

MEMORANDUM

April 15, 2016

TO: County Council

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

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

Attached is a **draft** resolution to approve the Westbard Sector Plan. Text to be added to the Planning Board Draft is underlined; text to be deleted is bracketed. This resolution is being placed on the Council website in advance of Council action on the Sector Plan (tentatively scheduled for May 3) to give interested parties the opportunity to review the draft and **provide comments to Staff by close of business on Tuesday, April 26** so that Staff can incorporate them in the final resolution that will be circulated to the Council on Friday, April 29.

The Council has taken straw votes on the Sector Plan and Staff drafted the resolution to be consistent with those votes. Staff will accept comments, provided they are consistent with the Council decisions (e.g., if they clarify language to more clearly convey Council intent or if the resolution inadvertently did not include a Council change to the Sector Plan). **Those who believe the Council should reconsider the substance of their vote need to contact Councilmembers directly, since that is not a decision for Staff.**

Councilmembers should take note of the following issues:

1. The resolution deletes the Planning Board recommendations to rezone properties in the River Road Corridor, but retains comments regarding parks and other features that may be appropriate if there is a future rezoning as the result of a future master plan amendment.
2. There is a new section on affordable housing to present the Council's recommendations.
3. For the Washington Episcopal School site, Staff is recommending putting the binding elements of the rezoning in the Sector Plan Appendix and summarizing key issues in the Sector Plan. **Councilmembers should note that there is a strong disagreement between the property owner and a civic representative as to whether the rezoning required the school to allow pick-ups and drop-offs at the entrance at Landy Lane (and generally when and whether the entrance should be open) and whether the Sector Plan should address this issue.** There is an entrance at Landy Lane, but it is gated and access is limited. Staff does not believe it would be appropriate for a master plan to comment on such specific elements associated with the operation of a property. (Moreover, the resolution and binding elements are unclear on this

issue.) This is an appropriate issue for the Planning Board to consider during its regulatory review, and the Preliminary Plan and Site Plan are tentatively scheduled to be considered by the Planning Board in July. Staff has drafted the Sector Plan resolution to support two entrances and to establish drop-off and pick-up to prevent queuing on public streets (which both property owner and civic representative agree with), but has not addressed the issue of when the gate should be open or where drop-off and pick-up should be located.

Please provide any comments as soon as possible, but no later than Tuesday, April 26.

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Resolution No.: _____
Introduced: _____
Adopted: _____

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3 **COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND**
4 **SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION**
5 **OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT**
6 **WITHIN MONTGOMERY COUNTY, MARYLAND**
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9 By: County Council
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12 **SUBJECT:** Approval of December 2015 Planning Board Draft Westbard Sector Plan
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- 14
- 15 1. On December 21, 2015, the Montgomery County Planning Board transmitted to the County
16 Executive and the County Council the December 2015 Planning Board Draft Westbard Sector Plan
17 (“Sector Plan”).
18
 - 19 2. The December 2015 Planning Board Draft Westbard Sector Plan is a comprehensive amendment to
20 the Approved and Adopted 1982 Westbard Sector Plan. It also amends the General Plan (On Wedges
21 and Corridors) for the Physical Development of the Maryland-Washington Regional District in
22 Montgomery and Prince George’s Counties, as amended; the Master Plan of Highways and
23 Transitways within Montgomery County, as amended; the Countywide Bikeways Functional Master
24 Plan, as amended; the Bethesda-Chevy Chase Master Plan; and the Legacy Open Space Functional
25 Master Plan.
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 - 27 3. On February 2 and 4, 2016, the County Council held a public hearing on the December 2015 Planning
28 Board Draft Westbard Sector Plan. The Sector Plan was referred to the Planning, Housing, and
29 Economic Development Committee for review and recommendation.
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 - 31 4. On March 11, 2016, the Director of the Montgomery County Office of Management and Budget
32 transmitted to the County Council the Fiscal Impact Statement for the December 2015 Planning
33 Board Draft Westbard Sector Plan.
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 - 35 5. On February 29, March 7, and March 14, 2016, the Planning, Housing, and Economic Development
36 Committee held worksessions to review the issues raised in connection with the December 2015
37 Planning Board Draft Westbard Sector Plan.
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 - 39 6. On March 22, 2016, the County Council reviewed the Planning Board Draft Westbard Sector Plan
40 and the recommendations of the Planning, Housing, and Economic Development Committee.
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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.

Page 6: Revise the first sentence of the second paragraph of the section titled “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 the section titled “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 the heading “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 a[n] green open space (approximately ½-acre) within the Westwood Shopping Center site.

Page 8: Revise Table 1.2.1: Rental Units in Westbard Sector Plan Area to be consistent with Council changes to the Sector Plan and new MPDU requirements.

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

Page 10: Amend the 12th row as follows:

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

Page 11: Revise the second and third rows of the table entitled “Table 1.2.3: Specific Long-term Recommendations” as follows:

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

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

93
94 If a future Master Plan recommends additional density on the Whole Foods site, it should also explore
95 options for park or open space at this site and a trail connecting this site with the Capital Crescent
96 Trail.

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98 Page 11: Revise the fifth row of the table entitled “Table 1.2.3: Specific Long-term Recommendations”
99 as follows:

100
101 [Establish a new entrance to the Capital Crescent Trail between Whole Foods and Washington
102 Episcopal School.] Acquire the triangle of land between Lawn Way and the Capital Crescent Trail
103 to maintain a green buffer between the Kenwood neighborhood and the commercial development to
104 the east.

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106 Page 11: Amend the 10th and 11th rows as follows:

107
108 [Transform River Road into a multi-use, pedestrian-friendly, tree-line boulevard with consolidated]
109 Explore options to consolidate entry points to properties fronting River Road.

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

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115 Page 12: Amend the fourth bullet as follows:

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

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120 Page 12: Delete the section titled “1.2.4 Schools” as follows (to be replaced with a more detailed
121 discussion of schools at another location):

122
123 [There is concern among local resident that the Sector Plan will result in enrollment increases that
124 will overcrowd the existing public school system that presently serves the Westbard Sector Plan area.
125 Montgomery County Public Schools (MCPS) has several approaches for addressing increased
126 student enrollment:

- 127
128 • Re-open closed school sites.
129 • Build additions to schools capable of expansion
130 • Consider minor redistricting.
131 • Locate a new school site.
132 • Provide significant additional infrastructure to support MCPS recreation]

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

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136 Page 18: Revise the bullets at the top of the page as follows:

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138 The overall land use concepts are:

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

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

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

- 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.

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

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

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

Page 22: Insert text before section titled “2.2 Community Facilities” and renumber remaining sections in Chapter 2 as follows:

2.2 Affordable Housing

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

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

Among the strategies and objectives:

- Making housing affordable to low, moderate, and middle income households a priority in all parts of the County.

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

195
196 Montgomery County projects an increase of 200,000 new residents by 2040. The existing shortage
197 of all types of housing, including affordable housing, makes close-in locations near major transit
198 routes, such as Westbard, prime candidates for moderate infill housing development. County Policy
199 is focused on providing new housing opportunities in these areas without overburdening the schools
200 district and local transportation networks.

201 202 **Existing Affordable Housing options in Westbard**

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204 Housing in Westbard is primarily single-family detached homes and mid- to high-rise apartment
205 buildings, although there are a few townhouses in the Plan area. The vast majority are market rate.
206 At this time, there are approximately 47 rent-restricted affordable housing units, either as Moderately
207 Priced Dwelling Units (MPDUs), Housing Opportunities Commission controlled units, or as
208 Workforce Housing. This represents approximately 4 percent of the total number of units in the Plan
209 area. This lower level of affordable housing is due to the fact that the majority of the housing stock
210 was built prior to the MPDU law, which was passed in 1974.

211 212 **Affordable Housing in the Westbard Sector Plan**

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214 The Westbard Sector Plan seeks to accommodate mixed income development to support broader
215 economic diversity within the Westbard Sector Plan area. Such development can provide much
216 needed public benefits and amenities, allow residents to age in place, and increase and improve
217 housing choices.

218
219 One of the Plan's challenges is to make up for the lack of housing affordability in the Westbard
220 Sector Plan area. Current MPDU regulations in Montgomery County require new development with
221 20 or more dwelling units to provide at least 12.5 percent of the units as affordable to households
222 earning up to 65 percent of the Area Median Income. To better promote affordability, the Plan
223 mandates all new housing developed under the optional method of development to provide 15%
224 MPDUs. In addition, this should be the top priority for public benefits required under the CRT zone
225 for any new development within the Plan area.

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227 The current owner of sites 1-5 (Equity One) contemplates filing a single sketch plan for the entirety
228 of sites 1 through 5. The plan as a whole must meet the 15 percent MPDU requirement. This
229 requirement should be met to the maximum extent possible without increasing heights in locations
230 that would most impact adjacent lower-density residential neighborhoods. While affordable housing
231 should be located throughout the property, modest variations in the percentage among individual

232 parcels (as currently allowed), may help minimize the impact of increased height on adjacent
 233 homeowners.

234
 235 The MPDU program should not be viewed as the sole remedy to achieve greater housing affordability
 236 in Westbard. To resolve this challenge requires a more comprehensive set of recommendations and
 237 cooperation with other agencies and policy makers. The following sites have made a commitment
 238 to provide more than 15% MPDUs:

- 240 • Site 4b, located in the Westbard Avenue District, is presently leased by the Housing Opportunity
 241 Commission (HOC) and currently has 43 affordable units out of approximately 212 total. HOC
 242 has plans to build approximately 150 new units with approximately 30 percent to be affordable.
- 243 • Site 6b, also located in the Westbard Avenue District, has made a commitment to providing a
 244 minimum 15% MPDUs and 10% workforce housing on all new development over 35 feet in
 245 height.

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 247 The Recommendations which seek to increase the number of affordable homes and further expand
 248 the affordable housing choices in the Westbard Sector Plan area will also help support the local
 249 economy by attracting new residents with varying income levels. Given these residents' lower levels
 250 of car ownership, they are more likely to shop at existing small businesses and new retail and
 251 commercial uses that will be located in Westbard.

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 253 Recommendations to help encourage affordability include:

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- 255 • Requiring 15% MPDUs on all Incentives. Optional Method Projects.
- 256 • Prioritizing affordable housing under the public benefits requirements in the CRT zone.
- 257 • Preserving and creating affordable housing through the targeted use of tax credits and other
 258 financing tools that support public/private partnerships.
- 259 • Encouraging live/work units in appropriate locations.
- 260 • Providing a range of unit sizes, including those accommodating larger families.
- 261 • Supporting a range of on-site services, facilities, and programs targeted to affordable or
 262 subsidized units.

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 264 Page 23: Add new subsection titled "2.2.4 Montgomery County Public Schools" as follows:

265 266 2.2.4 Montgomery County Public Schools

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

276
 277 The Plan provides for a total of 135 townhouse units, 487 multi-family mid-rise units, and 516 multi-
 278 family high-rise units (these numbers may change at time of site plan, depending on unit mix and
 279 size). Based on average student generation rates for this area of the County (Southwest Region),

280 Montgomery County Public Schools (MCPS) estimates at full build out, the new housing would
281 result in approximately 99 elementary school students, 43 middle school students, and 53 high school
282 students. Build out of the Plan requires redevelopment of many properties and is estimated to take
283 20 to 30 years.

284
285 Because the full impact of the Plan on school enrollment will not be realized for many years, it is not
286 possible to precisely gauge the impact on public schools. School enrollments in the area will change
287 over the 20- to 30-year time frame of the plan. MCPS enrollment forecasts and associated facility
288 plans and capital projects focus on a six-year timeframe—not a 20- to 30-year period. Therefore,
289 the following descriptions of options to accommodate additional students from the Plan describe
290 current enrollment projections and capital projects. Following these comments, the approaches
291 MCPS may employ to address enrollment increases are provided. All approaches require Board of
292 Education approval.

293 294 Elementary Schools

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

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

- 308
309 • Determine if there is surplus capacity or the ability to increase the capacity of elementary schools
310 in the B-CC or Walt Whitman clusters and reassign students to a school(s) with space available.
311 Options in the B-CC Cluster for increasing the capacity of elementary schools are limited by
312 recent additions and site constraints. However, in the Whitman Cluster it is feasible to increase
313 the capacity of Bannockburn Elementary School that has a service area adjacent to the Wood
314 Acres Elementary School service area. Two additional elementary schools in the Walt Whitman
315 Cluster, Burning Tree and Carderock Springs elementary schools, also are small by current
316 standards and could be increased in capacity.
- 317
318 • If the capacity of existing elementary schools, even with additions built, is not sufficient to
319 address increased enrollment, then the opening of a new elementary school would be considered.
320 A new elementary school could be provided in one of two ways:
 - 321
322 ○ A former operating elementary school could be reopened. There are two former operating
323 elementary schools in the B-CC Cluster—Lynnbrook and Rollingwood elementary schools.
324 (Lynnbrook is identified as a future operating elementary school in the Bethesda Downtown
325 Plan.) There are four former operating elementary schools in the Walt Whitman Cluster that
326 could be considered—Clara Barton, Brookmont, Concord, and Fernwood elementary
327 schools. This list does not include the former Radnor Elementary School because it is used

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

- 330
- 331 ○ Construct a new elementary school. There currently are no future elementary school sites in
332 the B-CC and Walt Whitman clusters; therefore, a site-selection process would need to be
333 conducted for a new elementary school and collocation and/or purchase of a site may be
334 required.

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336 Middle Schools

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338 At the middle school level, Westland Middle School is projected to be over capacity by more than
339 600 students in the coming years. A second middle school, Bethesda-Chevy Chase Middle School
340 #2, is scheduled to open in August 2017. The boundaries for the new middle school and changes to
341 the Westland Middle School service area will be acted on in November 2016. It is anticipated that
342 there will be space available at both middle schools after the new middle school opens.

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

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

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- 354 ● Construct an addition at B-CC Middle School #2 or Westland Middle School. Both schools are
355 capable of supporting additions.

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- 357 ● Determine if there is surplus capacity or the ability to increase the capacity of middle schools
358 adjacent to the B-CC and Walt Whitman clusters and reassign students to a school with sufficient
359 capacity. Middle schools adjacent to the B-CC Cluster include Newport Mill, North Bethesda,
360 Thomas W. Pyle, and Sligo Middle Schools. Middle schools adjacent to the Walt Whitman
361 Cluster include Cabin John, Herbert Hoover, North Bethesda, and Westland Middle Schools.

362

- 363 ● Construct a new middle school. There currently are no future middle school sites identified in
364 the B-CC and Walt Whitman clusters. A middle school site, known as Brickyard Middle School,
365 is located in the adjacent Churchill cluster. A site selection process would be conducted for a
366 new middle school in the region and, if the Brickyard Middle School site is not selected, then
367 collocation and/or purchase may be required.

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369 High Schools

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371 At the high school level, Bethesda-Chevy Chase High School is projected to be over capacity by
372 more than 700 students and to enroll up to 2,500 students in the coming years. An addition is
373 scheduled to open in August 2018 that will increase the capacity to 2,407 students. The school will
374 then be at the high end of the desired size for high schools. In addition, site constraints will not enable
375 further expansion of the school.

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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 26: Revise section titled “2.3.2 Roadways” as follows:

2.3.2 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

River Road-MD 190 (M-2)

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

River Road is a major highway that provides east-west local connectivity. The segment contained within the Plan area measures approximately 1,800 linear feet. There are numerous curb cuts along

424 this short segment of roadway that add to traffic stress on River Road. The vast amount of curb cuts
 425 contribute to many friction points caused by turning vehicles accessing local businesses, as well as
 426 through traffic on River Road. In order to improve operations and enhance the safety on River Road,
 427 this Plan recommends that the curb cuts be reduced and driveway access points be consolidated in a
 428 logical pattern that allows for improved driveway and intersection spacing. Inter-parcel access should
 429 be provided to allow for driveway consolidation. This Plan also recommends the installation of traffic
 430 signals on River Road at its intersections with B-2/B-3 (Landy Lane) and with B-4 (Clipper Lane).
 431 Finally, a median should be provided with left turn lanes for access to the consolidated driveways.
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433 River Road should contain the following elements within the right-of-way:
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- 435 • Travel Lanes: Two[,] 11-foot lanes per direction.
- 436 • Median: To accommodate a left turn lane and pedestrian refuge area.
- 437 • Separated Bike Lane: 11-foot-wide, two-way separated bike lanes (cycle track) on the north side
 438 with a buffer.
- 439 • Landscape Buffer: To accommodate street trees.
- 440 • Sidewalks: Minimum 15-foot-wide (due to constraints associated with the Capital Crescent Trail,
 441 the sidewalk may need to be narrower under the CCT bridge).

442 Westbard Avenue (MA-5)
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445 (74-foot minimum right-of-way; Massachusetts Avenue to Westbard Circle):
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447 This [minor arterial] business district street is the major north-south [street] connection for residents
 448 and businesses in the area. A shared-use path is recommended on [both sides] the west side of the
 449 street to facilitate access to the school and library on the west side of the street [, and because of the
 450 steep slope of the road on the east side (heading north)]. The shared-use path will transition to a cycle
 451 track and a sidewalk along Street B-1 north of Westbard Circle.
 452

453 Westbard Avenue should contain the following elements within the right-of-way:
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- 455 • Travel Lanes: Two[,] 10-11-foot-wide lanes per direction.
- 456 • Median: None.
- 457 • Landscape Buffer: To accommodate street trees.
- 458 • Shared-use Path: Provide on [both sides] the west side of the street.
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460 Page 27: Revise the Roadway Classifications Map (Figure 2.3.1) to reflect Council changes.
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462 Page 29: Revise the Roadway Classification Table (Table 2.3.1) to reflect Council changes. Include a
 463 column titled “Target Speed” and show the target speed to be 30 mph for River Road, 35 mph for Little
 464 Falls Parkway, and 25 mph for all other streets.
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466 Page 29: Revise as follows:
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468 Westbard Avenue extended/Ridgefield Road (B-1)
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470 ([100]110-foot minimum right-of-way[;]; Westbard Circle to Ridgefield Road; 100-foot minimum
 471 right-of-way; Westbard Avenue to River Road):

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

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

- Travel Lanes: Two lanes per direction.
- Median: [None] 6-foot wide for pedestrian refuge; mountable curb/load bearing construction for emergency access.
- Separated Bike Lane: 5-foot-wide, one-way separated bike lane (cycle track) on each side of the road with a buffer from traffic.
- Landscape Buffer: To accommodate street trees.
- Sidewalks: 15-foot-wide at a minimum.

Neighborhood Protection: Westbard Avenue (Residential Portion)

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

The Department of Transportation and the State Highway Administration should work with the Kenwood community to develop a design and operations at the River Road/Brookside Drive intersection that better protects Kenwood from cut-through traffic without restricting safe and convenient access between realigned Westbard Avenue and River Road.

New Connector Road (B-2)

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

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

520 then a high visibility pedestrian/bicycle crossing should be implemented that signifies a major trail
521 connection.
522

523 [Westbard Avenue] The New Connector Road should contain the following elements within the
524 right-of-way:
525

- 526 • Travel Lanes: one[, 10-]11-foot-wide lane per direction.
- 527 • Median: None.
- 528 • Bikeways: On-street.
- 529 • Parking: On-street on the west side.
- 530 • Landscape Buffer: To accommodate street trees.
- 531 • Sidewalks: Minimum 5-foot-wide.
- 532

533 Landy Lane (B-3)
534

535 (54-foot minimum right-of-way; Little Falls Parkway to River Road):

536 This business district street would improve local connectivity, provide an alternative to cut-through
537 traffic through Kenwood, and contribute to providing relief to the Little Falls Parkway/River Road
538 intersection. The street would serve local developments as well as provide a more direct connection
539 to destinations on River Road on the west side of the Capital Crescent Trail (CCT).
540

- 541 • Travel Lanes: one 11-foot-wide lane per direction.
- 542 • Median: None.
- 543 • Bikeways: On-street.
- 544 • Parking: On-street on the west side.
- 545 • Landscape Buffer: To accommodate street trees.
- 546 • Sidewalks: Minimum 5-foot-wide.
- 547

548 Page 30: Revise the Westbard Avenue Sections (Figure 2.3.3) to reflect Council changes.
549

550 Page 31: Revise the Westbard Avenue Sections (Figure 2.3.4) to reflect Council changes.
551

552 Page 32: Revise the Bikeway Classifications Map (Figure 2.3.5) to reflect Council changes.
553

554 Page 33: Revise the Proposed Connector Road Sections (Figure 2.3.6) to reflect Council changes.
555

556 Page 34: Revise the section titled “B. Additional Roadway Recommendations” as follows:
557

558 *B. Additional Roadway Recommendations*
559

560 A grid of streets should be created on the Westwood Shopping Center property (Giant Food) to
561 provide connectivity for future development. The connections should accommodate two-way
562 vehicular travel and on-street parking. A concept diagram of the grid of street is shown in Figure
563 2.3.1[.] on page 27; however, the exact location and alignment will be determined with new or
564 redevelopment of the site. An example of a local street is provided in the cross-section below.
565

566 For properties to the north of River Road and east of the Capital Crescent Trail, if and when they are
 567 consolidated for redevelopment, a parallel service road/alley should be considered to improve traffic
 568 operations, reduce curb cuts, and help implement the recommended Sector Plan cross section for
 569 River Road.
 570

571 A long-term recommendation of this Plan is a [street] connection in a public right-of-way between
 572 River Road and Westbard Avenue at what is currently the American Plant Food Company [and Roof
 573 Center] property (5258 River Road). This [road] connection would [provide an opportunity for a
 574 local connection and extending the street grid] facilitate travel from the Westwood Shopping Center
 575 site north to River Road. Additionally, the [street] connection would [improve pedestrian and bicycle
 576 circulation by providing] provide more direct access from the redevelopment area on Westbard
 577 Avenue to [River Road as well as to] the naturalized [renovated] Willett Branch stream. This
 578 connection should be implemented with private development and [w]ould be improved as either a
 579 vehicular road with a reduced right-of-way for only two travel lanes and pedestrian and bicycle
 580 accommodation or [at least] as an exclusive pedestrian/[bikeway] bicycle connection, the final
 581 determination of which should be made at the time of regulatory approval by the Planning Board.
 582 The expectation is that the Housing Opportunities Commission property will be developed at an FAR
 583 of 2.5 and a height of 75'. To the extent that that development program can be accommodated with
 584 a vehicular connection, such a connection should be built; if not, it should be built as strictly a
 585 pedestrian/bicycle connection. [The] This connection is contingent on the assemblage of sufficient
 586 contiguous properties, as specified in the Land Use section of this Plan.
 587

588 In order to maintain a balance between land use and transportation, intersection improvements may
 589 be needed, based on more detailed studies. Intersection improvements should balance the competing
 590 needs of all transportation modes when being considered. Additionally, exclusive right-turn lanes
 591 should be avoided to the extent possible both at intersections and at driveways. For this reason,
 592 exclusive right-turn lanes are not part of the minimum right-of-way recommendations.
 593

594 Page 35: Add a new subsection titled "River Road/Little Falls Parkway Intersection" following the
 595 subsection titled "Local Area Traffic Analysis" as follows:

596
 597 River Road/Little Falls Parkway Intersection
 598

599 The River Road/Little Falls Parkway intersection, like all study intersections within the Plan area, is
 600 projected to remain within acceptable County standards for intersection congestion through the
 601 Plan's horizon year, 2040. A prior recommendation for this intersection, included in the Approved
 602 and Adopted 1998 Friendship Heights CBD Sector Plan and the Master Plan of Highways and
 603 Transportation, identified the need for an additional through-lane in the northwest (i.e., outbound)
 604 direction. This Plan deletes that recommendation.
 605

606 Pages 35-36: Insert bullet after first bullet under "B. Transit Facilities and Enhancements" as follows:
 607

608 *B. Transit Facilities and Enhancements*
 609

610 Transit enhancements should be provided to increase the use of transit in the Westbard area. These
 611 include, but are not limited to, the following:
 612

- 613 • Transit hub in the redevelopment area on Westbard Avenue. Space should be reserved for bicycle
614 facilities, such as a bike share station and long-term bicycle parking. Real-time information
615 display for transit service should be incorporated into the transit hub. If the transit hub is not
616 located within the redevelopment area but on Westbard Avenue, then there should be a stop on
617 each side of the road.
- 618 • When demand warrants, initiate a limited-stop bus route running from Bethesda-Westbard-
619 Friendship Heights-Westbard-Bethesda.
- 620 • Enhanced transportation stops in the Westbard area with heavy transit usage and/or adjacent to
621 redevelopment areas. These stops are envisioned to have shelters and real-time information
622 displays.
- 623 • Implementation of bus priority measures. This could include signal priority, which would need
624 to be determined by the Montgomery County Department of Transportation.
625

626 Page 36: Revise the section titled “2.3.4 Bicycle and Pedestrian Facilities” as follows:
627

628 2.3.4 Bicycle and Pedestrian Facilities 629

630 Wide sidewalks, as depicted in the cross sections, should be implemented where heavy pedestrian
631 traffic is expected or desired. These sidewalks should be of sufficient width to invite and encourage
632 walking in the Westbard area. An enhanced at-grade crossing of River Road at the CCT should be
633 provided to facilitate an easier and faster crossing of River Road for pedestrians and bicyclists. The
634 enhancement could be tied into a possible signal that could be located at the Landy Lane/River Road
635 intersection. As depicted in Figure 2.3.8, in order for a pedestrian using the CCT to cross from one
636 side of River Road to the other, the person must cover a distance of nearly [1]2,000 feet or seven and
637 one half minutes. Providing a direct at-grade crossing of River Road would shorten this distance to
638 80 feet or about 20-30 seconds.
639

640 Page 36: Revise the caption to the figure titled “2.3.8 CCT Access” as follows:
641

642 “Existing River Road pedestrian crossing at the CCT: 1,840 linear feet”
643

644 Page 37: Revise the section titled “Westbard Avenue/ Ridgefield Road (LB-1)” as follows:
645

646 Westbard Avenue/Ridgefield Road (LB-1) 647

648 Separated Local Bike Lanes; River Road to Massachusetts Avenue
649

650 The separated bike lanes are a one-way cycle track on each side of Westbard Avenue/Ridgefield
651 Road from River Road to Westbard Circle. The one-way cycle tracks on Westbard Avenue would
652 transition to an off-road shared-use path on [both sides] the west side of the road south of Westbard
653 Circle to Massachusetts Avenue. The separate bike lanes would provide a continuous bikeway from
654 Massachusetts Avenue through the redevelopment area along Westbard Avenue to River Road. This
655 bikeway would provide north-south connectivity within the Plan area and would serve as the primary
656 bike route to access businesses and residences along Westbard Avenue.
657

658 Page 37: Remove the section titled “New Connector Road (LB-2)” as follows:
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660 [New Connector Road (LB-2)]

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On-road Shared Lane; River Road to Westbard Avenue

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

Page 41: Revise section titled “A. Policy Guidance” as follows:

A. Policy Guidance

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

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

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

Page 42: Revise the second bullet as follows:

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

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

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

Page 45: Revise section titled “2.4.3 Urban Form” as follows:

2.4.3 [Urban] Built Form

The [urban] built fabric of the Plan is characterized by the wide open spaces of large surface parking lots and low-slung retail and industrial buildings. The major streets act as through-streets in Westbard, carrying commuter traffic to and from destinations in and around Washington, D.C. There

708 is no network of street and sidewalks that can accommodate local vehicular and pedestrian traffic
709 within and around Westbard, and four buildings over 100 feet in height stand alone in the landscape.
710

711 Given this context, the goal of this Sector Plan update is to create a low scale building fabric,
712 composed of small blocks and walkable streets, heights of new buildings[of approximately six stories
713 or less (maximum 75-foot heights)] limited based on location, and open spaces integrated into the
714 new system of streets and buildings.
715

716 Page 45: Revise the bullets under the heading "Recommendations" as follows:
717

- 718 • Allow building heights ranging from 75 feet to 110 feet on the east side of Westbard Avenue.
- 719 • Limit building heights to 60 feet on the [west side of Westbard Avenue] Westwood Shopping
720 Center site. [and]
- 721 • Limit building adjacent to existing single-family neighborhoods to 35 or 45 feet.
- 722 • Allow 75 feet of height in the proposed floating zone proposed for the [South River District]
723 River Road Corridor.
724

725 Page 46: Revise second bullet under Goal 3 Recommendations as follows:
726

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

729
730 Page 48: Revise the Recommended Building Heights Map (Figure 2.4.4).
731

732 Pages 62-84: Revise Chapter 3 as follows:
733

734 **Chapter 3: Districts**

735
736 The Sector Plan has five identifiable areas that are unique from each other and present different
737 challenges and opportunities. Accordingly, the Sector Plan has been divided into five Districts. They
738 are the following[;]: 1-Westbard Avenue District; 2-River Road Corridor; 3-North River District; 4-
739 South River District; 5-South Westbard District. Recommendations for each District are detailed in
740 this chapter.

741
742 The Westbard Avenue District lies at the heart of the Plan area. It is bounded by Willett Branch to
743 the east, the Springfield community to the west, River Road to the north and Westland Middle School
744 and Westbard Mews townhouses to the south. The dominant feature of this district is the Westwood
745 Shopping Center with its vast, impervious, asphalt parking lots.
746

747 The vision for improving the Westbard Avenue District is to transform the parking lots into an
748 inviting, livable and walkable village with stores and apartments. A central outdoor space, new
749 pocket parks and a Neighborhood Green Urban Park would provide places for gathering, leisure and
750 recreation. These green amenities would create a transitional zone between the Westwood
751 commercial and residential developments and the adjacent Springfield neighborhood.
752

753 **3.1.1 Land Use and Zoning**

754

755 This District is composed of those properties fronting Westbard Avenue between River Road and
 756 the Westbard Mews townhouses. The Plan recommends the Commercial/Residential Town (CRT)
 757 zone, ranging in heights between 35 and 110 feet, and densities up to [2.5] 3.0 floor area ratio (FAR).
 758 More specific recommendations are as follows:
 759

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

761
 762 Pages 62-63: Delete all bullets under 3.1.1 Land use and Zoning as follows:
 763

764 [Along the west side of Westbard Avenue (parcel 235 and 360, see pg. 67), heights of 60 feet.

- 765 • On the east side of Westbard Avenue, heights of 110 feet (parcels 303 and 357). Taller buildings
 766 here will keep the core of density away from the single-family residential communities to the
 767 west. They will be located where building heights of 120 to 150 feet already exist.
- 768 • At Westwood Towers (parcels 143, 175, 238 and 240), the Plan recommends a CRT zone with
 769 an FAR of 2.5 and a maximum height of 75 feet.
- 770 • Westbard Avenue District Site 2 (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue District)
 771 parcel A, - the plan strongly encourages residential as the predominant use for this parcel.
 772 Commercial uses are strongly discouraged on this site.
- 773 • Westbard Avenue District Sites 6a and 6b (Figure 3.1.1 Proposed Zoning Map – Westbard
 774 Avenue District) parcels 466, 519, 510 and 576, - Heights of buildings to range between 35 feet
 775 at the south end of the site to 110 feet at the north end. Height transitions to be gradual, avoiding
 776 abrupt changes in height. The proposed connector street between Westbard Avenue and River
 777 Road to be located as far north as practical, and the heights south of this road to be a maximum
 778 of 35 feet. The height transitions to be detailed and illustrated more fully in the Westbard Sector
 779 Plan Design Guidelines. The maximum height of 110 feet assumes the 25 percent of affordable
 780 housing.
- 781 • Westbard Avenue District Sites 6a and 6b (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue
 782 District) parcels 466, 519, 510 and 576, - At the time of redevelopment, residential portions of the
 783 site greater than 35 feet in height must provide a minimum of 25% affordable housing units,
 784 including a minimum of 15% moderately priced dwelling units and 10% workforce housing units.
- 785 • The gas stations that exist on Parcels 128 and 357 on Westbard Avenue are appropriate uses, and
 786 it is anticipated that they will continue to be appropriate uses for these sites.]
 787

788
 789 Pages 62-63: Add text on individual sites and add bullets as follows:
 790

791 Site 1 - Westwood Shopping Center

792
 793 Site Description: 11.30 Acres. Site of the Westwood Shopping Center anchored by Giant Food Store.

794 Several small retailers, including locally owned shops.

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

796 Existing FAR: 0.20.

797
 798 Proposed zone: CRT 2.0, C 0.75, R 1.25, H-60 (Figure 3.1.1 Proposed Zoning Map – Westbard
 799 Avenue District)

800
 801 Rationale for zoning change: Eight acres of the 11.3 acres is zoned NR, which allows a 0.75
 802 Commercial with an option for 30 percent to be developed as Residential. The remaining 3.3 acres

803 is zoned R-60, which allows single-family or townhouses. Consolidating the 11.3-acre site into one
 804 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 commercial
 805 and residential uses currently not available. This will encourage the revitalization of an aging
 806 commercial shopping center while maintaining compatibility with the adjacent residential
 807 community to the west. This will allow an increase in the number of residential units from that
 808 currently provided for by the existing zoning.

809

- 810 • Maintain commercial density at 0.75 FAR.
- 811 • Allow a residential density of 1.25 FAR.
- 812 • Maximum heights of 60'.
- 813 • Implement strategies to preserve local retail to the extent practical as discussed earlier in this
 814 Plan.

815

816 Site 2 - Manor Care

817

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

819 Existing Zone: R-60. Average height is 35.

820 Existing FAR: 0.44.

821

822 Proposed Zone: CRT 1.0, C 0.25, R 1.0, H-45 (Figure 3.1.1 Proposed Zoning Map – Westbard
 823 Avenue District)

824

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

828

- 829 • Allow a Residential FAR of up to 1.0 FAR.
- 830 • Limit new development to townhouses.
- 831 • Limit height of proposed townhouses to 45 feet and provide appropriate transitions to the
 832 adjacent single-family neighborhood.
- 833 • The plan strongly encourages Residential as the predominant use for this parcel. Commercial
 834 uses are strongly discouraged on this site.

835

836 Site 3 – Westwood II Center

837

838 Site Description: 2.25 Acres, Site of the Westwood II shopping center.

839 Existing Zone: CRT 0.75, C 0.75, R 0.25, H-35. Existing height ranges between 25' and 45'.

840 Existing FAR: 0.65.

841

842 Proposed Zone: CRT 1.5, C 0.5, R 1.5, H-75.

843

844 Rationale for zoning change: A commercial FAR of 1.5 with height limited to 75 feet will allow the
 845 owner to compensate for property lost to the existing Stream Valley Buffer and proposed realignment
 846 of Ridgefield Road and Westbard Avenue. The proposed height is compatible with the existing
 847 adjacent 90' tall Kenwood Tower building at the intersection of Ridgefield Road and River Road.

848

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

851
852 Sites 4a, Westwood Tower and 4b, Westwood Tower parking lot

853
854 Site Description: 4.10 Acres, Site of the Westwood Tower high-rise multi-family building. Presently
855 leased by Housing Opportunity Commission (HOC) with 43 affordable housing units.
856 Existing Zone: R-10. Height is 165', including the occupied penthouse.
857 Existing FAR: 1.42.

858
859 4a: Proposed Zone: Parcels 175, 238 and 240: CRT 3.0, C 0.5, R 3.0, H 165

860
861 4b: Proposed Zone: Parcel 143: CRT 2.5, C 0.5, R 2.0, H 75 (Figure 3.1.1 Proposed Zoning Map –
862 Westbard Avenue District)

863
864 Rationale for zoning change: The property is composed of 5 parcels. To ensure the existing 165' tall
865 building is compatible with the proposed zoning, the site is organized into two groups: The first
866 group, 4a, on which the existing 165' tall Westwood Towers building is located, is composed of
867 Parcels 175, 238 and 240. A significant portion of the site is restricted by environmental constraints
868 such as a stream buffer and floodplain. The proposed height of 165' and FAR of 3.0 will permit this
869 building to remain in conformance with proposed zoning.

870
871 The second group, 4b, is composed of parcels 143 (north) and 143 (south), and fronts on Westbard
872 Avenue. The proposed zone for this group will allow the owner to build up to 150 additional multi-
873 family units, with approximately 30% affordable housing.

- 874
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879
- On parcels 175, 238 and 240, (4a) the Plan recommends an FAR of 3.0 and a height of 165' in order to maintain zoning conformance of the existing 165' tall building.
 - On parcels 143 (north and south – 4b), the Plan recommends a CRT zone with an FAR of 2.5 and a maximum height of 75 feet.

880 Site 5 – Bowlmor site

881
882 Site Description: 2.49 acres. Existing Bowlmor site and Citgo gas station, built in 1960.
883 Existing Zone: CRT 0.75, C 0.75, R 0.25, H 45. Height 18' tall.
884 Existing FAR: 0.27.
885 Proposed Zone: CRT 2.5, C 0.5, R 2.0, H 110'.

886
887 Rationale for zoning change: The proposed zone will allow the owner to build multi-family, with
888 ground floor retail up to a maximum height of 110'. There are existing buildings of 165' tall
889 (Westwood Towers) and 110' (Park Bethesda) on either side of this site. The increase in height will
890 allow a transfer of residential density from Site 1 (Westwood Shopping Center) to this site where
891 multi-family units are compatible with the surrounding neighborhood (Westwood Towers and Park
892 Bethesda). In addition, the Stream Valley Buffer and floodplain associated with Willett Branch will
893 reduce developable area, so additional height is needed to facilitate development.

- 894
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- Taller buildings here (parcels 303 and 357) will keep the core of density away from the single-family residential communities to the west. They will be located where building heights of 110' to 165' already exist.

- 898 • The gas station that exists on Parcel 357 is an appropriate use, and it is anticipated that it will
 899 continue to be appropriate use for this site under the CRT zone as a conditional use.
 900

901 The current owner of sites 1-5 (Equity One) contemplates filing a single sketch plan for the entirety
 902 of sites 1 through 5. The plan as a whole must meet the 15 percent MPDU requirement. This
 903 requirement should be met to the maximum extent possible without increasing heights in locations
 904 that would most impact adjacent lower-density residential neighborhoods. While affordable housing
 905 should be located throughout the property, modest variations in the percentage among individual
 906 parcels (as currently allowed via Alternative Location Agreements) may help minimize the impact
 907 of increased height on adjacent homeowners.
 908

909 Site 6a - Park Bethesda Additional Parking

910
 911 Site Description: Approximately 2.4 acres. No improvements other than large parking lot.

912 Existing FAR: 0.00.

913 Existing Zone: R-60

914 Proposed Zone: CRT 2.5, C 0.5, R 2.0, H 35
 915

916 Rationale for zoning change: The ability to transfer/average density across the entire site, thus
 917 allowing the property owner to transfer unused density to site 6b, where additional height is allowed
 918 in exchange for a commitment to 25% affordable housing (15% MPDU and 10% workforce
 919 housing). Compatibility is maintained by restricting the height south of the New Connector Road
 920 LB-2 to townhouse development at a maximum height of 35 feet, which matches the adjacent
 921 townhouse community at Westwood Mews.
 922

- 923 • Westbard Avenue District Site 6a (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue
 924 District) parcels 576, and parts of 466 and 519, - Heights of buildings to be limited to 35 feet.
 925 • The proposed New Connector Road LB-2 between Westbard Avenue and River Road to be
 926 located as far north as practical, and the heights south of this road to be a maximum of 35 feet
 927 with development limited to townhouses.
 928

929 Site 6b - Park Bethesda Apartment Building and Parking

930
 931 Site Description: Approximately 3.87 acres. Site of Park Bethesda Apartments. Originally built in
 932 1974 as an office building and formerly housed a government agency.

933 Existing Zone: EOF 1.5, H 45.¹

934 Existing FAR: 1.07.

935 Proposed Zone: CRT 2.5, C 0.5, R 2.0, H 110
 936

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

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

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- Westbard Avenue District Site 6b (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue District) parts of parcels 466, 519 and 510. Heights of buildings to to be a maximum of 110 feet. The proposed connector street between Westbard Avenue and River Road to be located as far north as practical, and the heights south of this road to be a maximum of 35 feet. The height transitions to be detailed and illustrated more fully in the Westbard Sector Plan Design Guidelines. The maximum height of 110 feet assumes the 25 percent of affordable housing.
- At the time of redevelopment, the project must provide a minimum of 25% affordable housing units, including a minimum of 15% moderately priced dwelling units and 10% workforce housing units. Workforce housing must be built under a binding regulation or agreement ensuring that the WFHUs are affordable to a full range of households (up to 100 percent AMI).

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

Pages 63-64: Revise the section titled “3.1.2 Urban Design, Parks, Trails and Open Space” as follows:

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

- Dividing the existing super-block composed of the Westwood Shopping Center (parcels 235 and 360) and associated large surface parking lots (approximately 11 acres in size) into smaller streets and blocks[,] with ground-floor, street-facing retail and residential and community uses in the stories above the retail.
- Designing new streets on the Westwood Shopping Center site to have a building-face to [-] building-face dimension of approximately 65 feet to accommodate two travel lanes, on-street parking and wide sidewalks (see Transportation 2.3 section for street rights-of-way).
- Situating most of the parking underground with some on-street and surface parking to accommodate shoppers making stop-and-go trips to service retail establishments, such as drug stores, coffee shops, etc.
- Accommodating pedestrians throughout the Westbard Avenue District and between the districts through the addition of tree-lined sidewalks and bike lanes.
- Locating [a] an indoor civic use, approximately 10,000 square feet, in the [center of the Westbard Avenue District] redeveloped Westwood Shopping Center. The appropriate use should be determined at the time of development in consultation with County agencies and departments.

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

Westbard Central Civic Green

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

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

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

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

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

The Westbard Central Civic Green should include the following characteristics:

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

Springfield Neighborhood Green Urban Park

Vision: Located along the north edge of the Westwood Shopping Center (parcel 235), this park is envisioned as flexible open space that will serve the residents and workers from the surrounding neighborhood or district. It may be designed for more activity than an urban buffer park.

Purpose: The 1982 Westbard Sector Plan indicated a need for this park, but the space was never built. This Plan repeats the recommendation to:

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

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

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

Vision: To create an accessible, walkable trail [,] and an ecologically improved and naturalized stream corridor owned and managed by M-NCPPC as parkland.

Purpose:

- Provide greatly needed pedestrian and bicycle linkages across the plan area and between the two existing linear parks.
- Improve the ecological functioning of Willett Branch, and thus Little Falls and the Potomac, Chesapeake Bay.

1038 Features:

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- A hard surface trail loop offering users an alternative, quieter trail experience and increased connections
- A naturalized stream
- Interpretive signage

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

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

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The property leased by the Housing Opportunities Commission (HOC) on the east side of Westbard Avenue has the potential to act as the southwestern terminus of a connection between Westbard Avenue and River Road. This connection, either a pedestrian link or a vehicular/pedestrian link between the Westbard Avenue District and River Road (at parcels 131 and 133), will create synergy between these two retail nodes. It would also serve as a gateway to the naturalized Willett Branch stream valley, providing easy access from both River Road and Westbard Avenue.

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3.1.3 Environment – Naturalization of Willett Branch

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The tributary to Willett Branch that runs along River Road has vertical/undercut banks within 6 feet of the edge of River Road, and the area has heavy pockets of invasive plants. As the stream enters a culvert, there's a log jam with extensive blockage and considerable build-up of sediment. This site restoration should include parcel 902, an approximately 3,000-square-foot property which is adjacent to the Sector Plan area and River Road. Coordination with the State Highway Administration will be necessary to complete this work.

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

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The Plan recommends the following environmental improvements:

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

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- Deconstruct and reforest the linear parking lot on the Manor Care site as part of the stream stabilization.
- Provide forest conservation credit for mitigation requirements in Westbard.

- 1085 • Explore opportunities to stabilize and/or [Daylight] daylight the Kenwood tributary [on each side
- 1086 of Ridgefield Road]. Artfully re-engineer and enhance the existing water [fall] features on the
- 1087 east side of Ridgefield Road as an amenity.
- 1088 • Designate part of Parcel 238 and Parcel 240 as a floodplain area and as a stream
- 1089 naturalization/amenity area for development within Westbard, and provide a landscape setting in
- 1090 this location that is respectful of site history.
- 1091 • At parcel 175, rebuild the pedestrian crossing near the floodplain area as a connection from the
- 1092 Capital Crescent Trail to the new commercial center.
- 1093 • Allow improvements near the stream, such as a landscaped pocket park with seating that
- 1094 celebrates the watershed.
- 1095 • Enable the stream to serve as an amenity for adjacent development and facilitate access to the
- 1096 stream with features such as terracing and ramps. [Remove the large retaining walls and create
- 1097 amenity areas with gentler slopes. Include terracing and ramps to facilitate access to the stream].
- 1098 • Provide pedestrian access to the future Willett Branch Trail.
- 1099 • Plan the Willett Branch Trail and amenities (such as stream naturalization and floodplain
- 1100 enhancements) as part of future developments.
- 1101 • Any redevelopment should make efforts to [P]preserve the large trees along the entrance
- 1102 driveway to the Kenwood Place Condominium and the property boundary between the
- 1103 condominium and Westwood Shopping Center.
- 1104 • Address the currently unmitigated storm flows that drain from the Kenwood Place condominium
- 1105 into the Giant Food site (parcels 235 and 360) by installing stormwater buffer strips along and
- 1106 within the perimeter of the Westwood Shopping Center site.
- 1107 • Establish a minimum 50 percent canopy cover for all roads, on-street parking and ground-level
- 1108 parking lots.
- 1109 • Reduce impervious surface parking areas.
- 1110 • Balance the goals of improving stream quality with the objective of allowing recommended
- 1111 redevelopment to proceed, which is likely to necessitate modifications to stream buffer
- 1112 requirements on some properties.

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1114 **3.1.4 Housing**

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1116 The proposed Commercial/Residential Town (CRT) zones in this district provide incentives for
1117 additional affordable housing when new development occurs. The Sector Plan recommends that
1118 affordable housing be given priority for public benefit points under the optional method of
1119 development that may occur on sites between Westbard Avenue and River Road, east of Ridgefield
1120 Road. Development in this location should include moderately priced dwelling units (MPDUs).

1121
1122 In addition, the Westwood Towers property (parcels 143, 175, 238 and 240), which is owned by
1123 Equity One and controlled by the Housing Opportunities Commission (HOC), may be purchased by
1124 HOC in order to increase the share of affordable housing not covered by the MPDU program. [This
1125 development would include, potentially, 20 to 30 new units that would serve those renters who
1126 currently earn between 20 percent and 50 percent of the area median income.] Approximately 30
1127 percent of the new units would be affordable housing. No units under the control of HOC should
1128 count towards the MPDU requirements of private developments on other sites in the Sector Plan.

1129
1130 Page 66: revise the last bullet as follows:
1131

- 1132 • Park Bethesda site (Westbard Avenue District Site[s 6a and] 6b) – at time of redevelopment,
 1133 [residential portions of the site greater than 35 feet in height] this site must provide, at a
 1134 minimum, 25 percent affordable housing units, including a minimum of 15 percent moderately
 1135 priced dwelling units and 10 percent workforce housing units. Workforce housing must be built
 1136 under a binding regulation or agreement, ensuring the WFHUs are affordable to a full range of
 1137 households (up to 100 percent AMI).

1138
 1139 Page 68: Revise first two paragraphs as follows:
 1140

1141 3.2 River Road Corridor

1142 The River Road Corridor is composed of the land on either side of River Road between Ridgefield
 1143 Road and Little Falls Parkway. It is characterized by low buildings and unshaded parking lots.
 1144 Roadside shade trees are lacking because of narrow right-of-way widths outside of the road
 1145 pavement. In addition, tall utility poles have four to five tiers of wires spread over 30 feet of height,
 1146 precluding the co-existence of tree canopy.
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1148
 1149 The County Council considered the potential to rezone properties along River Road to allow
 1150 redevelopment, but determined that it was premature to allow additional development at this time.
 1151 Opportunities for redevelopment should be explored via a future master plan amendment to
 1152 ultimately transform the [The] River Road Corridor [is envisioned as] into an active, pedestrian-
 1153 friendly[, multi-modal] boulevard with a 110-foot-wide right-of-way and opportunities for window
 1154 shopping and café dining.
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1156 Part of the long-term vision for River Road, either during the life of the current plan or at the time of
 1157 a future master plan revision, is to create a multi-modal boulevard on River Road that accommodates
 1158 not only automobiles, but also pedestrians and bicyclists. This boulevard would be characterized by
 1159 wide sidewalks separated from busy traffic on River Road by tree line medians and dedicated cycle
 1160 tracks.
 1161

- 1162 • Designate River Road as a Bike/Pedestrian Priority area.
 1163

1164 Page 69: Revise Proposed Zoning Map – River Road Corridor (Figure 3.2.1) to reflect Council changes.
 1165

1166 Pages 68-70: Add text on sites 7 and 8 and add or revise bullets as follows:
 1167

1168 3.2.1 Land Use and Zoning

1169 Site 7

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 1171
 1172 Site Description: 4.49 acres. American Plant Food (1.45 acres), Talbert's Liquor (.53 acres), Roof
 1173 Center (1.46 acres).

1174 Existing Zone: CRT 0.75, C 0.75, R 0.5, H 40'. Height ranges between 15' and 26'.

1175 Existing FAR: 0.11.

1176 Proposed zone: Retain existing zone; appropriate for a floating zone CRT 3.0, C 0.25, R 2.75, H 75.
 1177

1178 Rationale for zoning: The floating zone height and density will allow owners to build a maximum
 1179 six floor building (mixed use five over one construction type) with underground parking as lower

1180 densities or heights may not incentivize new development. A 3.0 FAR is recommended to provide
 1181 greater flexibility and incentivize the provision of amenities, including upgrading River Road and
 1182 naturalizing Willett Branch, which is adjacent to all three sites.

1183

1184 Site 8

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1186 Site Description: 0.55 acres. The existing Kenwood Office Building, Height is 90'.1187 Existing FAR: 2.75.1188 Existing Zone: EOF - 1.5, H 45²1189 Proposed Zoning: CRT 3.0, C 3.0, R 3.0, H 90'.

1190 Rationale for zoning change: This proposed FAR and height will ensure that the existing 90' office
 1191 building is no longer non-compliant. The proposed zoning allows for maximum flexibility in any
 1192 future redevelopment.

1193

1194 For the remainder of the River Road Corridor, the [The] Plan recommends:

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- 1196 • Reconfirm [Maintaining] the existing Commercial/Residential Town (CRT) zones along both
 1197 sides of River Road [while increasing maximum heights to a range of 40 feet to 90 feet].
- 1198 • [Increasing floor area ratio (FAR) to a range of 1.5 to 3.0.]
- 1199 • [The Whole Foods property, currently owned by Royco Inc. (parcel 029), is to be zoned CRT 3.0
 1200 (FAR) with height of 75 feet.]
- 1201 • Reconfirm the zone of [The] Moderate Industrial (IM) zoned property behind the Whole Foods
 1202 site, currently owned by Kenwood Storage, LLC (parcel 002). [is to be zoned CRT 1.5 with a
 1203 height of 40 feet.] Any redevelopment of this site should maximize compatibility with the
 1204 adjacent residential neighborhood.
- 1205 • [River Road Corridor Site 2 (Figure 3.2.1 Proposed Zoning Map – River Road Corridor), parcels
 1206 029, 055, 082 and 109 – the proposed 75 feet of height on Site 2, should only be allowed if future
 1207 development includes the priority benefit incentive of a recommended green space along Willett
 1208 Branch (See page 70: Community Open Space and urban greenway along Willett Branch). Future
 1209 development should be placed closer to the Capital Crescent Trail, where feasible. Assemblage
 1210 of sites 2 and 3 is the most likely route to achieving these recommendations.]
- 1211 • If a future master plan increases density on Site 2 to encourage redevelopment, that plan should
 1212 explore opportunities to provide green space along Willett Branch and place future development
 1213 closer to the Capital Crescent Trail. In the short term, the Department of Parks should explore
 1214 opportunities to acquire land adjacent to Willett Branch.
- 1215 • The gas stations that exist on parcels 082 and 109, parcel 165, parcels 214 and 213, 320 and
 1216 parcel 331 on River Road are appropriate uses and it is anticipated that they will continue to be
 1217 appropriate uses for these sites under the CRT zone as a conditional use.
- 1218 • Retain the historic African American street names (Clipper and Dorsey Lanes) for the streets
 1219 north of River Road and east of the Capital Crescent Trail.
- 1220 • For parcel 220, reconfirm the existing zoning of EOF 1.5, H 45. [to be converted to CRT 3.0, C
 1221 0.25, R 2.75, H 75 with the condition at time of redevelopment to provide height compatibility
 1222 requirements as applied to adjacent R-60 zones in order to be sensitive to the scale of the existing
 1223 church site to the south.]

1224

² This building is a legal non-conforming use developed prior to the zoning update, which established a maximum height for this zone of 45'.

3.2.2 Urban Design, Parks, Trails and Open Spaces

The Plan recommends:

- [Permit the majority of buildings on both sides of River Road to be as tall as 75 feet] A floating zone for properties currently occupied by the American Plant Food Company, Roof Center and Talbert's Liquor, parcels 131, 133 and 137, respectively, is appropriate for a CRT zone with a maximum density up to 3.0 FAR and heights of 75 feet. This will allow[ing] for [the] a maximum six story building (five-over-one construction type). This type of construction consists of a 20-foot-tall concrete podium on the ground floor that accommodates retail uses and five floors of wood construction above the podium for multi-family residential units.
- For the properties occupied by the American Plant Food Company, Roof Center and Talbert's Liquor (Parcels 131, 133 and 137), if rezoned (per a floating zone,)[A] accommodate parking in underground structures or above-ground structured parking fully screened by residential units and retail [built in front].
- River Road to be designated a Bicycle Pedestrian Priority area: [Provide] Explore options to create 15 to 20-foot-wide sidewalks on both sides of River Road to accommodate pedestrians [and outdoor seating] and cycle tracks. The[se] sidewalks and cycle tracks to [will] be separated from the street by 6-foot-wide strips planted with shade trees, shrubs and groundcover, buffering pedestrians and cyclists from fast-moving traffic.
- [Activate the street level with storefronts of various designs in different materials and colors that are distinct from building to building.]
- For properties to the north of River Road and east of the Capital Crescent Trail, if and when they are consolidated for redevelopment, a parallel service road/alley should be considered to improve traffic operation, reduce curb cuts, and help implement the recommended Sector Plan cross section for River Road.

Improved Access to the Capital Crescent Trail

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

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

Public comments from the Westbard community indicate the desire for:

- More access points to the Capital Crescent Trail.

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- Better pedestrian routes between the areas west of Westbard Avenue and the Capital Crescent Trail. Improved sidewalk conditions, particularly along River Road, adding bike lanes where appropriate.

Recommendations:

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

Purpose:

- In a future Master Plan, consider opportunities to [C] 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, canyon-like 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.

1319 This tunnel is covered by extensive fill placed directly over the stream channel. The upstream edge
 1320 of site incorporates an extremely tall, timber retaining wall which is nearing the end of its functional
 1321 life span. The downstream edge of site has a large, informally built concrete retaining wall with
 1322 large cracks apparent in the structure.
 1323

1324 The Capital Crescent Trail and pedestrian bridge over River Road is a gap in the forest cover
 1325 (Greenway Gap) provided along the Capital Crescent Trail, with major encroachments of pavement
 1326 and other uses within park property.
 1327

1328 **Goal:**
 1329

- 1330 • Improve the stream valley from its current condition and return the landscape to more natural
- 1331 vegetation in the vicinity of the Willett Branch.
- 1332 • Create community amenities along the Willett Branch that include trail gathering locations and
- 1333 attractive stream elements.
 1334

1335 **Recommendations:**
 1336

- 1337 • In the long term (beyond the life of this Sector Plan), redevelopment of the Kenwood storage
- 1338 facility and/or the Whole Foods shopping center should be built outside of the 100-foot-wide
- 1339 stream buffer area adjacent to the Willett Branch (parcels 029 and 002).
- 1340 • Link the proposed trail along the Willett Branch to the Capital Crescent Trail and River Road.
- 1341 • Reconstruct the River Road crossing of Willett Branch with a wider span to accommodate a
- 1342 naturalized channel and a pedestrian trail along the stream.
- 1343 • Create a Willett Branch Trail crossing within the right-of-way just north of the River Road bridge
- 1344 so that the trail continues under River Road on the west side of the stream.
- 1345 • Provide access to the River/Brookside Road intersection from the Willett Branch Trail.
- 1346 • Provide an amenity area along the Willett Branch for new buildings on the Westwood II site
- 1347 south of River Road (parcel 238).
- 1348 • Designate part of Parcel 238 and Parcel 240 as a floodplain area, as a stream restoration/amenity
- 1349 area for development within Westbard and provide a landscape setting in this location that is
- 1350 respectful of site history.
- 1351 • At parcel 175, rebuild the pedestrian crossing near the floodplain area as a connection from the
- 1352 Capital Crescent Trail to the new commercial center.
- 1353 • Consolidate the extensive and excessively tall overhead utility wire infrastructure within the
- 1354 District.
- 1355 • Designate River Road as a Greenway road. A Greenway road is a street that is tree-line with an
 1356 extensive canopy
 1357

1358 [At] If the American Plant Food/Roof Center property (Parcels 131 and 133) are rezoned under the
 1359 floating zone recommendation in this Plan, where the Willett Branch passes through a 250-foot-long
 1360 tunnel, the following is recommended:
 1361

- 1362 • Remove existing infrastructure over the stream.
- 1363 • Naturalize Willett Branch as part of the Willett Branch Urban Greenway/Stream Valley Park.
- 1364 • Create an environmentally-sensitive crossing of Willett Branch that may include a bottomless
- 1365 culvert and allows pedestrians to move along the Willett Branch Urban Greenway/Stream Valley
 1366 Park trail.

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3.2.4 Housing

The Plan requires all Optional Method Developments to provide moderately priced dwelling units (MPDUs) at 15 percent. [The 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 (MPDUs) at 15 percent (2.5 percent above the mandated 12.5 percent for developments with more than 20 dwelling units)].

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

3.3 North River District

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

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

3.3.1 Land Use and Zoning

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

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

Page 74: Add text after the Section titled "3.3.1 Land Use and Zoning" as follows:

Site 9

1414 Site Description: 11.20 acres. Washington Episcopal School site, built in 1926 as part of the George
1415 A. Fuller Company.

1416 Existing Zone: PD-28. Height of 42'.

1417 Existing FAR: 0.18.

1418

1419 Proposed Zoning: CRT 0.5, C 0.5, R 0.5, H 55.

1420

1421 The Washington Episcopal School (WES) is an appropriate use at this location, and the
1422 recommended zoning will allow the school to be a conforming use and expand over time. The WES
1423 property was rezoned in 2008 to the Planned Development (PD) zone to allow a portion of the school
1424 site to be sold and developed with senior housing. If the school chooses to relocate at some point in
1425 the future, the site should be considered for a public use, such as a school. The zoning would also
1426 allow for future redevelopment with low density residential development.

1427 There were several binding elements associated with the PD rezoning. The rezoning to the CRT
1428 zone will eliminate the requirement for strict compliance with the Binding Elements, but they should
1429 nonetheless be considered and are included in the Appendix to this Plan. At the time of development,
1430 the Planning Board can determine which of the binding elements are still relevant to the pending
1431 development. While certain provisions of the binding elements may not be appropriate if the
1432 development proposed for the site changes, compatibility issues should be addressed as follows:

1433

1434 • Commercial development should be limited to 175,000 square feet, unless needed for the
1435 expansion of the school.

1436 • New buildings and accessory structures should be located to ensure compatibility with
1437 adjacent uses.

1438 • Accessory structures, such as bleachers, should be limited in height.

1439 • Green area should be at least 50% of the lot area.

1440 • There should be access to the school from both Little Falls Parkway and Landy Lane.
1441 Locations for student drop off and pick up should prevent queuing on public streets.

1442

1443 Site 10

1444

1445 Site Description: 1.0 acres. An existing parking lot owned by the Washington Episcopal School.
1446 Future site of a senior housing development.

1447 Existing Zone: PD-28.

1448 Existing FAR: 0.0.

1449

1450 Rationale for zoning change: The CRT zone was recommended to ensure that, when the site
1451 redevelops as a senior housing facility, the density approved in the binding elements will be in
1452 conformance with the zone.

1453

1454 Proposed Zoning: CRT 4.75, C 0.75, R 4.75, H 100'. If not senior housing, limit to CRT 2.0, C 0.25,
1455 R 1.75, H 75.

1456

1457 The binding elements associated with the approval of the PD-28 zoning for this site are included in
1458 the Sector Plan Appendix and should be considered by the Planning Board when it reviews a
1459 development application for this site. To obtain the maximum density allowed under the zoning, the
1460 residential component of any redevelopment must be limited to 121 dwelling units, including
1461 MPDUs for independent seniors (at least one person per unit age 55 or older). The building is limited

1462 to a height of eight stories or 97 feet. Should the property not develop as a senior housing facility,
 1463 development should be capped at CRT 2.0, C 0.25, R 1.75, H 75.
 1464

1465 3.3.2 Urban Design, Parks, Trails and Open Spaces

1466
 1467 **Recommendations:** Create a network of new and re-aligned streets that better serves the traffic
 1468 patterns in this area as well as on the adjacent River Road:
 1469

- 1470 • Provide internal connections between properties, allowing the consolidation of the several
 1471 existing curb cuts on River Road into one or two intersections.
- 1472 • Connect a new road extending Landy Lane from River Road to Little Falls Parkway at the
 1473 Washington Episcopal School. This road extension is contingent upon the redevelopment of the
 1474 school site.
- 1475 • If site [2] 9 (in figure 3.3.1), parcel 112, develops under the new zoning rather than the previously
 1476 approved PD zone, review of any new application for development should involve consideration
 1477 of the [involving the same uses as approved in the Development Plan, and its PD zoning must
 1478 incorporate the approved] binding elements included as conditions of the earlier rezoning to the
 1479 PD zone], as conditions of the preliminary plan or site plan, as appropriate].
 1480

1481 **[Daylight] Naturalize Willett Branch between Little Falls Stream Valley Unit 2 and the Capital** 1482 **Crescent Trail.**

1483
 1484 **Vision:** The vision for this section of the Willett Branch Greenway is a daylighted and naturalized
 1485 floodplain.
 1486

1487 **Purpose:** This section of the Willett Branch Greenway allows for pedestrian connections between
 1488 Little Falls Stream Valley Unit 2 and the Capital Crescent Trail, a naturalized floodplain and open
 1489 section of stream.
 1490

1491 3.3.3 Environment

1492
 1493 The natural features of this area include the Little Falls Parkway Greenway, Capital Crescent Trail
 1494 Greenway and Willett Branch.
 1495

1496 More than half of the surfaces in this District are unshaded and impervious, mostly due to extensive
 1497 un-planted parking lots and large buildings.
 1498

1499 Nearly continuous on the eastern boundary of Westbard, the Little Falls Greenway contains most of
 1500 the forested area of Westbard. In this district, the stream suffers from encroachment by the adjacent
 1501 uses.
 1502

1503 The Capital Crescent Trail Park, another Greenway, curves through the middle of Westbard. In the
 1504 District, the canopy cover over the trail is nearly continuous. However, as the trail approaches River
 1505 Road, the green, natural features associated with the CCT disappear.
 1506

1507 Willett Branch enters the Westbard area at the northern boundary of the Plan area. The stream's
 1508 Dorset Avenue crossing is a low and narrow box culvert. For approximately 150 feet, the stream
 1509 becomes channelized as it flows past the Kenwood Place Condominium.

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

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

Goals:

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

Recommendations:

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

3.4 South River District

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

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

The vision for this District is to maintain existing light industrial businesses that serve the nearby community[,] while creating a place that is well connected to the Westbard Avenue District and the

1557 River Road Corridor and the Capital Crescent Trail. It should also provide amenities for residents
 1558 in and around the Plan area.

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3.4.1 Land Use and Zoning

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Recommendations:

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Page 78: Revise bullets as follows:

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

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

1575

1576

3.4.2 Urban Design, Parks, Trails and Open Spaces

1577

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Recommendations:

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

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Countywide Urban Recreational Park

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

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

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

1605
1606 **Vision:** Naturalize the Willett Branch, which passes between the Willco and Schnabel properties. At
1607 this location, the Willett Branch is contained within very steep fill slopes and requires a more
1608 intensive renovation effort than the section of Willett Branch located in the Westbard Avenue
1609 District.
1610

1611 **Purpose:** Create a naturalized stream setting and pedestrian connection along Willett Branch. This
1612 recommendation is dependent on the naturalization of Willett Branch as a natural feature to be
1613 enjoyed by the public in Westbard. The vision for Willett Branch is discussed in more detail in the
1614 Environmental recommendations.
1615

1616 **Protect and enhance the existing Little Falls Stream Valley Unit 2 Parkland.**

1617

1618 In those locations where roads cut through Little Falls Stream Valley Unit 2, the Plan recommends
1619 replanting and reforesting parkland to retain the parkway setting.
1620

1621 **3.4.3 Environment**

1622

1623 This area of Westbard along the old B&O railroad line has a long history of industrial uses. A
1624 number of sites are known to be contaminated with industrial pollution and there are restrictions on
1625 the use of groundwater in many areas. The State may require both long and short-term mitigation
1626 measures in order to redevelop or change the land use. Although there are known former munitions
1627 dumps in the Washington region, the U.S. Army Corps of Engineers knows of no munitions site in
1628 or near Westbard.
1629

1630 Willett Branch enters this district flowing under a driveway bridge crossing. This driveway
1631 originates at River Road, parallels the Capital Crescent Trail on parkland and then leads to an
1632 industrial area, currently home to a landscape company and a small business. This industrial area is
1633 also the former site of a granite quarry. The stream flows into a 25-foot-deep canyon that is about
1634 80-foot-wide and forested up to the concrete channel of the stream. These canyon-like slopes are the
1635 result of fill operations by adjacent property owners.
1636

1637 As it passes for the second time under the Capital Crescent Trail, Willett Branch enters a 450-foot
1638 long tunnel. The tunnel continues at the base of Butler Road across the parking areas of several
1639 businesses until it reaches Little Falls Park in the vicinity of the recently constructed townhomes.
1640 There, Willett Branch emerges at the entrance bridge to the new townhouses. The Willett Branch is
1641 only 6 to 8 feet lower than the surrounding grade in this location, although the stream is still
1642 channelized. The stream parallels the townhouse property, flowing south within M-NCPPC Park
1643 property until it reaches the confluence with Little Falls Branch near the southern boundary of the
1644 Plan area.
1645

1646 **Goals:**

1647

- 1648 ● Naturalize and daylight the Willett Branch as part of the Willett Branch Urban Greenway/Stream
1649 Valley Park and create a pedestrian connection between Little Falls Parkway and the Capital
1650 Crescent Trail.
- 1651 ● Improve the park setting of the Capital Crescent Trail Special Park.
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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.

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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 Mews townhouses are located on the east side of Westbard Avenue near Massachusetts Avenue.

1672
1673

Page 82: Revise the second paragraph as follows:

1674
1675

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.

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1683

Page 82: Delete bullet under “Land Use and Zoning” as follows:

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- [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.]

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

1696
1697

3.5.1 Urban Design, Parks, Trails, and Open Spaces

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1700

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:

- 1701 • [Link the Westbard Avenue District to the following public facilities in the South Westbard
1702 District:]
1703 • Playing fields at Westland Middle School.
1704 • Little Falls Library.
1705

1706 **Recommendations:**
1707

- 1708 • Develop a multi-use turf field on the site of the existing Westland Middle School where the tennis
1709 court and grass playing field are presently located. The Plan recommends re-locating the tennis
1710 courts to the south, adjacent to the Westland Middle School building, and locating the turf field
1711 adjacent to Westbard Circle (the drive that serves Kenwood Place condominium) and the
1712 Westwood Shopping Center.
1713 • Provide a mid-block crosswalk on Westbard Avenue where the new connector road adjacent to
1714 the Capital Crescent Trail intersects with Westbard Avenue. This crosswalk would provide
1715 access to the wide sidewalks on the new road[,] which, in turn, would provide easy access to the
1716 Capital Crescent Trail and the new community recreational park.
1717 • Protect and enhance the existing Little Falls Stream Valley Unit 2 and Capital Crescent Trail
1718 parkland.
1719

1720 **3.5.2 Environment**
1721

1722 This district is the most stable of all areas in Westbard. Institutional uses, such as a private school,
1723 a public school, a library and a stream valley park[,] which includes the Capital Crescent Trail, all
1724 work together to create an area that has significant forest cover, shaded impervious areas and
1725 continuous greenways. Little Falls Branch, on the eastern edge of the district, is located within
1726 parkland and almost entirely within a naturalized stream buffer.
1727

1728 **Enhance and maintain the natural features of this district.**
1729

1730 **Recommendations:**
1731

- 1732 • Forest mitigation requirements generated within Westbard will be met within Westbard through
1733 forest enhancement and invasive plant treatments.
1734 • Reclaim stream buffer where parking areas have encroached upon areas near the Little Falls
1735 Branch.
1736 • Maintain the natural condition of forested slopes extending to the Capital Crescent Trail.
1737

1738 **4.1 Zoning**
1739

1740 **4.1.1 [1.] Commercial/Residential (CR) and Commercial/Residential Town (CRT) Zoning**
1741

1742 The CR and CRT zones permit optional method development, which allows for higher density than
1743 under the standard method, but requires significant public use spaces and more amenities to support
1744 the additional density. Under the optional method, developers can achieve a minimum number of
1745 public benefit points, depending on the size of the project and other factors.
1746

1747 Ensuring the right mix of public benefits in connection with future development in Westbard is
1748 crucial for realizing this Sector Plan's vision for a vibrant, pedestrian-oriented community center.

1749 Therefore, one of the key implementation strategies of the Sector Plan is to clearly identify those
 1750 public benefits as a top priority, meaning that optional method development should be approved only
 1751 if it provides the recommended benefits.

1752

1753 Page 88: Add text to the end of the second paragraph under Section 4.1.1 as follows:

1754

1755 Provided that affordable housing continues to be a public benefit under the CRT zone, it should be
 1756 the highest priority benefit. All optional method projects in the planning area will be required to
 1757 provide 15 percent moderately priced dwelling units (MPDUs). District specific public amenities
 1758 and benefits follow.
 1759

1760

1761 **4.1.2 Public Amenities and Benefits**

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1763 *A. Westbard Avenue District*

1764

- 1765 • Central Civic Green facing onto Westbard Avenue, at approximately 1/2 acre, but not less than
1766 1/3 acre in size.
- 1767 • A neighborhood park located along the north edge of the Westwood Shopping Center,
1768 approximately 1/2 acre in size, but not less [then] than 1/3 acre in size.
- 1769 • Naturalization of Willett Branch Stream and the creation of an Urban Greenway with a hard-
1770 surface trail.
- 1771 • Streetscape upgrades on Westbard Avenue.
- 1772 • Pedestrian connection between Westland Middle School and the Capital Crescent Trail.
- 1773 • Inclusion of an interior community use space.
- 1774 • Reconfiguring Westbard Avenue at Ridgefield Road.
- 1775 • Bike share stations.
- 1776 • Public/private shuttle and implement action of improved transit access.
- 1777 • Dedication of Willet Branch stream in order to create an urban stream and greenway.

1778

1779 *B. River Road Corridor*

1780

- 1781 • Creation of a tree-lined boulevard on River Road.
- 1782 • [Large green open space within the 100-foot stream buffer on Whole Foods site (Royco property)
1783 of approximately 10,000 square feet.]
- 1784 • Naturalization of Willett Branch.
- 1785 • Pedestrian trail between River Road and Capital Crescent Trail.
- 1786 • Extend Willett Branch Trail under River Road when the culvert at River Road is rebuilt.

1787

1788 *C. North River District*

1789

- 1790 • Establishment of a vehicular connection between River Road and Little Falls Parkway.
- 1791 • Daylighting and naturalization of Willett Branch stream on Washington Episcopal School
1792 property.
- 1793 • Pedestrian trail between the Capital Crescent Trail and Little Falls Parkway.

1794

1795 *[D. South River District*

1796

- 1796 • Establish a new connector road between Westbard Avenue and River Road.

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- 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.]

1802
1803

[*E. South Westbard District*

- 1804
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- 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.]

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4.1.3 Other Priority Benefits

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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:

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Page 89: Revise first Bullet under 4.1.3:

- 1818
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1826
- [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.

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General

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

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

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

1843 This is a correct copy of Council action.

1844

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Linda M. Lauer, Clerk of the Council