



Westbard Sector Plan, Work Session #4



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Completed: 12.10.15

Westbard Sector Plan, Work Session #4

Work session #4 will focus on revised language requested by the Planning Board at prior work sessions. They deal with language pertaining to zoning, land use, parks, open space and urban design for specific sites in the Westbard Sector Plan. They also clarify certain issues regarding the environment and the naturalization of Willett Branch.

In addition, Planning Staff would like to address the question of the proposed private road/pedestrian connection between River Road and Westbard Avenue located on the American

Plant Food-Roof Center property. The Plan contains the following language in Section 2.3 Transportation, on page 34:

“A long-term recommendation of this Plan is a street connection between River Road and Westbard Avenue at what is currently the America Plant Food Company and Roof Center Property. This road would provide an opportunity for a local connection and extending the street grid from the Westwood Shopping Center north to River Road. Additionally, the street would improve pedestrian and bicycle circulation by providing more direct access from the redevelopment area on Westbard Avenue to River Road as well as to the renovated Willett Branch stream. The connection should be implemented with private development and would be either a vehicular road or *at least a pedestrian/bikeway connection* (emphasize added). The connection is contingent on the Assemblage of sufficient contiguous properties, as specified in the Land Use section of the Plan.”

The words: “at least a pedestrian/bikeway connection”, provides future owners of the subject properties, at time of application, flexibility in determining the type of connection to provide at this location. Therefore it is staff position that no further revisions to this language is required in the Sector Plan.

REVISED/NEW LANGUAGE

The Planning Board asked for either new language to address certain issues pertaining to specific properties or revised language that clarifies recommendations made in the Sector Plan. Those changes are organized according to Chapter and are included as Attachment 1.

CONCLUSION

Finally Planning Staff requests permission to transmit the approved Westbard Sector Plan to the Montgomery County Council and other County Agencies.

Attachments:

- Complete text errata
- Revised Graphics
- Correspondence

ATTACHMENT 1

ERRATA

1.2 Westbard Tomorrow

Table 1.2.2 Specific Short Term Recommendations

Sixth row down, insert the following:

Provide an increase in public and /or provide private shuttle bus service.....and Friendship Heights and/or other nearby major destinations to supplement the existing public transit systems.

2.3 Transportation

Page 29, Westbard Avenue extended/Ridgefield Road (B-1):

- Travel Lanes: Two ~~10-11 foot wide~~ lanes per direction

Page 34, after first paragraph, add paragraph:

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 operations, reduce curb cuts, and help implement the recommended Sector Plan cross section for River Road.

2.4 Urban Design, Parks and Open Space

Page 43, seventh bullet in list:

- Acquire the triangle of land in between where Lawn Way and intersects the Capital Crescent Trail to create maintain a new entrance / exit to the trail green buffer between the Kenwood neighborhood and the commercial development to the east.

Page 43, eighth bullet in list:

- Create a hard surface spur trail leading from the Capital Crescent Trail to the Whole Foods site as part of the Willett Branch Urban Greenway.

Page 45.

E. Legacy Open Space Recommendations

To support the goals for Parks, Trails and Open Space, designate the following sites within the Legacy Open Space Functional Master Plan (2001):

Add bullets under E:

- Countywide Urban Recreational Park as an Urban Open Space and Greenway Connection. The creation of this recreational park at the intersection of the Willet Branch and the Capital Crescent Trail meets the following Legacy Open Space criteria:
 - Creates an important recreational park to increase access to open space in the growing Westbard community.
 - Provides interconnectivity of the urban green infrastructure between one of the most important trail corridors in the County and the growing Westbard community.

Page 45, second bullet under recommendations on right hand column:

- Limit building heights to ~~50~~ 60 feet...

delete bullet:

- ~~• Allow 75 feet of height on the west side of Westbard Avenue in the southeast quadrant of the Westwood Shopping Center site to accommodate a future grocery store and associated structured parking.~~

2.5 Environment

Page 50, last paragraph:

Stormwater management (SWM)

Most of the development in Westbard was completed prior to the current environmental regulations. Among the numerous environmental issues that resulted from the unconstrained development pattern, was little to no Storm Water Management associated with the vast impervious areas within Westbard. As properties redevelop they will be subject to the current county and state stormwater management regulations. The Westbard sector plan recommends as a priority, that each redevelopment project seek to maximize on-site SWM treatment, whenever possible.

2.6 History

Page 56 add:

2.6.3 History

- Westbard will be a community whose rich history is reflected in the built and natural environment through signage, art, use of locally significant building materials, and heritage preservation measures.

Second paragraph:

...in what is now Westbard and vicinity. That landscape started to change....

Right hand column, halfway down:

Portions of the resulting grid of streets....

Page 57 top of right hand column:

Westbard was shaped in part by its industrial history. The B&O Railroad's Georgetown Branch cut through Westbard's farmland and the existing African American community by 1910, principally shipping freight. The Bethesda Blue.....

Add to end of first paragraph on right hand column:

From 1976 to 1982, the WDCA/20 television studio and transmitter broadcasted the Emmy-Award winning Petey Green's Washington, hosted by well-known African American radio talk show personality Ralph Waldo "Petey" Green, Jr.

Add to end of second paragraph on right hand column:

...development of its own. Somerset dates from the 1890's – 1950's. Kenwood dates to the 1920's.

Page 58

Properties within and along the edges of Westbard were developed with multi-family high-rise buildings and townhomes: Kenwood House and The Kenwood (both 1961), townhomes on Brookside Drive (1964), and Westbard Mews townhomes (1973). Westbard's design idiom often used hallmarks of Mid-Century Modern architecture and native materials like Stoneyhurst stone. A small commercial district developed along River Road during mid-20th century. One of the earliest stores, Talberts Package Store, dating from the 1950s, is well known for its colorful road sign in the mid-century style known as "Googie" after the California coffee shops that popularized it.

A multiple-use complex known as Westwood was developed by Dr. Laszlo N. Tauber and Associates in conjunction with architect John Arnold d'Epagnier from the late 1950s. The Westwood Shopping Center opened in 1959. Westwood, a garden apartment complex (known today as Kenwood Place) and Bowl America Westwood (now Bowlmor) opened in 1960. Other apartments, offices, and other development followed: the Westwood Building (now Park Bethesda Apartments) (1964), Westwood Nursing Home (1965) (later Spring Gardens Assisted Living), the Kenwood Building (1966), Westwood Towers (1968), several gas stations, and the Westwood Shopping Center II (1982).

In middle of last paragraph add the following:

... of the Baltimore and Ohio Railroad and associated industrial activity to its mid-century styles, can be referenced by property owners.....

Page 62

Caption

The dwelling house at Springfield, an area tobacco plantation, evidenced Scottish stone-building traditions. (Source: J. Harry Shannon, The Rambler, Evening Star, March 14, 1915, Historical Society of Washington, D.C.)

3.1 Westbard Avenue District

Page 62, Call-out box:

Add to bottom of text:

The 1850 census shows that later owner Peter Posy owned 16 slaves.

Page 62, 3.1.1 Land Use and Zoning

In first paragraph:

...ranging in heights between ~~50~~ 35 and ~~75~~ 110 feet, and....

Revise first bullet:

- Along the west side of Westbard Avenue (parcel 235 and 360 see pg. 67), heights of ~~50~~ 60 feet.
- Strike bullet: Heights of up to.....

Revise third bullet:

- On the east side of Westbard Avenue, heights of ~~75~~ 110 feet (parcels ~~143, 248~~ 303 and 357)
- Pages 62-63: Add bullets under 3.1.1 Land Use and Zoning:

Under 3.1.1 Land Use and Zoning, add bullets:

- Westbard Avenue District Site 2 (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue District) parcel A, - the plan strongly encourages residential as the predominant use for this parcel. Commercial uses are strongly discouraged on this site.
- Westbard Avenue District Sites 6a and 6b (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue District) parcels 466, 519, 510 and 576, - Heights of buildings to range between 35 feet at the south end of the site to 110 feet at the north end. Height transitions to be gradual, avoiding abrupt changes in height. 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.
- Westbard Avenue District Sites 6a and 6b (Figure 3.1.1 Proposed Zoning Map – Westbard Avenue District) parcels 466, 519, 510 and 576, - At the time of redevelopment, residential portions of the site greater than 35 feet in height must provide a minimum of 25% affordable housing units, including a minimum of 15% moderately priced dwelling units and 10% workforce housing units.
- The gas stations that exist on Parcels 128 and 357 on Westbard Avenue are appropriate uses, and it is anticipated that they will continue to be appropriate uses for these sites.

Pages 64 and 65: Revise Vision and Purpose sections accordingly:

~~Vision:~~ ~~The Willett Branch Urban Greenway/Stream Valley Park will provide the Westbard community with access to the stream, native plantings and forested areas.~~

~~Purpose:~~

- ~~Provide access to the renovated Willett Branch stream valley that runs through the Westbard Avenue District on the property presently leased by the Housing Opportunities Commission (HOC). Establish critical pedestrian linkages between River Road and Westbard Avenue. Naturalizing the stream will improve the water quality of the Little Falls Branch.~~

~~This M-NCPPC-owned Urban Greenway is envisioned as the portions of those properties that are publicly accessible open spaces and located in the stream and flood plain buffer.~~

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

Features:

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

Add the following Language:

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.

3.1.4 Housing

Page 66

Add bullet to bottom of page:

- Park Bethesda site (Westbard Avenue District Sites 6a and 6b) – at time of redevelopment, residential portions of the site greater than 35 feet in height must provide at a minimum 25 percent affordable housing units, including a minimum of 15 percent moderately priced dwelling units and 10 percent workforce housing units.

3.2 River Road Corridor

Pages 68, Add bullets under 3.2.1 Land Use and Zoning:

Revise first bullet:

- Maintain the maximum heights ~~from 35 feet and~~ to a range of 40 feet to 75 90feet.

Under 3.2.1, fourth bullet:

- Change the height from 50 feet to 40 feet.

Add bullets at end of list:

- River Road Corridor Site 2 (Figure 3.2.1 Proposed Zoning Map – River Road Corridor), parcels 029, 055, 082 and 109 - the proposed 75 feet of height, should only be allowed if future development includes the priority benefit incentive of a recommended green space along Willett Branch (See page 70: Community Open Space along Willett Branch). Future development should be placed closer to the Capital Crescent Trail, where feasible. This condition assumes assemblage of sites 2 and 3.

- The gas stations that exist on parcels 082 and 109, parcel 165, parcels 214 and 213, 320 and parcel 331 on River Road are appropriate use and it is anticipated that they will continue to be an appropriate use for these sites.
- Retain the African American street names (Clipper and Dorsey Lanes) for the streets north of River Road and east of the Capital Crescent Trail.
- For parcel 220, EOF to be converted to CRT 3.0, C-0.25, R-2.75, H-75' with the condition at time of redevelopment to provide height compatibility requirements as applied to adjacent R-60 zones in order to be sensitive to the scale of the existing church site.

Under 3.2.2 Urban Design, Parks, Trails and Open Spaces

The Plan recommends:

- Permit the majority of buildings.....

Add bullet:

- 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 operations, reduce curb cuts, and help implement the recommended Sector Plan cross section for River Road.

Page 70:

Create a [new Capital Crescent Trail entrance and spur at Lawn Way and a] hard-surface trail spur trail from the Capital Crescent Trail to the Kenwood Station site as part of the Willett Branch Urban Greenway trail.

Purpose: This new entrance and exit from the Capital Crescent Trail will enable trail users to:

- Create direct A-access the Whole Foods property and make a pedestrian connection to River Road.
- ~~Follow the Willett Branch stream — outside of the stream and flood plain buffer — to River Road. When the Whole Foods site redevelops, a hard-surface spur trail connection should be built. (See map of Westbard Proposed Parks, Trails and Open Spaces.)~~
- ~~Cross River Road and travel on Ridgefield Road to Westbard Avenue on foot or bike lanes.~~

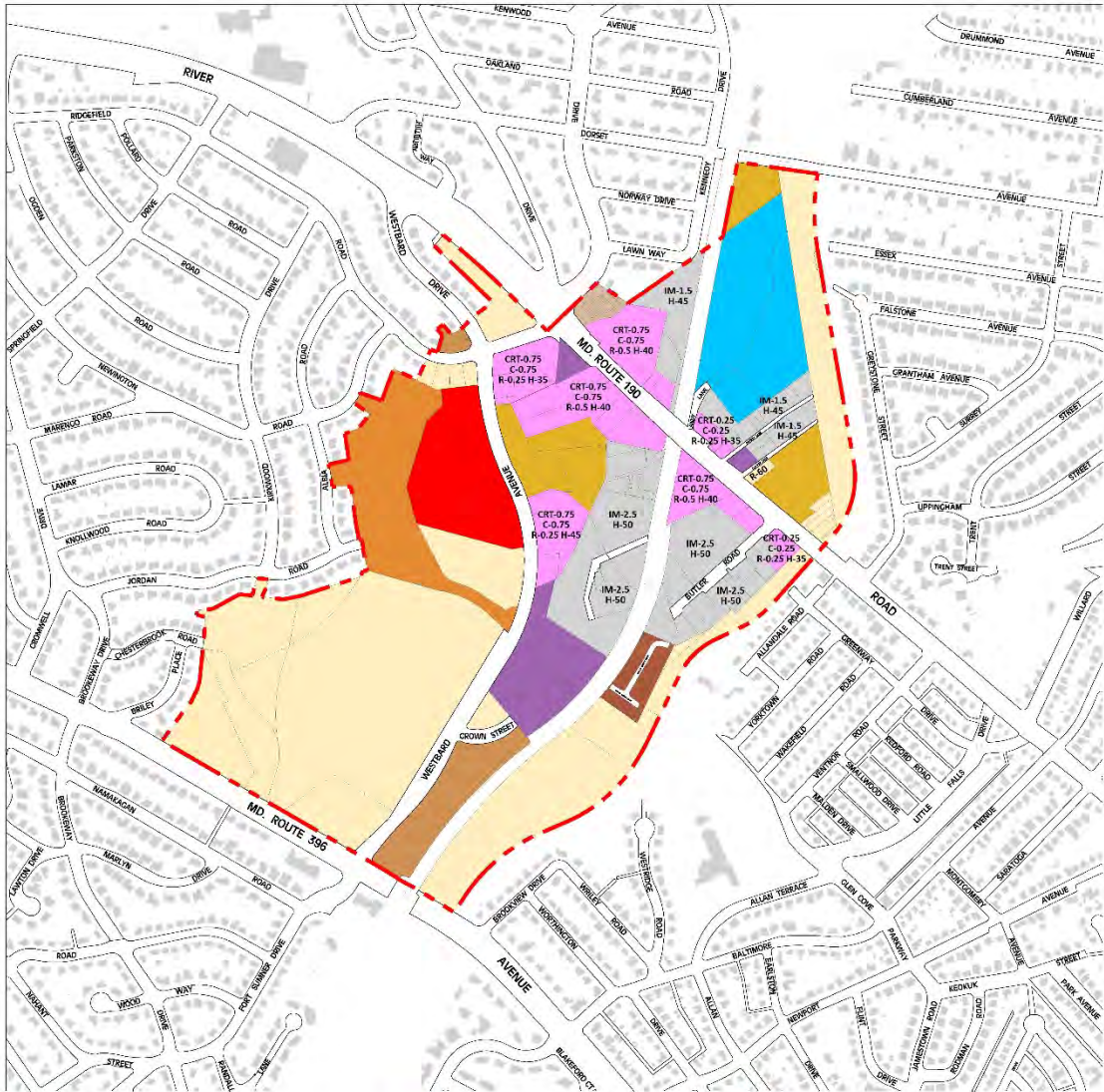
3.3 North River District

Page 74, 3.3.1, add to paragraph:

If this site 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

ATTACHMENT 2 –REVISED GRAPHICS

Figure 2.1.1: Existing Zoning Map



- | | | |
|---------------------------------|-------------------------------|------------------------|
| Westbard Plan Boundary | R-20 Multi-Family Med Density | PD Planned Development |
| EOF Employment Office-1.5 H-45 | R-60 One-Family Detached | IM Moderate Industrial |
| NR Neighborhood Retail | RT-8 Town Houses 8/DUA | |
| CRT Commercial Residential Town | RT-12.5 Town Houses 12.5/DUA | |
| R-10 Multi-Family High Density | RT-15 Town Houses 15/DUA | |



Figure 2.1.2: Existing Land Uses

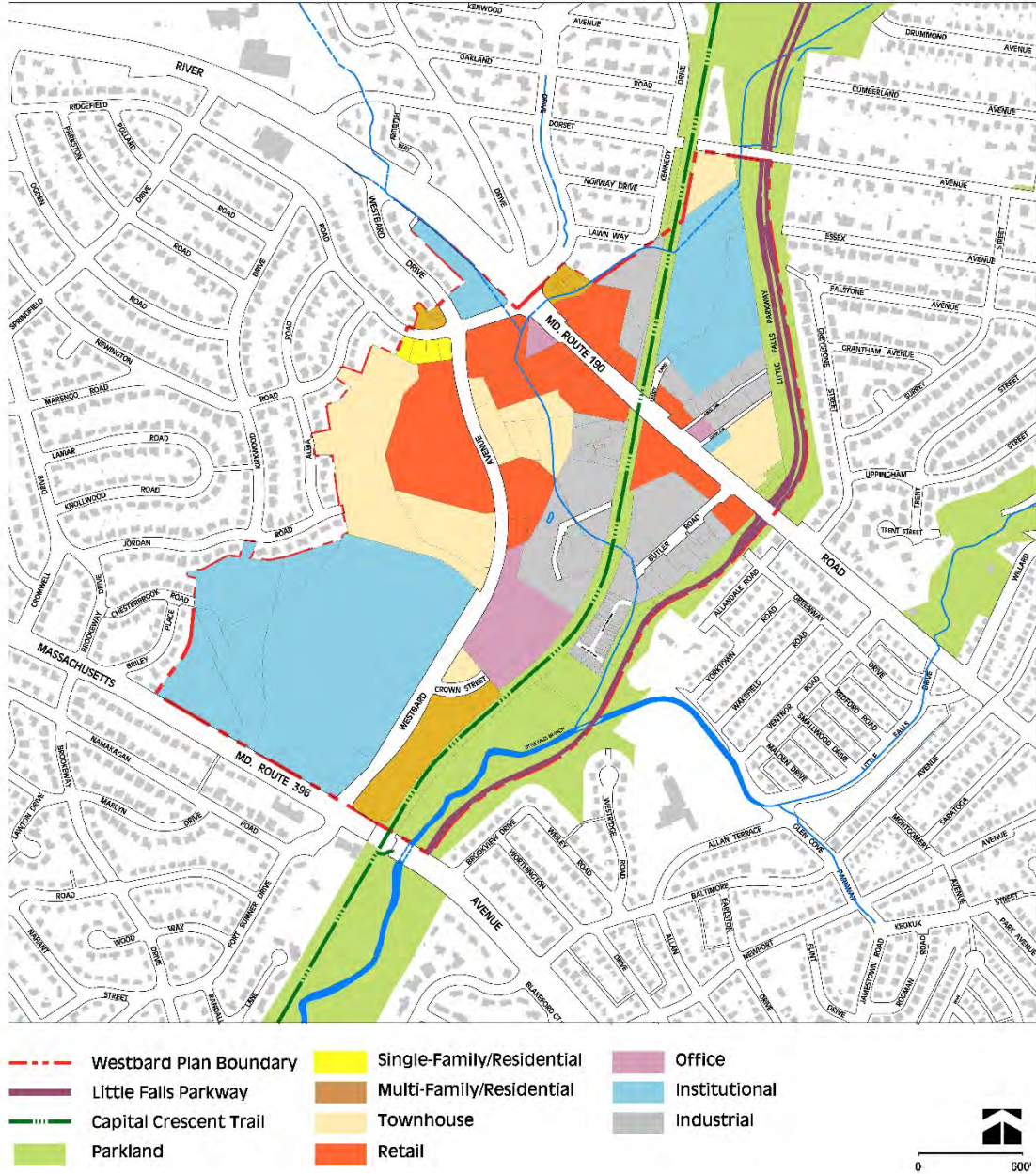


Figure 2.1.3: Proposed Land Uses

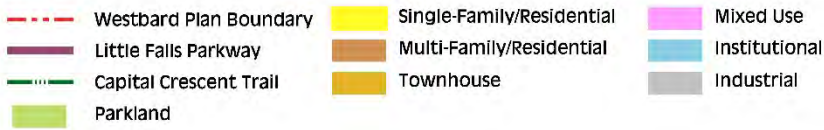
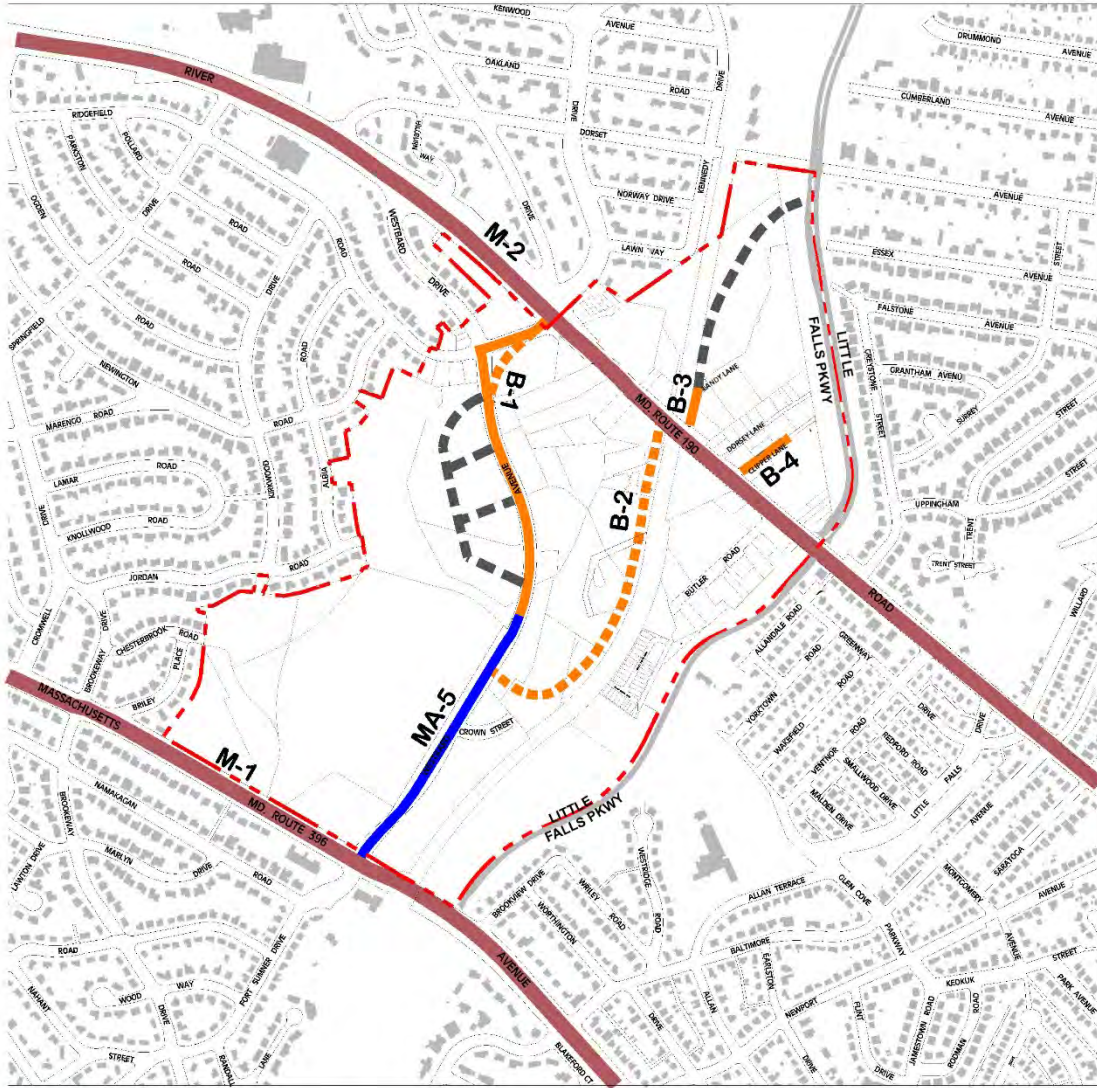


Figure 2.3.1: Roadway Classification



- - - - Westbard Plan Boundary
- Parkland

Street Classifications

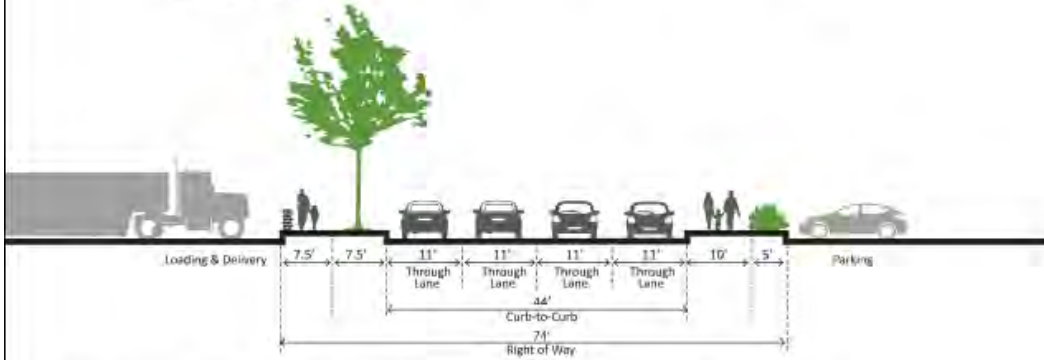
- Major Highway
- Business
- Minor Arterial
- Business (New Street)
- Local (New Street)



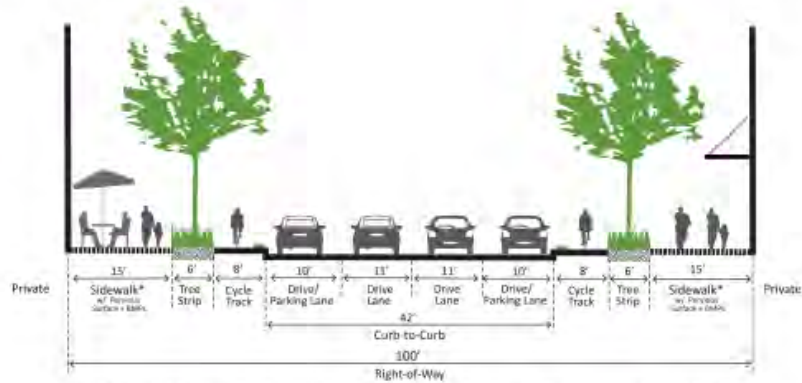
Figure 2.3.3: Westbard Avenue Sections

Westbard Avenue (River Road to Park Bethesda, Looking Southeast)
Existing Section, Right-of-Way: +/- 75'

Westbard Avenue (River Road to Westbard Circle, looking north)
Existing Section

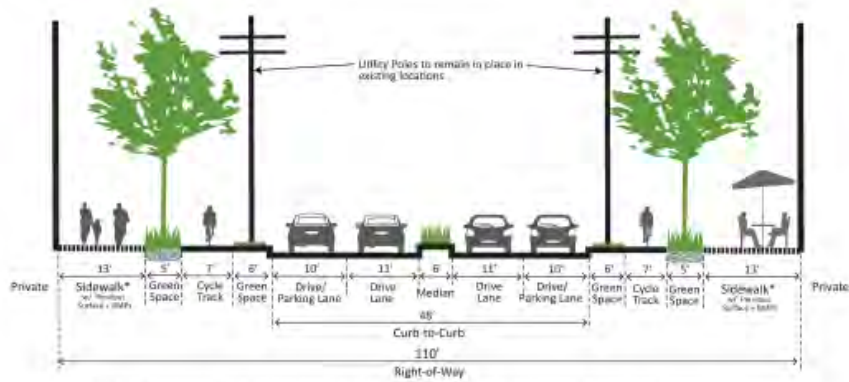


Westbard Avenue - Option A (River Road to Westbard Circle, looking north)
Proposed Section



* To be further studied: Potential best management practices in curb extensions and sidewalks as well as pervious surfaces on sidewalks

Westbard Avenue - Option B (River Road to Westbard Circle, looking north)
Proposed Section



* To be further studied: Potential best management practices in curb extensions and sidewalks as well as pervious surfaces on sidewalks

Figure 2.4.3: Existing Zoned Building Heights



- Westbard Plan Boundary
- Little Falls Parkway
- Capital Crescent Trail
- Current Allowable Building Height



Figure 2.4.4: Recommended Building Heights



- - - - Westbard Plan Boundary
- Little Falls Parkway
- - - - Capital Crescent Trail
- Current allowable Building Height
- Proposed Building Height



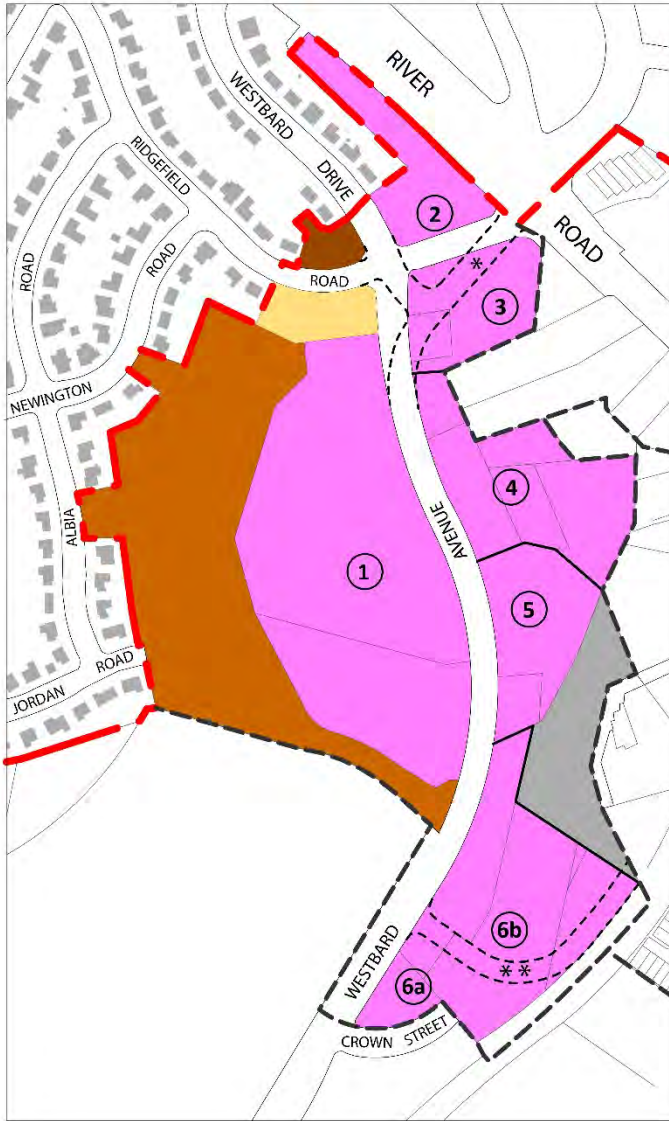


River Road Rosenwald School



Figure 3.1.1: Proposed Zoning Map – Westbard Avenue District

Westbard Avenue District



















-  Westbard Plan Boundary
-  District Boundary
-  R-20 Multi-Family Med Density
-  R-60 One-Family Detached
-  TMD Town House Medium Density 12.10/DUA
-  IM Moderate Industrial IM-2.5, H-50'
-  CRT Commercial Residential Town
 -  CRT 2.0, C-.1.25, R-1.25, H-60'
 -  CRT 1.5, C-.25, R-1.5, H-55'
 -  CRT 1.5, C-.50, R-1.5, H-90'
 -  CRT 2.5, C-.50, R-2.0, H-75'
 -  CRT 2.5, C-.50, R-2.0, H-110'
 -  CRT 2.5, C-.25, R-2.0, H-35'
 -  CRT 2.5, C-.25, R-2.0, H-75'-110'
-  * Re-aligned Westbard Avenue, zoning boundary to follow revised right-of-way
-  ** Proposed connector Road between Westbard Avenue and River Road



Figure 3.2.1: Proposed Zoning Map – River Road Corridor

River Road Corridor

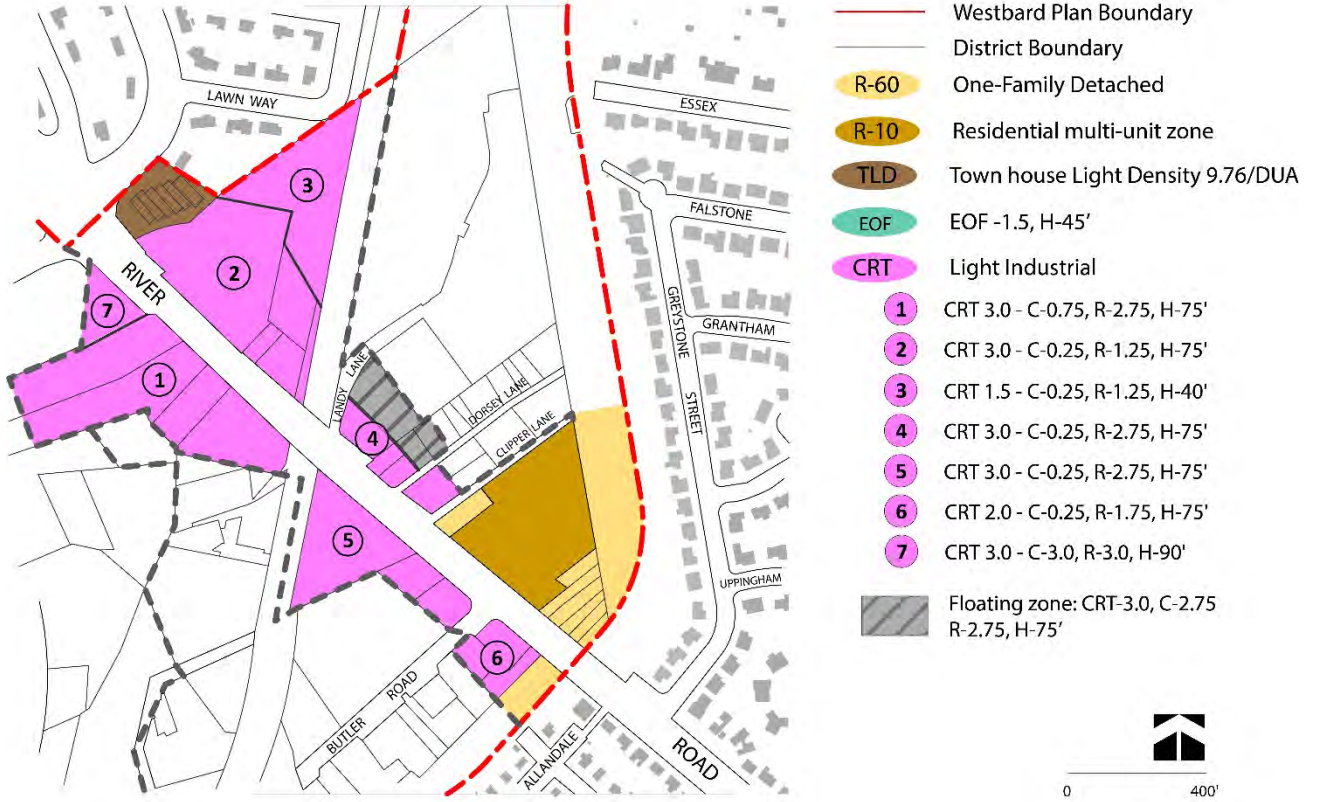


Figure 3.2.2: River Road Corridor – Parcel File Map

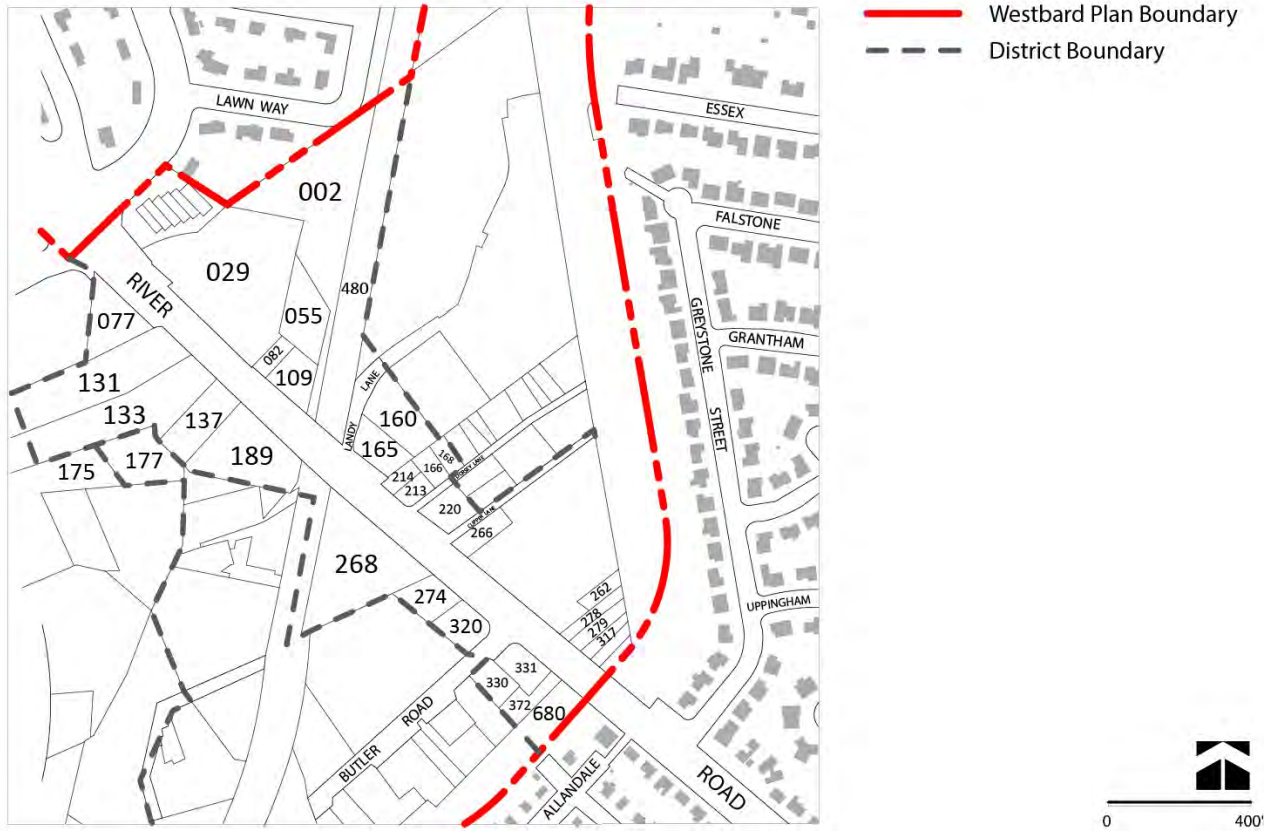


Figure 3.3.2: North River District – Parcel File Map

North River District Parcel File Map

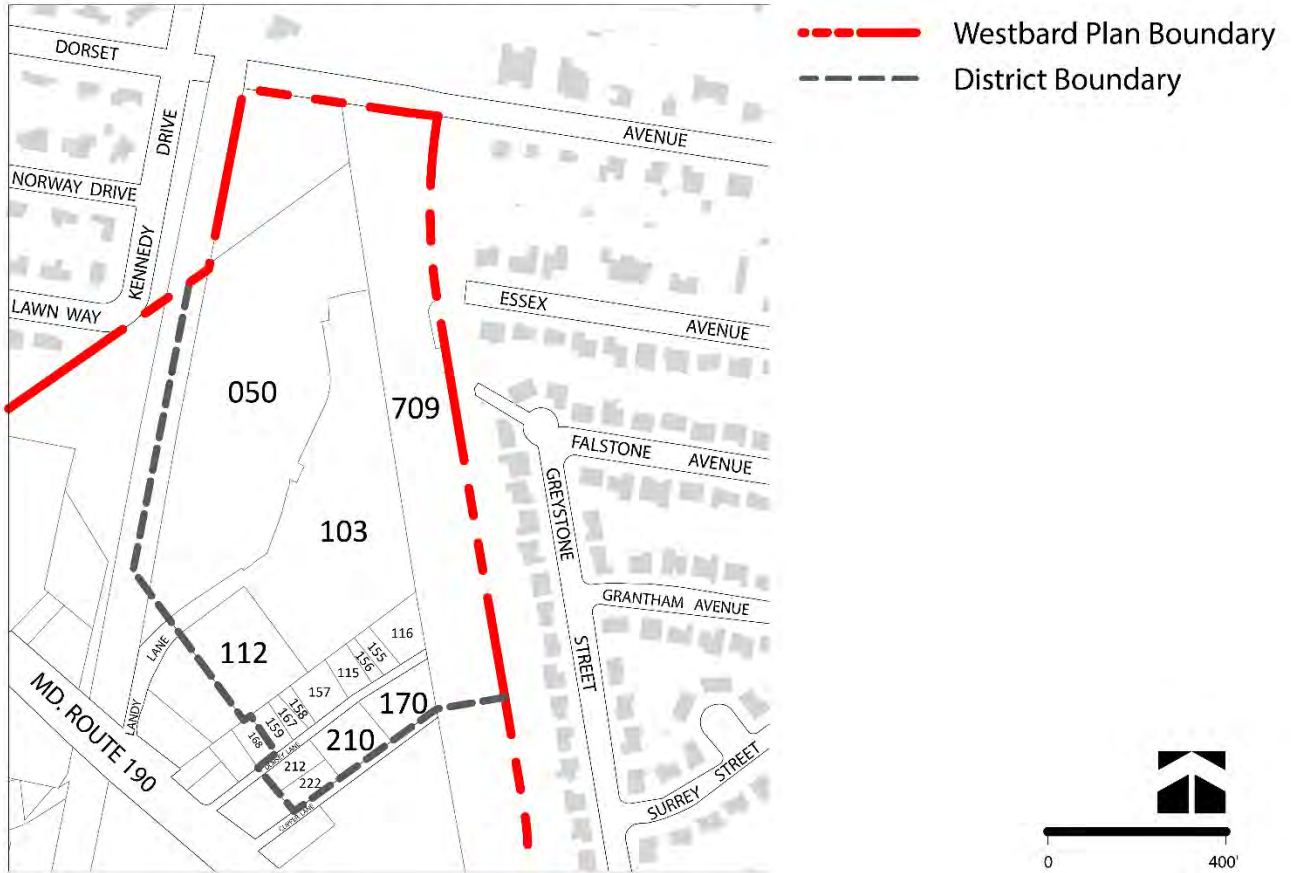


Figure 3.5.1: Proposed Zoning Map - North River District

