Furniture Merchant Whols	4101 Howard Ave # B	20895-2495	8	C	1957
925 Furniture	Furniture Stores	10400 Connecticut Ave	20895-3910	4	C	2007

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Library Store Ltd	Furniture Stores	10528 Saint Paul St	20895-2613	13	C	0
Boogaerts Fine Cabinetry	Furniture Stores	4122 Howard Ave	20895-2416	3	C	0
Jan Marfyak Designs LLC	Furniture Stores	4222 Howard Ave	20895-8404	4	C	0
Kensington Shell	Gasoline Stations	10515 Connecticut Ave	20895-2401	6	A	0
Kensington Exxon	Gasoline Stations	10550 Connecticut Ave	20895-2426	6	A	0
Kensington Getty	Gasoline Stations	10616 Connecticut Ave	20895-2524	5	A	0
Gasoline & Automotive Svc	Gasoline Stations	10619 Connecticut Ave	20895-2525	6	A	0
Kensington Chevron	Gasoline Stations	10625 Connecticut Ave	20895-2505	6	A	0
University Getty	Gasoline Stations	3700 University Blvd W	20895-2122	6	A	0
Logan's Automotive	General Automotive Repair	10241 Kensington Pkwy	20895-3306	4	A	0
Solano Auto Repair	General Automotive Repair	10527 Summit Ave	20895-2423	1	A	0
All Brand Auto Svc	General Automotive Repair	10566 Metropolitan Ave	20895-2606	7	B	0
Rover Industries Inc	General Automotive Repair	3745 University Blvd W	20895-2123	2	A	0
Gaucha Auto Repair Inc	General Automotive Repair	3825 Dupont Ave	20895-2026	2	A	0
Meineke Car Care Ctr	General Automotive Repair	3825 Dupont Ave # B	20895-2028	2	A	0
Toyota Service Ctr	General Automotive Repair	3831 Pylers Mill Rd # D	20895-2033	8	B	0
Automobile Diagnostic Ctr	General Automotive Repair	3831 Pylers Mill Rd # DE	20895-2030	6	A	0
Lba Auto Repair	General Automotive Repair	3831 Pylers Mill Rd # G	20895-2033	1	A	0
Toyota Repairing & Servicing	General Automotive Repair	3831 Pylers Mill Rd # H	20895-2034	4	A	0
Julian's Auto Repair	General Automotive Repair	3838 Dupont Ave	20895-2020	1	A	0
Ricauto Service Inc	General Automotive Repair	3838 Dupont Ave	20895-2020	3	A	0
Best Auto Care	General Automotive Repair	3838 Dupont Ave # E	20895-2020	1	A	0
Jack's Back Alley Garage	General Automotive Repair	3840 Dupont Ave # 2	20895-2036	2	A	0
D & R Servicenter	General Automotive Repair	3921 Pylers Mill Rd	20895-2017	5	A	0
Carlos Auto Svc	General Automotive Repair	3960 Howard Ave	20895-2413	10	B	0
Reliable Auto Svc	General Automotive Repair	4092 Howard Ave # A	20895-8445	1	A	0
B & A Auto Repair	General Automotive Repair	4108 Howard Ave	20895-2416	4	A	0
Kensington Simca Svc	General Automotive Repair	4144 Howard Ave	20895-2416	6	A	0
Alfa Romeo Motors/Milano Motor	General Automotive Repair	4221 Howard Ave # R	20895-2419	1	A	0
Mitch Carr's Auto Svc	General Automotive Repair	4232 Howard Ave	20895-2418	10	B	1995
Arrow Delivery	General Freight Trucking, Local	10542 Metropolitan Ave	20895-2606	5	C	2007
Handle With Care Inc	General Freight Trucking, Local	4208 Howard Ave # A	20895-8425	7	C	1987
Homemade International Market	General Line Grocery Merchant Whols	10590 Metropolitan Ave	20895-2638	5	C	2006
Balloon Man & Party Helpers	Gift, Novelty, & Souvenir Stores	10335 Kensington Pkwy	20895-3359	2	A	0
By Jillian	Gift, Novelty, & Souvenir Stores	10410 Montgomery Ave	20895-3329	2	A	0
Collectibles Unlimited Trains	Gift, Novelty, & Souvenir Stores	3610 University Blvd W	20895-2120	1	A	0
Treasure Box	Gift, Novelty, & Souvenir Stores	3768 Howard Ave	20895-3349	1	A	0
Go Creative	Graphic Design Svcs	10401 Connecticut Ave # 104	20895-3938	4	A	0
Swim Design Consultants	Graphic Design Svcs	10410 Kensington Pkwy # 216	20895-2947	2	A	2006
Asap Graphics	Graphic Design Svcs	10528 Detrick Ave	20895-2432	1	A	0

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Makin' Time	Graphic Design Svcs	4233 Howard Ave # E	20895-8416	1	A	0
Kensington Locksmith	Hardware Merchant Whols	10416 Fawcett St	20895-3338	6	C	0
Hardware City Home Ctr	Hardware Stores	10504 Connecticut Ave	20895-2426	50	C	1950
Genco Satellite Office	Hobby, Toy, & Game Stores	10225 Montgomery Ave	20895-3326	2	B	0
Fun & Games	Hobby, Toy, & Game Stores	10513 Metropolitan Ave	20895-2607	2	B	0
Amicus Green Building Ctr	Home Centers	4080 Howard Ave # A	20895-2465	5	C	0
Arden Courts	Homes For The Elderly	4301 Knowles Ave	20895-2410	50	C	0
Ductz Air Duct Cleaning	Household Appliance Stores	10410 Kensington Pkwy	20895-2943	5	A	0
Washington DC Ctr On Aging	Human Rights Organizations	10225 Montgomery Ave	20895-3326	2	B	0
National Chimney Supply	Hvac Equip Merchant Whols	4219 Howard Ave	20895-2451	5	C	0
Old Dominion Supply Inc	Hvac Equip Merchant Whols	4233 Howard Ave	20895-2486	12	C	0
Music For Pictures	Independent Artists, Writers, & Performers	10477 Metropolitan Ave	20895-0	2	B	0
Montgomery Municipal Channel	Independent Artists, Writers, & Performers	3710 Mitchell St	20895-3350	3	B	0
Wolpoff Studios	Independent Artists, Writers, & Performers	3730 Howard Ave	20895-3391	2	B	0
Expert Editions Inc	Independent Artists, Writers, & Performers	3750 University Blvd W # 301	20895-2136	5	C	0
Biondo Music Production	Independent Artists, Writers, & Performers	4212 Howard Ave	20895-8422	2	B	0
Rosenthal Collection	Independent Artists, Writers, & Performers	4218 Howard Ave	20895-8408	15	C	0
Wimsatt & Assoc Art Cnstrvtn	Independent Artists, Writers, & Performers	4230 Howard Ave	20895-2418	4	C	0
Freestate Pottery	Industrial Machinery Merchant Whols	4228 Howard Ave	20895-2418	1	B	0
Creative Insurance Solutions	Insurance Agencies & Brokerages	10400 Connecticut Ave	20895-3910	4	A	2007
Nationwide Insurance	Insurance Agencies & Brokerages	10400 Connecticut Ave # 208	20895-3941	2	A	1953
Allstate Insurance Co	Insurance Agencies & Brokerages	10400 Connecticut Ave # 502	20895-3944	3	A	0
Dufour Group Inc	Insurance Agencies & Brokerages	10400 Connecticut Ave # 512	20895-3944	4	A	0
United Investors Management	Insurance Agencies & Brokerages	10509 Summit Ave	20895-2423	7	B	0
Huggins & Harrison Inc	Insurance Agencies & Brokerages	10615 Connecticut Ave	20895-2525	2	A	0
State Farm Insurance	Insurance Agencies & Brokerages	3750 University Blvd W	20895-2136	2	A	0
Gloria Capron Interior Design	Interior Design Svcs	10304 Montgomery Ave	20895-3327	3	B	0
Art Design Group	Interior Design Svcs	3206 University Blvd W	20895-1849	1	B	0
Morrow Robinson Assoc	Interior Design Svcs	3333 University Blvd W # 502	20895-1834	4	B	0
Robert Shields Interiors Inc	Interior Design Svcs	4111 Howard Ave	20895-2417	2	B	2007
Jds Workroom	Interior Design Svcs	4229 Howard Ave	20895-2419	5	B	0
Exclusive Security & Investgtv	Investigation Svcs	10410 Kensington Pkwy	20895-2943	2	A	2008
Gedeon Financial Corp	Investment Advice	10400 Connecticut Ave # 501	20895-3944	3	B	2006
Lse Financial	Investment Advice	10410 Kensington Pkwy	20895-2943	3	B	2007
Delta Financial Advisors Inc	Investment Advice	10539 Metropolitan Ave	20895-2627	7	B	2007
Mark Svrcek & Associates	Investment Advice	3750 University Blvd W	20895-2136	4	B	0
Alid	Janitorial Svcs	3133 University Blvd W # 2	20895-1812	3	B	0
Sandro Jeweler Boutique	Jewelry Stores	3770 Howard Ave	20895-3349	1	A	0
Bakery Confection Tobac Wrkrs	Labor Unions & Similar Labor Organizations	10401 Connecticut Ave # 4	20895-3961	30	B	1984
Housewright Development Inc	Land Subdivision	10511 Summit Ave	20895-2423	4	B	2007

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Wood Acres Tree Specialist	Landscaping Svcs	10315 Kensington Pkwy # 202	20895-3358	10	B	1983
Green Scene Landscaping	Landscaping Svcs	10516 Summit Ave	20895-2436	40	B	0
Mulheron Tree Experts	Landscaping Svcs	10526 Saint Paul St	20895-2613	20	B	0
Hughes Landscaping	Landscaping Svcs	10563 Metropolitan Ave	20895-2627	2	A	0
Hughes Landscaping	Landscaping Svcs	10563 Metropolitan Ave	20895-2627	30	B	2004
Mulheron Tree Experts	Landscaping Svcs	10563 Metropolitan Ave	20895-2627	20	B	0
Miller Gardener	Landscaping Svcs	3709 Plyers Mill Rd	20895-2523	2	A	0
Housing Opportunities Cmmsn	Legislative Bodies	10400 Detrick Ave	20895-2484	125	D	0
Kensington Town Office	Legislative Bodies	3710 Mitchell St	20895-3394	4	B	0
Office Link Inc	Lessors Of Nonresidential Buildings	4213 Howard Ave	20895-2494	40	D	0
Kensington House Apartments	Lessors Of Residential Buildings	10225 Frederick Ave	20895-3308	3	B	0
Rebecca Elderly Citizen Apts	Lessors Of Residential Buildings	10920 Connecticut Ave	20895-1611	2	B	1971
Waterford	Lessors Of Residential Buildings	3333 University Blvd W	20895-1852	8	B	0
Kensington Library	Libraries & Archives	4201 Knowles Ave	20895-2408	9	C	0
Osiris Books & Library	Libraries & Archives	4233 Howard Ave	20895-2419	4	C	0
Continental Pizza	Limited-Service Restaurants	10532 Connecticut Ave	20895-2426	4	A	1967
24 Hour 7 Day Locksmith	Locksmiths	10101 Connecticut Ave	20895-3803	2	A	0
24 Hour A Day Locksmith	Locksmiths	10241 Kensington Pkwy	20895-3306	2	A	0
Chevy Chase Lockout Locksmith	Locksmiths	10335 Kensington Pkwy	20895-3359	1	A	0
Neighborhood Locksmith	Locksmiths	10400 Connecticut Ave	20895-3910	2	A	0
Neighborhood Locksmith	Locksmiths	10509 Metropolitan Ave	20895-2607	2	A	0
Kensington Emergency 24 Hour	Locksmiths	10510 Connecticut Ave	20895-2426	2	A	0
24 Hour A Day Locksmith	Locksmiths	10515 Connecticut Ave	20895-2401	2	A	0
Neighborhood Locksmith	Locksmiths	10527 Summit Ave	20895-2423	2	A	0
Neighborhood Locksmith	Locksmiths	10550 Connecticut Ave	20895-2426	2	A	0
24 Hour A Day Locksmith	Locksmiths	10592 Metropolitan Ave	20895-2635	2	A	0
24 Hour 7 Day Locksmith	Locksmiths	10805 Connecticut Ave	20895-2134	2	A	0
Neighborhood Locksmith	Locksmiths	10805 Connecticut Ave	20895-2134	2	A	0
24 Hour 7 Day Emerg Locksmith	Locksmiths	10901 Connecticut Ave	20895-1645	2	A	0
A-1-A Locksmith 24-7	Locksmiths	1500 University Blvd W	20895	2	A	0
Neighborhood Locksmith	Locksmiths	2807 University Blvd W	20895	2	A	0
Neighborhood Locksmith	Locksmiths	3015 University Blvd W	20895-1936	2	A	0
Neighborhood Locksmith	Locksmiths	3535 University Blvd W	20895-1701	2	A	0
Kensington 24 Hour Emergency	Locksmiths	3739 University Blvd W	20895-2123	2	A	0
1 24 Hour 7 Day A Lock A	Locksmiths	3740 University Blvd W	20895-2122	2	A	0
Neighborhood Locksmith	Locksmiths	3740 University Blvd W	20895-2122	2	A	0
24 Hour Locksmith Howard Ave	Locksmiths	3762 Howard Ave	20895-3384	2	A	0
24 Hour 7 Day Locksmith	Locksmiths	3766 Howard Ave	20895-3349	2	A	0
Neighborhood Locksmith	Locksmiths	3838 Howard Ave	20895-0	2	A	0
24 Hour 7 Day Locksmith	Locksmiths	3840 Dupont Ave	20895-2036	2	A	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Neighborhood Locksmith	Locksmiths	3840 Dupont Ave	20895-2036	2	A	0
Neighborhood Locksmith	Locksmiths	4000 Howard Ave	20895-8401	2	A	0
24 Hour 7 Day Emerg Locksmith	Locksmiths	4201 Knowles Ave	20895-2408	2	A	0
24 Hour 7 Day Emerg Locksmith	Locksmiths	4265 Howard Ave	20895-2419	2	A	0
Neighborhood Locksmith	Locksmiths	4265 Howard Ave	20895-2419	2	A	0
Montgomery County Auto	Locksmiths	4271 Howard Ave	20895-2419	3	A	0
Han Tai Intl	Marketing Consulting Svcs	10730 Connecticut Ave	20895-2147	2	A	0
Kensington Stoneworks	Masonry Contrs	10526 Connecticut Ave	20895-2426	6	B	0
Winston's Chimney Restoration	Masonry Contrs	4212 Howard Ave # R	20895-8422	12	B	1984
B W Surgical Supply Inc	Medical Equip Merchant Whols	10556 Metropolitan Ave	20895-2606	9	B	0
Quality Engraving & Design	Metal Coating & Nonprecious Engraving	10417 Metropolitan Ave # B	20895-2649	13	C	1968
Extra Space Storage	Miniwarehouse & Self-Storage Unit Operators	10590 Metropolitan Ave # A	20895-2640	3	D	1977
American Self Storage Corp	Miniwarehouse & Self-Storage Unit Operators	3700 Plyers Mill Rd	20895-2522	12	D	0
Architectural Signage	Misc Electrical Equip Mfg	10417 Metropolitan Ave # B	20895-2649	9	C	0
Towing By Trp Inc	Motor Vehicle Towing	4002 Howard Ave	20895-2435	12	B	0
Myers Cycle Engineering	Motorcycle Dealers	10529 Summit Ave	20895-2423	3	B	0
Hlw Music LLC	Musical Instrument & Supplies Stores	10477 Metropolitan Ave	20895-0	3	B	0
R E Evans Violin Maker	Musical Instrument & Supplies Stores	3766 Howard Ave	20895-3349	1	B	0
D & J Auto Sales	New Car Dealers	4213 Howard Ave	20895-2494	40	C	0
Trick Trucks	New Motor Vehicle Parts Merchant Whols	10431 Metropolitan Ave	20895-2604	7	C	1972
Kensington Auto Body Inc	New Motor Vehicle Parts Merchant Whols	3840 Dupont Ave	20895-2036	2	B	1976
Fmf Auto Repair	New Motor Vehicle Parts Merchant Whols	4120 Howard Ave	20895-8437	1	B	2003
C & W Auto Body	New Motor Vehicle Parts Merchant Whols	4126 Howard Ave	20895-2416	1	B	0
Metropolitan Design Ctr	New Single-Family General Contractors	10233 Kensington Pkwy	20895-3306	11	B	0
Aumiller & Son General Contr	New Single-Family General Contractors	10249 Kensington Pkwy	20895-3306	10	B	0
Glaser LLC	New Single-Family General Contractors	10400 Connecticut Ave # 505	20895-3944	8	B	2007
Macon Construction Inc	New Single-Family General Contractors	10412 Montgomery Ave	20895-3329	25	B	0
Jendell Construction Inc	New Single-Family General Contractors	10524 Detrick Ave	20895-2432	20	B	1983
Kensington Framing	New Single-Family General Contractors	10805 Connecticut Ave	20895-2134	4	B	2008
Omar's General Contracting Inc	New Single-Family General Contractors	3705 Plyers Mill Rd	20895-2523	4	B	2007
Boni	New Single-Family General Contractors	3925 Plyers Mill Rd # 100	20895-2039	4	B	0
Whitcomb Carroccio Constr	New Single-Family General Contractors	4206 Warner St	20895-4058	4	B	0
Bethke Brothers Inc	New Single-Family General Contrs	10535 Metropolitan Ave	20895-2627	4	B	0
Farragut Builders Inc	New Single-Family General Contrs	10542 Metropolitan Ave	20895-2606	82	B	0
W Galdamez General Contracting	New Single-Family General Contrs	4126 Howard Ave	20895-2416	4	B	0
Emb Ltd	New Single-Family General Contrs	4128 Howard Ave # B	20895-8443	10	B	0
Kensington Office Machines	Office Machinery Mfg	3827 Plyers Mill Rd	20895-2015	10	C	1958
Warner-Boyd & Assoc Inc	Office Supplies & Stationery Stores	10335 Kensington Pkwy # 2	20895-3359	5	B	0
Capital Office Systems Inc	Office Supplies & Stationery Stores	10400 Connecticut Ave	20895-3910	22	B	0
Spacesaver Systems Inc	Office Supplies & Stationery Stores	10800 Connecticut Ave	20895-2102	50	C	0

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Pen Haven	Office Supplies & Stationery Stores	3730 Howard Ave	20895-3391	2	B	0
Lively Ostrye & Worch	Offices Of Certified Public Accountants	10405 Montgomery Ave # 1	20895-3357	6	A	0
Marvin B Ribbner & Assoc	Offices Of Certified Public Accountants	10410 Kensington Pkwy # 300	20895-2948	13	B	0
Marvin B Ribbner & Assoc	Offices Of Certified Public Accountants	10410 Kensington Pkwy # 300	20895-2948	2	A	0
M T Pinero PC	Offices Of Certified Public Accountants	10901 Connecticut Ave	20895-1645	2	A	0
Brooks Harrison Certified Pblc	Offices Of Certified Public Accountants	3750 University Blvd W	20895-2136	5	A	0
Moose Green & Korom	Offices Of Certified Public Accountants	3906 Knowles Ave	20895-2468	5	A	0
	Offices Of Chiropractors	10400 Connecticut Ave # 314	20895-3942	3	A	0
Kensington Chiropractic Ctr	Offices Of Chiropractors	3706 Perry Ave	20895-2118	5	A	0
Robert J Kelly & Assoc	Offices Of Dentists	10335 Kensington Pkwy	20895-3359	4	A	0
Robert J Kelly & Assoc	Offices Of Dentists	10335 Kensington Pkwy	20895-3359	4	A	0
Alpine Dental	Offices Of Dentists	10400 Connecticut Ave	20895-3910	7	A	0
Family Dentistry	Offices Of Dentists	10400 Connecticut Ave # 506	20895-3944	4	A	0
	Offices Of Dentists	10405 Montgomery Ave	20895-3357	4	A	0
	Offices Of Dentists	3704 Perry Ave	20895-2118	4	A	0
	Offices Of Dentists	3930 Knowles Ave # 204	20895-2428	4	A	0
	Offices Of Dentists	3930 Knowles Ave # 300	20895-2428	4	A	0
	Offices Of Dentists	3930 Knowles Ave # 302	20895-2428	4	A	0
Maloney Law Office	Offices Of Lawyers	10400 Connecticut Ave	20895-3910	4	A	2008
Parker & Starbuck	Offices Of Lawyers	10400 Connecticut Ave	20895-3910	5	A	0
Gustavo Matheus Esq LLC	Offices Of Lawyers	10400 Connecticut Ave # 507	20895-3944	3	A	0
	Offices Of Lawyers	10400 Connecticut Ave # 511	20895-3944	2	A	0
	Offices Of Lawyers	10400 Connecticut Ave # 513	20895-3944	2	A	0
B & C Trust Funds	Offices Of Lawyers	10401 Connecticut Ave	20895-3951	2	A	0
Andrew Fitzgerald Law Office	Offices Of Lawyers	10401 Connecticut Ave # 101	20895-3938	2	A	0
	Offices Of Lawyers	10410 Kensington Pkwy	20895-2943	2	A	0
Kensington & Wheaton	Offices Of Lawyers	2815 University Blvd W	20895-1916	5	A	0
Walban & Diamond	Offices Of Lawyers	2815 University Blvd W	20895-1916	2	A	0
	Offices Of Mental Health Practitioners	10400 Connecticut Ave	20895-3910	6	C	0
	Offices Of Mental Health Practitioners	10400 Connecticut Ave # 204	20895-3941	6	C	0
	Offices Of Mental Health Practitioners	10400 Connecticut Ave # 300	20895-3942	6	C	0
	Offices Of Mental Health Practitioners	10400 Connecticut Ave # 303	20895-3942	2	A	0
Knowles Associates Inc	Offices Of Mental Health Practitioners	3930 Knowles Ave # 200	20895-2461	6	C	0
Brainworks LLC	Offices Of Misc Health Practitioners	10400 Connecticut Ave	20895-3910	5	A	0
	Offices Of Misc Health Practitioners	10400 Connecticut Ave # 215	20895-3941	2	A	0
	Offices Of Misc Health Practitioners	3750 University Blvd W	20895-2136	3	A	0
Kensington Acupuncture Assoc	Offices Of Misc Health Practitioners	3930 Knowles Ave	20895-2428	4	A	0
	Offices Of Optometrists	10518 Connecticut Ave	20895-2467	3	A	0
Grant & Grant	Offices Of Optometrists	2813 University Blvd W	20895-1916	4	A	0
	Offices Of Physicians, Except Mental Health	10207 Frederick Ave	20895-3303	3	A	0

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Capitol Neurology	Offices Of Physicians, Except Mental Health	10400 Connecticut Ave	20895-3910	3	A	0
Montgomery Orthopaedics	Offices Of Physicians, Except Mental Health	10400 Connecticut Ave	20895-3910	10	B	0
White Flint Medical	Offices Of Physicians, Except Mental Health	10400 Connecticut Ave	20895-3910	8	B	0
Diggs Medical Assoc Inc	Offices Of Physicians, Except Mental Health	10400 Connecticut Ave # 206	20895-3941	2	A	0
Kensington Pediatrics	Offices Of Physicians, Except Mental Health	10400 Connecticut Ave # 215	20895-3941	9	A	0
Potomac Physicians Assoc	Offices Of Physicians, Except Mental Health	10400 Connecticut Ave # 606	20895-3945	25	B	0
West Montgomery Ipa	Offices Of Physicians, Except Mental Health	10400 Connecticut Ave # 606	20895-3945	3	A	0
Montgomery Orthopaedics Pa	Offices Of Physicians, Except Mental Health	10400 Connecticut Ave # Concr's	20895-3910	3	A	0
Kaiser Permanente	Offices Of Physicians, Except Mental Health	10410 Kensington Pkwy	20895-2943	8	B	0
Mid-Atlantic Permanente	Offices Of Physicians, Except Mental Health	10810 Connecticut Ave	20895-2138	88	A	0
Kaiser Permanente Health Care	Offices Of Physicians, Except Mental Health	10810 Connecticut Ave # 2	20895-2145	462		
Mirkin Medical Consultants	Offices Of Physicians, Except Mental Health	10901 Connecticut Ave # 100	20895-1645	40	B	0
Mirkin Foot Assoc	Offices Of Podiatrists	10901 Connecticut Ave # 200	20895-1645	3	A	0
	Offices Of Podiatrists	3930 Knowles Ave # 202	20895-2428	3	A	0
Kelley Co Inc Realtors	Offices Of Real Estate Agents & Brokers	10335 Kensington Pkwy # 4	20895-3359	3	A	0
L Butler & Co	Offices Of Real Estate Agents & Brokers	10400 Connecticut Ave	20895-3910	5	A	0
	Offices Of Real Estate Agents & Brokers	10400 Connecticut Ave # 603	20895-3945	1	A	0
Clark Development Group	Offices Of Real Estate Agents & Brokers	10410 Kensington Pkwy	20895-2943	5	A	0
Conley Group Inc	Offices Of Real Estate Agents & Brokers	10410 Kensington Pkwy	20895-2943	4	A	0
Flaherty Group Inc	Offices Of Real Estate Agents & Brokers	10410 Kensington Pkwy # 101	20895-2944	9	B	0
Montgomery Century Condos	Offices Of Real Estate Agents & Brokers	3141 University Blvd W	20895-1815	1	A	0
Realty Investments Corp	Offices Of Real Estate Agents & Brokers	3702 Perry Ave	20895-2118	19	B	0
Menkis Real Estate	Offices Of Real Estate Agents & Brokers	3730 Howard Ave	20895-3391	1	A	2002
Pros Remax	Offices Of Real Estate Agents & Brokers	3750 University Blvd W	20895-2136	18	B	0
Re/Max Pros	Offices Of Real Estate Agents & Brokers	3750 University Blvd W # 1a	20895-2111	29	B	0
	Offices Of Real Estate Agents & Brokers	3760 Howard Ave	20895-3349	1	A	0
	Offices Of Real Estate Agents & Brokers	3760 Howard Ave	20895-3349	1	A	0
Wellington Knolls Real Estate	Offices Of Real Estate Agents & Brokers	4110 Knowles Ave	20895-2405	2	A	0
Orthopaedic & Sports Therapy	Offices Of Specialty Therapists	10400 Connecticut Ave	20895-3910	7	A	0
Wood Opticians Inc	Optical Goods Stores	10400 Connecticut Ave # 101	20895-3910	4	B	1946
Mizell Lumber & Hardware Co	Other Building Material Dealers	10500 Saint Paul St	20895-2613	17	C	1921
American Windows & Siding	Other Building Material Dealers	10516 Detrick Ave	20895-2432	5	C	0
Weisser Stained Glass Studio	Other Building Material Dealers	10520 Connecticut Ave	20895-2426	5	B	0
Kensington Glass Arts	Other Building Material Dealers	10580 Metropolitan Ave	20895-2606	15	B	1976
Abernethy Sticks	Other Building Material Dealers	3837 Plyers Mill Rd	20895-2015	8	C	0
Weisser Stained Glass	Other Building Material Dealers	4080 Howard Ave # B	20895-2489	4	B	2006
Garage Door Specialists Inc	Other Building Material Dealers	4120 Howard Ave	20895-8437	4	C	0
Kensington Pic-Shirts	Other Business Svc Centers	10590 Metropolitan Ave	20895-2638	5	B	0
Metro Plating & Polishing Inc	Other Chemical Merchant Whols	4110 Howard Ave	20895-2496	6	C	1993
Capital Sport & Swim	Other Clothing Stores	10558 Metropolitan Ave	20895-2606	2	B	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Gene's Costumes	Other Clothing Stores	10636 Connecticut Ave	20895-2501	5	B	0
G Cabanillas	Other Clothing Stores	2809 University Blvd W	20895-1916	1	B	0
Jerry's Tailoring	Other Clothing Stores	2809 University Blvd W	20895-1916	1	B	0
Capital City Events	Other Direct Selling Establishments	10400 Connecticut Ave # 600	20895-3945	6	C	0
Milton's Chandeliers	Other Electronic Equip Repair	4130 Howard Ave	20895-2416	2	A	0
Mc Caw Enterprises	Other Electronic Parts Merchant Whols	10410 Kensington Pkwy	20895-2943	8	B	0
Talking Type LLC	Other Electronic Parts Merchant Whols	10812 Saint Paul St	20895-2233	2	B	2003
Kensington Service Ctr	Other Gasoline Stations	3794 Howard Ave	20895-3349	3	A	0
Right Path Construction	Other Heavy Construction	10531 Metropolitan Ave	20895-2627	1	B	2006
Adventures In Permitting	Other Heavy Construction	3500 Dupont Ave	20895-2506	7	C	2007
Joel Lynn Clock Repair	Other Household Goods Repair & Maintenance	3768 Howard Ave	20895-3349	1	A	0
Raffie Jewelers	Other Household Goods Repair & Maintenance	3774 Howard Ave	20895-3349	1	A	0
Prototype Inc	Other Household Goods Repair & Maintenance	4201 Warner St	20895-4059	2	A	0
Blue House Productions Musical	Other Household Goods Repair & Maintenance	4213 Howard Ave	20895-2494	2	A	1959
Meals On Wheels Of Wheaton Inc	Other Household Goods Repair & Maintenance	4213 Howard Ave # C	20895-2494	3	A	0
Acc Mirkin Medical Conslts	Other Individual & Family Svcs	10027 Frederick Ave	20895-3402	3	C	0
Institute For Family Devmnt	Other Individual & Family Svcs	10101 Connecticut Ave	20895-3803	1	B	0
Pontos Inc	Other Individual & Family Svcs	10901 Connecticut Ave	20895-1645	6	C	0
Splaine Security Systems Inc	Other Individual & Family Svcs	3101 University Blvd W	20895-1848	3	C	0
Trick Wholesale	Other Management Consulting Svcs	3333 University Blvd W	20895-1852	3	B	0
Penny's Hair Replacement	Other Management Consulting Svcs	3829 Pliers Mill Rd	20895-2015	10	B	0
Green-Cycle Industries LLC	Other Nondurable Goods Merchant Whols	10431 Metropolitan Ave	20895-2604	1	B	0
International Eye Foundation	Other Personal Care Svcs	10806 Connecticut Ave	20895-2102	1	A	2004
Make A Wish Foundation	Other Professional Equip Merchant Whols	10563 Metropolitan Ave	20895-2627	5	B	0
Image Camp	Other Social Advocacy Organizations	10801 Connecticut Ave	20895-2134	8	B	0
Exposure Biz	Other Social Advocacy Organizations	10920 Connecticut Ave # 1600	20895-1600	15	B	0
Logo To Promo LLC	Other Specialized Design Svcs	10441 Metropolitan Ave	20895-2604	2	B	0
Metro Lodge	Other Svcs Related To Advertising	4142 Howard Ave	20895-2416	3	B	0
Metrologo Promotional Product	Other Svcs Related To Advertising	4142 Howard Ave	20895-2416	3	B	0
Quality Nursing Agency LLC	Other Svcs Related To Advertising	4142 Howard Ave	20895-2416	3	B	0
Marks & Co	Other Technical Consulting Svcs	10410 Kensington Pkwy	20895-2943	5	B	2008
Kensington Lawn & Garden	Other Transportation Goods Merchant Whols	4120 Howard Ave	20895-2490	3	C	0
Benchmark Painting	Outdoor Power Equip Stores	10521 Summit Ave	20895-2422	5	A	0
Hernandez Painter	Paint & Wall Covering Contrs	10555 Metropolitan Ave	20895-2627	35	B	0
Hertz Rent A Car	Paint & Wall Covering Contrs	4216 Howard Ave	20895-2418	13	B	0
Enterprise Rent A Car	Passenger Cars Rental	10563 Metropolitan Ave	20895-2627	4	B	0
Pro Pet Of Kensington	Passenger Cars Rental	10566 Metropolitan Ave	20895-2606	4	B	0
Kensington Pet Motel	Pet & Pet Supplies Stores	10301 Kensington Pkwy	20895-3321	5	B	0
	Pet Care, Except Veterinary, Svcs	4222 Howard Ave	20895-8404	1	A	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Canine Design Inc	Pet Care, Except Veterinary, Svcs	4226 Howard Ave # 1	20895-2418	2	A	0
Knowles Apothecary	Pharmacies & Drug Stores	10400 Connecticut Ave	20895-3910	5	C	0
Giant Food Pharmacy	Pharmacies & Drug Stores	2900 University Blvd W	20895	12	C	2004
Kensington Pharmacy	Pharmacies & Drug Stores	3737 University Blvd W	20895-2123	6	C	0
Photo Pro	Photographic Equip & Supplies Merchant Whol	10630 Connecticut Ave	20895-2501	5	C	1982
Reinforced Plastics Skylite Cmp	Plastics Materials Merchant Whols	10514 Detrick Ave	20895-2432	2	B	1969
Davis & Davis Air Conditioning	Plumbing & Hvac Contractors	10530 Detrick Ave	20895-2432	17	B	1966
R L Voight & Son Inc	Plumbing & Hvac Contractors	3923 Payers Mill Rd # 1	20895-2096	70	B	1946
Kensington Cooling & Heating	Plumbing & Hvac Contrs	10511 Summit Ave	20895-3648	30	B	0
Acker & Sons Inc	Plumbing & Hvac Contrs	10516 Summit Ave	20895-2437	80	B	1961
Blinkhorn Plumbing	Plumbing & Hvac Contrs	4212 Howard Ave	20895-8422	5	B	1955
Ray Flore Concrete & Contract	Poured Concrete Structure Contractors	3711 Dupont Ave	20895-2511	5	B	0
Intel Guardians LLC	Process & Logistics Consulting Services	10410 Kensington Pkwy	20895-2943	2	A	0
Tee Time	Process & Logistics Consulting Services	10524 Detrick Ave	20895-2432	2	A	0
Kensington Mental Health Assoc	Psychiatric & Substance Abuse Hospitals	10400 Connecticut Ave	20895-3910	8	B	0
Jerry's Subs & Pizza	Quick_Service Restaurant	10550 Connecticut Ave	20895-2426	4	A	0
Mc Donald's	Quick_Service Restaurant	2741 University Blvd W	20895-1914	71	B	0
Limited Goods	Radio, TV & Other Electronics Stores	10410 Kensington Pkwy	20895-2943	5	B	0
123 Direct Dish Satellite TV	Radio, TV & Other Electronics Stores	10420 Montgomery Ave	20895-3329	2	A	2007
Soundworks	Radio, TV & Other Electronics Stores	10526 Connecticut Ave	20895-2426	9	B	1982
Oem Audio & Video Inc	Radio, TV & Other Electronics Stores	10534 Connecticut Ave	20895-2426	2	A	0
Graffiti Audio Video	Radio, TV & Other Electronics Stores	10628 Connecticut Ave	20895-2501	2	A	0
H Stern & Co	Real Estate Credit	10400 Connecticut Ave # 405	20895-3943	1	B	0
First Savings Mortgage Co	Real Estate Credit	10401 Connecticut Ave	20895-3951	25	B	0
East West Mortgage	Real Estate Credit	10410 Kensington Pkwy	20895-2943	5	B	0
4th Dimension Mortgage	Real Estate Credit	10804 Connecticut Ave	20895-2102	4	B	2007
Kensington Baptist Church	Religious Organizations	10100 Connecticut Ave	20895-3897	5	C	0
Temple Emanuel	Religious Organizations	10101 Connecticut Ave	20895-3899	7	C	0
Warner Memorial Presbyterian	Religious Organizations	10123 Connecticut Ave	20895-3898	5	C	0
Oromo Christian Fellowship	Religious Organizations	3101 University Blvd W	20895-1848	1	B	2004
Resurrection Lutheran	Religious Organizations	3101 University Blvd W	20895-1848	2	B	0
Lee Memorial Ame Church	Religious Organizations	3609 Dupont Ave	20895-2509	4	C	0
Holy Redeemer's Church	Religious Organizations	4115 Payers Mill Rd	20895-2021	3	C	0
	Religious Organizations	9701 Summit Ave	20895-2423	2	B	0
	Religious Organizations	9705 Summit Ave	20895-2436	2	B	0
Minor Maintenance	Residential Remodelers	10335 Kensington Pkwy	20895-3359	2	A	0
Call Carl	Residential Remodelers	10412 Montgomery Ave	20895-3329	3	B	0
Maupin Construction	Residential Remodelers	10416 Fawcett St	20895-3338	1	A	0
Kensington Construction	Residential Remodelers	10421 Metropolitan Ave	20895-2650	15	B	2002
Running Remodeling	Residential Remodelers	10516 Summit Ave # 201	20895-3649	5	B	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
W To W Bath Designs	Residential Remodelers	10560 Metropolitan Ave	20895-2610	9	B	0
Merrick Design & Build	Residential Remodelers	3923 Pliers Mill Rd # 2	20895-2000	12	B	0
Rebuilding Together	Residential Remodelers	3925 Pliers Mill Rd	20895-2038	5	B	0
Custom Crafters Inc	Residential Remodelers	4000 Howard Ave # A	20895-2498	23	B	1956
Miracle Method	Residential Remodelers	4124 Howard Ave	20895-8439	10	B	0
E M Castle Construction Inc	Residential Remodelers	4306 Howard Ave	20895-2420	8	B	0
Mgd Design Build	Residential Remodelers	4306 Howard Ave	20895-2420	10	B	0
Rosita Bakery	Retail Bakeries	10534 Connecticut Ave	20895-2426	4	A	2003
Donut King	Retail Bakeries	3727 University Blvd W	20895-2123	5	A	0
Ricardo Fuentes Upholstery	Reupholstery & Furniture Repair	4000 Howard Ave # B	20895-8412	1	A	0
Dunkley's Antiques	Reupholstery & Furniture Repair	4116 Howard Ave	20895-2416	1	A	2006
Objets Dart Workshop	Reupholstery & Furniture Repair	4128 Howard Ave # A	20895-8444	1	A	0
Agis Upholstery	Reupholstery & Furniture Repair	4229 Howard Ave # B	20895-2419	2	A	0
Heritage Restorations	Reupholstery & Furniture Repair	4233 Howard Ave # F	20895-8416	2	A	0
Awesome Metal Restorations Inc	Reupholstery & Furniture Repair	4233 Howard Ave # G	20895-2449	3	A	0
Ayler's Restoration Shop	Reupholstery & Furniture Repair	4234 Howard Ave	20895-2418	1	A	0
Upholstery & Restoration Unltd	Reupholstery & Furniture Repair	4267 Howard Ave	20895-2419	14	B	1988
Jose Upholstery	Reupholstery & Furniture Repair	4309 Knowles Ave	20895-2410	1	A	0
Winston's Gutter Svc	Roofing Contrs	4222 Howard Ave # E	20895-2458	20	B	1976
Arundel Securities	Securities Brokerage	10400 Connecticut Ave	20895-3910	3	B	0
Guardian Fabric Care LLC	Sewing, Needlework, & Piece Goods Stores	3409 University Blvd W	20895-1733	3	B	2008
Inez's Stitchery	Sewing, Needlework, & Piece Goods Stores	3706 Howard Ave	20895-3347	6	B	0
Dinette Factory	Showcases, Partitions, Shelving, & Lockers	4119 Howard Ave	20895-2417	2	B	0
Baskin-Robbins	Snack & Nonalcoholic Beverage Bars	10592 Metropolitan Ave # B	20895-2636	5	A	0
Dunkin' Donuts	Snack & Nonalcoholic Beverage Bars	10625 Connecticut Ave	20895-2505	5	A	2004
Blue House Productions Cd	Sound Recording Studios	4213 Howard Ave	20895-2494	2	B	0
Flying Dragon Imports	Sporting Goods Stores	10730 Connecticut Ave	20895-2147	2	A	0
Engage Armament	Sporting Goods Stores	3610 University Blvd W	20895-2120	3	B	2008
Bike Express	Sporting Goods Stores	3731 University Blvd W # B	20895-2149	1	A	0
Black Belt Martial Arts Ctr	Sports & Recreation Instruction	10576 Metropolitan Ave	20895-2641	5	B	0
Tai Yim Kung Fu	Sports & Recreation Instruction	10730 Connecticut Ave	20895-2147	2	A	0
Chesapeake Framing Co	Store Retailers Not Specified Elsewhere	4261 Howard Ave	20895-2419	5	B	1979
Safeway	Supermarkets & Other Grocery Stores	10530 Connecticut Ave	20895-2426	85	B	0
Golden Market	Supermarkets & Other Grocery Stores	3715 University Blvd W	20895-2123	3	A	0
Kensington Supermarket	Supermarkets & Other Grocery Stores	3715 University Blvd W	20895-2123	4	A	0
Safeway	Supermarkets & Other Grocery Stores	3838 Howard Ave	20895-0	5	A	0
H & R Block Tax Svc	Tax Preparation Svcs	10540 Connecticut Ave	20895-2426	3	A	2006
A Swift Transportation Svc	Taxi Svc	3225 University Blvd W	20895-1829	3	A	0
Visual Edge	Teleproduction & Postproduction Svcs	10516 Summit Ave # 202	20895-3649	5	A	0
Quality Discount Tire Inc	Tire Dealers	4000 Howard Ave # D	20895-8413	6	B	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Title Alliance-Greater Wa	Title Abstract & Settlement Offices	3750 University Blvd W	20895-2136	4	A	2005
Dog Travel Co Inc	Travel Agencies	10804 Connecticut Ave	20895-2102	3	A	2007
Aladdin Travel Svc Inc	Travel Agencies	10901 Connecticut Ave # 300	20895-1647	15	A	0
Budget Truck Rental	Truck, Trailer, & Rv Rental & Leasing	10590 Metropolitan Ave	20895-2638	3	B	0
U-Haul Co	Truck, Trailer, & Rv Rental & Leasing	10619 Connecticut Ave	20895-2525	6	B	1945
Select Cars Inc	Used Car Dealers	10513 Summit Ave	20895-2423	3	C	2004
Cherner Brothers Auto Ctr	Used Car Dealers	10566 Metropolitan Ave	20895-2606	1	A	1970
Kensington Auto Sales Inc	Used Car Dealers	3800 Plyers Mill Rd	20895-2014	2	A	0
Kensington Motors	Used Car Dealers	3840 Dupont Ave	20895-2036	2	A	2007
Growing Years	Used Merchandise Stores	10303 Kensington Pkwy	20895-3321	4	B	0
Sunflowers Consignment	Used Merchandise Stores	10307 Kensington Pkwy	20895-3321	1	A	0
All Books Considered	Used Merchandise Stores	10408 Montgomery Ave	20895-3360	1	A	0
Nina's Antiques	Used Merchandise Stores	10419 Fawcett St	20895-3323	1	A	0
De & Me Btq & Consignment Hm	Used Merchandise Stores	10426 Fawcett St	20895-3341	2	A	0
J Antiques	Used Merchandise Stores	10429 Fawcett St	20895-3323	1	A	1975
Kensington Caboose	Used Merchandise Stores	10508 Connecticut Ave	20895-2426	7	B	0
Randolph Antiques	Used Merchandise Stores	10518 Detrick Ave	20895-2432	2	A	0
Lionel Buy Sell Repair & Antq	Used Merchandise Stores	3610 University Blvd W	20895-2120	40	B	0
Potomac Trading Collectibles	Used Merchandise Stores	3610 University Blvd W	20895-2120	40	B	1955
Prevention Of Blindness Shop	Used Merchandise Stores	3716 Howard Ave	20895-3347	1	A	0
Carolyn's Antiques & Jewelry	Used Merchandise Stores	3734 Howard Ave	20895-3347	2	A	0
Oriental Antiques By Susan	Used Merchandise Stores	3740 Howard Ave	20895-3347	1	A	0
Sally Shaffer Interiors	Used Merchandise Stores	3742 Howard Ave	20895-3347	1	A	0
Jill & Co Country Antiques	Used Merchandise Stores	3744 Howard Ave	20895-3347	1	A	0
Glynn Goldsborough Antiques	Used Merchandise Stores	3746 Howard Ave	20895-3347	2	A	2008
Pritchard's	Used Merchandise Stores	3748 Howard Ave	20895-3347	5	B	0
Antique Market II	Used Merchandise Stores	3750 Howard Ave	20895-3372	15	B	0
Accent On Antiques	Used Merchandise Stores	3758 Howard Ave	20895-3349	1	A	0
Diane's Antiques	Used Merchandise Stores	3758 Howard Ave	20895-3349	1	A	0
Marial's Place	Used Merchandise Stores	3758 Howard Ave	20895-3349	1	A	0
Kensington Antique Market Ctr	Used Merchandise Stores	3760 Howard Ave	20895-3349	2	A	0
Antique Village	Used Merchandise Stores	3762 Howard Ave	20895-3384	8	B	0
Antiques & Uniques	Used Merchandise Stores	3762 Howard Ave # B	20895-3386	2	A	0
Antique Market	Used Merchandise Stores	3776 Howard Ave	20895-3349	2	A	0
Kensington Book Shop	Used Merchandise Stores	3786 Howard Ave	20895-3349	2	A	2002
La Belle Epoque	Used Merchandise Stores	4088 Howard Ave # A	20895-6201	3	B	0
Huret Antiques LLC	Used Merchandise Stores	4106 Howard Ave	20895-8436	2	A	0
Sparrows Antiques	Used Merchandise Stores	4115 Howard Ave	20895-2417	8	B	0
Paris-Kensington	Used Merchandise Stores	4128 Howard Ave # A	20895-8444	1	A	0
Gonzales Antiques	Used Merchandise Stores	4130 Howard Ave	20895-2416	2	A	0

Name of Business	Business Type	Address	Zip Code	Jobs	Sq. Ft.	Yr Est
Onslow Square Antiques	Used Merchandise Stores	4131 Howard Ave	20895-2417	2	A	1973
Acanthus Antiques	Used Merchandise Stores	4132 Howard Ave	20895-2416	1	A	0
Great British Pine Mine	Used Merchandise Stores	4144 Howard Ave	20895-2416	5	B	1983
Far East Antiques	Used Merchandise Stores	4215 Howard Ave	20895-2452	2	A	0
Lighting By Estates' Gallery	Used Merchandise Stores	4217 Howard Ave	20895-2450	2	A	0
Young's Gallery & Estate	Used Merchandise Stores	4218 Howard Ave	20895-8408	2	A	0
Banning & Low Ltd	Used Merchandise Stores	4230 Howard Ave	20895-2418	2	A	0
Marco Polo's Treasures	Used Merchandise Stores	4263 Howard Ave	20895-2419	3	B	0
Wheaton Animal Hospital	Veterinary Svcs	2929 University Blvd W	20895-1934	20	B	0
Kensington Veterinary Hospital	Veterinary Svcs	3511 University Blvd W	20895-1718	3	A	0
Sorkin Productions LLC	Video Tape & Disc Rental	3709 Dupont Ave	20895-2511	2	B	0
Patrapon Bridal	Women's Clothing Stores	10425 Fawcett St	20895-3323	1	A	0
Blueberries	Women's Clothing Stores	10426 Fawcett St	20895-3341	1	A	2008
Catch Can	Women's Clothing Stores	10505 Metropolitan Ave	20895-2607	22	B	0
Cabinetpak Kitchens	Wood Kitchen Cabinet & Countertop Mfg	10522 Detrick Ave	20895-2432	10	C	0
Strongpoint Laminates	Wood Kitchen Cabinet & Countertop Mfg	4102 Howard Ave	20895-2482	1	B	0
Hi-Tech Worktops Inc	Wood Kitchen Cabinet & Countertop Mfg	4215 Howard Ave # B	20895-2441	35	C	0
Montgomery Data Systems Inc	Wood Kitchen Cabinet & Countertop Mfg	10400 Connecticut Ave	20895-3910	3	C	0
D & A Assoc Inc		10400 Connecticut Ave # 302	20895-3942	2	B	0
Pinnacle Office Environments		10400 Connecticut Ave # 402	20895-3943	10	C	0
Parkway Plaza Ltd Partnership		10410 Kensington Pkwy	20895-2943	3	C	0
Two Coconuts		10511 Metropolitan Ave	20895-2607	3	C	0
Barclay Co		10517 Summit Ave	20895-0	3	C	0
Ski Report-Potomac Ski & Sail		3610 University Blvd W	20895-2120	3	C	0
Metropolitan Design Ctr		3730 Howard Ave	20895-3391	15	C	0
Winning Image		3835 Plyers Mill Rd	20895-2015	3	C	0
Urban Design & Development		3930 Knowles Ave	20895-2428	3	C	0
J Perry Marvin & Assoc		4101 Howard Ave	20895-2455	3	C	0
Mgc Design Build		4306 Howard Ave	20895-2420	3	C	0

Source: 2008 ReferenceUSA Business Listings

Note: Square foot ranges

A = 1 - 2,499 sf

B = 2,500 - 9,999 sf

C = 10,000 - 39,999 sf

D = 40,000+ sf