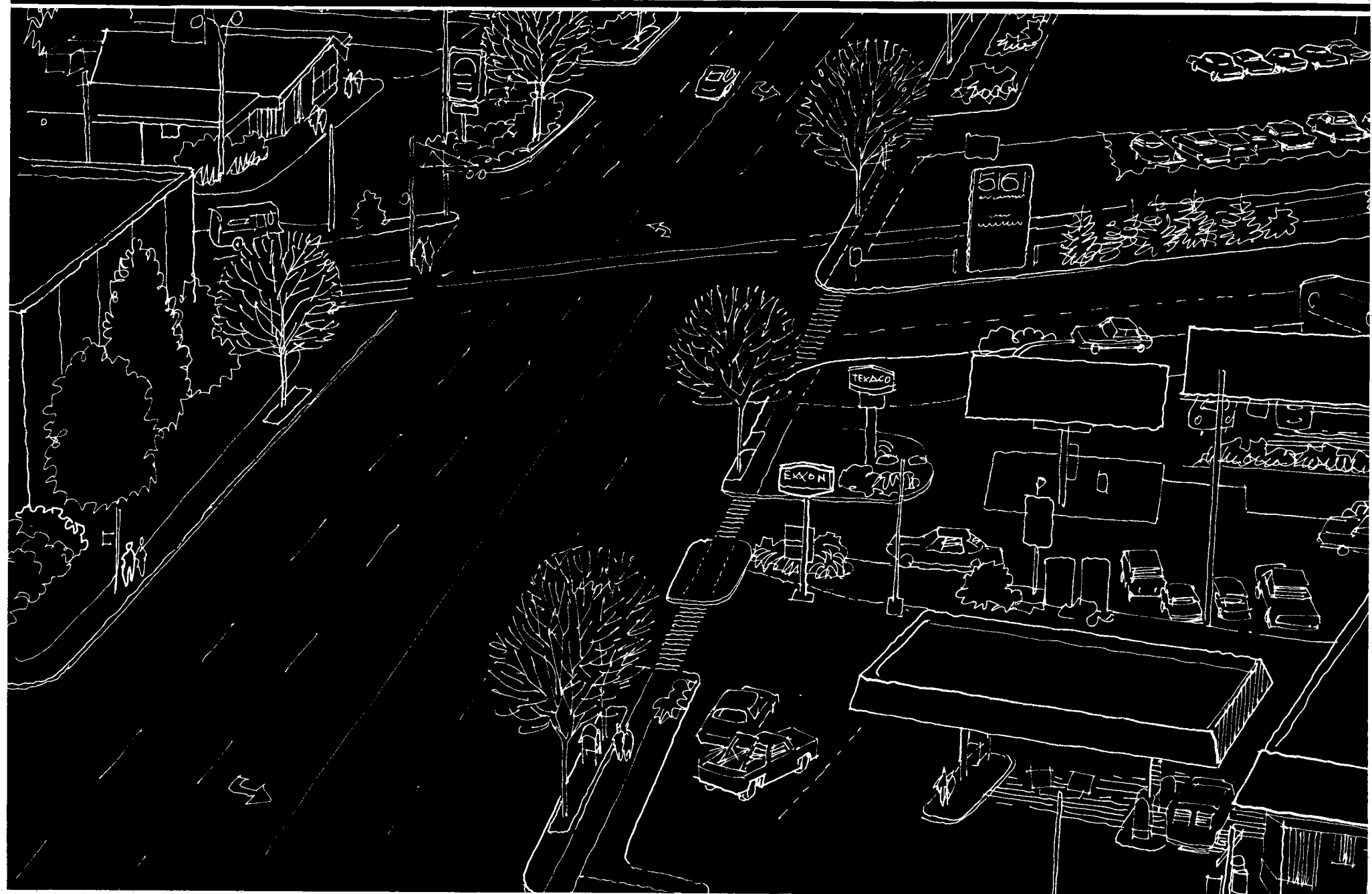


LAND USE



The Westbard area was already substantially developed by 1928 when the first zoning maps were drawn for Montgomery County. The early Westbard zoning map shows that the predominate uses in 1928 were industrial, since much of the land was zoned Industrial "E" to reflect the uses in operation at that time. Commercial uses along both sides of River Road were shown as continuous commercial strips. As residential development gradually enveloped Westbard, the nature of the area changed from that of an industrial complex surrounded by open spaces to that of a small island of industries and businesses surrounded by residential neighborhoods.

The topography of the area is far from natural, having been altered by many years of quarrying operations. Due to the resultant variation in topography, the industries now in operation are shielded visually from surrounding neighborhoods south of River Road. The Kenwood neighborhood to the north of Westbard is not shielded as effectively from the abutting industrial property.

The existing land use patterns and topography are diffuse and disorganized and complication the task of perceiving the layout and relationship of one use to another. The varied topography, lot shapes, multiple ownership of land parcels and other constraints due to existing development inhibit any clear separation of uses by type and intensity. Multi-family residences are interspersed among the industrial, retail and office uses, contrary to desirable planning practice.

The Westbard Sector Plan was approved after careful consideration of all the practical limitations to future change and improvement. The temptation to wish away the problems of Westbard by advocating unrealistic improvements or massive redevelopment has been avoided. The Planning Board did consider a

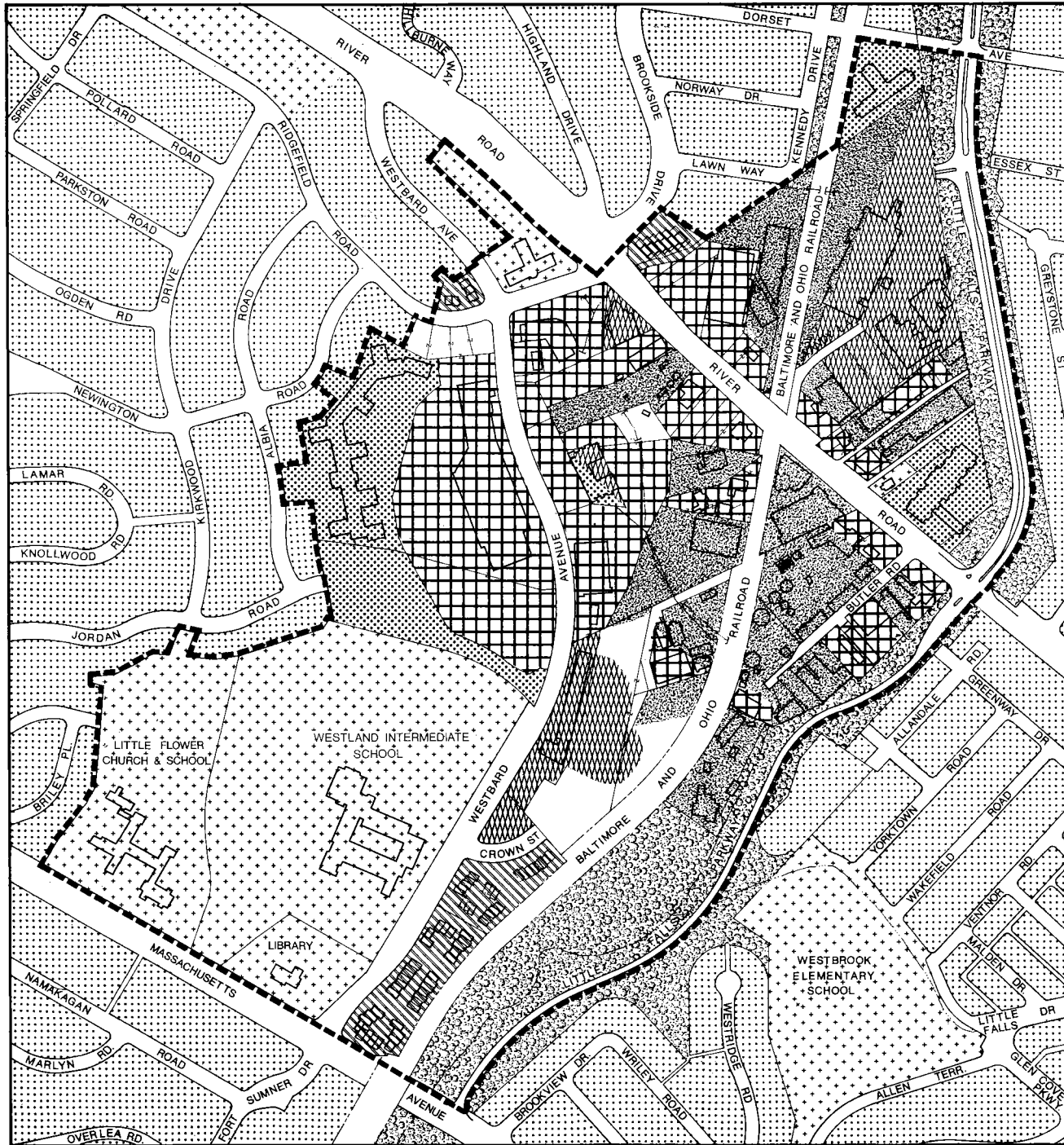
number of alternative approaches before making choices which are believed to be realistic, achievable and practical, given the existing constraints.

The Plan recognizes the original and continuing character of Westbard as commercial/ industrial and seeks to reinforce this character because of the substantial benefit it provides to businesses and residents of lower Montgomery County. However, there is a need to do a more effective job of containing these industrial uses within their present boundaries and to buffer them from residential neighborhoods. Without the necessary goods and services in a handy location, commercial trucks and residents' passenger vehicles would have to travel to similar areas some distance away for services now provided in Westbard. The only other nearby industrial land was zoned out of the Bethesda CBD in 1977 as a result of that Sector Plan.

The Westbard Sector Plan accepts the existing industrial Westbard uses and seeks to encourage a limited amount of commercial and light industrial growth on sites already used or zoned for those purposes or proposed in the Plan. This stance is predicated on the assumption that all applicable environmental standards will be met and that changes in commercial and industrial operations will not create harmful impacts on the residential uses in the nearby neighborhoods or generate inordinate amounts of new traffic.

The Plan places a limit on the geographical boundary of the activity center, reinforcing the residential and institutional nature of the surrounding neighborhoods. The Plan allows for some commercial redevelopment on land fronting River Road. The Abensohn (formerly Marriott) property is recommended for a change in land use to multi-family residential on the north side of the property, with a continuation of existing or replacement office uses to the south.

The goals and guidelines set forth in the Comprehensive Planning Approach Chapter state the basic premises under which the Westbard Sector Plan was developed.

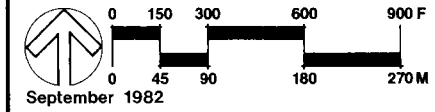


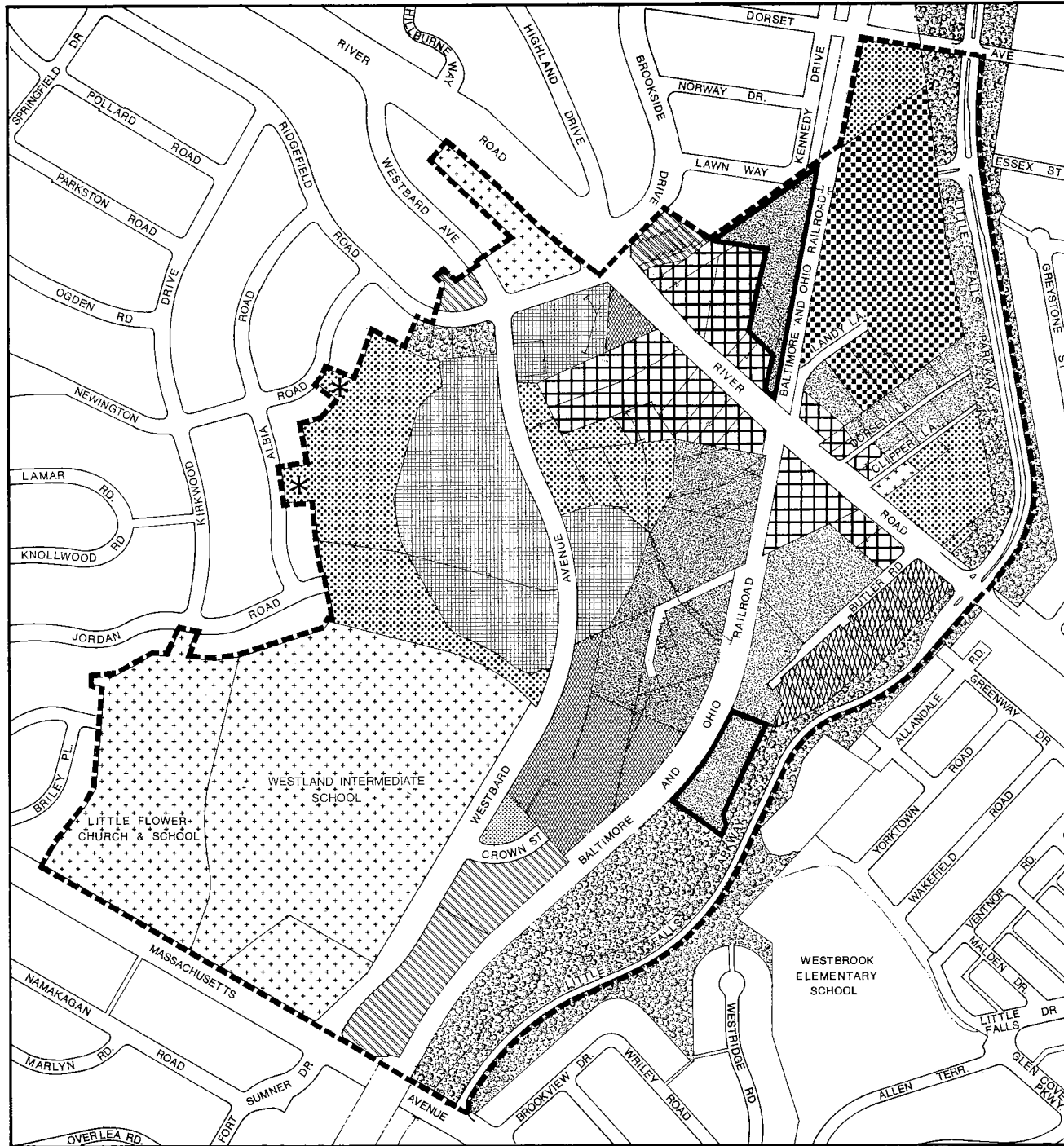
EXISTING LAND USE

(AS OF AUGUST 1979)

- Sector Plan Boundary
- [Dotted Pattern] Single Family Residential
- [Diagonal Lines] Townhouse
- [Cross-hatch] Multi-Family Residential
- [Grid] General Commercial
- [Wavy Lines] Office
- [Stippled] Industrial
- [Stars] Institutional
- [Irregular Shape] Park
- [White] Vacant

Figure 7
WESTBARD SECTOR PLAN
 Montgomery County, Maryland

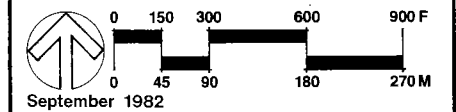




LAND USE PLAN

- Sector Plan Boundary
- [Stippled Box] Single Family Residential
- [Cross-hatch Box] Townhouse Residential
- [Dotted Box] Multi Family Residential
- [Grid Box] Local Commercial
- [Horizontal Lines Box] Limited Commercial
- [Vertical Lines Box] Low Density Office
- [Diagonal Lines Box] Medium Density Office
- [Checkered Box] Mixed Use Planned Development
- [Horizontal Lines Box] Light Industrial
- [Stippled Box] Institutional
- [Dotted Box] Park
- [Solid Line Box] Redevelopment to townhouses is recommended
- * The parcels are to remain as open space

Figure 8
WESTBARD SECTOR PLAN
 Montgomery County, Maryland



The following are goals upon which the recommendations are based:

- Preserve and enhance the surrounding residential character and improve the quality of life for all residents.
- Protect multi-family residential structures and encourage additional multi-family development or conversion wherever little or no conflict with commercial and industrial uses will result.
- In view of the fact that all areas surrounding Westbard are committed either to stable single-family detached or townhouse uses, parkland, schools or churches, there should be no further expansion of the commercial/industrial activity center beyond the land now used or zoned for those purposes, nor any merging with the Friendship Heights, Bradley Boulevard, or Bethesda commercial districts.
- Local commercial services in Westbard should be preserved and improved to increase their attractiveness, as well as their convenience and accessibility to the public.
- Industrial uses should be buffered to prevent adverse impacts on surrounding uses.
- Where new development is proposed, maximum use should be made of the natural environment, such as terrain and flora, to avoid mutual conflicts with abutting uses and this should be reinforced where necessary by

additional landscape screening.

- Existing industrial uses which are suppliers to the region should be protected to minimize time and fuel costs, both for transporting supplies to County users, as well as for those traveling to the suppliers in Westbard.
- Areas zoned for heavy-industrial purposes should be eliminated.
- To the maximum extent possible, adverse impacts from heavy-industrial uses, such as noise, should be diminished.
- Avoid further degradation of the streams and, where possible, improve the water quality in Willett and Little Falls Branches.

SUBAREA ALTERNATIVES & PROPOSALS

The earlier chapters identified the major issues and problems of the area and presented an overall design concept to deal with those issues. The following section is a discussion of the main geographical subareas. It describes each area as it now exists, considers possible alternative treatments and concludes with a recommended action. The analysis areas are groups of similar properties for the purpose of analyzing existing problems, considering possible improvements and formulating land use recommendations. The impact of development which could occur under existing zoning has been compared with the development capacity under zoning that was proposed in the Final Draft Plan of March, 1982. Details are shown in the supplementary report, Westbard Development Analysis, April 1982.

ANALYSIS AREA A

This area contains 4.20 acres. Its terrain is generally level. Existing uses include a bowling alley and associated parking, three auto service stations on River Road, and a newly constructed bank. The bowling alley parking is allowed by special exception in the R-90 Zone. The bowling alley itself is in the Heavy Industrial (I-2) Zone which now requires a special exception permit. The land parallel to River Road to a depth of about 85 feet, including that between the bowling alley and River Road, is zoned C-2, as is the remainder of the analysis area, with the exception of the B&O right-of-way and the new bank at the eastern end of the analysis area. The bank is zoned C-O, Commercial Office. All buildings are in excellent structural condition and therefore the area is likely to remain stable for the foreseeable future.

The service stations apparently provide adequate parking. By observation, the bowling alley parking seems to be ample. All of the properties enter directly from River Road. No change is likely during the planning period.

A bowling alley is permitted in the present I-2 Zone under special exception; the C-1, I-1 and C-2 Zones would also allow it, by special exception. Although the building itself is unlikely to be redeveloped, it is possible for the use or occupancy to change. The existing use is acceptable, but the I-2 Zone would allow future unacceptable uses. Therefore, a zone other than the I-2 should be applied.

A light-industrial zone to harmonize with the abutting uses adjacent to the railroad tracks was considered. Selected commercial, service, or cultural/entertainment uses allowed under the C-3 Zone would be equally acceptable as the bowling alley. However, the C-3 is a floating zone that could be applied only with the owner's consent. Although the C-3 Zone allows for a number of undesirable uses, it could

be acceptable if the uses and intensity were limited under an optional method application.

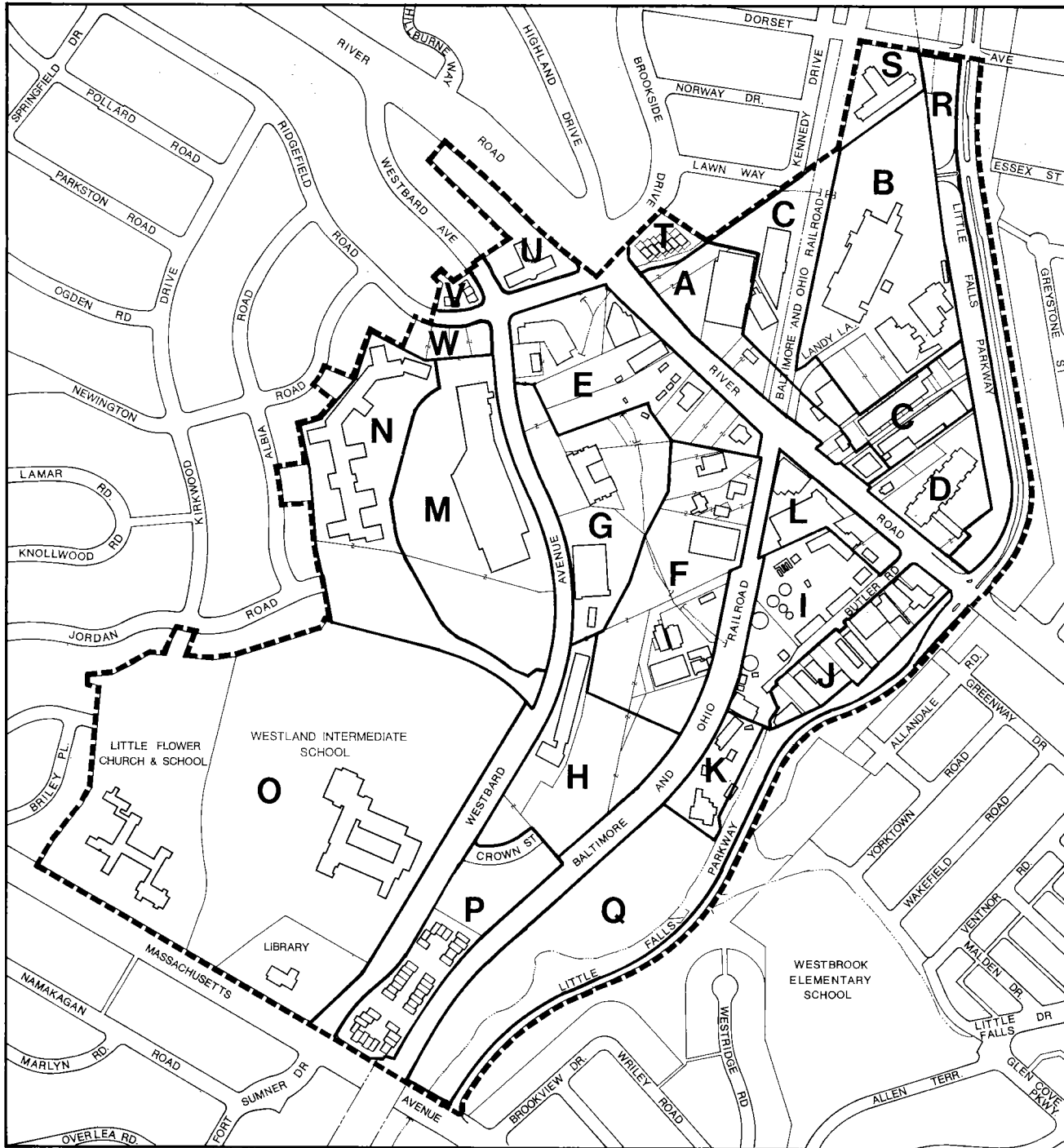
The current uses are suitable for this area and do not conflict in any significant way with the abutting residences. A change to other uses allowed in the C-2 Zone could negatively affect the current compatible condition by increasing the intensity of use or the peak-hour traffic characteristics. The other existing properties are substantial buildings developed close to their maximum potentials and are not expected to redevelop in the foreseeable future.

Recommendation -- This site along the north side of River Road should be designated for limited commercial uses. The new zoning category entitled "Limited Commercial" (C-4) is designed to allow for low density, limited commercial uses including auto filling stations under special exception permit. This zone is included in the Appendix of this report. The Zoning Proposals section contains discussion on several other zoning alternatives which were considered but regarded to be less effective in achieving the foregoing objectives.

ANALYSIS AREA B

This 11.03 acre-site is level beyond the retaining wall located along the southeast property line at Landy Lane. Until recently, this property was the regional headquarters for the Marriott Corporation; it contained offices, warehousing storage, parking lots, and tennis courts. The property was sold several years ago when the Marriott headquarters was moved to a new building in North Bethesda. The old property is now partially occupied by short-term lessees. Most of the buildings seem to be in very good condition but the warehouse is deteriorating.

The 700 on-grade parking spaces are ample for the present tenants. The site has access to River Road via Landy Lane. The northeast side of the property has a



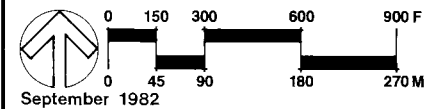
LAND USE ANALYSIS AREAS

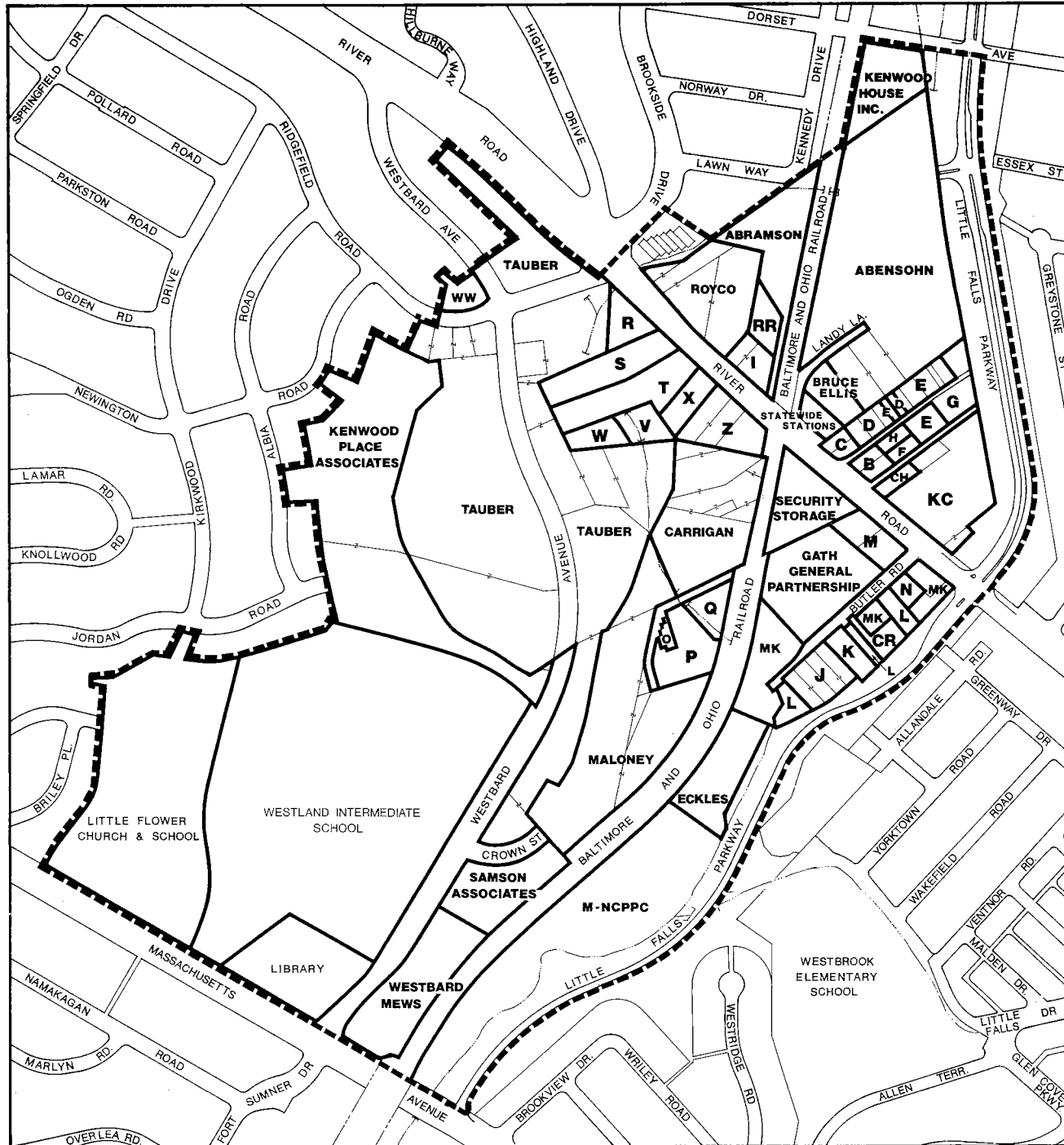
----- Sector Plan Boundary

Figure 9

WESTBARD SECTOR PLAN

Montgomery County, Maryland





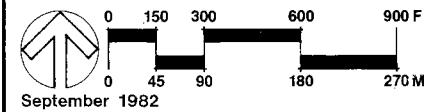
PROPERTY OWNERSHIP

- Sector Plan Boundary
- MK Mc Carthy / Kelly
- KC Kenwood Condominium
- B Bulman
- C Soper
- CH Macedonian Baptist Church
- D Voight Investment
- E Davison
- F Ridgewell Inc.
- G Miller
- H Kogok
- I Lightbody
- RR River Road Partnership
- J Pickett-Reedy Partnership
- K Flood Pontiac
- L Skinker
- M Strine
- N Rollow
- CR Crocker
- O Norris
- P Jewel
- Q Schnable Foundation
- R Kenwood Professional Building Ltd. Ptn.
- S Shorb Land & Development Co.
- T Warfield (Jack's Roofing)
- V Soc. of Cath. Medical Missionaries
- W International Eye Foundation
- WW Tigani
- X Frank
- Z Hogentogler (Roy Rodgers)

Figure 10

WESTBARD SECTOR PLAN

Montgomery County, Maryland



direct access to Little Falls Parkway.

This area is unique in that it is the only site of its size in Westbard without difficult terrain or man-made features which would preclude unified development. Many of the uses permitted by the present Heavy-Industrial (I-2) Zone would not be compatible with the surroundings, particularly Little Falls Park and the nearby residential areas. The Light Industrial (I-1) Zone would be less onerous but could still produce some unsuitable intensity of use if developed for general offices. The language of the present Bethesda-Chevy Chase Master Plan indicates that the area is not suited for large amounts of employment; therefore, under the Zoning Ordinance, development under present I-1 zoning must be limited to three stories or less.

The site presents some unusual development problems as well as unique advantages. The 100 year floodplain of Willett Branch extends in a wide swath through the property and will affect redevelopment of the site. (See Figure 21, page 103.) Conceivably, the floodplain could be reduced by augmenting the storm drain (which carries Willett Branch under the present parking lot) without enlarging the floodplain elsewhere. The floodplain places constraints in the redevelopment of the site and forces that development away from the adjacent existing residential development.

The abutting uses are quite diverse: light-industrial, commercial, multi-family residential, single-family residential, and park. A single use for the entire site could possibly affect, or be affected by, one of these neighbors in a negative way. A combination of multi-family residential on the north part of the site and limited office uses on the south end appear to offer an acceptable combination.

Recommendation — The site should be developed with a mixture of office and multi-family residential uses which could also have small, internally oriented retail commercial uses. The residential structures should range from four to eight stories and be located

toward the middle of the area. A PD-28 Zone would allow for that type of mixed use. The zone requires a development plan prior to rezoning and a site plan must be approved prior to the issuance of a building permit. Development on the site shall be limited to 353 DU's (44 units or 12.5 percent of the total must be moderately-priced dwelling units), and 180,000 square feet of office space, including up to 10,000 square feet of retail space for the convenience of workers and residents of the site. The office component should be positioned so as to block off or deflect noise from existing industrial uses along Dorsey and Clipper Lanes.

The number of dwelling units that can be approved in this development will be determined by the environmental and capability considerations during site plan review by the Planning Board. Furthermore, approval of redevelopment under the PD-28 Zone will be contingent upon meeting the Adequate Public Facilities.

PD's of lesser intensity call for a minimum percentage of townhouses with the result that some of the remaining units can be accommodated only in high-rise buildings. Although the PD-28 is at the upper end of the PD development intensity range, it is compensated by this Sector Plan's recommendation that the building heights be kept to eight stories and lower.

The PD-28 Zone is a floating zone which cannot be applied by County action but must be applied for by the owner who must submit a development plan for approval. However, it is too risky to leave the present I-2 Zone in place; a suitable base zone should be applied by Sectional Map Amendment which would allow some economic use to be made of the property, be compatible with surrounding uses and yet make it attractive for the owner to apply for the PD-28 Zone. Therefore, the Plan recommends applying the Commercial Office (C-O) Zone within a line to include the present office buildings (about 4.1 acres). However, the Plan recommends against approving development of the C-O portion under the optional method because it would generate more vehicular trips than are

acceptable. The remaining areas to the north and southwest should be zoned R-30, pending the filing of the PD Zone for the entire property. The Plan also recommends against approval of a special exception for structured parking in the R-30 zoned area in support of development on the C-O zoned area.

The foregoing recommendations assume that no direct vehicular access should be provided through the site between the office use and the residential area, except for emergency vehicles. Analysis indicates that about one-third of the total vehicular trips estimated to be generated by the planned development would use the Little Falls Parkway access. The remaining two-thirds of the trips would use the River Road/Landy Lane access. In view of the problem of parking for the adjacent establishments on Dorsey Lane, staff suggests that those owners confer with the owner of the Abensohn tract for possible shared parking. If need be, a parking deck could be constructed.

ANALYSIS AREA C

This 5.92-acre site slopes gently upward from River Road. Virtually all of this area is zoned I-2, Heavy Industrial. The only exceptions are two parcels on either side of Dorsey Lane; the one to the west is zoned C-2, General Commercial (Voight Investment Company), the one to the east is I-1, Light Industrial (Kogok and a part of Ridgewell Caterers). All uses are considered to be generally light industrial.

The quality of the individual structures varies widely. Many of the buildings are narrow (30 feet wide), concrete block, single-story structures. Gardner Labs, Ridgewell Caterers, Bethesda Sheet Metal, and Roy Smith Wood Mode are all substantial structures in good condition. The supply of parking spaces is only slightly deficient. Some of the uses on Dorsey Lane

exhibit more of a parking problem than others. Businesses which have a higher degree of truck traffic and no docking area tend to congest Dorsey Lane. The noise from delivery and refuse trucks sometimes intrudes upon the residents of the Kenwood Condominiums. Auto repair establishments have little or no space for the parking of automobiles awaiting repairs or for the customers arriving to drop off or pick up a second automobile.

The parcels fronting directly on River Road and Landy Lane have adequate access. Those businesses with frontage only on Dorsey Lane operate under a considerable handicap. Visibility of these businesses is poor; turning movements into and out of Dorsey Lane are difficult and often conflict with River Road traffic. Passage on Dorsey Lane is often slow and sometimes even impossible. The several office/industrial operations located behind the bowling alley on River Road have frontage and access only via a private right-of-way approximately 25 feet wide next to the railroad tracks. Because of noise and the abutting railroad, the environment is not appropriate for conversion to residential use.

Occupants of the industrial area along Dorsey Lane are constantly changing; businesses tend to move in and out fairly frequently. This appears to be the most changeable area in Westbard. On the other hand, the businesses behind the bowling alley are very stable and no change is expected in those structures.

Dorsey Lane poses some difficult problems that appear unsolvable. The businesses are small, sites are tight, and their frontages are quite narrow. Streets are inadequate to serve the number of businesses located there and the kinds of businesses are not those which can adapt well to such a problem. There are a number of nonconforming uses and there does not appear to be any simple solution to the problems caused by the dead-end streets. One virtue of the area is that it is a reservoir of low-cost space, allowing new or marginal businesses to compete in the market place. Several businesses are

expanding but are constrained by parking and access problems.

While aware of the circulation problems posed by the substandard condition of Dorsey and Clipper Lanes, the Plan recognizes that any effort to bring these streets up to standard would be expensive, not cost effective, and would probably wipe out several establishments. The inconvenience is suffered only by the tenants and their customers; the public-at-large is not affected except for the traffic conflicts at the River Road intersections. If access were better, some low density office use would be suitable.

Recommendation -- Rezone the parcels along Dorsey and Clipper Lanes to I-1. This would result in the fewest nonconforming uses and would provide the most compatible set of alternative uses whenever new businesses locate in this area. Laboratories are allowed in the I-1 Zone as well as automobile repair facilities. The auto repair businesses contribute significantly to the level of congestion along Dorsey Lane, but otherwise seem to be appropriate to the area. Most of the other uses on Dorsey Lane consist of wholesale trades permitted under I-1 zoning. Should redevelopment of assembled properties occur, the three-story height limit of the I-1 Zone shall apply.

ANALYSIS AREA D

This 2.85-acre site slopes upward away from River Road. The majority of the site is zoned C-2, General Commercial. The site contains the Kenwood Condominium, the Macedonia Baptist Church, and a small parking lot for the Kenwood Condominium in the I-1 Zone. Both the church and condominium appear to be in good condition. The church is very small and parking is very limited but this does not appear to pose a problem.

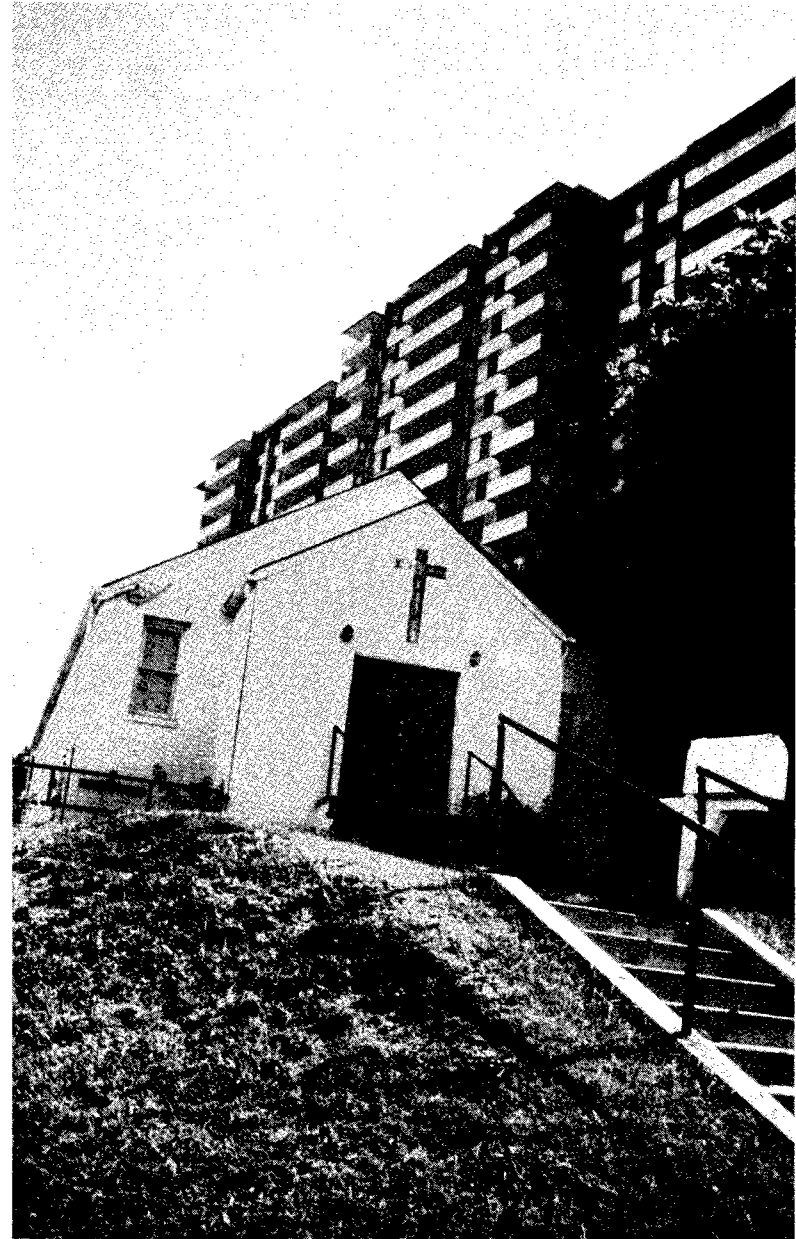
It is assumed that the church will continue operation at this location.

The Kenwood Condominium on 2.5 acres, was built as an apartment hotel when such was permitted in the C-2 Zone. The building has 300 dwelling units and a small amount of retail space. Although it was legally built at the time to an FAR of 4.5, current C-2 standards permit an FAR of only 1.5 and no longer allow multi-family dwellings. The present zoning ordinance standards require 445 parking spaces but only 338 are provided, which poses a problem. The building was recently converted to condominiums and it is expected that this use will continue. The Kenwood Condominium has direct access to River Road opposite Butler Road and also by way of Clipper Lane. This location contributes considerably to the congestion at that intersection.



Recommendation — Although neither apartment hotels nor apartment buildings are now allowed in the C-2 Zone, any such building lawfully existing on October 24, 1972 is not considered nonconforming and thus can continue under provisions of the pre-1972 Zoning Ordinance. However, the building could possibly legally convert the apartments to office or retail uses under the C-2 Zone thereby increasing the traffic impact on the area. While it is hardly the intention of the present condominium owners to change the use from residential to office, it is recommended that this building be placed in a strictly residential category (which would allow the commercial uses at the ground floor to continue). A comparable residential density is not allowed under any of the zoning categories now available. The Multi-family, High-density Residential Zone (R-10) appears most nearly to meet these objectives provided that the building is protected against becoming nonconforming, for which a zoning text amendment will be drafted if necessary.

The church property should be retained in its current R-60 Zone but should be included in the R-10 Zone if it



were ever assembled into the Kenwood Condominium tract for which it might provide supplemental parking. Otherwise, development of anything other than a special exception use allowed in the R-60 Zone is not recommended.

ANALYSIS AREA E

This 7.16 acres is generally level, with the exception of the small open channel carrying Willett Branch through the tract fronting on Ridgefield Road and the two landlocked parcels to the south. The natural vegetative cover on the stream banks has recently been disturbed by construction of an adjoining commercial building and a new replacement sewer in the stream bed. There is a retaining wall at the rear of the Roy Rogers site. The adjoining Jack's Roofing and American Plant Food parcels have covered over the culvert enclosing the Willett Branch stream, extending their lot depths almost to Westbard Avenue. The open spaces on these parcels do retain some storm runoff in the soil. The culvert apparently is adequate to handle the 100 year storm flow. The open drainage channel also appears to be adequate to contain the 100 year floodplain level. The Kenwood Professional Building is a high-rise office building on a level site fronting on River Road.

This analysis area is split into several zones. The northernmost parcel, adjacent to Ridgefield Road, is zoned C-1, Convenience Commercial. It has been used primarily as a surface parking lot, however, a two-story office and retail building has recently been constructed. A gas station fronts on Westbard Avenue. The eight-story Kenwood Professional Building is zoned C-O, Commercial Office. The rest of the River Road frontage, including American Plant Food, Jack's Roofing, Talberts beverage store, and Roy Rogers Restaurant (totaling approximately 600 linear feet), is zoned C-2 (General Commercial), to an average depth of

approximately 100 feet from the River Road right-of-way line. Beyond the C-2 area is a swath of I-2, Heavy Industrial, zoning. Beyond the I-2 on both American Plant Food and Jack's Roofing are large tracts of R-60 zoning (single-family residential), used for a nursery and outdoor storage in conjunction with their respective primary uses. Also included in the R-60 Zone are the land-locked parcels owned by the International Eye Foundation and the Society of Medical Missionaries. The latter property is mostly within the Willett Branch ravine and not suitable for any use unless the stream were to be enclosed. The Eye Foundation parcel is used as parking for the Westwood Towers building.

The Roy Rogers Restaurant and the Kenwood Professional Building are in excellent structural condition. Both Talberts and the abutting cleaning establishment are also in good condition. On both Jack's Roofing and American Plant Food, the buildings are all simple sheds, with the exception of one moderately sized building on the American Plant Food site. A 5,000 square foot storage building for Jack's Roofing was recently completed. A gasoline station fronting on Westbard Avenue is also in sound structural condition.

From observation, it is clear that several of the establishments on the southwest side of River Road have insufficient parking for their patrons. This is especially true of Talbert's beverage store and frequently results in the blocking of a lane of traffic on River Road by cars waiting to enter and park. According to staff calculation, existing parking for several of the commercial establishments between Ridgefield Road and Roy Rogers parking lot fails to meet zoning code requirements for parking. Altogether, there is a deficiency of about 150 spaces. The new retail/office building under construction on Ridgefield Road now occupies parking spaces previously available to occupants of the Kenwood Professional Building. Redevelopment of any of the River Road properties should be carefully reviewed with respect to parking needs and requirements.

Parcels in this analysis area have direct access to River Road, Westbard Avenue, or Ridgefield Road. The numerous curb cuts create conflicting turning movements on River Road, thus compounding congestion during peak hours. A parallel service drive (see Alternate 2, Figure 17) to reduce the number of individual entries is desirable but difficult to achieve. If properties are assembled for redevelopment, then the number of curb cuts should be reduced. Noise levels in this area make it generally unsuitable for residential use.

Talbert's beverage store shows no indication of moving from this popular location, and should also be considered stable. American Plant Food should be considered redevelopable due to the underutilization of the parcel, the large available area and the low value of the improvements. Jack's Roofing may be in the same category, although a new 5,000 square foot building was recently constructed. The Kenwood Professional Building is a relatively new, eight-story office building. As such, it is very stable and will probably prove to be the anchor to any future redevelopment along River Road.

The service station on Westbard Avenue is reported to be leased for approximately 20 years. The parcel along Ridgefield Road has recently been developed as an office and retail building under the C-1 Zone; clearly this use will remain for the foreseeable future.

The alternatives considered for the River Road properties in Analysis Area E (excluding the Kenwood Professional Building) were as follows:

1. Leave all in the split zones. General commercial uses and density would be allowed on the River Road frontage, with heavy indus-

trial uses behind that. Parking in the R-60 portion could be allowed by special exception. The main disadvantage is that the area is considered to be suitable for limited retail but because of the zoning configuration, does not allow for sufficient siting flexibility.

2. Retain existing zoning but allow for a limited C-3 application if the owners would limit development to an FAR of 0.25 and for specific acceptable C-3 Uses. A schematic development plan would be required to be submitted by the owner at the time of application which would commit the property to one or more acceptable uses and the FAR limit. However, the limited development feature of the C-3 Zone cannot be imposed on the property by County action, and there is no assurance that the owner(s) would ever apply for it, or that the properties would not be developed under the existing inappropriate zones.
3. Apply the limited commercial C-4 Zone, which was described earlier, and is set out in the discussion of Zoning options section later in this chapter.

Recommendation — It is recommended that this be rezoned to the new C-4 Zone, as contained in Appendix B of this report, with the exception of the C-1 parcel along Ridgefield Road and the Kenwood Professional Building which is recommended for the C-O Office Zone. If properties are assembled for redevelopment, the number of curb cuts should be reduced during resubdivision. The vegetative cover along the Willett Branch stream banks should be restored.

ANALYSIS AREA F

This 8.88 acre site slopes toward Willett Branch which flows through the middle of the area. The stream flows in a paved channel at the bottom of a 25-foot deep declivity which is up to 200 feet wide and contains the 100 year floodplain level. The entire area is zoned I-2, Heavy Industrial, and contains a mix of commercial/industrial uses. The uses include the WDCA TV Channel 20 broadcast studios, broadcast tower, dance studios, a C&P Telephone facility, auto repair facilities, a contractor's storage yard, and other small miscellaneous uses. Also included in this area is some of the parking for the Westwood Building.

The structures closest to River Road, including WDCA and the C&P Telephone Company building are in good condition. Structural conditions seem to deteriorate in direct relation to distance from River Road. The buildings farthest from River Road are in extremely poor condition, with businesses operating out of metal sheds, trailers and crude cinder block buildings. The structures and uses closest to River Road do provide adequate parking. Those establishments farthest from River Road have inadequate parking for both employees and customers. Due to the concentration of auto repair facilities, there is a serious overflow of damaged autos awaiting work, giving the area the appearance of a massive junk yard. Fortunately, this unsightliness is not visible from surrounding areas.

All of the properties have inadequate access to River Road via private driveways parallel to and within the B&O right-of-way. None of the properties have frontage on a public street. The private roadways are generally unpaved and, therefore, muddy and in ill-repair.

The telephone and television uses appear very stable. There is no clear evidence that the present occupants of the other structures are likely to continue

at this location. It must be assumed that any successors in an area such as this are likely to carry on similar types of activities. No redevelopment is likely due to costs of existing properties. The subdivision regulations relating to access to public roads are also likely to inhibit change to the area.

Recommendation — The Light-Industrial (I-1) Zone is recommended for this entire analysis area. The I-1 Zone will encourage development which will be compatible with the present use and also use the potential of the vacant land for light industrial or office development. Any new industrial use should be carefully screened and landscaped to minimize any possible adverse impact from the I-1 zoned uses.

ANALYSIS AREA G

This 6.66-acre site slopes away from Westbard Avenue down to Willett Branch. The 100-year ultimate floodplain extends beyond the channel to an approximate width of 150 feet. The area extends approximately 500 feet from Westbard Avenue. The Westwood Towers is an office/apartment building and is zoned General-Commercial (C-2) including the parking to the rear. Westwood Tower is used predominantly for offices but the top six floors are apartments. Adjacent to the Towers are two land-locked parcels, zoned R-60 and owned respectively by the International Eye Foundation and the Society of Catholic Medical Missionaries. The latter property is mostly within the Willett Branch ravine and virtually impossible to develop unless the stream were possibly to be enclosed in a culvert without posing upstream flooding problems. The Eye Foundation parcel is used as parking for Westwood Towers. The area in front of the building up to Westbard Avenue is zoned Convenience-Commercial (C-1), as is the Bowl America bowling alley and automobile filling station. All buildings are in very good condition.

At the Westwood Tower, 360 parking spaces would be required to meet present regulations, 430 are provided (295 outside, 150 inside) creating an apparent surplus of 55 parking spaces. The Bowl America Lanes provide 106 parking spaces, and the auto service station 13 spaces. While the bowling alley does not meet the technical requirements of one parking space per 80 square feet, this is an unrealistically high requirement and there does appear to be adequate parking on that site.

No changes in the present structures are anticipated for the foreseeable future. Over a period of years, part of the Westwood Tower building has been converted from residential to office use, which is possible in the General-Commercial (C-2) Zone. However, the office uses tend to generate more traffic which is already at a critical level in the peak hours. The Westwood Tower building is 16 floors high and is built well beyond the dimensional limitations of most of the County's present non-CBD zones. Including only the parcels zoned C-2, the calculated FAR is 3.0 for the Westwood Tower. By contrast, most of the Bethesda Central Business District has an FAR of less than 2.

The Westwood Tower was originally built with a mixture of offices and apartments. As noted above, some apartments have been converted to offices. Considering the need for rental housing in this area, the Plan recommends that no further conversions of apartments be permitted. Changing to a high rise multi-family (R-10) zone would preclude further conversion to office use but permit some or all of the existing offices to remain as legally nonconforming uses. Some degree of mixed use is desirable; the intent of the Plan is to stabilize the mix of offices and apartments. There is a need for multi-family housing in Montgomery County. This site's proximity to shopping, transportation, recreation, library and immediately adjacent employment in Westbard make it especially well located for residen-





tial purposes.

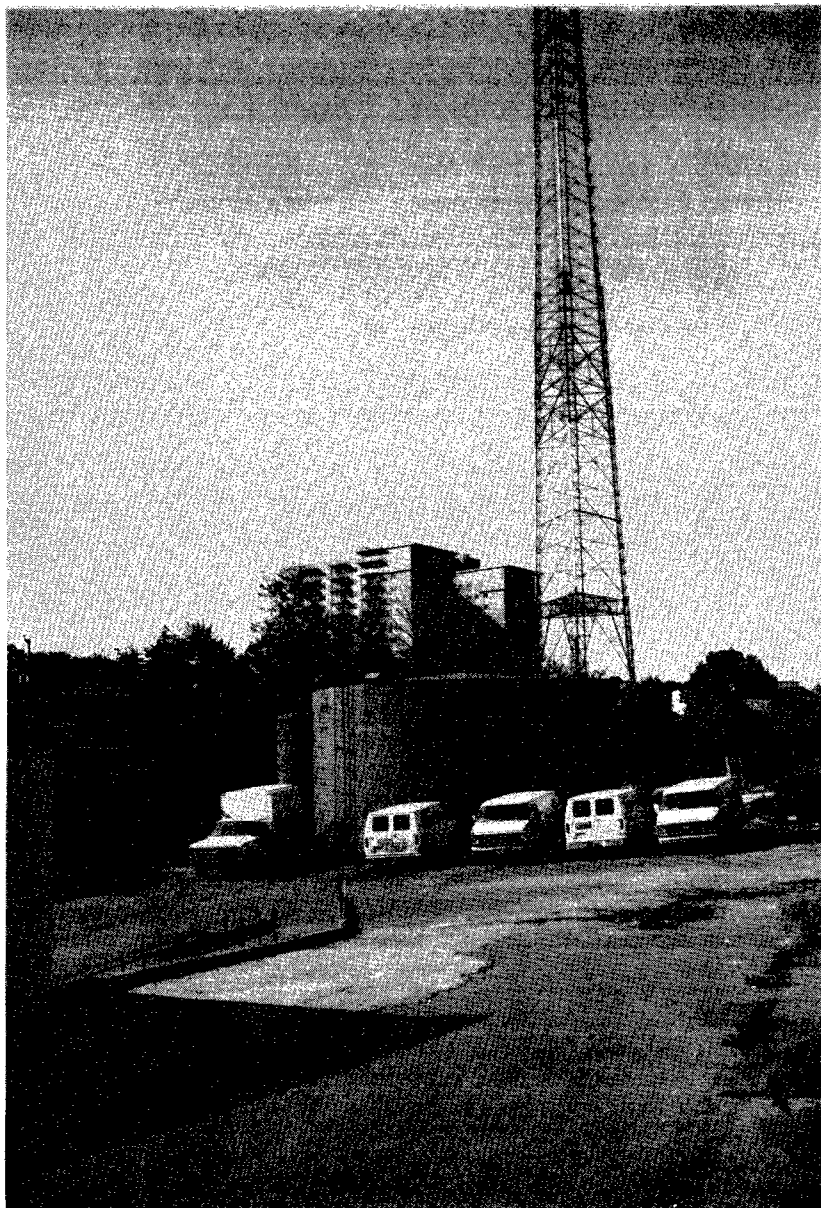
Recommendation -- The Westwood Tower is recommended for multi-family residential land use, allowing for retention and use of some of the existing office space. The most suitable zoning classification to fit the existing structure is R-10. The Eye Foundation and Society of Catholic Medical Missionaries properties should also be placed in the R-10 Zone with the expectation that the first will continue to serve the parking needs of the Westwood Towers and the latter (if the stream were to be enclosed without generating additional flooding problems upstream) could provide parking, either for the Westwood Towers or the River Road commercial frontage. The bowling alley and auto service station should remain in existing zoning and uses.

ANALYSIS AREA H

This 6.28 acre tract is generally level along the Westbard Avenue frontage but drops off sharply at the rear toward the railroad tracks.

It is mainly zoned I-2, (Heavy Industrial) but a small parcel is zoned R-60. The 11-story Westwood Office Building is located adjacent to Westbard Avenue with associated parking to the rear of that building. Additional parking is adjacent to Crown Street under a special exception permit in the R-60 Zone. The two 11-story wings of the Westwood Building appear to be in good structural condition.

One hundred and twenty seven spaces are provided on the Westwood Building lot and on the property to the south by special exception. The lot immediately behind the building is leased to occupants of the building and provides an additional 374 spaces. Six hundred thirty spaces are required for a building of that size. An additional 363 parking spaces are allocated to the Westwood Building by special exception on the other side of



Westbard Avenue, adjacent to the Westwood Shopping Center. In theory, therefore, there is an excess of 234 parking spaces provided for the Westwood Building above the present zoning standards.

The Westwood building fails to conform to any of the zones now available. The I-1 Zone would permit general office uses, but only to three stories by reason of the 1970 master plan. The building would also be nonconforming in the I-1 Zone. The C-O Zone would allow 3.0 FAR with a height limit of eight-stories. The text of the zoning ordinance, however, has been recently amended to limit the height of the buildings in the C-O zone to three stories, where such a recommendation is made in the applicable Master Plan. The C-O Zone is the closest approximation to the present use.

The most serious problem is the present high rate of occupancy by the present tenant; the entire building is leased to the U.S. General Services Administration for use by the National Institute of Health. However, NIH is now conducting a study for the consolidation of the functions from the Westwood Building and others to some other location. It is expected that subsequent occupancy by private tenants would be at a somewhat lower rate.

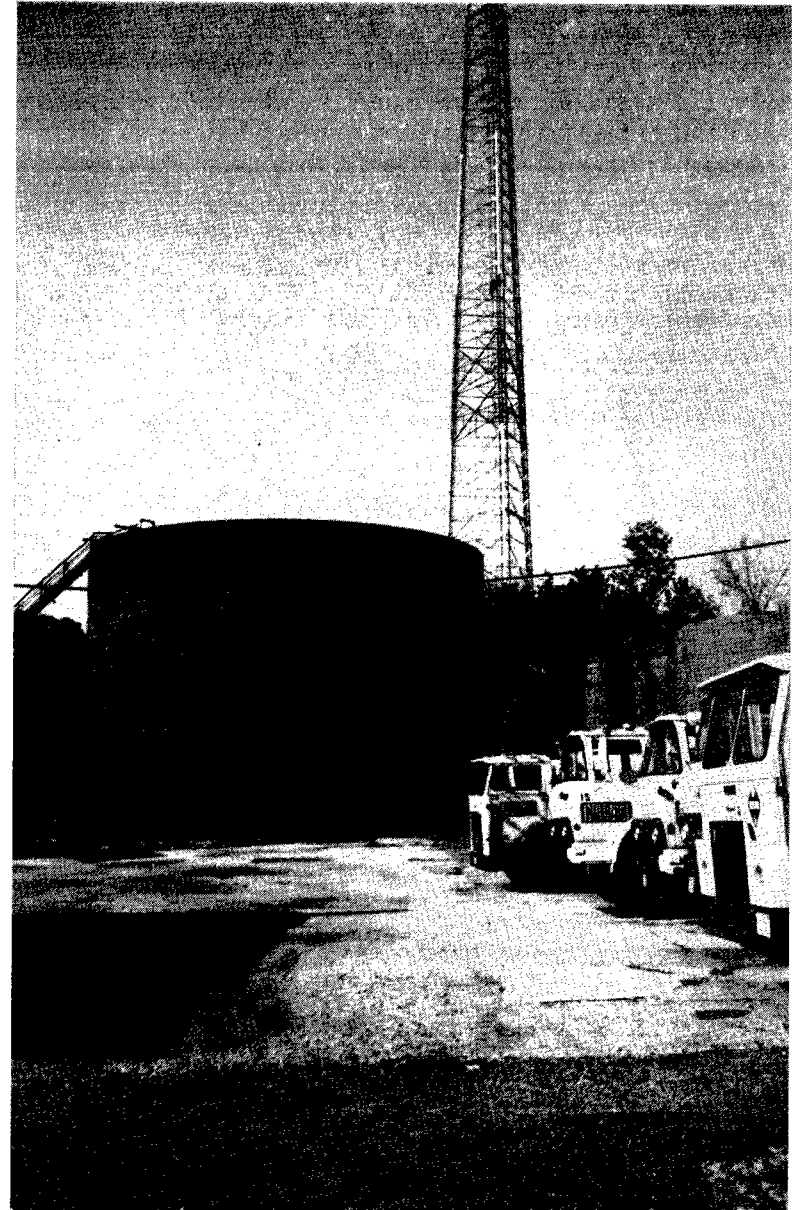
Until some other arrangements are made for parking for the Westwood Office Building, the major portion of the center part of this site must remain a parking lot. The steep ravine in the south portion of the site is currently being filled and graded, apparently for additional parking. Both the existing parking and the possible future parking needed to meet the zoning standards are located on leased ground. The Zoning Ordinance does not indicate any remedy, should the lease for parking not be renewed. Although this parking area is now in the I-2 Zone, contrary to this Plan's land use proposal, it should be rezoned to an appropriate zone which is reasonable and supportable for the area and which allows the off-street parking to

be retained. Hence, the C-O Zone is recommended here also. Because it is required for parking to meet the requirements of the Westwood Building, no additional development is deemed likely.

Recommendation — In order to forestall conversion to any of the less desirable uses possible under the I-2 Zone, the Plan recommends application of the C-O Zone for the Westwood Building and the adjoining parking. However, the Plan recommends against approving development of the C-O portion under the Optional Method. Parcels that are now used for parking should be continued in that use. The triangular R-60 parcel on the east side of Westbard Avenue at Crown Street should retain its present zoning and status as parking by special exception for the Westwood Building. If the parking requirement of the Westwood Building is provided elsewhere, then this R-60 parcel would be suitable for townhouses. The off-street parking section of the Zoning Ordinance should be modified to provide remedies or sanctions whenever required parking is withdrawn from use, e.g., when a lease for required parking is not renewed. Such a zoning change will be considered by the Planning Board as part of their current parking policy study.

ANALYSIS AREA I

This 4.21-acre site is generally level near River Road, but slopes gently towards Willett Branch to the south. The entire analysis area is zoned I-2, Heavy Industrial. The principal use is the heating fuel storage area and tanks of the Metropolitan (Metro) Fuels Company. The site also contains the offices and service buildings related to that business. The dominant features on the site are a number of fuel storage tanks. The owners must take all reasonable measures to prevent any fuel oil leakage either from storage tanks or trucks into Willett Branch. The offices appear to be in good



condition. The auto and truck servicing bays are simple brick structures, and some of the storage and delivery facilities appear to be unused. Metro Fuels appears to have adequate employee and truck parking on site. The only access is by Butler Road, a privately maintained roadway. Although Metro Fuels has considerable frontage along the B&O tracks, all deliveries, both in and out, are made by truck. The Metro Fuel storage site is assumed to be stable. Relocation of the business would be extremely expensive and is not anticipated in the near future.

This site is not regarded as subject to development pressures. Metropolitan Fuels serves an important local function by providing residential and commercial heating fuels to this part of the County. The use is consistent with adjacent existing uses, and should be encouraged to remain on this site. Metropolitan Fuels may legally continue under either the I-1 or I-2 Zones. While redevelopment of this site is not anticipated, the current I-2 Zone would allow greater intensity of development and would allow all of the other uses of a heavy industrial nature. A change to I-1 would not affect the operation of Metropolitan Fuels nor any expansion of that business on this site. Any future redevelopment would be limited to other acceptable uses.

This site plays a key role in the land use analysis of the land south of River Road. The visual impact of fuel storage tanks and the incidence of trailer trucks on Butler and River Road contribute significantly toward the industrial atmosphere of Westbard. While the storage tanks may set the tone for Butler Road, some simple painted graphic treatment could soften the visual intrusion of the tanks. The Planning Board's Urban Design staff is prepared to advise on the design, color and overall approach to this concept which has been adopted in many other tank forms around the country.

Recommendation -- Metropolitan Fuels should be

encouraged to remain in its present location, but staff recommends that the site be rezoned to the I-1, Light-Industrial Zone in order to avoid the possibility of any future inappropriate redevelopment. All reasonable measures to prevent any future oil discharge to Willett Branch should be taken.

ANALYSIS AREA J

This 2.70 acre area along the east side of Butler Road slopes from an elevation of 250 feet (above mean sea level) at River Road to 215 feet near Video Electronics; a drop of 35 feet within 600 feet of distance or a 5.8 percent slope. The River Road frontage is zoned General Commercial (C-2); the remainder of the property is zoned Heavy Industrial (I-2). The present uses are predominantly automobile-oriented. Single or two-story block or frame structures are most common and conditions range from badly deteriorated to excellent.

Most properties appear to be deficient in the number of parking spaces provided. The most serious shortfalls appear to occur at Mario's Carryout and the auto parts building. The area has only 200 feet of frontage on River Road but most properties face Butler Road, a privately maintained dead-end roadway having a right-of-way approximately 50 feet wide. Traffic on Butler Road is commercial, consisting of a very high percentage of delivery, concrete block, and fuel delivery trucks as well as employee and customer traffic. These trucks create a noise problem for nearby residential areas. At the Butler Road intersection with River Road is an automobile filling station which tends to complicate traffic operations so close to Little Falls Parkway.

The area is considered to be subject to eventual redevelopment and change. Two properties have been vacated in the last year and one property has been reoccupied. Many appear to be underutilized. Deteriorated structures and the underutilization of land based on

allowable densities are indicators of potential for redevelopment. The small size of these parcels would seem to require some land assembly for redevelopment to be physically or economically feasible. Surrounding uses and commercial traffic limit the development options for the area. The properties back up to Little Falls Park, making the area generally inappropriate for most industrial uses. However, the neighboring stable industrial uses such as Metro Fuels also has an influence on the type of redevelopment that would be compatible.

In order to retain the continuity of uses along River Road, Parcel MK-1 should be designated for limited commercial use. In the short term, light-industrial uses for the remainder of the Butler Road frontage were considered to be compatible with existing conditions on the west side of Butler Road. Automobile repair and related facilities would be suitable short-term uses allowable under the I-1 Zone until such time as land assembly occurs and the area is redeveloped in a comprehensive manner to some higher use. Second, in the long-term, the area would be most suitable for redevelopment to low intensity office use as a transition between the park and neighboring industry.

Under I-1 (Light Industrial) zoning all existing uses would continue to be conforming with the exception that an existing nonconforming use (that part of Mario's Carryout located in the I-2 Zone) would remain nonconforming. The service station at the corner of Butler Road and River Road would continue in use, but any additions or changes to the station would be subject to special exception procedures. Redevelopment of this area under Light Industrial (I-1) would allow construction of general offices and limited types of light industry and warehouse use.

Redevelopment of part or all of the area for low intensity office use would be possible under either the I-1 or the C-O Zones. The C-O Zone would best achieve the plan objective but would confront most properties

with a nonconforming status. Other possibilities include floating zones such as the O-M Zone or the C-T Zone, either of which would permit office uses up to a 1.5 FAR and 1.0 FAR, respectively. Either the O-M or C-T Zones would conform to the suggested guidelines of the West-bard Sector Plan but, because they are floating zones, they cannot be imposed by County action.

Recommendation -- It is recommended that the zoning be changed to the I-1, Light-Industrial Zone with the exception of Parcels MK-1 which is designated for the C-4 Limited-Commercial Zone so as not to generate high levels of traffic in this small area between two intersections. Other acceptable zones for redevelopment would be the C-T, Commercial Transition, or O-M, Office Building Moderate-Intensity Zone if applied for by the owners. Where property assembly occurs, elongated buildings parallel to Little Falls Parkway and extending between side lot lines should be encouraged so as to block the noise from trucks on Butler Road. If redeveloped to office uses, new buildings should be constructed in an office-townhouse configuration.

ANALYSIS AREA K

This 1.81-acre site slopes down from the Railroad to Willett Branch. The parcel is approximately 200 feet wide and 700 feet long and is included in the Heavy-Industrial (I-2) Zone. The entire property is occupied by the Bethesda Cinder Block Manufacturing Company (BETCO). There is ample space for parking for both employees and customers. This site has no access to any public or private way, but gains entrance through the swimming pool supply company located at the end of Butler Road. BETCO is bounded on two sides by Little Falls Park and on a third side by the railroad right-of-way. The park contains Willett Branch Stream which extends along one side of the concrete block plant. Investigation discloses

that the plant does encroach several feet into the park property, and action is being taken to correct this.

The options available are limited. The current use is allowed only in the I-2 Zone. The depth of the abutting parkland is thin, making the block plant quite visible; its appearance is somewhat out of place with nearby residences. Rubble from the plant appears to have been discarded down the stream banks. Noise from the plant has been reported by nearby residents, although investigation by County authorities has revealed no violation of the Noise Ordinance. Moreover, retention of the I-2 zoning classification leaves open the possibility of the property being converted to more objectionable uses allowed in that zone. A change to the I-1 Zone would permit the plant to continue in use but be converted only to office, warehouse, light manufacturing, or similar use. Under other circumstances, the abutting park suggests townhouse residential as an appropriate use. However, the fact that the only access is through an industrial street clearly rules out that possibility unless access to Little Falls Parkway were to be authorized.

Recommendations -- The I-2 Zone should be changed to I-1 so that any redevelopment would be to some less intensive and more desirable use. Meanwhile, in order to reduce the effect of noise and to improve the appearance from nearby areas and the Parkway, acoustical fencing should be installed in the area abutting the parkland.

If access can be gained off Little Falls Parkway, an appropriate zoning classification would be RT-10.

ANALYSIS AREA L

This 2.31-acre site is generally level, with a gentle slope down from River Road towards Willett Branch to the south. The frontage along River Road,

to a depth of about 100 feet, is zoned C-2, General Commercial. Behind the C-2, the rear portion of the Security Storage site is zoned I-2, Heavy Industrial. This analysis area includes the Security Storage buildings near the B&O Railroad tracks, plus several highway oriented businesses such as an auto service station, a 7-11 store, and a dry cleaning establishment. All of these buildings appear to be in very good condition.

Parking is in short supply; the commercial uses between Security Storage and Butler Road (i.e., the 7-11 and the cleaners) require 36 spaces, but only 20 are provided. All uses have direct access to River Road. The auto service station also has access to Butler Road. The commercial uses along River Road appear to be thriving and therefore likely to remain for some time. The Security Storage building appears to be adaptable to other storage or commercial uses. The 7-11, auto service station and cleaners are small lots fronting on River Road and are expected to continue in local service and retail uses.

The Security Storage facility, currently operating as "warehousing and storage services" is allowed in the I-1, 2, and 3 Zones, as well as the C-2 Zone, so that the existing use may continue indefinitely both in the C-2 and I-2 Zones which divide the property. Alternative uses for this property are limited by the lack of additional space for customer parking which would be required for any more intensive uses. This property has several unusual development constraints. First, it is triangular in shape which results in a fair amount of unusable area. Second, one side of the triangle abuts the B&O right-of-way and one of the two buildings is very close to the trackbed. However, the site does have paved access across the tracks via a private road although it does not appear to be in regular use. Finally, the existing buildings cover 60 percent of the lot leaving only a very small area available for parking.

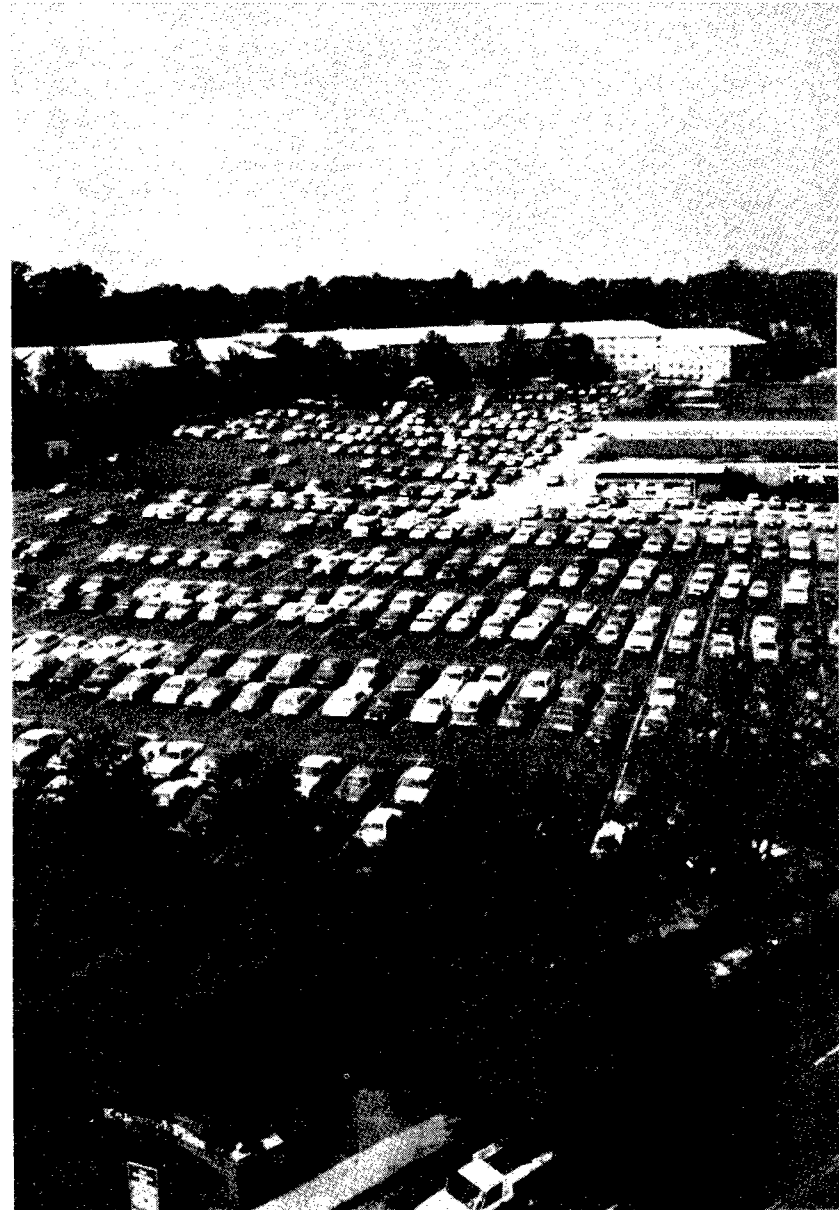
Recommendation -- It is recommended that all of

the properties fronting on River Road, including Security Storage, be rezoned to the new C-4, Limited Commercial use. A change to the C-4 Zone would place all parcels in a single consistent zone better fitted to the existing uses and, at the same time, place more suitable limitation on possible future use changes. In view of the existing parking deficiencies in the area, any proposed change in use requiring a special exception permit will require careful analysis.

ANALYSIS AREA M

This 11.4-acre site contains the Westwood Shopping Center and a large parking lot, part of which serves the Westwood Building. The shopping center includes a large supermarket, a hardware store, a large chain drugstore, an ice cream parlor, restaurants, a bank and miscellaneous other retail and service outlets. The shopping center has 708 parking spaces on site. Required spaces are 1,001, leaving a deficiency of 303 spaces under the present standards. However, the property immediately to the south is in the same ownership and contains 363 spaces. These spaces are leased to employees of the Westwood Office Building across Westbard Avenue and are theoretically not available to shoppers, although there is no physical separation between parking areas.

The Westwood Shopping Center is the only neighborhood shopping facility in the River Road corridor except for the Potomac Village center which is about nine miles to the northwest. The Westwood Shopping Center market area is ostensibly small, but it apparently provides many of the daily shopping needs of many Potomac residents. Efforts to provide space for an additional neighborhood shopping center at Seven Locks Road have been ruled out in the recently-adopted Potomac Subregion Master Plan. Therefore, the West-





wood Shopping Center will be called upon to meet part of the growing needs in the River Road corridor.

The Westwood Shopping Center is built to its maximum capacity and may not be expanded in view of the limited parking supply. The vehicular lane at the immediate rear (west) side of the shopping center is dangerous to pedestrians walking between the shops and the parking lot. In addition, circulation within the lot is poor. The extension of walkways into the parking area is a possible solution to the safety problem. A less satisfactory alternative would be the provision of speed bumps.

The special exception parking on the south end of the property provides parking for the Westwood Office Building. It is zoned R-60 but has a special exception permit for parking. The existing shopping center and office building together exhibit a net deficit of 443 spaces under present zoning standards. The I-2 land east of the Westwood Office Building, which is under different owner-



ship, contains 374 spaces, reducing the deficit to 69 parking spaces. However, the public has no assurance that this space will not be converted to some other use and thereby add to the parking deficit.

Recommendation -- A continuation of local commercial land use is recommended for the Westwood Shopping Center. C-1 is the lowest intensity commercial zone which is appropriate and is recommended to be retained. The special exception parking on the south end of the property should be retained in the R-60 Zone.

ANALYSIS AREA N

This 9.85 acre site is generally level and contains the Kenwood Place Apartments. The slight gradient allows one floor of grade-level apartments on the parking lot (east) side of the building. Thus, the building is four stories on the east, but only three stories above ground on

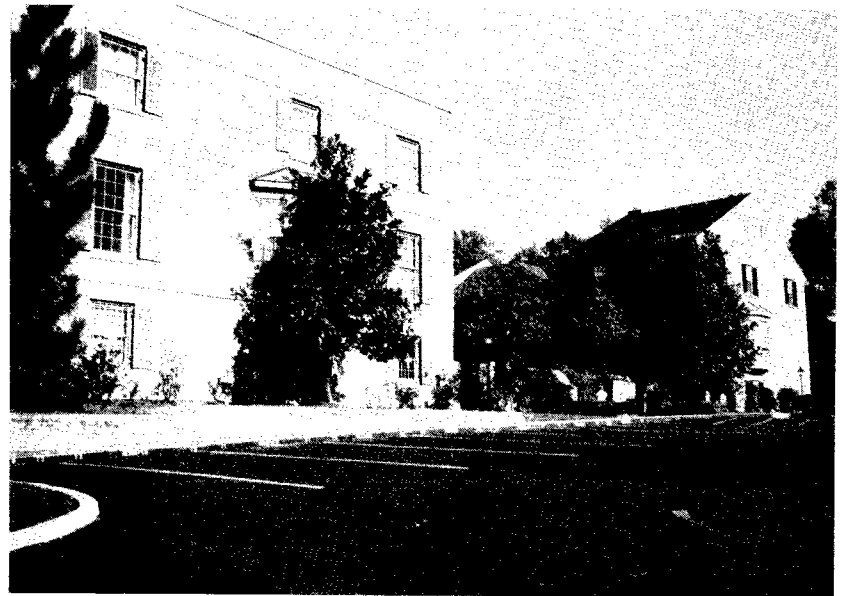
the west. The building is sited in the C-1, Convenience Commercial Zone, and the R-60, Single-Family Residential Zone. Some of the parking is on the south part of the property which is also zoned R-60 but which has a special exception permit for the parking. In addition to apartments, the Kenwood Place Apartments includes a beauty shop, a photography studio, and several doctors offices in converted apartments.

The development includes 168 apartment units. The structure itself appears to be in sound physical condition. Some parts of the building are set back only about 10 feet from the rear property line of the single-family dwellings on Newington Road and Albia Road. The building has a pedestrian connection to Newington and Albia Roads, used primarily by school children but which affords the opportunity for some residents in the Springfield community to walk to the shopping center.

For the Kenwood Place Apartments, 195 parking spaces are provided and 256 are required, leaving a deficit of 61 spaces. The management indicates that 37 spaces are shared with the shopping center. Because of a lack of strong buffering between the two uses, there is a great deal of spill-over parking in both directions. All points of access are via Westbard Avenue.

Because the C-1 Zone would allow for conversion of apartments to office or retail use, some stable alternative zone is needed.

Recommendation -- The existing density of 26 DU's per acre is close to that of the Multi-Family (R-20) Zone, which allows 24 DU's per acre. That zone allows medical practitioners and certain other miscellaneous uses. The other businesses would become legally nonconforming. However, these are a minor portion of the activities on this site. Because there is a danger of additional conversions to commercial uses, R-20 zoning is recommended. Another pedestrian access should be constructed from the stub end of Jordan Road to the Shopping Center, if agreeable to the community.





ANALYSIS AREA O

This area includes the Little Flower Church and School, the Westland Intermediate School and the Little Falls Library. These are all stable uses which provide a strong buffer to the southwest corner of the Westbard area. Should a decision ever be made to convert this Junior High School to some other use, the interest of the Sector Plan would be served if a compatible institutional use were selected. In any event, the playfield should be retained as recreation space, with operational control to be transferred to the Planning Board. The wooded area to the south of the Jordan Road residences should be kept in a natural state.

ANALYSIS AREA P

This area is occupied by the 36 unit Westbard Mews townhouse development. The second phase townhouse development on the Sampson Associates property will extend that project to unimproved Crown Street by adding 24 more units. The 60 townhouses will serve as a permanent feature anchoring the south end of Westbard and forestalling any possible extension of the commercial or industrial uses in this direction.

ANALYSIS AREAS Q & R

These areas include the parts of Little Falls Stream Valley Park on the west side of the Parkway. They form a clearly-defined barrier to any eastward extension of the Westbard uses. The park varies in depth between the Parkway pavement and private properties from 10 feet (at the Butler Road properties) to as much as 130 feet at the juncture of the two streams. The BETCO concrete plant presents the only visual intrusion along the Parkway.

Cedar fencing, like that which screens the Butler Road industries, could correct that unsightliness.

Bicycle lanes have been constructed along both sides of the Parkway north of Massachusetts Avenue. South of Massachusetts Avenue the bikeway will be constructed mainly on the backfilled trench of the recently installed sewer line. The bikeway is committed as far as Albemarle Street but eventually will be connected to the MacArthur Boulevard bikeway. Pedestrians, particularly students bound for the Westland Intermediate School, shortcut through these woods. It would make sense to recognize this use by improving a specific route (or routes) to emerge somewhere in the vicinity of Crown Street and constructing an all-weather footpath and stream crossing.

ANALYSIS AREA S

This property contains the Kenwood House mid-rise apartments on Dorset Avenue. This is a modern, sound development that should be retained in its present use and zoning (R-10). It provides a northern anchor to the Sector Plan and adjoins the Kenwood single-family community.

ANALYSIS AREA T

This townhouse project contains six units and is zoned R-30, which does not now list townhouses on individual lots as a permitted use. Because the owners wish to bring the project into conformance with a townhouse zone, the RT-8 Zone should be included on the proposed Sectional Map Amendment. Figure 21 shows that all units are located within the 100-year floodplain.

ANALYSIS AREA U

The Westwood Retirement House is located on this tract. It is situated in the R-60 Zone and operates as a nursing home under a special exception permit. No change can occur without approval of the Board of Appeals to amend the special exception permit. This use should be retained essentially as it is now because it makes a logical transition with the adjoining Springfield neighborhood.

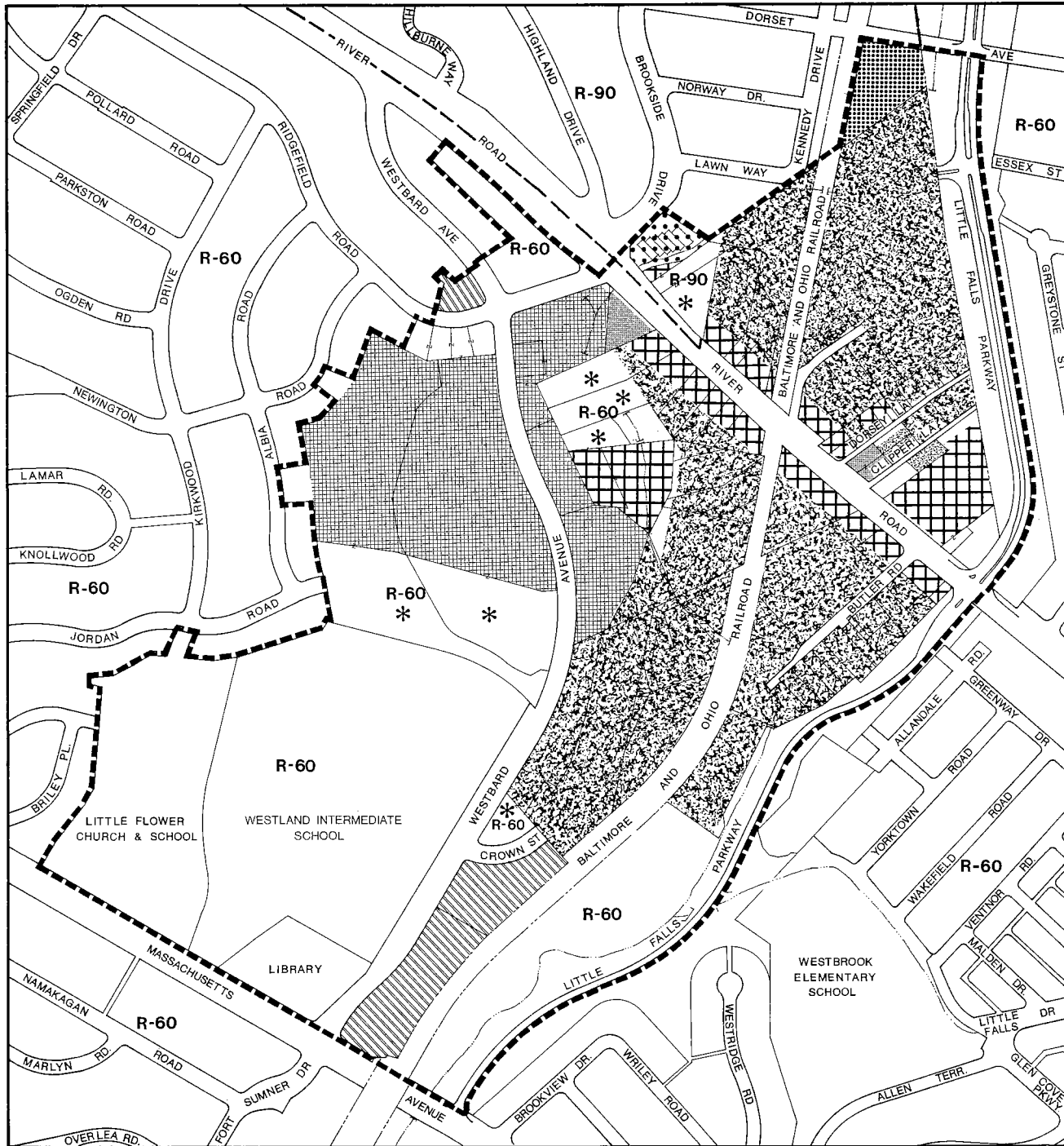
ANALYSIS AREA V

This site contains five recently completed townhouses, built under the RT-12.5 (12.5 units per acre) zone. This is another logical transition use adjoining the Springfield neighborhood.

ANALYSIS AREA W

This area includes four vacant lots in the R-60 Zone. It is nicely landscaped and is an attractive element at the north edge of the Kenwood Apartments and the Westwood Shopping Center. This half-acre site also forms a transition with the Springfield neighborhood. However, this pleasant feature could change: either four detached dwellings could be constructed or it could also be converted by right to off-street parking to serve the Kenwood Place Apartments. However, the parking could not be used to serve the nearby C-1 commercial uses without rezoning to C-1. Noise levels at this location exceed the standard for residential use.

Recommendation -- While the construction of single-family houses would be an acceptable use, the property would better serve the neighborhood, the apart-

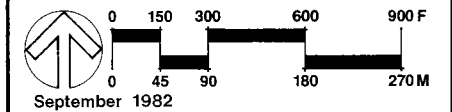


EXISTING ZONING

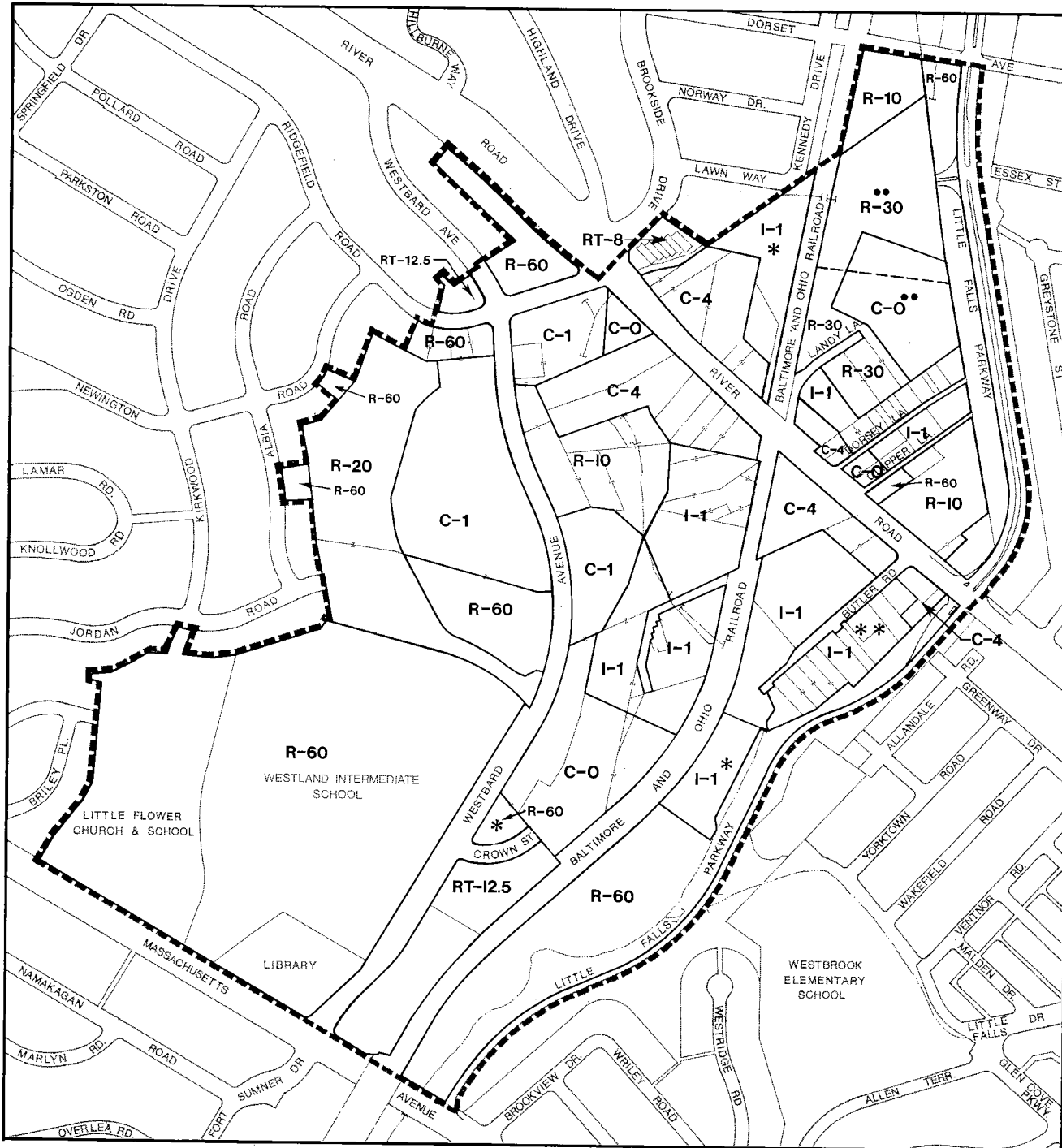
- Sector Plan Boundary
- R-90 R-90 One Family Detached
- R-60 R-60 One Family Detached
- R-T Town House
- R-30 Multi-Family Low Density
- R-10 Multi-Family High Density
- C-O Commercial Office
- C-1 Local Commercial
- C-2 General Commercial
- I-1 Light Industrial
- I-2 Heavy Industrial

* Parking by special exception

Figure 11
WESTBARD SECTOR PLAN
 Montgomery County, Maryland



September 1982



ZONING PLAN

----- Sector Plan Boundary

R-60 One Family Detached

R-T Townhouse

R-30 Multi-Family, Low Density

R-20 Multi-Family, Medium Density

R-10 Multi-Family, High Density

C-0 Commercial Office

C-1 Local Commercial

C-4 Limited Commercial

I-1 Light Industrial

* Suitable for Townhouse Development

** Suitable for Commercial Transition or Office Moderate Intensity

•• Suitable for Mixed Use Planned Development--PD 28

NOTE: The Sector Plan recommends against the optional method of development in either the I-1 or C-0 zoned areas

Figure 12

WESTBARD SECTOR PLAN

Montgomery County, Maryland



September 1982

ment dwellers and the shopping center patrons if it were to be converted to park use. It meets the criteria for an urban park and would provide a suitable buffer between the adjoining contrasting uses. Due to cost, the acquisition and ultimate development by the Planning Board may not be feasible.

ZONING RECOMMENDATIONS

The principal zoning classifications which are now in force in the Westbard area are discussed below.

- The surrounding single-family neighborhoods are zoned R-90 and R-60, single-family residential, with minimum lot sizes of 9,000 and 6,000 square feet, respectively;
- The townhouses along Westbard Avenue north of Massachusetts Avenue and at Westbard Avenue and Ridgefield Road are zoned R-T, Townhouse with a maximum density of 12.5 dwelling units per acre;
- The northeast corner at Brookside Drive and River Road is zoned R-30, multi-family low density (but developed in townhouses) with a maximum density of 14.5 dwellings per acre;
- The building at Dorset Avenue and Kennedy Drive (Kenwood House) is zoned R-10, multi-family high density with a maximum of 43.5 dwellings per acre;
- The remaining zones are C-O (commercial office), I-1 (light industrial), and I-2 (heavy industrial) (see Table II for density regulations).

Over 42 acres in Westbard are now zoned I-2 (heavy industrial), 20 acres are zoned C-1 (local commercial), and 18 acres are zoned C-2 (general commercial). The zoning map boundaries do not always follow property ownership lines. Thus, some properties fall into as many as three separate zones.

The purpose of the zoning plan is to designate any zoning map changes necessary to carry out the land use proposals of the Sector Plan. The sector plan is now adopted; therefore, the zoning recommendations are expected to be implemented by a comprehensive rezoning (Sectional Map Amendment).

Westbard Avenue Commercial

The C-1 (Neighborhood Commercial) Zone is a reasonably good choice for those properties along Westbard Avenue which function mainly to serve the shopping needs of the surrounding residential communities. The parcels which are zoned C-1 and which are logical candidates to be retained in that category are the Westwood Shopping Center, the bowling alley, and two filling stations plus the new office/retail building under construction at Ridgefield Road.

The south part of the Westwood Shopping Center parking lot is presently zoned R-60; parking is allowed by a special exception permit. As now written, the Zoning Ordinance requires all parking serving a C-1 use to be zoned C-1. Therefore, the parking use is now nonconforming but legally may continue in that use. However, in order to forestall the possibility of any added commercial development, the Plan recommends leaving the parking in the R-60 zoning category.

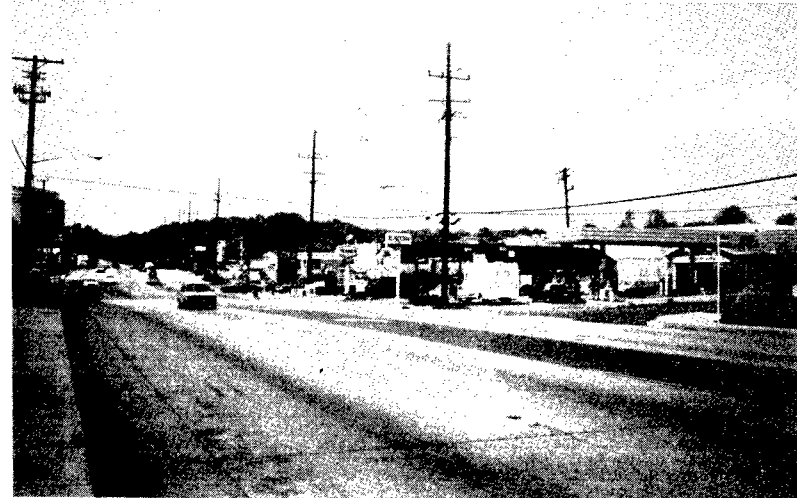
All of the above C-1 parcels are considered to be stable. Although development is not up to the theoretical maximum possible under the C-1 Zone (maximum average height of 30 feet, 10 feet setback from Westbard Avenue, 30 feet from Kenwood Place, 10 feet from R-20 at the

south and 20 feet from the R-60 to the north), the condition and value of existing buildings render them unlikely to be demolished in order to gain more intensity. Increased intensity can only be attained by putting the required parking in structure, further militating against redevelopment.

The total land area to be rezoned or retained in the C-1 category amounts to 12.75 acres along Westbard Avenue.

River Road Commercial

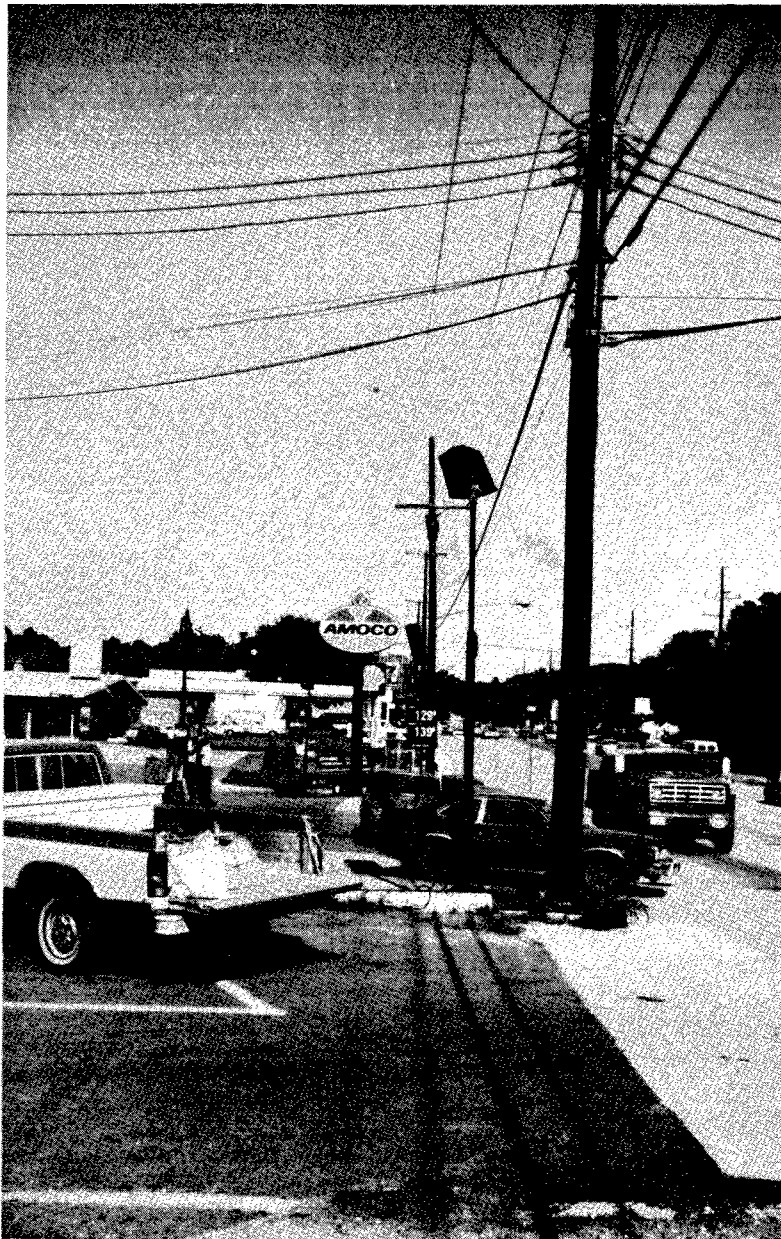
Some of the commercial properties fronting on River Road share the above impediments to redevelopment as those along Westbard Avenue. However, as noted on Figure 5, Jack's Roofing and the American Plant Food properties are considered most likely to redevelop because the ratio of building value to land



value is relatively low. The filling stations are considered to be reasonably stable and command a good position in the local market which appears to be growing. The remaining properties cannot redevelop to greater intensities without going to structured parking, a move that would propel investors into utilizing the maximum intensity of 1.5 FAR allowed in the present C-2 Zone.

Such intensity is considered to be unacceptable in this location and therefore some other more suitable alternative zoning strategy must be considered. The C-1 Zone was entertained as a possibility but analysis discloses several impediments. First, it allows for an unpredictable amount of intensity. An FAR limit is not specified in that zone; the achievable floor area is a function of the height (average of 30 feet equivalent to three stories, which can be varied, depending upon topography) and the required setbacks. Conceivably, FAR's of 1.5 to 2.0 may be possible.

Another and fatal drawback to the C-1 Zone is the requirement of the Zoning Ordinance that such land not



exceed 15 acres at any one location. The River Road commercial properties include 10.55 acres; when added to the Westbard Avenue area, all of the C-1 properties would total 23.30 acres, well in excess of the prescribed maximum.

To change the 15-acre standard for neighborhood commercial would create a threat to the stability of other such areas throughout the County. One solution might be to amend the zoning text to allow a departure from the 15-acre standard but only when sanctioned by a recommendation on the master or sector plan. The attraction of this approach is that the list of permitted uses is more restricted. The question of allowable intensity in the C-1 Zone would remain; to change the intensity might adversely affect an unknown number of existing C-1 properties throughout the County by making them become nonconforming.

Application of the C-1 Zone would not necessarily improve the commercial character of the area and could well result in perpetuation of strip development with a hodgepodge of uses. The zone would not encourage parcel assemblage which seems to hold out the only hope for reducing the number of curb cuts along River Road. Finally, the proposed amendment may contradict the purpose of the C-1 Zone--"to provide locations for convenience shopping facilities... (which) should not be so large... as to attract substantial amounts of trade from outside the neighborhood."

One other approach considered was that of modifying the C-2 Zone to reduce the allowable intensity from the present FAR of 1.5. The present C-2 Zone along River Road has the following shortcomings as a means of implementing the land use plan:

- The allowable 1.5 FAR is too intense for the location. (It might be argued that the full 1.5 FAR cannot be achieved in practice because of the three-story height limit in conjunction with off-street parking requirements.) 1.5 FAR is

equivalent to intensities in some areas within central business districts or transit station areas.

- There is no requirement for site plan approval.

Ideally, the allowable intensities should be held to about .5 FAR. In order to overcome the two shortcomings mentioned above, the C-2 Zone could be modified so as to reduce the allowable FAR to about .25, which equates with a one-story structure having all of the required parking on-grade. In order to reduce the C-2 intensity, a zoning text modification would be required. A study of the effect of such change upon existing developed properties indicates that very few would fall into a nonconforming category.

A survey of development within existing C-2 Zones throughout the County found that with most cases the FAR is well below the maximum allowed. The Zoning Ordinance permits a 1.5 FAR and the survey found that 50 percent of existing development was closer to .3 FAR or one-fifth of the maximum. The FAR for all developed C-2 parcels was found to be 0.49.

Rather than establish an entirely new zoning classification, the C-2 Zone could be amended. It is suggested that standard development be established at .25 FAR but that .75 FAR be allowed by the Planning Board subject to site plan review. This will still give owners the potential to develop their property to an acceptable standard while ensuring more of a voice from the Planning Board and the community.

One consideration in favor of a modified C-2 Zone, as opposed to a new zone, is the possibility that a new Euclidean Zone would not have general application elsewhere in the County.

The C-3 Zone is a floating zone which can be applied for along main highways providing it is compati-

ble with the area. A recent text amendment will now permit owners to apply for the C-3 Zone at lesser intensities and for limited types of uses. The land use objectives could thereby be achieved on a case-by-case basis. The major flaw, however, is that it cannot be applied by sectional map amendment. A Euclidean base zone must remain on the properties, and as we have seen, the C-1 or C-2 Zones are the only real but imperfect choices, given the present Zoning Ordinance.

This analysis led to the conclusion that a new Euclidean Zone be devised to suit the Westbard situation, as well as other localities in the County. A new Limited Commercial (C-4) Zone has recently been adopted to implement that conclusion. It allows a 0.25 FAR by right with the possibility of being increased up to 0.75 FAR with an approved site plan. The text of the C-4 Zone as adopted is included in Appendix B.

Planned Development Zone

One thought that was explored was the creation of a new Mixed Use Planned Development (PD-M) Zone to apply over the entire Westbard area. Under such a zone, uses and densities would be permitted only as recommended by the Sector Plan. Application for rezoning to the PD-M Zone would have to be accompanied by a binding schematic development plan. In addition, more specific site plan approval by the Planning Board would be required prior to issuance of a building permit. The virtue of such a zone would be to subject every new development to a review process to insure compatibility with the area and that the public facilities to serve such development would be adequate. However, applications for such PD-M Zone would have to be initiated voluntarily by each owner. In order to induce such applications, a general downzoning by Sectional Map Amendment (SMA) of virtually all properties to new base zones would be required. The defect with such an approach lies in the fact that the

presently available Euclidean Zone standards are not sufficiently restrictive to induce owners to apply for the PD-M Zone. Even if new lower base zones were to be devised, the wholesale downzoning would pose problems of equity, create nonconformities and affect the ability of owners to sell or finance their properties.

Intensity of Development

Ordinarily, the Zoning Ordinance allows for development in the I-1 Zone to occur under an optional method of development under certain standards and subject to approval of a site plan by the Planning Board. Under such an optional method, buildings up to ten stories may be approved. Similarly, under the C-O Zone, buildings may be approved up to eight stories using the optional method. However, as noted under the goals and guidelines set forth under the Comprehensive Planning Approach Chapter above Westbard was determined to be unsuitable for large employment centers. Therefore, the optional method of development in both the C-O and I-1 zoned areas may not be authorized. (See conditions for development in the C-O Zone under Analysis Area B). Furthermore, the large areas of Heavy-Industrial (I-2) zoned land in the area permits development of incompatible high intensity uses. It is necessary to apply more appropriate zoning to the currently I-2 zoned areas in order to curtail develop-

ment of incompatible uses in the future.

Miscellaneous

The Kenwood Condominium and Westwood Towers present another zoning problem. Both structures were built under the old C-2 Zone provisions for apartment hotels, which are no longer permitted to be built in that zone. Because commercial uses (such as offices and retail and service trades) were permitted in that zone, the buildings do have the possibility of being converted to commercial uses by right. Therefore, both are recommended to be placed in the R-10 Zone, which is the closest applicable zone. Both buildings exceed the allowable density in the R-10 Zone; however, the zoning ordinance does exempt them from being regarded as nonconforming. Thus, they would suffer no loss of present rights except that of converting to commercial.

Because some of the required parking to serve buildings in Analysis Areas E, M, G, and H is located on leased property, the question arises about the consequences should the lease not be renewed. The Zoning Ordinance should be reviewed to determine whether it needs to be modified in some way to provide remedies or sanctions in such an eventuality. In view of the existing deficiencies in the parking supply in the Westbard area, any change in use requiring a special exception permit should be carefully analyzed.

TABLE II
ZONING DISTRICTS IN WESTBARD

| Zone | Minimum Lot Size | Height Limit | Density* |
|---|---|-------------------------------------|---|
| R-60 Single-family | 6,000 sq. ft. | 25 feet | 4.2 DU/Acre |
| R-90 Single-family | 9,000 sq. ft. | 25 feet | 2.9 DU/Acre |
| R-T Townhouse | 20,000 sq. ft. | 35 feet | 12.5 DU/Acre |
| R-30 Multiple-family, Low-density | 12,000 sq. ft. | 35 feet | 14.5 DU/Acre |
| R-20 Multiple-family, Medium-density | 16,000 sq. ft. | 30 feet (80' if 5 acres) | |
| R-10 Multiple-family, High-density | 20,000 sq. ft. | ** | 43.5 DU/Acre |
| C-O Commercial office building | None | 3 stories or 42 feet. | 1.5 FAR |
| C-1 Convenience-commercial | None (15 acres maximum) | 30 feet average | |
| C-2 General-commercial | None | 42 (60 feet to expand existing use) | 1.5 FAR |
| C-4 Limited commercial | None (2 acres for optional development) | 3 stories or 40 feet | 0.25 FAR (up to 0.75 FAR under optional method) |
| C-T Commercial, Transitional | None | *** | 1.0 FAR |
| O-M Office Building, Moderate Intensity | None | 60 feet (72 feet with conditions) | 1.5 FAR |
| I-1 Light industrial | None | 42 feet | |
| I-2 Heavy industrial | None | 70 feet | |

* This does not include possible 20 percent maximum density bonus for the provision of moderately priced dwelling units (MPDU's) in residential zones for any development having 50 or more units.

** No height limit but setbacks must be increased one-half foot for every additional foot in height above 30 feet.

*** Two stories or 24 feet for lots under 12,000 square feet; three stories or 40 feet for lots over 12,000 square feet; four stories or 40 feet for lots over 18,000 square feet.