

Action

MEMORANDUM

April 29, 2016

TO: County Council

FROM: Marlene Michaelson, Senior Legislative Analyst *MM*
Glenn Orlin, Deputy Council Administrator *GO*

SUBJECT: **Resolution Approving the Westbard Sector Plan**

Attached is a resolution to approve the Westbard Sector Plan. Text to be added to the Planning Board Draft is underlined; text to be deleted is bracketed and changes to the draft resolution are highlighted. The resolution incorporates all changes to the draft resolution that staff believe are purely technical in nature (e.g., correcting the name of the street or the acreage on a property) or corrections that are unquestionably consistent with the Council's straw votes on the Sector Plan (to make zoning consistent with the Council votes) without comment in this cover memo.

Council staff received several suggested changes that staff considers to be substantive changes to the Sector Plan not considered or not previously endorsed by the Council. Each of those recommended changes are described in this memorandum. **Those changes that staff supports have been incorporated in the attached resolution and are highlighted.** Those with which staff did not concur are listed below, but are not incorporated in the resolution. Staff has listed each suggested change in the table below with a staff recommendation.

Council staff continues to receive numerous letters expressing general comments on the Sector Plan, rather than comments on specific parts of the resolution. General comments on the Plan are not addressed here. In addition to numerous letters from individuals, most of whom did not support the Plan as revised by the Council, the Council received letters supporting the compromises recommended by the Council from the Citizens Coordinating Committee on Friendship Heights and the Town of Somerset. In addition, it received a petition supporting the Plan with 182 signatures. It received letters opposed to the Plan from Save Westbard and the Summer Citizens Association, which conducted a survey of its residents. Of note:

Rooftop Terraces

The Citizens Coordinating Committee on Friendship Heights (CCCFH) has raised on concern about **rooftop terraces** being constructed on townhome roofs and whether they may be excluded from the

calculation of height. (They had previously suggested that the Sector Plan address this issue.) Staff believes that the section of the zoning ordinance that describes what is included in height is not as clear as it could be, particularly in light of new development trends. **Staff recommends the introduction of a text amendment to address this issue.** The text amendment should be introduced at the same time as the Sectional Map Amendment (SMA) and adopted at the same time. Addressing this issue in the Sector Plan would imply that any restrictions only apply in Westbard, but this is clearly an issue that impacts other areas of the County.

Affordable Housing

The Council also received several comments regarding the **affordable housing** section of the Sector Plan from CCCFH and others. CCCFH questioned why the Plan included new language not previously subject to public review. However, the introduction to this new section simply quotes what is in the Housing Element of the General Plan, a document that was subject to extensive public review and is now adopted County policy.

CCCFH also recommends that the Council should not allow the density bonus provisions in the Commercial/Residential Town (CRT) zone associated with additional affordable housing. It is staff's understanding that the Council did not wish to eliminate this option, but instead agreed to language that would minimize the impact of potential additional height on adjacent single-family residential neighborhoods. **Allowing property owners to recoup the cost of additional affordable housing through density bonuses makes it more likely that they can provide other amenities that will be assets for the neighborhood.**

Monitoring Development.

CCCFH also suggested that the Council have periodic checkpoints to be sure that the growth in students and traffic is being matched with necessary infrastructure. Although they have described this under the heading "Staging", staff does not believe they intended that a formal staging element be added to the Sector Plan, but that there be ongoing monitoring and reevaluation of whether development is proceeding as expected without significant negative impacts. They have also suggested the need to consider funding needs for different infrastructure needs and amenities. **Staff believe such monitoring is very appropriate, not only here but in all master plan areas.** At a minimum, the Planning Department should track the amount of development being approved and built in each planning area on a regular basis, what infrastructure and amenities have been provided, and what gaps, if any, need to be addressed. If the Council concurs, Staff recommends that the form of this reporting be addressed in a follow-up meeting with the Planning, Housing, and Economic Development (PHED) Committee. Other CCCFH concerns are addressed in the chart below.

GROUP/PERSON	RECOMMENDED CHANGE	STAFF RECOMMENDATION
<p>Citizens Coordinating Committee on Friendship Heights (CCCFH)</p>	<p>Modify lines 154-156 in the attached draft to delete the phrase “of equal or greater size” as follows: <u>This sector plan area is not appropriate for [big box or] combination retail stores, and large single tenant retail stores [[of equal or greater size]], not including a grocery store or health club, may be restricted at time of regulatory review based on compatibility with the surrounding communities.</u></p>	<p>Support. The change would require the Planning Board to determine when and at what size a large single tenant retail store is not compatible with the surrounding community.</p>
	<p>Delete general language on housing policy added without citizen input or comment.</p>	<p>Do not support. The introduction to this section comes from the Housing Element of the General Plan, which was subject to extensive public comment. It is included here to provide context for the recommendations that follow.</p>
	<p>Affordable housing should be distributed across all new residential buildings in approximately the same percentages.</p>	<p>The resolution language is consistent with this idea, but allows some flexibility due to the constraints of some sites (e.g., the Manor Care site).</p>
	<p>On the HOC site, affordable housing should not all be concentrated in the existing building with relatively low percentages of affordable housing in the new building.</p>	<p>This is consistent with HOC’s intent and the Council’s understanding, and staff has made a minor change to indicate that the approximately 30% HOC is proposing will be in the “new” development.</p>
	<p>Revise the start of a paragraph on page 35 of the Plan as follows: “Transit service that is frequent [and, if possible, branches into the nearby communities] should be provided to increase the use of transit for trips to, from, and within Westbard.” CCCFH opposes adding bus traffic within neighborhoods and urges that additional bus service be limited to main thoroughfares.</p>	<p>Support. Staff disagrees with the argument: Ride On was designed as a system that would penetrate neighborhoods and pick up residents where they live. Nevertheless, there is no harm in taking out the language, since taking it out does not preclude putting Ride On service through one or more neighborhoods should the Executive and DOT so direct.</p>
	<p>The Sector Plan should specifically state that there should be access to WES from both Little Falls Parkway and Landy Lane <u>during hours of school operation.</u> (The Council also received a letter on behalf of WES supporting the language as drafted and opposing</p>	<p>Do not support. As noted in the staff memo that accompanied the draft resolution, staff believes this language is not appropriate for a master plan; it is important to note that the absence of such language</p>

GROUP/PERSON	RECOMMENDED CHANGE	STAFF RECOMMENDATION
	CCCCFH's recommended changes.)	does not mean the Council discussed and reached a conclusion on the merits of this suggestion, but that it has delegated that decision to the Planning Board to make during the regulatory review process.
	Affordable housing should no longer be an amenity since it is required; naturalization of the Willett Branch and other amenities that enhance the area for residents should be primary amenities.	The only way that property owners are eligible for bonus density provisions is if the affordable housing is considered an amenity, so staff believes it should continue to be an amenity. ¹ Staff recommends adding the following sentence to the resolution after the description of the new affordable housing: <u>Other public benefits listed below are also critical to the redevelopment of Westbard. (See line 1884.)</u>
HOC	Expressed concern regarding the language in the resolution that indicates that "No units under the control of HOC should count towards the MPDU requirements of private developments on other sites in the Sector Plan" and suggests it be replaced with the following: "HOC has committed to withholding those approximately 30 percent of new units under its control from counting toward the MPDU requirements of private developers on other sites within the Sector Plan. HOC is free to enter into agreements that satisfy MPDU requirements of private developers on other sites within the Sector Plan, if it does so by delivering on the replacement affordable units in addition to the approximately 30 percent of the new units on sites 4a and 4b."	Staff supports HOC's suggested revision to the resolution (see lines 1229-1234).
Linowes and Blocher on behalf of Equity One	Use the word "improve" in place of "naturalize" where the Plan discusses Willett Branch or define naturalize.	Staff agrees that the term "naturalize" should be defined. The text should be changed on page 49 to clarify that the "stream will be naturalized by removing concrete-lined channels where

¹ Staff believes that the Council should reconsider this portion of the Zoning Ordinance, since it is unclear why bonus density provisions are only provided if the affordable housing is an amenity under the Commercial/Residential (CR) or CRT zones.

GROUP/PERSON	RECOMMENDED CHANGE	STAFF RECOMMENDATION
		possible to create a more natural – although still channelized – stream.” (see lines 820-821). Parks staff indicate that “naturalize” is a specific term of art for improvements to concrete-lined streams that will not require full-blown stream restoration to natural conditions.
	Clarify inconsistencies related to the size of the civic green.	Staff has amended the resolution so that all references to the civic green indicate it will be approximately ½ acre but no less than 1/3 acre.
	Change language regarding the mix of units on line 301 to indicate that this is a potential unit yield and mix scenario used to calculate the number of students.	Staff concurs and this change has been incorporated in the resolution.
	Revise line 552 as follows: Separated Bike Lane: 5-foot-wide, one-way separated bike lane (cycle track on each side of the road [with] <u>outside of the curb to provide a buffer from traffic.</u>	Staff concurs and this change has been incorporated in the resolution.
	Revise line 554 (p. 11) as follows: Sidewalks [15] <u>13-foot wide at a minimum, except in the realigned portion where they should be 11 feet wide at a minimum.</u>	Support. The 13-foot widths correspond with Option B on page 30 of the Plan, which the Council supports. The 11-foot widths would be along a section of realigned Westbard Avenue where no retail activity is anticipated.
	Revise language that indicates that FAR and height on sites 2 and 5 are provided to compensate for property lost to the stream buffer.	Staff concurs that it is unclear where development will need to be reduced, due to the stream buffer, and it is preferable to indicate that the height and FAR were provided due to site constraints (see lines 943 and 990).
	Delete language related to gas stations on Parcels 128 and 357 that indicates that they are anticipated to continue to be appropriate uses for these sites.	Do not concur. Staff understands this specific language was added by the Planning Board in response to testimony from residents who wanted to make sure there would be no problem for the gas stations to continue operating as these locations.
	Revise language on line 254 to indicate that	Staff concurs that this was

GROUP/PERSON	RECOMMENDED CHANGE	STAFF RECOMMENDATION
	the owner will be allowed to build [up to] <u>approximately</u> 150 additional units.	supposed to be an estimate and not a cap and has changed the resolution accordingly.
	Remove reference to Alternative Location Agreements, since they are not required for modest variations among adjacent and confronting properties.	Staff concurs and has changed the language to indicate that the variations are allowed under County law with the approval of the Director of DHCA (see line 244).
	Remove statement indicating that residential and community uses would be provided “above” retail in the Westwood Shopping Center.	Staff concurs. This is an option, but not a requirement; including it could lead to misinterpretation. Staff has amended the resolution at line 1066.
	Revise to indicate the indoor civic use would be approximately <u>5,000</u> to 10,000 square feet.	Planning staff indicate that is the range they were considering and the change is appropriate (see line 1075).
	Revise Goal 2 on page 46 as follows: “Create a network of local streets <u>and/or pedestrian connections</u> , both public and private...”	Staff believes the addition should say <u>and pedestrian connections</u> and has revised the resolution accordingly (see line 807).
	On page 46, revise the second bullet under Goal 2 to state “Create a <u>vehicular or pedestrian</u> connection...”	Do not change. Staff understands the Planning Board debated this language at length and agreed to the wording. This issue is addressed in greater detail elsewhere in the Plan.
	Revise line 1092 as follows: “Provides a town green [that fronts the civic green] since the location of the civic space has not been determined.”	Planning Department staff indicate that the intent was to address the location of the town green. Staff has amended the resolution to state “Provides a <u>central</u> town green.” (see line 1092).
	Revise language on line 1183 to state that only “a portion” of the parking lot on the Manor Care site will be reforested.	Concur. This is a more accurate reflection of what is intended.
	Delete lines 1229-1230, which indicate that “No units under the control of HOC should count towards the MPDU requirements of private developments on other sites in the Sector Plan.”	Do not concur. Staff supports the amendments recommended by HOC but does not support eliminating this language. Without the amended language, it would be possible that the Council decision to increase MPDUs to 15% would not result in a single additional MPDU.
	Remove references to park dedication and	Do not concur. The goal will be

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	park ownership of the Willet Branch Park.	for the Department of Parks to seek dedication of the entire Greenway Park. It is possible that the Planning Board may determine at the time of development that a portion of the stream will stay in private ownership with public access easements (e.g., if a portion is isolated from the rest of the Greenway Park), but the Planning Board should determine that at the time of development.
	Revise the paragraph under Stream and Wetland Buffer on page 91 that appears to indicate that no development can occur within stream and wetland buffers.	Concur. The Council supported the Planning Board language elsewhere in the Sector Plan that indicates the need to balance environmental objectives with redevelopment objectives. Staff has replaced the language to be consistent with text elsewhere in the Sector Plan (see lines 1952-1970).
	Indicate that if the body of the Sector Plan and Appendix conflict, the Sector Plan should control	Agree. This language has been added to the General section at the end of the resolution.
Susan Spock	Add the following underlined language regarding stormwater management from the Appendix to the body of the Sector Plan: “As properties redevelop, they will be subject to the current environmental regulations such as stormwater management. <u>However since re-development may not be regulated as strictly as new development in regard to SWM, waivers for significant portions of the SWM runoff would likely be sought by developers. The waivers would limit the SWM benefits to the already impaired Willett Branch stream. Therefore, the Westbard Sector Plan recommends as a priority, that each redevelopment project seek to maximize on-site SWM treatment, rather than accepting waivers. This should include the treatment of existing impervious areas beyond the limits of the redevelopment areas. Such efforts may be considered favorably when developers are seeking concessions for other regulations that may limit the redevelopment projects.”</u>	Support adding an abbreviated version of this as follows: <u>To maximize potential benefits, SWM treatment should be done on-site wherever feasible and the use of waivers should be limited.</u>

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	Do not support the restrictions on parking called for on page 25 of the Plan.	Do not support. Restricting parking supply is one of the most effective means to manage transportation demand.
	Do not remove the amenities listed for the South River District and the South Westbard District from the Plan.	Do not support. The Council removed the CRT floating zone recommendations for these districts (on industrial land and the library), so no redevelopment can occur that would require a public amenity.
	The new draft language on the stream could be read to allow stabilization over daylighting (draft insert line 1085), and other language could be interpreted as allowing retaining walls to remain or naturalization not to occur. Language on stream naturalization should be as strong as possible.	Do not support. The Council changed this language because there are portions of the stream that may not be appropriate for daylighting (e.g., the portion between Ridgefield Road and River Road). Due to the topography on certain sites, it may be necessary to have some retaining walls, even with naturalization.
	It had been my understanding that the Council passed a FAR of 0.75 on the entire Westwood Shopping Center site, and not just on commercial development. The residential FAR is still 1.25 in the Draft Plan, and should be reduced to .75.	Do not support. The Council did not change the 1.25 residential FAR on the Westwood Shopping Center.
	Oppose 175,000 of commercial development on the WES site. If redeveloped, it should be residential.	Do not support. The 175,000 of commercial development is the amount needed by the school for their expansion plans.
	On p. 29 of the Plan - I do not recall the Council approving a connection from Landy Lane to Little Falls Parkway. If such a connection is approved, I believe it should be one-way, from Little Falls Parkway to River Road, or it will increase congestion. If not, a traffic study should be done to ensure that this connection makes sense before it is added to the Plan.	Continue to support Landy Lane as a through street. Since the Council rejected further improvements to the River Road/Little Falls Parkway intersection, the Landy Lane connection would provide an alternative route to avoid it and to reduce the pressure of cut-through traffic through Kenwood. Its dimensions are noted in the resolution starting on line 601. Having it become a through street would strengthen the argument for a traffic signal at Landy Lane and River Road.

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	It was my understanding that the Council voted to add a short right-turn lane from west-bound River to northbound Little Falls Parkway beginning after Greystone Street. I don't see that decision in the Draft – only a deletion of the through-lane on River Road on the Plan p. 35.	The Council voted to delete the short right-turn lane. The text starts on line 666 of the resolution.
	The Plan should mandate provisions for future parks and green space, particularly in the stream buffer near Whole Foods. It should require a more green River Road, and various pedestrian and bicycle connections. The Draft language making these changes optional should be altered.	Do not concur. The Council decided not to rezone these properties and therefore the Sector Plan should not mandate amenities associated with redevelopment. So that these recommendations are not lost, the resolution highlights recommendations for parks and open space that can be reconsidered when the Council decides to undertake a future Sector Plan amendment.
	In section 2.2.4, the Draft anticipates that the build-out of the current Plan will take 20-30 years. I think this is unlikely, but in any event, I believe that the full complement of students anticipated in the Plan should be considered in the section on school capacity.	The full complement of students anticipated in the Plan are considered in the section on school capacity.
Richard Barnett	Requests that the existing green area west and north of Westwood Mews be maintained as green space. This area includes unused right-of-way for the extension of Crown St. and a portion of the Park Bethesda property (part of Site 6a).	Concur. Staff has added language to the resolution at lines 1045-1046 indicating that a significant portion of the forest area west and north of Westwood Mews should be retained as a buffer for the existing development.
Sid Clemans	Add a table summarizing development to the Plan.	Concur (see line 77).
	Recommend that the resolution be edited to indicate that the Willet Branch project is a “potential amenity, rather than a certain one”.	Do not concur. This is a major amenity that should be strongly supported by the Sector Plan.
	Revise Lines 209-210 in the resolution to indicate that the lack of MPDUs is both due to the timing of development and the fact that no MPDUs were required when the Park Bethesda development converted from office to housing.	Concur (see page 219-221).
	Amend the Plan to indicate areas of community support and concern.	The Plan, once adopted, will reflect the Council's recommendations. The record (including correspondence and

GROUP/PERSON	RECOMMENDED CHANGE	STAFF RECOMMENDATION
		staff packets) indicates community perspectives on different issues, but the final plan just includes the Council's recommendations.

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Resolution No.: _____
Introduced: _____
Adopted: _____

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

By: County Council

SUBJECT: Approval of December 2015 Planning Board Draft Westbard Sector Plan

1. On December 21, 2015, the Montgomery County Planning Board transmitted to the County Executive and the County Council the December 2015 Planning Board Draft Westbard Sector Plan (“Sector Plan”).
2. The December 2015 Planning Board Draft Westbard Sector Plan is a comprehensive amendment to the Approved and Adopted 1982 Westbard Sector Plan. It also amends the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George’s Counties, as amended; the Master Plan of Highways and Transitways within Montgomery County, as amended; the Countywide Bikeways Functional Master Plan, as amended; the Bethesda-Chevy Chase Master Plan; and the Legacy Open Space Functional Master Plan.
3. On February 2 and 4, 2016, the County Council held a public hearing on the December 2015 Planning Board Draft Westbard Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
4. On March 11, 2016, the Director of the Montgomery County Office of Management and Budget transmitted to the County Council the Fiscal Impact Statement for the December 2015 Planning Board Draft Westbard Sector Plan.
5. On February 29, March 7, and March 14, 2016, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the December 2015 Planning Board Draft Westbard Sector Plan.
6. On March 22, 2016, the County Council reviewed the Planning Board Draft Westbard Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Westbard Sector Plan, dated December 2015, is approved with revisions. County Council revisions to the Planning Board Draft Westbard Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the December 2015 Planning Board Draft Plan.

Throughout the Document: Change Westbard Drive to Westbard Avenue in text and maps.

Page 6: Revise the first sentence of the second paragraph of “1.2.1 Vision” as follows:

Walking alongside the [restored] naturalized Willett Branch will lead past the stream’s cleaner water and shaded banks to community recreation facilities. Private shuttle bus service will provide quick access to Metrorail and Purple Line light rail stations in Bethesda and Friendship Heights for commuting to jobs or regional destinations.

Page 8: Revise the seventh bullet of “1.2.2 Plan Framework” as follows:

- [Renovating] Naturalizing the Willett Branch stream into a major amenity that will become a unifying feature of the community.

Page 8: Add a new first bullet and amend the second bullet under “1.2.3 Optional Method Density Public Benefits Projects” as follows:

- Require 15 percent Moderately Priced Dwelling Units (MPDUs) on all projects that use the Optional Method of Development.
- Provide [an] a green open space (approximately ½-acre but no less than 1/3 acre) within the Westwood Shopping Center site.

Page 8: Replace “Table 1.2.1: Rental Units in Westbard Sector Plan Area” with a new chart that provides information on changes in residential and commercial development potential under the adopted Plan as compared to existing zoning. Move information in the chart on Rent Restricted Units to the new section on affordable housing.

Page 10: Amend the first row of “Table 1.2.2: Specific Short-Term Recommendations” as follows:

Provide a Central Civic Green (approximately ½-acre but no less than 1/3 acre) within the Westwood Shopping Center site.

Page 10: On the seventh row of “Table 1.2.2: Specific Short-Term Recommendations”, under the column titled “Category”, change from Environment to Parks and group with other Parks recommendations.

91 Page 10: Amend the 12th row as follows:
92

93 [Provide incentives for local assisted-living facilities. Provide] Encourage the development of
94 senior housing options, including assisted-living facilities.

95
96 Page 11: Revise the second and third rows of “Table 1.2.3: Specific Long-term Recommendations” as
97 follows:
98

99 [Extend a hard surface trail from the Capital Crescent Trail to the Whole Foods site.

100 Provide a park or open space at the Whole Foods site if it redevelops.]

101
102 If a future Master Plan recommends additional density on the Whole Foods site, it should also
103 explore options for a park or open space at this site and a trail connecting this site with the Capital
104 Crescent Trail.

105
106
107 Page 11: Revise the fifth row of “Table 1.2.3: Specific Long-Term Recommendations” as follows:
108

109 [Establish a new entrance to the Capital Crescent Trail between Whole Foods and Washington
110 Episcopal School.] Acquire the triangle of land between Lawn Way and the Capital Crescent Trail
111 to maintain a green buffer between the Kenwood neighborhood and the commercial development
112 to the east.

113
114 Page 11: Revise the tenth and eleventh rows of “Table 1.2.3: Specific Long-Term Recommendations”
115 as follows:
116

117 [Transform River Road into a multi-use, pedestrian-friendly, tree-line boulevard with consolidated]
118 Explore options to consolidate entry points to properties fronting River Road.

119
120 [When] If the Washington Episcopal School redevelops, renovate the associated portion of Willett
121 Branch to restore the flood plain and provide a trail connection to the Little Falls Stream Valley
122 and Capital Crescent Trail.

123
124 Page 12: Amend the fourth bullet as follows:
125

- 126 • [Transform River Road into a multi-use, pedestrian-friendly, tree-line boulevard with
127 consolidated] Explore options to consolidate entry points to properties fronting River Road.

128
129 Page 12: Delete “1.2.4 Schools” as follows (to be replaced with a more detailed discussion of schools
130 at another location):
131

132 [There is concern among local residents that the Sector Plan will result in enrollment increases that
133 will overcrowd the existing public school system that presently serves the Westbard Sector Plan
134 area. Montgomery County Public Schools (MCPS) has several approaches for addressing
135 increased student enrollment:

- 136 • Re-open closed school sites.
- 137 • Build additions to schools capable of expansion

- 139 • Consider minor redistricting.
 140 • Locate a new school site.
 141 • Provide significant additional infrastructure to support MCPS recreation.]
 142

143 Page 17: Add Proposed Zoning Map to reflect Council changes.
 144

145 Page 18: Revise the first paragraph as follows:
 146

147 The overall land use concepts are:
 148

- 149 • Preserving compatibility with adjacent residential uses and ensuring appropriate transitions at
 150 the edges.
 151 • Providing flexible uses to promote commercial and residential redevelopment within the core
 152 of the Sector Plan area along Westbard Avenue [and River Road].
 153 • [Allowing] Retaining existing Moderate Industrial zones [to remain while providing flexible
 154 options for properties in the future if requested].
 155 • Preserving established institutional uses.
 156 • Recognizing Willett Branch as the primary community asset.
 157

158 Specific recommendations achieving these concepts are explained in Chapter 3, where land use is
 159 detailed in five separate and distinct geographical districts.
 160

161 Page 18: Revise the second bullet on the right side of the page as follows:
 162

- 163 • This sector plan area is not appropriate for [big box or] combination retail stores, and large
 164 single tenant retail stores [of equal or greater size], not including a grocery store or health club,
 165 may be restricted at time of regulatory review based on compatibility with the surrounding
 166 communities.
 167

168 Page 19: Amend the first two bullets on the page as follows:
 169

- 170 • Preserve [the majority of] industrially zoned land to maintain its competitive advantages and
 171 minimize disruption of its operations.
 172 • [Allow modest industrial land conversions, where new development will remain compatible
 173 with or adequately buffered from surrounding land uses.]
 174

175 Page 21: Revise map as necessary to be consistent with Council changes to the Sector Plan.
 176

177 Page 22: Insert text before “2.2 Community Facilities” as follows:
 178

179 2.2 Affordable Housing

180
 181 To remain a vibrant, thriving community, Montgomery County must have a well-balanced
 182 economy, adequate services and schools, and resources that meet the needs of its citizens. A key
 183 factor is providing affordable housing that meets the needs of its residents. The Housing Element
 184 of the General Plan has as one of its three goals:
 185

186 Encourage and maintain a wide choice of housing types and neighborhoods for people of all
 187 incomes, ages, lifestyles, and physical capabilities at appropriate locations and densities.
 188 Implement policies to bridge any housing affordability gaps.

189
 190 Among the strategies and objectives:

- 191
- 192 • Making housing affordable to low, moderate, and middle income households a priority in
 193 all parts of the County.
- 194 • Ensuring that all master plan and sector plan amendments address the need for housing for
 195 low, moderate, and middle income households and promote specific strategies to meet that
 196 need, including height and density incentives and flexibility.
- 197 • Having development regulations that produce a wide and diverse range of affordable unit
 198 types and sizes.
- 199 • Having a Zoning Ordinance that clarifies that housing affordable to low, moderate, and
 200 middle income households is a permitted use in all residential zones and removes barriers to
 201 providing affordable and special needs housing.
- 202 • Making surplus public properties suitable for affordable housing available to public and
 203 nonprofit agencies for assisted or below market housing.

204
 205 Montgomery County projects an increase of 200,000 new residents by 2040. The existing shortage
 206 of all types of housing, including affordable housing, makes close-in locations near major transit
 207 routes, such as Westbard, prime candidates for moderate infill housing development. County
 208 Policy is focused on providing new housing opportunities in these areas without overburdening the
 209 school district and local transportation networks.

210 **Existing Affordable Housing options in Westbard**

211
 212
 213 Housing in Westbard is primarily single-family detached homes and mid- to high-rise apartment
 214 buildings, although there are a few townhouses in the Plan area. The vast majority are market rate.
 215 At this time, there are approximately 47 rent-restricted affordable housing units, either as
 216 Moderately Priced Dwelling Units (MPDUs), Housing Opportunities Commission controlled units,
 217 or as Workforce Housing. This represents approximately 4 percent of the total number of units in
 218 the Plan area. This lower level of affordable housing is due to the fact that the majority of the
 219 housing stock was built prior to the MPDU law, which was passed in 1974. In addition, no
 220 MPDUs were required when the Park Bethesda property was converted from offices to residential
 221 units.

222 **Affordable Housing in the Westbard Sector Plan**

223
 224
 225 The Westbard Sector Plan seeks to accommodate mixed income development to support broader
 226 economic diversity within the Westbard Sector Plan area. Such development can provide much-
 227 needed public benefits and amenities, allow residents to age in place, and increase and improve
 228 housing choices.

229
 230 One of the Plan's challenges is to make up for the lack of housing affordability in the Westbard
 231 Sector Plan area. Current MPDU law in Montgomery County requires new development with 20
 232 or more dwelling units to provide at least 12.5 percent of the units as affordable to households
 233 earning up to 65 percent of the Area Median Income. To better promote affordability, the Plan

234 mandates all new housing developed under the optional method of development to provide 15
235 percent MPDUs. In addition, this should be the top priority for public benefits required under the
236 CRT zone for any new development within the Plan area.

237
238 The current owner of sites 1-5 (Equity One) contemplates filing a single sketch plan for the entirety
239 of sites 1 through 5. The plan as a whole must meet the 15 percent MPDU requirement. This
240 requirement should be met to the maximum extent possible without increasing heights in locations
241 that would most impact adjacent lower-density residential neighborhoods (such as the Manor Care
242 site). While affordable housing should be located throughout the property, modest variations in the
243 percentage among individual parcels (as currently allowed by County law with the approval of the
244 Director of the Department of Housing and Community Affairs) may help minimize the impact of
245 increased height on adjacent homeowners.

246
247 The MPDU program should not be viewed as the sole remedy to achieve greater housing
248 affordability in Westbard. To resolve this challenge requires a more comprehensive set of
249 recommendations and cooperation with other agencies and policy makers. The following sites
250 have made a commitment to provide more than 15 percent MPDUs:

- 251
- 252 • Site 4b, located in the Westbard Avenue District, is presently leased by the Housing
- 253 Opportunities Commission (HOC) and currently has 43 affordable units out of approximately
- 254 212 total. HOC has plans to build approximately 150 new units on Site 4a, with approximately
- 255 30 percent of new units to be affordable.
- 256 • Site 6b, also located in the Westbard Avenue District, has made a commitment to providing a
- 257 minimum 15 percent MPDUs and 10 percent workforce housing on all new development over
- 258 35 feet in height.

259
260 The recommendations to increase the number of affordable homes and further expand the
261 affordable housing choices in the Westbard Sector Plan area will also help support the local
262 economy by attracting new residents with varying income levels. Given these residents' lower
263 levels of car ownership, they are more likely to shop at existing small businesses and new retail and
264 commercial uses that will be located in Westbard.

265
266 Recommendations to help encourage affordability include:

- 267
- 268 • Requiring 15 percent MPDUs on all Optional Method Projects.
- 269 • Prioritizing affordable housing under the public benefits requirements in the CRT zone.
- 270 • Preserving and creating affordable housing through the targeted use of tax credits and other
- 271 financing tools that support public/private partnerships.
- 272 • Encouraging live/work units in appropriate locations.
- 273 • Providing a range of unit sizes, including those accommodating larger families.
- 274 • Supporting a range of on-site services, facilities, and programs targeted to affordable or
- 275 subsidized units.
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Page 22: Revise the last two bullets on the page as follows:

- Civic [Building] Space – The Westwood Shopping Center, owned by Equity One, is the site for a proposed indoor civic use. This future facility could offer a community space used for public meetings, community events and indoor festivals.
- [Public Schools – The Long Range Planning Division of the Montgomery County Public School system has several options for addressing increases in student enrollment.]

Page 23: At the end of the page, add a new subsection titled “2.3.4 Montgomery County Public Schools” as follows:

2.3.4 Montgomery County Public Schools

At the time this Plan is adopted, the Westbard Sector Plan is within the service areas of schools in the Bethesda-Chevy Chase (B-CC) and Walt Whitman clusters. In the B-CC Cluster, the Plan is within the service areas of Somerset and Westbrook elementary schools, Westland Middle School, and Bethesda-Chevy Chase High School. In the Walt Whitman Cluster, the Plan is within the service areas of Wood Acres Elementary School, Thomas W. Pyle Middle School, and Walt Whitman High School. Enrollment increases have been occurring at all these schools, and a variety of strategies would be considered to accommodate additional students resulting from the increased residential density.

A potential unit yield and mix scenario under the Plan could result in approximately 135 townhouse units, 487 multi-family mid-rise units, and 516 multi-family high-rise units (these numbers may change at time of site plan, depending on unit yield, mix and size). Based on average student generation rates for this area of the County (Southwest Region), Montgomery County Public Schools (MCPS) estimates that at full build out, the new housing would result in approximately 99 elementary school students, 43 middle school students, and 53 high school students. Build out of the Plan requires redevelopment of many properties and is estimated to take 20 to 30 years.

A comparison of projected enrollment and program capacity in the Walt Whitman and B-CC Clusters is shown below. The enrollment forecasts are based on the Westbard Sector Plan, the Draft Lyttonsville and Bethesda CBD Sector Plans, and the boundaries between the two clusters as of the spring of 2016.

Combined Long-Term Enrollment Forecast in the Walt Whitman Cluster

	<u>ES</u> <u>Enrollment</u>	<u>MS</u> <u>Enrollment</u>	<u>HS</u> <u>Enrollment</u>
<u>Walt Whitman Cluster in 2030 without new plans</u>	<u>2,500</u>	<u>1,500</u>	<u>2,300</u>
<u>Westbard Plan*</u>	<u>99</u>	<u>43</u>	<u>53</u>
<u>Total</u>	<u>2,599</u>	<u>1,543</u>	<u>2,353</u>

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Combined Long-Term Capacity Potential in the Walt Whitman Cluster

	<u>ES Capacity</u>	<u>MS Capacity</u>	<u>HS Capacity</u>
<u>Walt Whitman Cluster in 2016</u>	<u>2,342</u>	<u>1,289</u>	<u>1,891</u>
<u>Whitman HS, planned addition</u>			<u>+507</u>
<u>Pyle MS, planned addition</u>		<u>+213</u>	
<u>Wood Acres ES, planned addition</u>	<u>+229</u>		
<u>Whitman elementary schools, increase capacities to 740**</u>	<u>+1,146</u>		
<u>Use 4 closed Whitman Cluster elementary school sites***</u>	<u>+2,580</u>		
<u>Potential second addition at Whitman HS to 2,900 capacity</u>			<u>+502</u>
<u>Total</u>	<u>6,297</u>	<u>1,502</u>	<u>2,900</u>

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*The additional housing in the Westbard Plan area is entirely in the Whitman Cluster.
 **Except Wood Acres ES, which will have a capacity of 757 students with its planned addition.
 ***Clara Barton ES, Brookmont ES, Concord ES, and Fernwood ES. Radnor ES is not assumed, as it is a holding school. Assume new schools are built on these sites, with a 550-student capacity at schools with 4 acres or less (Clara Barton and Concord) and 740-student capacity at the others.

Combined Long-Term Enrollment Forecast in the B-CC Cluster

	<u>ES Enrollment</u>	<u>MS Enrollment</u>	<u>HS Enrollment</u>
<u>B-CC Cluster in 2030 without new plans</u>	<u>3,600</u>	<u>1,900</u>	<u>2,400</u>
<u>Westbard Plan*</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Draft Bethesda CBD Plan</u>	<u>405</u>	<u>170</u>	<u>220</u>
<u>Draft Lyttonsville Plan**</u>	<u>145</u>	<u>60</u>	<u>80</u>
<u>Total</u>	<u>4,150</u>	<u>2,130</u>	<u>2,700</u>

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Combined Long-Term Capacity Potential in the B-CC Cluster

	<u>ES Capacity</u>	<u>MS Capacity</u>	<u>HS Capacity</u>
<u>B-CC Cluster in 2016</u>	<u>3,864</u>	<u>1,097</u>	<u>1,683</u>
<u>B-CC HS, planned addition</u>			<u>+724</u>
<u>B-CC MS #2, planned new school</u>		<u>+930</u>	
<u>B-CC MS #2, increase capacity to 1200</u>		<u>+270</u>	
<u>Westland MS, increase capacity to 1200</u>		<u>+103</u>	
<u>B-CC elementary schools, increase capacities to 740***</u>	<u>+824</u>		
<u>Use 2 closed B-CC Cluster elementary school sites****</u>	<u>+1,290</u>		
<u>Total</u>	<u>5,978</u>	<u>2,400</u>	<u>2,407</u>

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*The additional housing in the Westbard Plan area is entirely in the Whitman Cluster.
 **The Lyttonsville Plan area is split between the B-CC and Downcounty Consortium (Einstein) Clusters. These enrollment forecasts are for the portion of Lyttonsville that is currently within the B-CC Cluster.

335 ***Except Chevy Chase ES and Somerset ES, which are on sites less than 4 acres.

336 ****Lynnbrook ES and Rollingwood ES. Assume new schools are built on these sites. Assume
 337 740-student capacity at Lynnbrook and 550-student capacity at Rollingwood, which is only 4.07
 338 acres.

340 Because the full impact of the Plan on school enrollment will not be realized for many years, it is
 341 not possible to precisely gauge the impact on public schools. School enrollments in the area will
 342 change over the 20- to 30-year time frame of the plan. MCPS enrollment forecasts and associated
 343 facility plans and capital projects focus on a six-year timeframe—not a 20- to 30-year period.
 344 Therefore, the following descriptions of options to accommodate additional students from the Plan
 345 describe current enrollment projections and capital projects. Following these comments, the
 346 approaches MCPS may employ to address enrollment increases are provided. All approaches
 347 require Board of Education approval.

349 Elementary Schools

351 At the elementary school level, Somerset and Westbrook elementary schools recently had additions
 352 completed. Site constraints indicate that no further additions are feasible at these two schools.
 353 Enrollment at Somerset Elementary School is projected to be above capacity for all but the last two
 354 years of the six-year forecast period. Enrollment at Westbrook Elementary School is projected to
 355 remain within the capacity of the school. A building addition at Wood Acres Elementary School
 356 will be completed in August 2016, and the school is projected to remain within capacity for the six-
 357 year forecast period. The new addition will take the school to the high end of the desired size for
 358 elementary schools.

360 If there is insufficient surplus capacity available at Somerset, Westbrook, and Wood Acres
 361 elementary schools by the time new housing occupancies occur in the Plan area, then MCPS would
 362 explore the following range of options to serve additional elementary school students:

- 364 • Determine if there is surplus capacity or the ability to increase the capacity of elementary
 365 schools in the B-CC or Walt Whitman clusters and reassign students to a school(s) with space
 366 available. Options in the B-CC Cluster for increasing the capacity of elementary schools are
 367 limited by recent additions and site constraints. However, in the Whitman Cluster it is feasible
 368 to increase the capacity of Bannockburn Elementary School that has a service area adjacent to
 369 the Wood Acres Elementary School service area. Two additional elementary schools in the
 370 Walt Whitman Cluster, Burning Tree and Carderock Springs elementary schools, also are small
 371 by current standards and could be increased in capacity.
- 373 • If the capacity of existing elementary schools, even with additions built, is not sufficient to
 374 address increased enrollment, then the opening of a new elementary school would be
 375 considered. A new elementary school could be provided in one of two ways:
 - 377 ○ A former operating elementary school could be reopened. There are two former operating
 378 elementary schools in the B-CC Cluster—Lynnbrook and Rollingwood elementary schools.
 379 (Lynnbrook is identified as a future operating elementary school in the Bethesda Downtown
 380 Plan.) There are four former operating elementary schools in the Walt Whitman Cluster that
 381 could be considered—Clara Barton, Brookmont, Concord, and Fernwood elementary
 382 schools. This list does not include the former Radnor Elementary School because it is used

383 as an elementary school holding center and is needed for the MCPS
384 revitalization/expansion program.

- 385
386 ○ Construct a new elementary school. There currently are no future elementary school sites in
387 the B-CC and Walt Whitman clusters; therefore, a site-selection process would need to be
388 conducted for a new elementary school, and collocation and/or purchase of a site may be
389 required.

390 Middle Schools

391
392
393 At the middle school level, Westland Middle School is projected to be over capacity by more than
394 600 students in the coming years. A second middle school, Bethesda-Chevy Chase Middle School
395 #2, is scheduled to open in August 2017. The boundaries for the new middle school and changes to
396 the Westland Middle School service area will be acted on in November 2016. It is anticipated that
397 there will be space available at both middle schools after the new middle school opens.

398
399 Thomas W. Pyle Middle School is projected to be over capacity by more than 200 students in the
400 coming years and to enroll over 1,500 students. An addition is scheduled to open in August 2020
401 that will increase the capacity to 1,502 students. However, there will be little space available at the
402 school, even with the addition. Also, the middle school will be at the high end of desired size for
403 middle schools.

404
405 If there is insufficient surplus capacity at Thomas W. Pyle Middle School, Westland Middle
406 School, and the new B-CC Middle School #2 by the time new housing occupancies occur in the
407 Plan area, then MCPS would explore the following range of options to serve additional middle
408 school students:

- 409
410 ● Construct an addition at B-CC Middle School #2 or Westland Middle School. Both schools are
411 capable of supporting additions.
- 412
413 ● Determine if there is surplus capacity or the ability to increase the capacity of middle schools
414 adjacent to the B-CC and Walt Whitman clusters and reassign students to a school with
415 sufficient capacity. Middle schools adjacent to the B-CC Cluster include Newport Mill, North
416 Bethesda, Thomas W. Pyle, and Sligo Middle Schools. Middle schools adjacent to the Walt
417 Whitman Cluster include Cabin John, Herbert Hoover, North Bethesda, and Westland Middle
418 Schools.
- 419
420 ● Construct a new middle school. There currently are no future middle school sites identified in
421 the B-CC and Walt Whitman clusters. A middle school site, known as Brickyard Middle
422 School, is located in the adjacent Churchill cluster. A site selection process would be
423 conducted for a new middle school in the region and, if the Brickyard Middle School site is not
424 selected, then collocation and/or purchase may be required.

425 High Schools

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428 At the high school level, Bethesda-Chevy Chase High School is projected to be over capacity by
429 more than 700 students and to enroll up to 2,500 students in the coming years. An addition is
430 scheduled to open in August 2018 that will increase the capacity to 2,407 students. The school will

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then be at the high end of the desired size for high schools. In addition, site constraints will preclude further expansion of the school.

Walt Whitman High School is projected to be over capacity by more than 300 students and to enroll over 2,300 students in the coming years. An addition is scheduled to be constructed on the location of the Whittier Woods site, adjacent to the high school. The addition is scheduled to open in August 2020 and will increase the capacity to 2,398 students. During the feasibility study, a location for additional classrooms was identified. Therefore, the high school could be expanded beyond the 2,398 capacity if needed.

If there is insufficient surplus capacity at B-CC and Walt Whitman high schools by the time new housing occupancies occur in the plan area, MCPS would explore the following range of options to serve additional high school students:

- Determine if there is surplus capacity or the ability to increase the capacity of high schools adjacent to the B-CC and Walt Whitman clusters and reassign students to a school with available space. High schools adjacent to the B-CC Cluster include Albert Einstein, Walter Johnson, and Walt Whitman High Schools. High schools adjacent to the Walt Whitman Cluster include Bethesda-Chevy Chase, Winston Churchill, and Walter Johnson.
- Reopen a former high school. The former Woodward High School is located in the Walter Johnson cluster on Old Georgetown Road in Bethesda. This is the only former high school in the MCPS inventory. The facility currently houses Tilden Middle School; however, Tilden Middle School will be relocated to its original Tilden Lane location when its revitalization/expansion project is completed in August 2020. The Woodward facility is currently slated to become a holding center for middle schools undergoing revitalization/expansion projects, once Tilden Middle School is relocated.
- Construct a new high school. There currently are no future high school sites identified in this area of the County; therefore, a site selection process would be conducted for a new high school in the region, and collocation and/or purchase may be required.

Page 23: Add Tables and Graphics for Schools (Figures X.X.X) that reflect Council changes.

Page 24: Renumber section “2.3 Transportation” to “2.4 Transportation”.

Page 26: Revise “2.3.2 Roadways” as follows:

[2.3.2] 2.4.2 Roadways

It is recommended that the Westbard Sector Plan area be designated as an Urban Area for the application of [New] Road Code Standards. The area should also be designated as a Bicycle Pedestrian Priority Area (BPPA) to facilitate funding for bicycle and pedestrian improvements.

A. Roadway Right-of-Way and Design Elements

477 River Road-MD 190 (M-2)

478
479 (110-foot minimum right-of-way; West Sector Plan Boundary to East Sector Plan Boundary):

480
481 River Road is a major highway that provides east-west local connectivity. The segment contained
482 within the Plan area measures approximately 1,800 linear feet. There are numerous curb cuts along
483 this short segment of roadway that add to traffic stress on River Road. The vast amount of curb
484 cuts contribute to many friction points caused by turning vehicles accessing local businesses, as
485 well as through traffic on River Road. In order to improve operations and enhance the safety on
486 River Road, this Plan recommends that the curb cuts be reduced and driveway access points be
487 consolidated in a logical pattern that allows for improved driveway and intersection spacing. Inter-
488 parcel access should be provided to allow for driveway consolidation. This Plan also recommends
489 the installation of traffic signals on River Road at its intersections with B-2/B-3 (Landy Lane) and
490 with B-4 (Clipper Lane). Finally, a median should be provided with left turn lanes for access to the
491 consolidated driveways.

492
493 River Road should contain the following elements within the right-of-way:

- 494
495
- 496 • Travel Lanes: Two[,] 11-foot lanes per direction.
 - 497 • Median: To accommodate a left turn lane and pedestrian refuge area.
 - 498 • Separated Bike Lane: 11-foot-wide, two-way separated bike lanes (cycle track) on the north
499 side with a buffer.
 - 500 • Landscape Buffer: To accommodate street trees.
 - 501 • Sidewalks: Minimum 15-foot-wide (due to constraints associated with the Capital Crescent
502 Trail, the sidewalk may need to be narrower under the CCT bridge).

503 Westbard Avenue (MA-5)

504
505 (74-foot minimum right-of-way; Massachusetts Avenue to Westbard Circle):

506
507 This [minor arterial] business district street is the major north-south [street] connection for
508 residents and businesses in the area. A shared-use path is recommended on [both sides] the west
509 side of the street to facilitate access to the school and library on the west side of the street [, and
510 because of the steep slope of the road on the east side (heading north)]. The shared-use path will
511 transition to a cycle track and a sidewalk along Street B-1 north of Westbard Circle.

512
513 Westbard Avenue should contain the following elements within the right-of-way:

- 514
515
- 516 •Travel Lanes: Two[,] 10-11-foot-wide lanes per direction.
 - 517 •Median: None.
 - 518 •Landscape Buffer: To accommodate street trees.
 - 519 •Shared-use Path: Provide on [both sides] the west side of the street.

520 Page 27: Revise the Roadway Classifications Map (Figure 2.3.1) to reflect Council changes.

521
522 Page 29: Revise “Table 2.3.1: Roadway Classification” to reflect Council changes. Include a column
523 titled “Target Speed” and show the target speed to be 30 mph for River Road, 35 mph for Little Falls
524 Parkway, and 25 mph for all other streets. Add Little Falls Parkway to the table, with “N/A” for

525 designation, with limits from Dorset Avenue to Massachusetts Avenue, 2 lanes, and "N/A" for
526 minimum right-of-way.

527

528 Page 29: Revise as follows:

529

530 Westbard Avenue extended/Ridgefield Road (B-1)

531

532 (~~100~~110-foot minimum right-of-way[;]; Westbard Circle to Ridgefield Road; 100-foot minimum
533 right-of-way: Westbard Avenue to River Road):

534

535 Westbard Avenue, a business district street, heading toward River Road should be reconfigured to
536 [prioritize the traffic movement from Westbard Avenue to Ridgefield Road] tie directly to River
537 Road with a right-angled intersection, instead of teeing into Ridgefield Road [to River Road]. This
538 reconfiguration would create Westbard Avenue extended that would connect directly with River
539 Road. (Ridgefield Road would be reconfigured [and would no longer connect directly to River
540 Road.] to tee into reconfigured Westbard Avenue extended. The block of Westbard Avenue south
541 of River Road would tee into Ridgefield Avenue.) Westbard Avenue should be studied to evaluate
542 the feasibility and implementation of on-street, off-peak parking. Special consideration should be
543 given to implementation of on-street parking on weekends and whether this weekend parking could
544 be accommodated due to the retail and residential demands during those days.

545

546 Westbard Avenue should contain the following elements within the right-of-way:

547

- 548 • Travel Lanes: Two lanes per direction.
- 549 • Median: [None] 6-foot wide for pedestrian refuge; mountable curb/load bearing construction
550 for emergency access.
- 551 • Separated Bike Lane: 5-foot-wide, one-way separated bike lane (cycle track) on each side of
552 the road [with] outside of the curb to provide a buffer from traffic.
- 553 • Landscape Buffer: To accommodate [street trees] utility poles.
- 554 • Sidewalks: [~~15~~13-foot-wide at a minimum, except in the realigned portion where they should
555 be 11 feet wide at a minimum.

556

557 The Montgomery County Department of Transportation should explore whether additional traffic
558 signals are needed on Westbard Avenue.

559

560 Neighborhood Protection: Westbard Avenue (Residential Portion)

561

562 This Plan endorses the permanent closure of the residential portion of Westbard Avenue between
563 River Road and Ridgefield Road at the River Road end. The closure should not occur until the
564 existing Westbard Road/River Road intersection is realigned to intersect River Road with a right-
565 angled turn. The closed end should have a 3-inch-high mountable curb to allow emergency
566 vehicles to access the block from River Road. The closed end should be reconstructed to create a
567 turnaround. Action on this closure is predicated on the submittal of a formal neighborhood
568 application for street closure in accordance with Chapter 49 of the County Code, and its subsequent
569 approval by the County Council.

570

571 The Department of Transportation and the State Highway Administration should work with the
572 Kenwood community to develop a design and operations plan for the River Road/Brookside Drive

573 intersection that better protects Kenwood from cut-through traffic without restricting safe and
 574 convenient access between realigned Westbard Avenue and River Road.
 575

576 New Connector Road (B-2)

577
 578 ([52] 54-foot minimum right-of-way; Westbard Avenue to River Road):
 579

580 This business district street would improve local connectivity and contribute to providing a parallel
 581 route to Westbard Avenue. The street would serve local developments as well as provide a more
 582 direct connection to destinations on River Road on the west side of the Capital Crescent Trail
 583 (CCT). It would also provide for access to the CCT directly from Westbard Avenue. This street
 584 should align opposite intersections and consolidate adjacent driveways to the extent practicable at
 585 the time of implementation. Final road alignment and design should minimize conflicts between
 586 automobiles and park and trail users. The design and alignment of the road should be context
 587 sensitive to minimize impacts on existing and proposed parkland. If an alignment is chosen that
 588 runs adjacent to the CCT, then a high visibility pedestrian/bicycle crossing should be implemented
 589 that signifies a major trail connection.
 590

591 [Westbard Avenue] The New Connector Road should contain the following elements within the
 592 right-of-way:
 593

- 594 • Travel Lanes: one[, 10-]11-foot-wide lane per direction.
- 595 • Median: None.
- 596 • Bikeways: On-street.
- 597 • Parking: On-street on the west side.
- 598 • Landscape Buffer: To accommodate street trees.
- 599 • Sidewalks: Minimum 5-foot-wide.

601 Landy Lane (B-3)

602
 603 (54-foot minimum right-of-way; Little Falls Parkway to River Road):
 604

605 This business district street would improve local connectivity, provide an alternative to cut-through
 606 traffic through Kenwood, and contribute to providing relief to the Little Falls Parkway/River Road
 607 intersection. The street would serve local developments as well as provide a more direct connection
 608 to destinations on River Road on the west side of the Capital Crescent Trail (CCT).
 609

- 610 • Travel Lanes: one 11-foot-wide lane per direction.
- 611 • Median: None.
- 612 • Bikeways: On-street.
- 613 • Parking: On-street on the west side.
- 614 • Landscape Buffer: To accommodate street trees.
- 615 • Sidewalks: Minimum 5-foot-wide.

616
 617 Page 30: Revise the Westbard Avenue sections (Figure 2.3.3) to reflect Council changes.
 618

619 Page 31: Revise the Westbard Avenue sections (Figure 2.3.4) to reflect Council changes.

620
621 Page 32: Revise the Bikeway Classifications Map (Figure 2.3.5) to reflect Council changes.
622

623 Page 33: Revise the Proposed Connector Road sections (Figure 2.3.6) to reflect Council changes.
624

625 Page 34: Revise “B. Additional Roadway Recommendations” as follows:
626

627 *B. Additional Roadway Recommendations*
628

629 A grid of streets should be created on the Westwood Shopping Center property (Giant Food) to
630 provide connectivity for future development. The connections should accommodate two-way
631 vehicular travel and on-street parking. A concept diagram of the grid of street is shown in Figure
632 2.3.1[.] on page 27; however, the exact location and alignment will be determined with new or
633 redevelopment of the site. An example of a local street is provided in the cross-section below.
634

635 For properties to the north of River Road and east of the Capital Crescent Trail, if and when they
636 are consolidated for redevelopment, a parallel service road/alley should be considered to improve
637 traffic operations, reduce curb cuts, and help implement the recommended Sector Plan cross
638 section for River Road.
639

640 A long-term recommendation of this Plan is a [street] connection in a public right-of-way between
641 River Road and Westbard Avenue at what is currently the American Plant Food Company [and
642 Roof Center] property (5258 River Road). This [road] connection would [provide an opportunity
643 for a local connection and extending the street grid] facilitate travel from the Westwood Shopping
644 Center site north to River Road. Additionally, the [street] connection would [improve pedestrian
645 and bicycle circulation by providing] provide more direct access from the redevelopment area on
646 Westbard Avenue to [River Road as well as to] the [renovated] naturalized Willett Branch stream.
647 This connection should be implemented with private development and [would] could be improved
648 as either a vehicular road with a reduced right-of-way for only two travel lanes and pedestrian and
649 bicycle accommodation or [at least a] as an exclusive pedestrian/[bikeway] bicycle connection, the
650 final determination of which should be made at the time of regulatory approval by the Planning
651 Board. The expectation is that the Housing Opportunities Commission property will be developed
652 at an FAR of 2.5 and a height of 75'. To the extent that that development program can be
653 accommodated with a vehicular connection, such a connection should be built; if not, it should be
654 built as strictly a pedestrian/bicycle connection. [The] This connection is contingent on the
655 assemblage of sufficient contiguous properties, as specified in the Land Use section of this Plan.
656

657 In order to maintain a balance between land use and transportation, intersection improvements may
658 be needed, based on more detailed studies. Intersection improvements should balance the
659 competing needs of all transportation modes when being considered. Additionally, exclusive right-
660 turn lanes should be avoided to the extent possible, both at intersections and at driveways. For this
661 reason, exclusive right-turn lanes are not part of the minimum right-of-way recommendations.
662

663 Page 35: Add a new subsection titled “River Road/Little Falls Parkway Intersection” following “Local
664 Area Traffic Analysis” as follows:

665 River Road/Little Falls Parkway Intersection

667 The River Road/Little Falls Parkway intersection, like all study intersections within the Plan area,
668 is projected to remain within acceptable County standards for intersection congestion through the
669 Plan’s horizon year, 2040. A prior recommendation for this intersection, included in the Approved
670 and Adopted 1998 Friendship Heights CBD Sector Plan and the Master Plan of Highways and
671 Transportation, identified the need for an additional through-lane in the northwest (i.e., outbound)
672 direction. This Plan deletes that recommendation.

673
674
675 Page 35: Renumber “2.3.3 Transit” to “2.4.3 Transit”.

676
677 Page 35: Under “A. Local Bus Service”, revise the first sentence in the second paragraph as follows:

678
679 Transit service that is frequent [and, if possible, branches into the nearby communities] should be
680 provided to increase the use of transit for trips to, from and within Westbard.

681
682 Pages 35-36: Insert bullet after first bullet under “B. Transit Facilities and Enhancements” as follows:

683
684 *B. Transit Facilities and Enhancements*

685
686 Transit enhancements should be provided to increase the use of transit in the Westbard area. These
687 include, but are not limited to, the following:

- 688
- 689 ● Transit hub in the redevelopment area on Westbard Avenue. Space should be reserved for
- 690 bicycle facilities, such as a bike share station and long-term bicycle parking. Real-time
- 691 information display for transit service should be incorporated into the transit hub. If the transit
- 692 hub is not located within the redevelopment area but on Westbard Avenue, then there should be
- 693 a stop on each side of the road.
- 694 ● When demand warrants, initiate a limited-stop bus route running from Bethesda-Westbard-
- 695 Friendship Heights-Westbard-Bethesda.
- 696 ● Enhanced transportation stops in the Westbard area with heavy transit usage and/or adjacent to
- 697 redevelopment areas. These stops are envisioned to have shelters and real-time information
- 698 displays.
- 699 ● Implementation of bus priority measures. This could include signal priority, which would need
- 700 to be determined by the Montgomery County Department of Transportation.
- 701

702 Page 36: Revise “2.3.4 Bicycle and Pedestrian Facilities” as follows:
703

704 [2.3.4] 2.4.4 Bicycle and Pedestrian Facilities
705

706 Wide sidewalks, as depicted in the cross sections, should be implemented where heavy pedestrian
707 traffic is expected or desired. These sidewalks should be of sufficient width to invite and encourage
708 walking in the Westbard area. An enhanced at-grade crossing of River Road at the CCT should be
709 provided to facilitate an easier and faster crossing of River Road for pedestrians and bicyclists. The
710 enhancement could be tied into a possible signal that could be located at the Landy Lane/River
711 Road intersection. As depicted in Figure 2.3.8, in order for a pedestrian using the CCT to cross
712 from one side of River Road to the other, the person must cover a distance of nearly [1,000] 2,000
713 feet or seven and one half minutes. Providing a direct at-grade crossing of River Road would
714 shorten this distance to 80 feet or about 20-30 seconds.
715

716 Page 36: Revise the caption to the figure titled “2.3.8 CCT Access” as follows:
717

718 Existing River Road pedestrian crossing at the CCT: 1,840 linear feet
719

720 Page 37: Revise “Westbard Avenue/Ridgefield Road (LB-1)” as follows:
721

722 Separated Local Bike Lanes; River Road to Massachusetts Avenue
723

724 The separated bike lanes are a one-way cycle track on each side of Westbard Avenue/Ridgefield
725 Road from River Road to Westbard Circle. The one-way cycle tracks on Westbard Avenue would
726 transition to an off-road shared-use path on [both sides] the west side of the road south of Westbard
727 Circle to Massachusetts Avenue. The separate bike lanes would provide a continuous bikeway
728 from Massachusetts Avenue through the redevelopment area along Westbard Avenue to River
729 Road. This bikeway would provide north-south connectivity within the Plan area and would serve
730 as the primary bike route to access businesses and residences along Westbard Avenue.
731

732 Page 37: Remove the section titled “New Connector Road (LB-2)” as follows:
733

734 [New Connector Road (LB-2)
735

736 On-road Shared Lane; River Road to Westbard Avenue

737 The roadway is envisioned to be a low speed road that would allow for bicyclists to safely share the
738 travel lane with vehicles. This road would also lead to a proposed new connection to the Capital
739 Crescent Trail.]
740

741 Page 39: Renumber section “2.3.5 Transportation Demand Management” to “2.4.5 Transportation
742 Demand Management”.

743
744 Pages 40-56: Renumber headings in sections 2.4 through 2.6 to reflect earlier additions.
745

746 Page 41: Revise “A. Policy Guidance” as follows:
747

748 *A. Policy Guidance*
749

750 The 2012 Parks Recreation and Open Space (PROS) Plan focuses on how the parks and recreation
751 system should be designed to meet the needs of the County’s growing population and improve its
752 quality of life. Central to the PROS Plan are strategies to ensure the “right parks” are put in the
753 “right places” by recommending the type, number and general location of lands and facilities
754 needed through 2022. PROS guides current and future plans for urban parks, trails, dog parks,
755 community gardens and other needed facilities.
756

757 As the County becomes more urban, acquiring park sites in growth areas is increasingly difficult
758 because of competition for land. [The Urban] Park Guidelines, approved by the County Planning
759 Board as part of PROS, recommend that a system of parks and open spaces be provided for every
760 [urban] Master Plan or Sector Plan area through a combination of public and private efforts. The
761 parks recommended in this chapter are based on approved policies, such as PROS, as well as
762 community input. These guidelines appear in Appendix X, and Figure 2.4.1 displays where these
763 different types of parks and open spaces will be located in Westbard.
764

765 Page 41: Move the section titled “B. PROS Urban Parks Hierarchy” to the Appendix.
766

767 Page 42: Revise the second bullet as follows:
768

- 769 • A central “civic green” urban park (see Chapter 3 for details), ranging in size from 1/2 to 2
770 acres, depending on projected densities, located in close proximity to a public transit hub, next
771 to activating uses, with a mixture of hard and soft surfaces, including a central lawn area for
772 events. (The Westbard Sector Plan recommends a civic green approximately ½ acre but no less
773 than 1/3 acre.)
774

775 Page 43: Add the following bullet at the bottom of page 43:
776

- 777 • Support the Coalition for the Capital Crescent Trail initiative to construct a new plaza space
778 alongside the Capital Crescent Trail, north of River Road.
779

780 Page 45: Revise “2.4.3 Urban Form” as follows:
781

782 2.4.3 [Urban] Built Form
783

784 The [urban] built fabric of the Plan is characterized by the wide open spaces of large surface
785 parking lots and low-slung retail and industrial buildings. The major streets act as through-streets
786 in Westbard, carrying commuter traffic to and from destinations in and around Washington, D.C.
787 There is no network of street and sidewalks that can accommodate local vehicular and pedestrian
788 traffic within and around Westbard, and four buildings over 100 feet in height stand alone in the
789 landscape.
790

791 Given this context, the goal of this Sector Plan update is to create a low scale building fabric,
792 composed of small blocks and walkable streets, heights of new buildings [of approximately six

793 stories or less (maximum 75-foot heights)] limited based on location, and open spaces integrated
794 into the new system of streets and buildings.
795

796 Page 45: Revise the bullets under the heading “Recommendations” as follows:
797

- 798 • Allow building heights ranging from 75 feet to 110 feet on the east side of Westbard Avenue.
- 799 • Limit building heights to 60 feet on the [west side of Westbard Avenue] Westwood Shopping
800 Center site. [and]
- 801 • Limit buildings adjacent to existing single-family neighborhoods to 35 or 45 feet.
- 802 • Allow 75 feet of height in the proposed floating zone proposed for the [South River District]
803 River Road Corridor.
804

805 Page 46: Revise Goal 2 as follows:
806

807 Goal 2: Create a network of local streets and pedestrian connections, both public and private, to
808 accommodate local vehicular and pedestrian travel, while alleviating gridlock caused by pass-through
809 commuter traffic.
810

811 Page 46: Revise the second bullet under Goal 3 Recommendations as follows:
812

- 813 • [Renovate] Naturalize the Willett Branch stream to provide a much needed community amenity
814 and environmental enhancements.

815 Page 48: Revise the Recommended Building Heights Map (Figure 2.4.4).
816

817 Page 49: In the second paragraph of the first bullet, insert a sentence after the first sentence as follows:
818

819 The stream will be naturalized by removing the concrete-lined channel where possible to create a
820 more naturalized – although still channelized – stream.
821

822 Page 58: Revise the second sentence in the second paragraph as follows:
823

824 Westmoreland Hills (1930s) and Westhaven (1940s) [was] were followed in the 1950s by the
825 nearby Springhill, Sumner, [Westmoreland Hills,] Glen Mar Park and Massachusetts Avenue Hills
826 developments.
827

828 Page 60: On “Figure 3.0.1 Districts Map”, change Ridgefield Avenue to Ridgefield Road.
829

830 Page 61: Revise as follows:
831

832 **Chapter 3: Districts**
833

834 The Sector Plan has five identifiable areas that are unique from each other and present different
835 challenges and opportunities. Accordingly, the Sector Plan has been divided into five Districts.
836 They are the following[;]: 1-Westbard Avenue District; 2-River Road Corridor; 3-North River
837 District; 4-South River District; 5-South Westbard District. Recommendations for each District are
838 detailed in this chapter.
839
840

841 The Westbard Avenue District lies at the heart of the Plan area. It is bounded by Willett Branch to
 842 the east, the Springfield community to the west, River Road to the north and Westland Middle
 843 School and [Westbard] Westwood Mews townhouses to the south. The dominant feature of this
 844 district is the Westwood Shopping Center with its vast, impervious, asphalt parking lots.
 845

846 The vision for improving the Westbard Avenue District is to transform the parking lots into an
 847 inviting, livable and walkable village with stores and apartments. A central outdoor space, new
 848 pocket parks and a Neighborhood Green Urban Park would provide places for gathering, leisure
 849 and recreation. These green amenities would create a transitional zone between the Westwood
 850 commercial and residential developments and the adjacent Springfield neighborhood.
 851

852 Pages 62-63: Revise “3.1.1 Land Use and Zoning” as follows:
 853

854 **3.1.1 Land Use and Zoning** 855

856 This District is composed of those properties fronting Westbard Avenue between River Road and
 857 the [Westbard] Westwood Mews townhouses. The Plan recommends the Commercial/Residential
 858 Town (CRT) zone, ranging in heights between 35 and 110 feet, and densities up to [2.5] 3.0 floor
 859 area ratio (FAR). More specific recommendations are as follows:
 860

- 861 • [Along the west side of Westbard Avenue (parcel 235 and 360, see pg. 67), heights of 60 feet.
- 862 • On the east side of Westbard Avenue, heights of 110 feet (parcels 303 and 357). Taller
 863 buildings here will keep the core of density away from the single-family residential
 864 communities to the west. They will be located where building heights of 120 to 150 feet
 865 already exist.
- 866 • At Westwood Towers (parcels 143, 175, 238 and 240), the Plan recommends a CRT zone with
 867 an FAR of 2.5 and a maximum height of 75 feet.
- 868 • Westbard Avenue District Site 2 (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue
 869 District) parcel A, - the plan strongly encourages residential as the predominant use for this
 870 parcel. Commercial uses are strongly discouraged on this site.
- 871 • Westbard Avenue District Sites 6a and 6b (Figure 3.1.1 Proposed Zoning Map – Westbard
 872 Avenue District) parcels 466, 519, 510 and 576, - Heights of buildings to range between 35 feet
 873 at the south end of the site to 110 feet at the north end. Height transitions to be gradual,
 874 avoiding abrupt changes in height. The proposed connector street between Westbard Avenue
 875 and River Road to be located as far north as practical, and the heights south of this road to be a
 876 maximum of 35 feet. The height transitions to be detailed and illustrated more fully in the
 877 Westbard Sector Plan Design Guidelines. The maximum height of 110 feet assumes the 25
 878 percent of affordable housing.
- 879 • Westbard Avenue District Sites 6a and 6b (Figure 3.1.1 Proposed Zoning Map – Westbard
 880 Avenue District) parcels 466, 519, 510 and 576, - At the time of redevelopment, residential
 881 portions of the site greater than 35 feet in height must provide a minimum of 25% affordable
 882 housing units, including a minimum of 15% moderately priced dwelling units and 10%
 883 workforce housing units.
- 884 • The gas stations that exist on Parcels 128 and 357 on Westbard Avenue are appropriate uses,
 885 and it is anticipated that they will continue to be appropriate uses for these sites.]
 886

887 Pages 62-63: Add text on individual sites and add bullets as follows:

888

889 Site 1 - Westwood Shopping Center

890

891 Site Description: 11.30 Acres. Site of the Westwood Shopping Center anchored by Giant Food
892 Store. Several small retailers, including locally owned shops.

893 Existing Zoning: NR and R-60. Existing height ranges between 15' and 25'.

894 Existing FAR: 0.20.

895

896 Proposed zone: CRT 2.0, C 0.75, R 1.25, H 60 (Figure 3.1.1 Proposed Zoning Map – Westbard
897 Avenue District).

898

899 Rationale for zoning change: Eight acres of the 11.3 acres is zoned NR, which allows a 0.75
900 Commercial with an option for 30 percent to be developed as Residential. The remaining 3.3 acres
901 is zoned R-60, which allows single-family or townhouses. Consolidating the 11.3-acre site into
902 one CRT zone at a C of 0.75 and an R of 1.25 with a height of 60 feet will allow a mix of
903 commercial and residential uses currently not available. This will encourage the revitalization of
904 an aging commercial shopping center while maintaining compatibility with the adjacent residential
905 community to the west. This will allow an increase in the number of residential units from that
906 currently provided for by the existing zoning.

907

- 908 • Maintain commercial density at 0.75 FAR.
- 909 • Allow a residential density of 1.25 FAR.
- 910 • Maximum heights of 60'.
- 911 • Implement strategies to preserve local retail to the extent practical as discussed earlier in this
912 Plan.

913

914 Site 2 - Manor Care

915

916 Site Description: 2.15 Acres. Site of Manor Care nursing home, now vacant.

917 Existing Zone: R-60. Average height is 35'.

918 Existing FAR: 0.44.

919

920 Proposed Zone: CRT 1.0, C 0.25, R 1.0, H 45 (Figure 3.1.1 Proposed Zoning Map – Westbard
921 Avenue District).

922

923 Rationale for zoning change: To allow townhouse development under the CRT zone, which
924 requires contribution to Sector Plan amenities and benefits, while also maintaining compatibility
925 with adjacent single-family neighborhood.

926

- 927 • Allow a Residential FAR of up to 1.0 FAR.
- 928 • Limit new development to townhouses.
- 929 • Limit height of proposed townhouses to 45 feet and provide appropriate transitions to the
930 adjacent single-family neighborhood.
- 931 • The plan strongly encourages Residential as the predominant use for this parcel. Commercial
932 uses are strongly discouraged on this site.

933

934 Site 3 – Westwood II Center935
936 Site Description: 2.25 Acres. Site of the Westwood II shopping center.937 Existing Zone: CRT 0.75, C 0.75, R 0.25, H 35. Existing height ranges between 25' and 45'.938 Existing FAR: 0.65.939
940 Proposed Zone: CRT 1.5, C 0.5, R 1.5, H 75.941
942 Rationale for zoning change: A commercial FAR of 1.5 with height limited to 75 feet is
943 recommended due to site constraints and the proposed realignment of Ridgefield Road and
944 Westbard Avenue. The proposed height is compatible with the existing adjacent 90' tall Kenwood
945 Tower building at the intersection of Ridgefield Road and River Road.

946

- 947
- The gas station that exists on Parcel 128 is an appropriate use, and it is anticipated that it will
948 continue to be an appropriate use for this site under the CRT zone as a conditional use.

949

950 Sites 4a, Westwood Tower and 4b, Westwood Tower parking lot

951

952 Site Description: 4.10 Acres. Site of the Westwood Tower high-rise multi-family building.
953 Presently leased by Housing Opportunities Commission (HOC) with 43 affordable housing units.954 Existing Zone: R-10. Height is 165', including the occupied penthouse.955 Existing FAR: 1.96.

956

957 4a: Proposed Zone: Parcels 175, 238 and 240: CRT 3.0, C 0.5, R 3.0, H 165.

958

959 4b: Proposed Zone: Parcel 143: CRT 2.5, C 0.5, R 2.0, H 75 (Figure 3.1.1 Proposed Zoning Map –
960 Westbard Avenue District)

961

962 Rationale for zoning change: The property is composed of 5 parcels. To ensure the existing 165'
963 tall building is compatible with the proposed zoning, the site is organized into two groups: The first
964 group, 4a, on which the existing 165' tall Westwood Towers building is located, is composed of
965 Parcels 175, 238 and 240. A significant portion of the site is restricted by environmental constraints
966 such as a stream buffer and floodplain. The proposed height of 165' and FAR of 3.0 will permit
967 this building to remain in conformance with proposed zoning.

968

969 The second group, 4b, is composed of parcels 143 (north) and 143 (south), and fronts on Westbard
970 Avenue. The proposed zone for this group will allow the owner to build approximately 150
971 additional multi-family units, with approximately 30 percent affordable housing.

972

- 973
- On parcels 175, 238 and 240 (4a), the Plan recommends an FAR of 3.0 and a height of 165' in
974 order to maintain zoning conformance of the existing 165' tall building.

- 975
- On parcel 143 (north and south – 4b), the Plan recommends a CRT zone with an FAR of 2.5
976 and a maximum height of 75 feet.

977

978 Site 5 – Bowlmor site

979

980 Site Description: 2.49 acres. Existing Bowlmor site and Citgo gas station, built in 1960.981 Existing Zone: CRT 0.75, C 0.75, R 0.25, H 45. Height 18' tall.

982 Existing FAR: 0.27.
 983 Proposed Zone: CRT 2.5, C 0.5, R 2.0, H 110.

984

985 Rationale for zoning change: The proposed zone will allow the owner to build a multi-family
 986 building with ground floor retail up to a maximum height of 110'. There are existing buildings of
 987 165' tall (Westwood Towers) and 110' (Park Bethesda) on either side of this site. The increase in
 988 height will allow a transfer of residential density from Site 1 (Westwood Shopping Center) to this
 989 site where multi-family units are compatible with the surrounding neighborhood (Westwood
 990 Towers and Park Bethesda). In addition, site constraints may reduce developable area, so additional
 991 height is needed to facilitate development.

992

993 • Taller buildings here (parcels 303 and 357) will keep the core of density away from the single-
 994 family residential communities to the west. They will be located where building heights of
 995 110' to 165' already exist.

996 • The gas station that exists on Parcel 357 is an appropriate use, and it is anticipated that it will
 997 continue to be an appropriate use for this site under the CRT zone as a conditional use.

998

999 The current owner of sites 1-5 (Equity One) contemplates filing a single sketch plan for the entirety
 1000 of sites 1 through 5. Additional information regarding how these properties will meet the Sector
 1001 Plan's 15 percent affordable housing requirement is in the section of the Plan on affordable
 1002 housing (section 2.2).

1003

1004 Site 6a - Park Bethesda Additional Parking

1005

1006 Site Description: Approximately 2.4 acres. No improvements other than large parking lot.

1007

1008 Existing FAR: 0.00.

1009

1010 Existing Zone: R-60.

1011

1012 Proposed Zone: CRT 2.5, C 0.5, R 2.5, H 35.

1013 Rationale for zoning change: The ability to transfer/average density across the entire site, thus
 1014 allowing the property owner to transfer unused density to site 6b, where additional height is
 1015 allowed in exchange for a commitment to 25 percent affordable housing (15 percent MPDU and 10
 1016 percent workforce housing). Compatibility is maintained by restricting the height south of the New
 1017 Connector Road LB-2 to townhouse development at a maximum height of 35 feet, which matches
 1018 the adjacent townhouse community at Westwood Mews.

1019

1020 • Westbard Avenue District Site 6a (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue
 1021 District) parcels 576, and parts of 466 and 519 - Heights of buildings to be limited to 35 feet.

1022 • The proposed New Connector Road LB-2 between Westbard Avenue and River Road to be
 1023 located as far north as practical, and the heights south of this road to be a maximum of 35 feet
 1024 with development limited to townhouses.

1025

1026 Site 6b - Park Bethesda Apartment Building and Parking

1027

1028 Site Description: Approximately 3.87 acres. Site of Park Bethesda Apartments. Originally built in
 1029 1974 as an office building and formerly housed a government agency.

1028 Existing Zone: EOF 1.5, H 45.¹
 1029 Existing FAR: 1.07.
 1030 Proposed Zone: CRT 2.5, C 0.5, R 2.5, H 110.

1031
 1032 Rationale for zoning change: The existing building is a 110' tall apartment building, converted
 1033 from office use in the last 10 -15 years. It is appropriate that this site be rezoned to a CRT zone,
 1034 making the existing use compatible with the zone. In addition, the proposed height for new
 1035 construction on this portion of Site 6b matches the existing building height and will be located in
 1036 such a way that most of its mass will not be visible from Westbard Avenue or to the single-family
 1037 residences to the west.

- 1038
 1039 • Westbard Avenue District Site 6b (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue
 1040 District) parts of parcels 466, 519 and 510. Heights of buildings to to be a maximum of 110
 1041 feet. The proposed connector street between Westbard Avenue and River Road to be located as
 1042 far north as practical, and the heights south of this road to be a maximum of 35 feet. The height
 1043 transitions to be detailed and illustrated more fully in the Westbard Sector Plan Design
 1044 Guidelines. The maximum height of 110 feet assumes the 25 percent of affordable housing.
 1045 • A significant portion of the forested area west and north of Westwood Mews should be retained
 1046 as a buffer for the existing development.
 1047 • At the time of redevelopment, the project must provide a minimum of 25% affordable housing
 1048 units, including a minimum of 15% moderately priced dwelling units and 10% workforce
 1049 housing units. Workforce housing must be built under a binding regulation or agreement
 1050 ensuring that the WFHUs are affordable to a full range of households (up to 100 percent AMI).

1051
 1052 The Sectional Map Amendment zoning boundaries will be based on assumptions regarding the
 1053 location of the new Connector Road LB-2 and set zoning boundaries accordingly. A corrective
 1054 map amendment may be necessary if the location of the New Connector Road LB-2 differs from
 1055 what is assumed for the Sectional Map Amendment.

1056
 1057 Page 63: Revise the Proposed Zoning Map (Figure 3.1.1) to reflect Council changes.

1058
 1059 Pages 63-64: Revise “3.1.2 Urban Design, Parks, Trails and Open Space” as follows:

1060
 1061 For site 1, [The] the Sector Plan recommends:

- 1062
 1063 • Dividing the existing super-block composed of the Westwood Shopping Center (parcels 235
 1064 and 360) and associated large surface parking lots (approximately 11 acres in size) into smaller
 1065 streets and blocks[,] with ground-floor, street-facing retail and residential and community uses
 1066 [in the stories above the retail].
 1067 • Designing new streets on the Westwood Shopping Center site to have a building-face to[-]
 1068 building-face dimension of approximately 65 feet to accommodate two travel lanes, on-street
 1069 parking and wide sidewalks (see Transportation 2.3 section for street rights-of-way).
 1070 • Situating most of the parking underground with some on-street and surface parking to
 1071 accommodate shoppers making stop-and-go trips to service retail establishments, such as drug
 1072 stores, coffee shops, etc.

¹ This building is a legal non-conforming use developed prior to the Zoning Ordinance Rewrite, which established a maximum height for this zone of 45'.

- 1073 • Accommodating pedestrians throughout the Westbard Avenue District and between the districts
- 1074 through the addition of tree-lined sidewalks and bike lanes.
- 1075 • Locating [a] an indoor civic use, approximately 5,000 to 10,000 square feet, in the [center of
- 1076 the Westbard Avenue District] redeveloped Westwood Shopping Center. The appropriate use
- 1077 should be determined at the time of development in consultation with County agencies and
- 1078 departments.

1079
1080 Recommendations for public open spaces and trails in the Westbard Avenue District include:

1081
1082 **Westbard Central Civic Green**

1083
1084 Vision: A formally planned, flexible, programmable open space that:

- 1085
- 1086 • Provides a place for informal gathering, quiet contemplation or large special event gatherings.
- 1087 • May support community activities, including open air markets, concerts, festivals and special
- 1088 events, but will not be used for programmed recreational purposes.

1089
1090 Purpose: The principal outdoor gathering and civic space in Westbard:

- 1091
- 1092 • Provides a central town green [that fronts the central civic use].
- 1093 • Serves as a focal point for the existing residential community that surrounds this district or the
- 1094 Westbard area.
- 1095 • Incorporates a central lawn as the main focus with adjacent spaces providing complementary
- 1096 uses.
- 1097 • May include gardens, water features, shade structures.

1098
1099 Recommended Size: Approximately 1/2[-] acre but no less than 1/3 acre.

1100
1101 The Westbard Central Civic Green should include the following characteristics:

- 1102
- 1103 • Located within direct view of Westbard Avenue and adjacent to the highest concentration of
- 1104 commercial and civic land uses.
- 1105 • Includes green lawn area for flexible use (events, ceremonies, celebrations, informal seating).
- 1106 • Includes shaded areas with seating; shade provided by trees and structures.
- 1107 • Designed to welcome public use; integrated into the public realm.
- 1108 • Inclusive design serving all age groups.

1109
1110 **Springfield Neighborhood Green Urban Park**

1111
1112 Vision: Located along the north edge of the Westwood Shopping Center (parcel 235), this park is

1113 envisioned as flexible open space that will serve the residents and workers from the surrounding

1114 neighborhood or district. It may be designed for more activity than an urban buffer park.

1115
1116 Purpose: The 1982 Westbard Sector Plan indicated a need for this park, but the space was never

1117 built. This Plan repeats the recommendation to:

1118

- 1119 • Provide a needed transition between the planned Westwood Center development and the
- 1120 Springfield neighborhood. Provide needed space for facilities, such as a playground, a
- 1121 community open space or a dog park.
- 1122 • Establish a place for informal gathering, lunchtime relaxation or small special event gatherings.

1123
 1124 Recommended Size: Approximately 1/2[-] acre but no less than 1/3 acre.

1125
 1126 **Willett Branch Urban Greenway/Stream Valley Park (parcels 175 and 240)**

1127
 1128 Vision: To create an accessible, walkable trail[,] and an ecologically improved and naturalized

1129 stream corridor owned and managed by M-NCPPC as parkland.

1130
 1131 Purpose:

- 1132
 1133 • Provide greatly needed pedestrian and bicycle linkages across the plan area and between the
- 1134 two existing linear parks.
- 1135 • Improve the ecological functioning of Willett Branch, and thus Little Falls, [and] the Potomac,
- 1136 and Chesapeake Bay.

1137
 1138 Features:

- 1139
 1140 • A hard surface trail loop offering users an alternative, quieter trail experience and increased
- 1141 connections
- 1142 • A naturalized stream
- 1143 • Interpretive signage

1144
 1145 The Plan recognizes that Willett Branch will be an urban stream and will have engineered

1146 elements. The intent of the recommendations for an improved Willett Branch is to create attractive

1147 and accessible green spaces that provide interconnectivity with urban green infrastructure and that

1148 improve stream ecology. The improvements to Willett Branch need to balance and complement

1149 the goals of improving stream quality, while also allowing recommended redevelopment to

1150 proceed. Accordingly, at the time of regulatory review, stream buffer areas may be modified

1151 and/or reduced if necessary to achieve the balance described above.

1152
 1153 **Pedestrian Linkage through Equity One/HOC Property (parcel 143)**

1154
 1155 The property leased by the Housing Opportunities Commission (HOC) on the east side of

1156 Westbard Avenue has the potential to act as the southwestern terminus of a connection between

1157 Westbard Avenue and River Road. This connection, either a pedestrian link or a

1158 vehicular/pedestrian link between the Westbard Avenue District and River Road (at parcels 131

1159 and 133), will create synergy between these two retail nodes. It would also serve as a gateway to

1160 the naturalized Willett Branch stream valley, providing easy access from both River Road and

1161 Westbard Avenue.

1162
 1163 **3.1.3 Environment – Naturalization of Willett Branch**

1164
 1165 The tributary to Willett Branch that runs along River Road has vertical/undercut banks within 6

1166 feet of the edge of River Road, and the area has heavy pockets of invasive plants. As the stream

1167 enters a culvert, there's a log jam with extensive blockage and considerable build-up of sediment.
 1168 This site restoration should include parcel 902, an approximately 3,000-square-foot property which
 1169 is adjacent to the Sector Plan area and River Road. Coordination with the State Highway
 1170 Administration will be necessary to complete this work.

1171
 1172 Willett Branch enters a tunnel at the corner of River Road and Ridgefield Road (adjacent to parcel
 1173 077), re-emerging near a parking lot currently used as a dog park and overflow parking for the
 1174 Housing Opportunities Commission (HOC) apartment building across Willett Branch. Water
 1175 seepage from the McDonalds retaining wall flows across the floodplain-turned-parking lot to the
 1176 Willett Branch. Although not open to general traffic, the bridge that connects the HOC building
 1177 with the parking lot is one of the Willett Branch crossings within Westbard.

1178
 1179 The Plan recommends the following environmental improvements:

1180
 1181 Pages 65-66: revise list of bullets as follows:

- 1182
- 1183 • Deconstruct and reforest portions of the linear parking lot on the Manor Care site as part of the
 - 1184 stream stabilization.
 - 1185 • Provide forest conservation credit for mitigation requirements in Westbard.
 - 1186 • Explore opportunities to stabilize and/or [Daylight] daylight the Kenwood tributary [on each
 - 1187 side of Ridgefield Road]. Artfully re-engineer and enhance the existing [waterfall] water
 - 1188 features on the east side of Ridgefield Road as an amenity.
 - 1189 • Designate part of Parcel 238 and Parcel 240 as a floodplain area and as a stream
 - 1190 naturalization/amenity area for development within Westbard, and provide a landscape setting
 - 1191 in this location that is respectful of site history.
 - 1192 • At parcel 175, rebuild the pedestrian crossing near the floodplain area as a connection from the
 - 1193 Capital Crescent Trail to the new commercial center.
 - 1194 • Allow improvements near the stream, such as a landscaped pocket park with seating that
 - 1195 celebrates the watershed.
 - 1196 • Enable the stream to serve as an amenity for adjacent development and facilitate access to the
 - 1197 stream with features such as terracing and ramps. [Remove the large retaining walls and create
 - 1198 amenity areas with gentler slopes. Include terracing and ramps to facilitate access to the
 - 1199 stream].
 - 1200 • Provide pedestrian access to the future Willett Branch Trail.
 - 1201 • Plan the Willett Branch Trail and amenities (such as stream naturalization and floodplain
 - 1202 enhancements) as part of future developments.
 - 1203 • Any redevelopment should make efforts to preserve [Preserve] the large trees along the
 - 1204 entrance driveway to the Kenwood Place Condominium and the property boundary between the
 - 1205 condominium and Westwood Shopping Center.
 - 1206 • Address the currently unmitigated storm flows that drain from the Kenwood Place
 - 1207 condominium into the Giant Food site (parcels 235 and 360) by installing stormwater buffer
 - 1208 strips along and within the perimeter of the Westwood Shopping Center site.
 - 1209 • Establish a minimum 50 percent canopy cover for all roads, on-street parking and ground-level
 - 1210 parking lots.
 - 1211 • Reduce impervious surface parking areas.

- 1212 • Balance the goals of improving stream quality with the objective of allowing recommended
 1213 redevelopment to proceed, which is likely to necessitate modifications to stream buffer
 1214 requirements on some properties.

1216 3.1.4 Housing

1217
 1218 The proposed Commercial/Residential Town (CRT) zones in this district provide incentives for
 1219 additional affordable housing when new development occurs. The Sector Plan recommends that
 1220 affordable housing be given priority for public benefit points under the optional method of
 1221 development that may occur on sites between Westbard Avenue and River Road, east of Ridgefield
 1222 Road. Development in this location should include moderately priced dwelling units (MPDUs).

1223
 1224 In addition, the Westwood Towers property (parcels 143, 175, 238 and 240), which is owned by
 1225 Equity One and controlled by the Housing Opportunities Commission (HOC), may be purchased
 1226 by HOC in order to increase the share of affordable housing not covered by the MPDU program.
 1227 [This development would include, potentially, 20 to 30 new units that would serve those renters
 1228 who currently earn between 20 percent and 50 percent of the area median income.] Approximately
 1229 30 percent of the new units would be affordable housing. HOC has committed to withholding
 1230 those approximately 30 percent of new units under its control from counting toward the MPDU
 1231 requirements of private developers on other sites within the Sector Plan. HOC is free to enter into
 1232 agreements that satisfy MPDU requirements of private developers on other sites within the Sector
 1233 Plan, if it does so by delivering on the replacement affordable units in addition to the
 1234 approximately 30 percent of the new units on Sites 4a and 4b.

- 1235
 1236 • Park Bethesda site (Westbard Avenue District [Sites 6a and] Site 6b) – at time of
 1237 redevelopment, [residential portions of the site greater than 35 feet in height] this site must
 1238 provide, at a minimum, 25 percent affordable housing units, including a minimum of 15
 1239 percent moderately priced dwelling units and 10 percent workforce housing units. Workforce
 1240 housing must be built under a binding regulation or agreement, ensuring the WFHUs are
 1241 affordable to a full range of households (up to 100 percent AMI).

1242
 1243 Page 68: Revise the first two paragraphs as follows:

1244 3.2 River Road Corridor

1245
 1246 The River Road Corridor is composed of the land on either side of River Road between Ridgefield
 1247 Road and Little Falls Parkway. It is characterized by low buildings and unshaded parking lots.
 1248 Roadside shade trees are lacking because of narrow right-of-way widths outside of the road
 1249 pavement. In addition, tall utility poles have four to five tiers of wires spread over 30 feet of height,
 1250 precluding the co-existence of tree canopy.

1251
 1252
 1253 The County Council considered the potential to rezone properties along River Road to allow
 1254 redevelopment, but determined that it was premature to allow additional development at this time
 1255 (except for a floating zone recommendation on Site 7). Opportunities for redevelopment should be
 1256 explored via a future master plan amendment to ultimately transform the [The] River Road
 1257 Corridor [is envisioned as] into an active, pedestrian-friendly [, multi-modal] boulevard with a 110-
 1258 foot-wide right-of-way and opportunities for window shopping and café dining.
 1259

1260 Part of the long-term vision for River Road, either during the life of the current plan or at the time
 1261 of a future master plan revision, is to create a multi-modal boulevard on River Road that
 1262 accommodates not only automobiles, but also pedestrians and bicyclists. This boulevard would be
 1263 characterized by wide sidewalks separated from busy traffic on River Road by tree-lined medians
 1264 and dedicated cycle tracks.

- Designate River Road as a Bicycle/Pedestrian Priority area.

1266
 1267
 1268 Page 69: Revise Proposed Zoning Map – River Road Corridor (Figure 3.2.1) to reflect Council
 1269 changes.

1270
 1271 Pages 68-72: Add text on sites 7 and 8 and add or revise bullets as follows:
 1272

1273 **3.2.1 Land Use and Zoning**

1274 Site 7

1275
 1276
 1277 Site Description: 4.49 acres. American Plant Food (1.45 acres), Talbert’s Liquor (.53 acres), Roof
 1278 Center (1.46 acres).

1279 Existing Zone: CRT 0.75, C 0.75, R 0.5, H 40. Height ranges between 15’ and 26’.

1280 Existing FAR: 0.11.

1281 Proposed zone: Retain existing zone; appropriate for a floating zone CRT 3.0, C 0.25, R 2.75, H
 1282 75.

1283
 1284 Rationale for zoning: The floating zone height and density will allow owners to build a maximum
 1285 six floor building (mixed-use five over one construction type) with underground parking as lower
 1286 densities or heights may not incentivize new development. A 3.0 FAR is recommended to provide
 1287 greater flexibility and incentivize the provision of amenities, including upgrading River Road and
 1288 naturalizing Willett Branch, which is adjacent to all three sites.

1289
 1290 Site 8

1291
 1292 Site Description: 0.55 acres. The existing Kenwood Office Building. Height is 90’.

1293 Existing FAR: 2.75.

1294 Existing Zone: EOF - 1.5, H 45.²

1295 Proposed Zoning: CRT 3.0, C 3.0, R 3.0, H 90.

1296 Rationale for zoning change: This proposed FAR and height will ensure that the existing 90' office
 1297 building is no longer non-compliant. The proposed zoning allows for maximum flexibility in any
 1298 future redevelopment.

1299
 1300 For the remainder of the River Road Corridor, the [The] Plan recommends:

- Reconfirm the R-60 zone of the Macedonian Baptist Church located at 5119 River Road.
- Reconfirm the EOF 1.5, H 45 zone of the property located at 5135 River Road.

² This building is a legal non-conforming use developed prior to the Zoning Ordinance Rewrite, which established a maximum height for this zone of 45’.

- 1304 • Reconfirm R-10 zone of the property located at 5101 River Road, The Kenwood
 1305 Condominium.
- 1306 • Reconfirm [Maintaining] the existing Commercial/Residential Town (CRT) zones along both
 1307 sides of River Road [while increasing maximum heights to a range of 40 feet to 90 feet].
- 1308 • [Increasing floor area ratio (FAR) to a range of 1.5 to 3.0.]
- 1309 • [The Whole Foods property, currently owned by Royco Inc. (parcel 029), is to be zoned CRT
 1310 3.0 (FAR) with height of 75 feet.]
- 1311 • Reconfirm the zone of [The] Moderate Industrial (IM) zoned property behind the Whole Foods
 1312 site, currently owned by Kenwood Storage, LLC (parcel 002). [is to be zoned CRT 1.5 with a
 1313 height of 40 feet.] Any redevelopment of this site should maximize compatibility with the
 1314 adjacent residential neighborhood.
- 1315 • [River Road Corridor Site 2 (Figure 3.2.1 Proposed Zoning Map – River Road Corridor),
 1316 parcels 029, 055, 082 and 109 – the proposed 75 feet of height on Site 2, should only be
 1317 allowed if future development includes the priority benefit incentive of a recommended green
 1318 space along Willett Branch (See page 70: Community Open Space and urban greenway along
 1319 Willett Branch). Future development should be placed closer to the Capital Crescent Trail,
 1320 where feasible. Assemblage of sites 2 and 3 is the most likely route to achieving these
 1321 recommendations.]
- 1322 • If a future master plan increases density on the Whole Foods site (presently owned by Royco)
 1323 to encourage redevelopment, that plan should explore opportunities to provide green space
 1324 along Willett Branch and place future development closer to the Capital Crescent Trail. In the
 1325 short term, the Department of Parks should explore opportunities to acquire land adjacent to
 1326 Willett Branch.
- 1327 • The gas stations that exist on parcels 082 and 109, parcel 165, parcels 214 and 213, 320 and
 1328 [parcel] 331 on River Road are appropriate uses and it is anticipated that they will continue to
 1329 be appropriate uses for these sites under the CRT zone as a conditional use.
- 1330 • Retain the historic African American street names (Clipper and Dorsey Lanes) for the streets
 1331 north of River Road and east of the Capital Crescent Trail.
- 1332 • For parcel 220, reconfirm the existing zoning of EOF 1.5, H 45. [to be converted to CRT 3.0, C
 1333 0.25, R 2.75, H 75 with the condition at time of redevelopment to provide height compatibility
 1334 requirements as applied to adjacent R-60 zones in order to be sensitive to the scale of the
 1335 existing church site to the south.]
 1336

1337 3.2.2 Urban Design, Parks, Trails and Open Spaces

1338
 1339 The Plan recommends:
 1340

- 1341 • [Permit the majority of buildings on both sides of River Road to be as tall as 75 feet,] A
 1342 floating zone for properties currently occupied by the American Plant Food Company, Roof
 1343 Center and Talbert's Liquor, parcels 131, 133 and 137, respectively, is appropriate for a CRT
 1344 zone with a maximum density up to 3.0 FAR and heights of 75 feet. This will allow [allowing]
 1345 for [the] a maximum six story building (five-over-one construction type). This type of
 1346 construction consists of a 20-foot-tall concrete podium on the ground floor that accommodates
 1347 retail uses and five floors of wood construction above the podium for multi-family residential
 1348 units.
- 1349 • For the properties occupied by the American Plant Food Company, Roof Center and Talbert's
 1350 Liquor (Parcels 131, 133 and 137), if rezoned (per a floating zone,) accommodate

- 1351 [Accommodate] parking in underground structures or above-ground structured parking fully
- 1352 screened by residential units and retail [built in front].
- 1353 • River Road to be designated a Bicycle Pedestrian Priority area: [Provide] Explore options to
- 1354 create 15 to 20-foot-wide sidewalks on both sides of River Road to accommodate pedestrians
- 1355 [and outdoor seating] and cycle tracks. [These] The sidewalks and cycle tracks to [will] be
- 1356 separated from the street by 6-foot-wide strips planted with shade trees, shrubs and
- 1357 groundcover, buffering pedestrians and cyclists from fast-moving traffic.
- 1358 • [Activate the street level with storefronts of various designs in different materials and colors
- 1359 that are distinct from building to building.]
- 1360 • For properties to the north of River Road and east of the Capital Crescent Trail, if and when
- 1361 they are consolidated for redevelopment, a parallel service road/alley should be considered to
- 1362 improve traffic operation, reduce curb cuts, and help implement the recommended Sector Plan
- 1363 cross section for River Road.
- 1364

Improved Access to the Capital Crescent Trail

1365
1366
1367 The Capital Crescent Trail is a regionally significant recreation and transportation corridor
1368 connecting Silver Spring and southwestern Montgomery County with the District of Columbia.
1369 User counts indicate that the trail serves more than 10,000 users per week, many of whom pass
1370 through the Westbard Sector Plan area in any given week. The trail is an important component of
1371 the larger bicycle and pedestrian beltway around the District of Columbia.
1372

1373 During the 2014 Westbard charrette and public meetings, residents indicated that trails, cycling and
1374 pedestrian routes are highly important to this community. Their feedback mirrors the 2010 survey
1375 findings associated with the Vision 2030 Strategic Plan of Parks and Recreation developed by the
1376 Montgomery County Department of Parks. The survey found cycling and walking on hard and
1377 natural surface trails to be the County’s most popular recreation activities. Sixty-eight percent of
1378 the respondents reported using both types of trails, and nearly 75 percent considered them very
1379 important to their households. In addition, trails ranked the highest outdoor facility on the survey as
1380 to the overall importance of adding, expanding or improving them.
1381

1382 Public comments from the Westbard community indicate the desire for:

- 1383
- 1384 • More access points to the Capital Crescent Trail.
- 1385 • Better pedestrian routes between the areas west of Westbard Avenue and the Capital Crescent
- 1386 Trail.
- 1387 • Improved sidewalk conditions, particularly along River Road, adding bike lanes where
- 1388 appropriate.
- 1389

Recommendations:

1390
1391
1392 Acquire the triangle of land in between Lawn Way and the Capital Crescent Trail to maintain a
1393 green buffer between the Kenwood neighborhood and the commercial development to the east.
1394 Create a hard-surface spur trail from the Capital Crescent Trail to the Kenwood Station site as part
1395 of the Willett Branch Urban Greenway trail.
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Purpose:

- In a future Master Plan, consider opportunities to create [Create] direct access to the Whole Foods property and make a pedestrian connection to River Road.
- Cross River Road and travel on Ridgefield Road to Westbard Avenue on foot or bike lanes.

Community Open Space at the existing Whole Foods parking lot.

Much of the Whole Foods parking lot is within the 100-foot stream and flood plain buffer for the Willett Branch stream[. Since] and future development cannot take place within such a buffer. If a future Sector Plan amendment increases density to encourage redevelopment to a higher zone, a community open space should be considered here. [is recommended with the following features:

- The space should include open, level, grassy areas for a variety of informal recreational activities.
- A minimum of 10,000 square feet, with 60 feet of width.]

3.2.3 Environment

The most prominent natural feature in the corridor is the Willett Branch. This stream straddles the boundary between Westbard and the Kenwood neighborhood, and circles around the southern part of this district. Contained within a large concrete channel, the stream flows past the Kenwood storage facility and Whole Foods site at a level approximately 12 feet lower than the surface of the parking lot. It next crosses under River Road within a large tunnel. Near this point, the tributary flowing within the median of Brookside Drive converges with the Willett Branch.

Willett Branch re-emerges south of River Road in a deep, canyonlike setting and flows across the Westwood II property. At this point, another tributary to Willett Branch joins with the stream from across Ridgefield Road in an extremely constrained area. The existing stream valley is barely wider than the stream channel itself.

Areas of fill associated with surrounding buildings and parking areas are held in place by massive retaining walls. These walls, situated 10 to 20 feet from the stream, are showing stress in many locations. The walls of the stream channel itself are between 15 and 25 feet high at the point where the stream flows into a large, 250-foot-long tunnel as it crosses under the American Plant and Roof Center sites.

This tunnel is covered by extensive fill placed directly over the stream channel. The upstream edge of site incorporates an extremely tall, timber retaining wall which is nearing the end of its functional life span. The downstream edge of site has a large, informally built concrete retaining wall with large cracks apparent in the structure.

The Capital Crescent Trail and pedestrian bridge over River Road is a gap in the forest cover (Greenway Gap) provided along the Capital Crescent Trail, with major encroachments of pavement and other uses within park property.

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Goal:

- Improve the stream valley from its current condition and return the landscape to more natural vegetation in the vicinity of the Willett Branch.
- Create community amenities along the Willett Branch that include trail gathering locations and attractive stream elements.

Recommendations:

- In the long term (beyond the life of this Sector Plan), redevelopment of the Kenwood storage facility and/or the Whole Foods shopping center should be built outside of the 100-foot-wide stream buffer area adjacent to the Willett Branch (parcels 029 and 002).
- Link the proposed trail along the Willett Branch to the Capital Crescent Trail and River Road.
- Reconstruct the River Road crossing of Willett Branch with a wider span to accommodate a naturalized channel and a pedestrian trail along the stream.
- Create a Willett Branch Trail crossing within the right-of-way just north of the River Road bridge so that the trail continues under River Road on the west side of the stream.
- Provide access to the River/Brookside Road intersection from the Willett Branch Trail.
- Provide an amenity area along the Willett Branch for new buildings on the Westwood II site south of River Road (parcel 238).
- Designate part of Parcel 238 and Parcel 240 as a floodplain area, as a stream restoration/amenity area for development within Westbard and provide a landscape setting in this location that is respectful of site history.
- At parcel 175, rebuild the pedestrian crossing near the floodplain area as a connection from the Capital Crescent Trail to the new commercial center.
- Consolidate the extensive and excessively tall overhead utility wire infrastructure within the District.
- Designate River Road as a Greenway road. A Greenway road is a street that is tree-lined with an extensive canopy.

[At] If the American Plant Food/Roof Center property (Parcels 131 and 133) are rezoned under the floating zone recommendation in this Plan, where the Willett Branch passes through a 250-foot-long tunnel, the following is recommended:

- Remove existing infrastructure over the stream.
- Naturalize Willett Branch as part of the Willett Branch Urban Greenway/Stream Valley Park.
- Create an environmentally-sensitive crossing of Willett Branch that may include a bottomless culvert and allows pedestrians to move along the Willett Branch Urban Greenway/Stream Valley Park trail.

3.2.4 Housing

The Plan requires all Optional Method Developments to provide moderately priced dwelling units (MPDUs) at 15 percent [proposed Commercial/Residential Town (CRT) zones in this district provide incentives for additional affordable housing when new development occurs]. The Sector Plan also recommends that affordable housing be given priority for public benefit points under the optional method of development [that may occur on sites south of River Road, east of the Capital Crescent Trail. Development in this location should include moderately priced dwelling units

1491 (MPDUs) at 15 percent (2.5 percent above the mandated 12.5 percent for developments with more
1492 than 20 dwelling units)].
1493

1494 Parcels 131 and 133 adjoin property to the west, parcel 143, controlled by the Housing
1495 Opportunities Commission (HOC). The Plan recommends a pedestrian or vehicular connection be
1496 established between River Road and Westbard Avenue through this property. This adjacency
1497 provides an opportunity for HOC and the American Plant Food Company and others to create a
1498 joint development between their properties. This project could take advantage of the proposed
1499 connection, to create a unified development[;] which could include [includes] workforce housing in
1500 addition to the MPDU requirement.
1501

1502 Page 74: Revise the second and fourth paragraphs as follows:
1503

1504 **3.3 North River District** 1505

1506 This District is located in the northeast quadrant of the Sector Plan, to the north and east of River
1507 Road and the Capital Crescent Trail. The area is presently occupied by the Washington Episcopal
1508 School and several industrial-zoned properties that host many local serving businesses, including
1509 The Ballroom, Autobahn Motor Works, Bethesda Iron Works and Ridgefield Catering.
1510

1511 The vision for this District is to maintain the existing uses, such as the local service light industries
1512 and the Washington Episcopal School, while improving connections within the district to River
1513 Road and Little Falls Parkway. [The Plan also makes provisions for the potential redevelopment of
1514 the Washington Episcopal School property, if and when that occurs.]
1515

1516 **3.3.1 Land Use and Zoning** 1517

1518 The Plan recommends maintaining the Moderate Industrial (IM) zone and the existing heights and
1519 densities along Dorsey Road and Clipper Lane. It recommends changing the PD-28 zone presently
1520 assigned to the Washington Episcopal School property to the Commercial/Residential Town (CRT)
1521 zone.
1522

1523 [If site [2] (in figure 3.3.1), parcel 112, develops under the new zoning rather than the previously
1524 approved PD zone, any new application for development involving the same uses as approved in
1525 the Development Plan, and its PD zoning must incorporate the approved binding elements, as
1526 conditions of the preliminary plan or site plan, as appropriate.]
1527

1528 Page 74: Add text after “3.3.1 Land Use and Zoning” as follows:
1529

1530 **Site 9** 1531

1532 Site Description: 11.20 acres. Washington Episcopal School site, built in 1926 as part of the
1533 George A. Fuller Company.

1534 Existing Zone: PD-28. Height of 42’.

1535 Existing FAR: 0.20.
1536

1537 Proposed Zoning: CRT 0.5, C 0.5, R 0.5, H 55.
1538

1539 The Washington Episcopal School (WES) is an appropriate use at this location, and the
 1540 recommended zoning will allow the school to be a conforming use and expand over time. The
 1541 WES property was rezoned in 2008 to the Planned Development (PD) zone to allow a portion of
 1542 the school site to be sold and developed with senior housing. If the school chooses to relocate at
 1543 some point in the future, the site should be considered for a public use, such as a school. The
 1544 zoning would also allow for future redevelopment with low density residential development.

1545
 1546 There were several binding elements associated with the PD rezoning. The rezoning to the CRT
 1547 zone will eliminate the requirement for **strict** compliance with the Binding Elements, but they
 1548 should nonetheless be considered and are included in the Appendix to this Plan. At the time of
 1549 development, the Planning Board can determine which of the binding elements are still relevant to
 1550 the pending development. While certain provisions of the binding elements may not be appropriate
 1551 if the development proposed for the site changes, compatibility issues should be addressed as
 1552 follows:

- 1553
- 1554 • Commercial development should be limited to 175,000 square feet, unless needed for the
 1555 expansion of the school.
- 1556 • New buildings and accessory structures should be located to ensure compatibility with
 1557 adjacent uses.
- 1558 • Accessory structures, such as bleachers, should be limited in height.
- 1559 • Green area should be at least 50% of the lot area.
- 1560 • There should be access to the school from both Little Falls Parkway and Landy Lane.
 1561 Locations for student drop off and pick up should prevent queuing on public streets.
- 1562

1563 Site 10

1564
 1565 Site Description: 1.0 acres. An existing parking lot owned by the Washington Episcopal School.
 1566 Future site of a senior housing development.

1567 Existing Zone: PD-28.

1568 Existing FAR: 0.0.

1569
 1570 Rationale for zoning change: The CRT zone was recommended to ensure that, when the site
 1571 redevelops as a senior housing facility, the density approved in the binding elements will be in
 1572 conformance with the zone.

1573
 1574 Proposed Zoning: CRT 4.75, C 0.75, R 4.75, H 100. If not senior housing, limit to CRT 2.0, C
 1575 0.25, R 1.75, H 75.

1576
 1577 The binding elements associated with the approval of the PD-28 zoning for this site are included in
 1578 the Sector Plan Appendix and should be considered by the Planning Board when it reviews a
 1579 development application for this site. To obtain the maximum density allowed under the zoning,
 1580 the residential component of any redevelopment must be limited to 121 dwelling units, including
 1581 MPDUs for independent seniors (at least one person per unit age 55 or older). The building is
 1582 limited to a height of eight stories or 97 feet. Should the property not develop as a senior housing
 1583 facility, development should be capped at CRT 2.0, C 0.25, R 1.75, H 75.
 1584

1585 Pages 74-77: Revise “3.3.2 Urban Design, Parks, Trails and Open Spaces” and “3.3.3 Environment”
 1586 as follows:

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3.3.2 Urban Design, Parks, Trails and Open Spaces

Recommendations: Create a network of new and re-aligned streets that better serves the traffic patterns in this area as well as on the adjacent River Road:

- Provide internal connections between properties, allowing the consolidation of the several existing curb cuts on River Road into one or two intersections.
- Connect a new road extending Landy Lane from River Road to Little Falls Parkway at the Washington Episcopal School. This road extension is contingent upon the redevelopment of the school site.
- If site [2] 9 (in figure 3.3.1), parcel 112, develops under the new zoning rather than the previously approved PD zone, review of any new application for development should involve consideration of the [involving the same uses as approved in the Development Plan, and its PD zoning must incorporate the approved] binding elements included as conditions of the earlier rezoning to the PD zone], as conditions of the preliminary plan or site plan, as appropriate].

[Daylight] Naturalize Willett Branch between Little Falls Stream Valley Unit 2 and the Capital Crescent Trail.

Vision: The vision for this section of the Willett Branch Greenway is a daylighted and naturalized floodplain.

Purpose: This section of the Willett Branch Greenway allows for pedestrian connections between Little Falls Stream Valley Unit 2 and the Capital Crescent Trail, a naturalized floodplain and open section of stream.

3.3.3 Environment

The natural features of this area include the Little Falls Parkway Greenway, Capital Crescent Trail Greenway and Willett Branch.

More than half of the surfaces in this District are unshaded and impervious, mostly due to extensive un-planted parking lots and large buildings.

Nearly continuous on the eastern boundary of Westbard, the Little Falls Greenway contains most of the forested area of Westbard. In this district, the stream suffers from encroachment by the adjacent uses.

The Capital Crescent Trail Park, another Greenway, curves through the middle of Westbard. In the District, the canopy cover over the trail is nearly continuous. However, as the trail approaches River Road, the green, natural features associated with the CCT disappear.

Willett Branch enters the Westbard area at the northern boundary of the Plan area. The stream's Dorset Avenue crossing is a low and narrow box culvert. For approximately 150 feet, the stream becomes channelized as it flows past the Kenwood [Place Condominium] House Cooperative.

1634 The stream then goes underground as it flows into a very wide and long tunnel under the
 1635 Washington Episcopal School ballfield (parcel 050). A large sewer line also crosses under the
 1636 ballfield south of the Willett Branch tunnel.
 1637

1638 Just beyond the end of the tunnel, the stream crosses under the Capital Crescent Trail and returns to
 1639 the surface.
 1640

1641 **Goals:**
 1642

- 1643 • If redevelopment occurs, daylight [Daylight] Willett Branch as a stream valley and a pedestrian
 1644 connection between Little Falls Parkway and the Capital Crescent Trail (parcel 050).
- 1645 • Return Greenway encroachments to a more naturalized condition.
- 1646 • Reduce and/or make better use of the extensive pavement in this area.
- 1647 • Increase the canopy cover on pavement dedicated to car use.
 1648

1649 **Recommendations:**
 1650

- 1651 • The Little Falls Greenway should be enhanced and restored where encroachments into the
 1652 forest setting have taken place.
- 1653 • Remove the acceleration and deceleration lanes on parkland associated with the entrance to the
 1654 Washington Episcopal School site to the extent possible.
- 1655 • Create environmentally sensitive Willett Branch crossings below Dorset Avenue at the Capital
 1656 Crescent Trail that consist of wider spans for a naturalized channel and a pedestrian trail along
 1657 the stream.
- 1658 • If redeveloped, Kenwood [Place] House Cooperative should have an increased buffer area
 1659 around the stream. Stream channel enhancement and restoration should take place where
 1660 possible.
- 1661 • Return the Willett Branch to the surface and create a natural buffer with a restored floodplain
 1662 when the Washington Episcopal School property redevelops (parcel 050).
- 1663 • Reclaim paved areas of the Capital Crescent Trail and use them for greenway parking, adding
 1664 plantings and pedestrian amenities.
- 1665 • If the school redevelops as another use in the future, [Restore] create a Landy Lane connection
 1666 between River Road and Little Falls Parkway.
- 1667 • Plant the parking lot perimeters and islands with shade trees.
 1668

1669 Page 78-81: Revise “3.4 South River District” as follows:
 1670

1671 **3.4 South River District**
 1672

1673 This District is located in the southeast quadrant of the Sector Plan, to the south and east of River
 1674 Road and the Capital Crescent Trail. The area is bounded on the east by Little Falls Parkway and
 1675 includes the industrial properties along the Capital Crescent Trail right-of-way to the west. Willett
 1676 Branch also bounds the district on the west.
 1677

1678 This District is presently occupied by neighborhood serving retail uses, such as self-storage
 1679 facilities, auto repair shops, a veterinarian and dog boarding facility, and a sports training business.
 1680

1681 The vision for this District is to maintain existing light industrial businesses that serve the nearby
 1682 community[,] while creating a place that is well connected to the Westbard Avenue District and the
 1683 River Road Corridor and the Capital Crescent Trail. It should also provide amenities for residents
 1684 in and around the Plan area.
 1685

1686 **3.4.1 Land Use and Zoning**
 1687

1688 **Recommendations:**

- 1689 • Reconfirm [Maintain] the Moderate Industrial (IM) zone and the existing heights and densities.
- 1690 • [Consider a floating CRT zone for the IM-zoned property (parcels 191, 242, 243, 244, 245,
- 1691 296, see page 81) to the south of River Road along the service alley west of the the Capital
- 1692 Crescent Trail. It would have an FAR of 3.0 and a height of 75 feet. The present uses currently
- 1693 satisfy the landowners and meet the community’s need for local serving auto-repair shops.
- 1694 However, in the future as market conditions evolve, these properties could be reconsidered for
- 1695 rezoning.]
 1696
 1697

1698 Page 79: Revise Proposed Zoning Map – South River District (Figure 3.4.1) to reflect Council
 1699 changes.
 1700

1701 **3.4.2 Urban Design, Parks, Trails and Open Spaces**
 1702

1703 **Recommendations:**

- 1704 • Establish a new connector road between Westbard Avenue and River Road, providing street
- 1705 frontage for the businesses along the existing alley, which presently serves as an access road
- 1706 (see Table 2.3.1, page 29 and Figure 2.3.6, page 33). The design and ultimate alignment will
- 1707 be evaluated to accommodate park activities, grading impacts to properties and access to the
- 1708 CCT.
 1709
 1710

1711 **Countywide Urban Recreational Park**
 1712

- 1713 • Create a Countywide Urban Recreational Park as an open, level area for a variety of informal
- 1714 recreational activities (parcels 352, 354, 404, 401). A major long-term goal in this district is the
- 1715 purchase of these properties by the Montgomery County Department of Parks for this park.
- 1716 • Locate this urban recreational park along the Capital Crescent Trail where Willett Branch
- 1717 crosses under the trail just south of the River Road bridge.
- 1718 • Situate the park to serve as a gateway to the naturalized [Willet] Willett Branch Urban
- 1719 Greenway/Stream Valley Park corridor and a destination along the Capital Crescent Trail.
- 1720 • Design the proposed park for active recreation to serve the residents and workers from the
- 1721 surrounding neighborhood or district. Typical facilities may include:
 1722 ○ Sport courts.
 1723 ○ Skate spots/skate park.
 1724 ○ Lawn areas.
 1725 ○ Playgrounds or similar neighborhood recreation facilities.
 1726

1727 **Purpose:** Public input during the week-long Westbard charrette and community meetings
1728 mentioned the need for “more active parks.” Skate parks, dog parks and community open space
1729 are the most frequently requested facilities in this part of the County.
1730

1731 **Naturalize Willett Branch between River Road and the Capital Crescent Trail.**

1732

1733 **Vision:** Naturalize the Willett Branch, which passes between the Willco and Schnabel properties.
1734 At this location, the Willett Branch is contained within very steep fill slopes and requires a more
1735 intensive renovation effort than the section of Willett Branch located in the Westbard Avenue
1736 District.
1737

1738 **Purpose:** Create a naturalized stream setting and pedestrian connection along Willett Branch. This
1739 recommendation is dependent on the naturalization of Willett Branch as a natural feature to be
1740 enjoyed by the public in Westbard. The vision for Willett Branch is discussed in more detail in the
1741 Environmental recommendations.
1742

1743 **Protect and enhance the existing Little Falls Stream Valley Unit 2 Parkland.**

1744

1745 In those locations where roads cut through Little Falls Stream Valley Unit 2, the Plan recommends
1746 replanting and reforesting parkland to retain the parkway setting.
1747

1748 **3.4.3 Environment**

1749

1750 This area of Westbard along the old B&O railroad line has a long history of industrial uses. A
1751 number of sites are known to be contaminated with industrial pollution and there are restrictions on
1752 the use of groundwater in many areas. The State may require both long and short-term mitigation
1753 measures in order to redevelop or change the land use. Although there are known former
1754 munitions dumps in the Washington region, the U.S. Army Corps of Engineers knows of no
1755 munitions site in or near Westbard.
1756

1757 Willett Branch enters this district flowing under a driveway bridge crossing. This driveway
1758 originates at River Road, parallels the Capital Crescent Trail on parkland and then leads to an
1759 industrial area, currently home to a landscape company and a small business. This industrial area
1760 is also the former site of a granite quarry. The stream flows into a 25-foot-deep canyon that is
1761 about 80 [-]feet[-] wide and forested up to the concrete channel of the stream. These canyonlike
1762 slopes are the result of fill operations by adjacent property owners.
1763

1764 As it passes for the second time under the Capital Crescent Trail, Willett Branch enters a 450-foot
1765 long tunnel. The tunnel continues at the base of Butler Road across the parking areas of several
1766 businesses until it reaches Little Falls Park in the vicinity of the recently constructed townhomes.
1767 There, Willett Branch emerges at the entrance bridge to the new townhouses. The Willett Branch
1768 is only 6 to 8 feet lower than the surrounding grade in this location, although the stream is still
1769 channelized. The stream parallels the townhouse property, flowing south within M-NCPPC Park
1770 property until it reaches the confluence with Little Falls Branch near the southern boundary of the
1771 Plan area.
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Goals:

- Naturalize and daylight the Willett Branch as part of the Willett Branch Urban Greenway/Stream Valley Park and create a pedestrian connection between Little Falls Parkway and the Capital Crescent Trail.
- Improve the park setting of the Capital Crescent Trail Special Park.

Recommendations:

- Maintain and/or provide stability of the forested slopes along the Willett Branch.
- Create a pedestrian connection between the Capital Crescent Trail and Little Falls Parkway.
- Daylight the Willett Branch from the Capital Crescent Trail to Little Falls Branch.
- When culverts below the Capital Crescent Trail need replacement or extensive repairs, reconstruct them with an environmentally sensitive crossing to accommodate a naturalized channel.
- Reclaim and replant encroachments on the Capital Crescent Special Park to create a more naturalized condition.

Page 82: Revise “3.5 South Westbard District” as follows:

3.5 South Westbard District

This District, located in the southernmost part of the Sector Plan, is bisected by Westbard Avenue. It is bounded on the east by Little Falls Parkway, on the south by Massachusetts Avenue and on the west by the Springfield community. The District includes several community institutions, including the Little Falls Library, Westland Middle School and the Little Flower Catholic Church and grade school. The [Westbard] Westwood Mews townhouses are located on the east side of Westbard Avenue near Massachusetts Avenue.

Land Use and Zoning

The existing zones are R-60 for the Westland Middle School, [school and] the Little Falls library, and the Little Flower Catholic Church and school sites, and RT-12.5 for the townhouse site. The Plan recommends reconfirming R-60 zones for the schools, library and church and rezoning the townhouse development from its current RT 12.5 zone to the Townhouse High Density (THD) zone. With the adoption of the County Zoning Ordinance in October 2014, RT zones are being phased out and the new townhouse zones are implemented through the master planning process.

- [The existing Little Falls Library and Site is owned by the Montgomery County Department of General Services. In order to accommodate the demand for affordable housing in the Westbard Sector Plan area, the Plan recommends the consideration of a CRT floating zone for this R-60 zoned property. As a condition of redevelopment under this floating zone recommendation, the project must involve a public/private partnership that includes a minimum of 25 percent of affordable housing, and the co-location with a public facility, such as a preserved or rebuilt library.]

Page 83: Revise Proposed Zoning Map – South Westbard District (Figure 3.5.1) to reflect Council changes.

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Pages 82-84: Revise “3.5.1 Urban Design, Parks, Trails, and Open Spaces” and “3.5.2 Environment” as follows:

3.5.1 Urban Design, Parks, Trails, and Open Spaces

Vision: The vision for the South Westbard District is to link the Westbard Avenue District to the following public facilities in the South Westbard District:

- [Link the Westbard Avenue District to the following public facilities in the South Westbard District:]
- Playing fields at Westland Middle School.
- Little Falls Library.

Recommendations:

- Develop a multi-use turf field on the site of the existing Westland Middle School where the tennis court and grass playing field are presently located. The Plan recommends re-locating the tennis courts to the south, adjacent to the Westland Middle School building, and locating the turf field adjacent to Westbard Circle (the drive that serves Kenwood Place condominium) and the Westwood Shopping Center.
- Provide a mid-block crosswalk on Westbard Avenue where the new connector road adjacent to the Capital Crescent Trail intersects with Westbard Avenue. This crosswalk would provide access to the wide sidewalks on the new road[,] which, in turn, would provide easy access to the Capital Crescent Trail and the new community recreational park.
- Protect and enhance the existing Little Falls Stream Valley Unit 2 and Capital Crescent Trail parkland.

3.5.2 Environment

This district is the most stable of all areas in Westbard. Institutional uses, such as a private school, a public school, a library, and a stream valley park[,] which includes the Capital Crescent Trail, all work together to create an area that has significant forest cover, shaded impervious areas and continuous greenways. Little Falls Branch, on the eastern edge of the district, is located within parkland and almost entirely within a naturalized stream buffer.

Enhance and maintain the natural features of this district.

Recommendations:

- Forest mitigation requirements generated within Westbard will be met within Westbard through forest enhancement and invasive plant treatments.
- Reclaim stream buffer where parking areas have encroached upon areas near the Little Falls Branch.
- Maintain the natural condition of forested slopes extending to the Capital Crescent Trail.

1866 Pages 88-89: Revise “4.1 Zoning” as follows:
 1867

1868 **4.1 Zoning**

1869 **4.1.1 [1.] Commercial/Residential (CR) and Commercial/Residential Town (CRT) Zoning**
 1870
 1871

1872 The CR and CRT zones permit optional method development, which allows for higher density than
 1873 under the standard method, but requires significant public use spaces and more amenities to
 1874 support the additional density. Under the optional method, developers can achieve a minimum
 1875 number of public benefit points, depending on the size of the project and other factors.
 1876

1877 Ensuring the right mix of public benefits in connection with future development in Westbard is
 1878 crucial for realizing this Sector Plan’s vision for a vibrant, pedestrian-oriented community center.
 1879 Therefore, one of the key implementation strategies of the Sector Plan is to clearly identify those
 1880 public benefits as a top priority, meaning that optional method development should be approved
 1881 only if it provides the recommended benefits. Provided that affordable housing continues to be a
 1882 public benefit under the CRT zone, it should be the highest priority benefit. All optional method
 1883 projects in the planning area will be required to provide 15 percent moderately priced dwelling
 1884 units (MPDUs). Other public benefits listed below are also critical to the redevelopment of
 1885 Westbard. District specific public amenities and benefits follow.
 1886

1887 **4.1.2 Public Amenities and Benefits**
 1888

1889 *A. Westbard Avenue District*
 1890

- 1891 • Central Civic Green facing onto Westbard Avenue, at approximately 1/2 acre, but not less than
- 1892 1/3 acre in size.
- 1893 • A neighborhood park located along the north edge of the Westwood Shopping Center,
- 1894 approximately 1/2 acre in size, but not less [then] than 1/3 acre in size.
- 1895 • Naturalization of Willett Branch Stream and the creation of an Urban Greenway with a hard-
- 1896 surface trail.
- 1897 • Streetscape upgrades on Westbard Avenue.
- 1898 • Pedestrian connection between Westland Middle School and the Capital Crescent Trail.
- 1899 • Inclusion of an interior community use space.
- 1900 • Reconfiguring Westbard Avenue at Ridgefield Road.
- 1901 • Bike share stations.
- 1902 • Public/private shuttle and implement action of improved transit access.
- 1903 • Dedication of [Willett] Willett Branch stream in order to create an urban stream and greenway.
 1904

1905 *B. River Road Corridor*
 1906

- 1907 • Creation of a tree-lined boulevard on River Road.
- 1908 • [Large green open space within the 100-foot stream buffer on Whole Foods site (Royco
- 1909 property) of approximately 10,000 square feet.]
- 1910 • Naturalization of Willett Branch.
- 1911 • Pedestrian trail between River Road and Capital Crescent Trail.
- 1912 • Extend Willett Branch Trail under River Road when the culvert at River Road is rebuilt.
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C. North River District

- Establishment of a vehicular connection between River Road and Little Falls Parkway.
- Daylighting and naturalization of Willett Branch stream on Washington Episcopal School property.
- Pedestrian trail between the Capital Crescent Trail and Little Falls Parkway.

[D. South River District

- Establish a new connector road between Westbard Avenue and River Road.
- Establishment of a Countywide Urban Recreational Park at a minimum of 10,000 square feet as an open, level, grassy area for a variety of informal recreational activities, including a skate and a dog park.
- Naturalization of Willett Branch stream.]

[E. South Westbard District

- Establishment of a dual-use turf playing field at Westland Middle School.
- A mid-block crossing on Westbard Avenue between Westland Middle School and the Park Bethesda property where the new connector road intersects Westbard Avenue.
- Pedestrian connection between Westland Middle School and the Capital Crescent Trail.]

4.1.3 Other Priority Benefits

The CR and CRT zones permit an optional method development, which allows for higher density in exchange for public amenities. To ensure that future development recommended in the Westbard Sector Plan addresses the important commercial, housing and environmental needs of the community, public benefits that should be strongly considered during development review are:

- [Moderately priced dwelling units.
- Affordable housing not covered by moderately priced dwelling units.]
- Small business opportunities.
- Provide an increase in public and/or provide a private shuttle/bus service from Westbard to the Bethesda Metrorail station, Friendship Heights Metrorail station, and/or other nearby major destinations to supplement the existing public transit system.
- Historically-oriented wayfinding, including interpretive signage and markers.
- Historically-oriented public art.

Page 91: Replace the paragraph below “A. Stream and Wetland Buffer” as follows:

[Areas within the Willett Branch stream and wetland buffer in Westbard cannot be developed, according to the Guidelines for Environmental Management of Development in Montgomery County (approved January 2000). In the case of Willett Branch, storm drain easements and Washington Suburban Sanitary Commission (WSSC) infrastructure in the stream corridor further prevent redevelopment of sites in the Willett Branch stream and wetland buffer.] The Plan recognizes that Willett Branch will be an urban stream and will have engineered elements. The intent of the recommendations for an improved Willett Branch is to create attractive and accessible green spaces that provide interconnectivity with urban green infrastructure and improve stream

1962 ecology. The improvements to Willett Branch need to balance and complement the goals of
 1963 improving stream quality, while also allowing recommended redevelopment to proceed.
 1964 Accordingly, at the time of regulatory review, stream buffer areas may be modified and/or reduced
 1965 if necessary to achieve the balance described above.

1966
 1967 [Given these constraints, it] It is logical that the Willett Branch corridor be recommended as a
 1968 Greenway in the Westbard Sector Plan area. [This undevelopable] The land provides the perfect
 1969 opportunity to create an urban greenway with connections to the existing Capital Crescent Trail
 1970 Special Park and Little Falls Stream Valley Unit 2.

1971
 1972
 1973 **General**
 1974

1975 All illustrations and tables included in the Plan will be revised to reflect the District Council
 1976 changes to the Planning Board Draft Westbard Sector Plan (December 2015). The text and graphics
 1977 will be revised as necessary to achieve and improve clarity and consistency, to update factual
 1978 information, and to convey the actions of the District Council. Graphics and tables will be revised to
 1979 be consistent with the text.

1980
 1981 The Appendix should be revised to include the Park Hierarchy information and Binding
 1982 Elements associated with the rezoning of the Washington Episcopal School.

1983
 1984 The Appendix to this Plan provides background information. It is part of the record of the
 1985 Council’s consideration of the Sector Plan, but is not addressed in detail in this resolution and is not
 1986 part of the Council’s official approval of the Plan. It may contain studies and analyses that have not
 1987 been updated to reflect Council actions (e.g., the transportation analyses are based on the densities in
 1988 the Planning Board Draft, not the densities approved by the Council). In the event of a conflict
 1989 between the adopted Sector Plan and the Appendix, the Sector Plan controls.

1990
 1991 The Council is interested in considering options to expedite the creation of the Willett Branch
 1992 Greenway Park and requests that the Department of Parks submit a phasing plan and acquisition
 1993 strategy to the Council for consideration by the Planning, Housing and Economic Development
 1994 Committee this summer. The Council is also supportive of the efforts of private property owners who
 1995 are able to construct part of the Greenway Park in advance of a larger M-NCPPC effort.

1996
 1997 The Council directs the Montgomery County Department of Transportation to create a task
 1998 force comprised of their staff, the State Highway Administration, and the Montgomery County
 1999 Planning Department to study improvements to walkability and safety along River Road through
 2000 Westbard.

2001
 2002
 2003 This is a correct copy of Council action.

2004
 2005
 2006
 2007

 Linda M. Lauer, Clerk of the Council

ADDENDUM
AGENDA ITEM #8
May 3, 2016

Action

MEMORANDUM

April 29, 2016

TO: County Council

FROM: Marlene Michaelson, Senior Legislative Analyst *MM*
Glenn Orlin, Deputy Council Administrator *GO*

SUBJECT: **Resolution Approving the Westbard Sector Plan**

Technical corrections to the Westbard Sector Plan Resolution:

1. The descriptions of Sites 4a and 4b were reversed in lines 252 and 254. Line 252: Site 4b should be 4a. Line 254: Site 4a should be 4b.
2. Line 463: Remove instruction for page 23 to add tables for schools that reflect Council changes. (The tables have already been included in the resolution.)
3. Lines 990-991 should be revised as follows:

In addition, site constraints may reduce developable area, so [additional] a height of 110 feet is needed to facilitate development.

4. Lines 1045-1046: The existing forested area is on site 6a, not 6b, so the bullet describing the forested area should be moved to the description of 6a, inserted after line 1022.
5. Line 1189 should be changed as follows to indicate that there is a portion of each of the three sites that has a floodplain on it:

Designate parts [of Parcel 238 and Parcel 240 as] of Parcels 238, 240 and 175 as a floodplain area

6. Line 1463 should be changed as follows:

Line 1463: Designate parts [of Parcel 238 and Parcel 240 as] of Parcels 238, 240 and 175 as a floodplain area

7. Lines 1804-1807. Change to indicate the correct zone:

The Plan recommends reconfirming R-60 zones for the schools, library and church and rezoning the townhouse development from its current RT 12.5 zone to the Townhouse [High] Medium Density [(THD)] TMD zone.

G:\MISC\MARLENE\Westbard Resolution\Technical corrections to Westbard Resolution.docx