

Introduction



Work Session Schedule:

- Thursday, October 22: Infrastructure – Transportation and Schools
- Thursday, November 12: Zoning and Landuse
- Thursday, December 3: Parks and Willett Branch Renovation
- Thursday, December 17: Vote Out

Westbard Today



Vision - A revitalization plan for Westbard:

- Greatly improved quality of life
- Restored Willett Branch
- Build on the assets of proximity to Bethesda, Friendship Heights DC; convenient shopping and industrial services; established residential and civic institutions
- Retain neighborhood scale and amenities of Westbard while revitalizing the community through a diversity of uses, transportation connections and environmental upgrades.
- Provide affordable housing and numerous parks and open spaces

WHAT WILL WESTBARD BE LIKE IN 20 YEARS?



A green, mixed-use, walkable center



...with strengthened **connectivity**



...and this is how we get there...

- | | | | | |
|--------------------------------------|---------------------------|---|-----------------------------------|-------------------------------------|
| Sidewalks,
trails and
bikeways | Green
space
network | Housing
diversity and
affordability | Improved
street
connections | Appropriate
density and
scale |
|--------------------------------------|---------------------------|---|-----------------------------------|-------------------------------------|

Charrette Concept Day 2

- Focused height on River Road and Westbard Avenue
- Re-Alignment of Westbard Avenue
- CCT Connector Road between River Road and Westbard Avenue
- Renovate Willett Branch
- Preserve majority of industrial



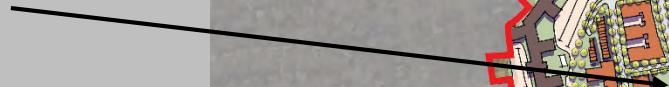
Concept Framework Plan

- 75' Maximum Heights on River Road and Westbard Avenue
- Naturalization of Willett Branch, phased in over time
- Public Park located at CCT and proposed connector Road
- Large public open spaces at Equity One properties and Whole Foods
- Preserve majority of industrial uses
- Unit counts based on standard construction types that would be employed at 75' height limits



Short Term: 5-10 years

910 Residential Units



Long Term: 10-15 years

1186 Residential Units



Total: 15-20 years

2096 Residential Units



Schools



Total	Existing	Max allowed Today	Max proposed in Plan *
Residential (units)	1,104	1,684	3,200 **
Retail (square feet)	247,822	576,933	544,803
Office (square feet)	142,415	145,591	169,490
Industrial (square feet)	667,573	1,372,585	434,660

* Traffic Analysis shows road network can support this level of development in the unlikely scenario of full build-out.

** This includes 910 potential new units on Equity One and Park Bethesda property.

- Proposed plan has 1,516 more residential units than what is allowed today.
- Proposed plan has 32,130 less retail s.f. than what is allowed today.
- Proposed plan has 23,899 more office s.f. than what is allowed today.
- Proposed plan has 937,925 less industrial s.f. than is what is allowed today.

Student Generation Rates

Short Term: 5 to 10 Years	10 + Years	Total
Total Residential Units	Total Residential Units	Total Residential Units
910	1186	2096
Elementary School Students	Elementary School Students	Elementary School Students
80	84	164
Middle School Students	Middle School Students	Middle School Students
33	34	67
High School Students	High School Students	High School Students
49	52	101
K-12	K-12	K-12
162	170	332

Southwest MC Generation Rates

Accounts for higher rates at HOC property



MCPS has several approaches for addressing increased student enrollment:

1. *reopen a closed school site*
2. *additions to schools capable of expansion*
3. *minor redistricting*
4. *New school Construction*

Schools that may be reopened:

- **Former Concord ES, now *Apple Montessori***
- **Clara Barton ES, now *Clara Barton Community Center***





Schools

- Former Brookmont ES, now *Waldorf School*





Addition to schools capable of expansion:

- Bannockburn Elementary School is capable of receiving a future addition





Schools

- **MCPS will monitor student generation rates and increases in student enrollment, as the Westbard plan builds out. Adjustments, if needed, to the enrollment forecast will be made based on any changes seen in student generation rates.**

Factors that can change student generation rates:

- Higher levels of 2 and 3 bedroom apartments than typical.
- A proposed Housing Opportunity Commission project that typically has higher generation rates.
- Moderately priced dwelling unit approval rates higher than 12.5% minimum mandated by County code.



Transportation





Procedure

- Consultant hired to assist with modeling and intersection analysis
- Current Data - Traffic counts taken October 2014
- Regional MWCOC Model used to establish current year trip baseline and future year trip forecast (Bethesda, Lyttonsville, and Montgomery Village plans)
- Used established transportation practices to estimate trip impacts from proposed development in the Westbard area
- Intersection analysis (CLV) in accordance with County practice





- Inputs:
 - Network (street and transit)
 - Regional travel behavior (survey)
 - Background land uses
 - ICC-B
 - Bethesda Plan
 - Lyttonsville Plan
 - Proposed Land Use

Development Type	Max Plan Allowed Today (zoning)	Max Proposed Plan (zoning)*	Diff (Proposed to Allowed)
Residential (units)	1,684	3,604	1,920
Retail (sf)	576,933	544,803	-32,130
Office (sf)	145,591	247,444	101,853
Industrial (sf)	1,372,585	493,895	-878,690

* Max Proposed Plan is the maximum density tested in the transportation analysis. It is not the recommended maximum as proposed by staff.





- **Evaluating:**
 - Proposed land use originating from charrette
 - Through traffic
 - Intersection operation (CLV)
 - Overall network performance
- **Non-Modeling Information**
 - Impact of proposed bicycle facilities
 - Inter-parcel connections (River Road)
 - New local connections



Non-Model Information

Current Plan to Proposed Plan – Vehicle Trip Comparison

Current Max Plan (current zoning)

Development	Units/SF	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
MF Residential (M-NCPPC)	1,684	148	593	741	533	275	808
Retail (M-NCPPC)	576,933	589	544	1,133	2,357	2,176	4,534
Office (M-NCPPC)	145,591	208	31	240	39	191	230
Light Industrial (ITE-110)	1,372,585	<u>1,347</u>	<u>184</u>	<u>1,530</u>	<u>217</u>	<u>1,589</u>	<u>1,805</u>
Total		2,293	1,352	3,644	3,147	4,230	7,377
Split Distribution		63%	37%		43%	57%	

Proposed Max Plan

Development	Units/SF	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
MF Residential (M-NCPPC)	3,604	317	1,269	1,586	1,142	588	1,730
Retail (M-NCPPC)	544,803	558	515	1,074	2,233	2,062	4,295
Office (M-NCPPC)	247,444	359	54	413	64	312	376
Light Industrial (ITE-110)	493,895	<u>434</u>	<u>59</u>	<u>494</u>	<u>66</u>	<u>483</u>	<u>549</u>
Total		1,669	1,897	3,566	3,505	3,445	6,950
Split Distribution		47%	53%		50%	50%	

Current Plan to Proposed Plan	AM Peak Hour Trips			PM Peak Hour Trips		
	In	Out	Total	In	Out	Total
Total Peak Hour Trip Difference	-624	545	-79	358	-785	-427



Non-Model Information

Trends on River Road and Massachusetts Avenue

Average Annual Daily Traffic Counts

*Source: Maryland State Highway Administration (SHA)

River Road	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Goldsboro to Little Falls Parkway	40,525	42,975	42,150	41,732	36,010	34,931	34,932	33,200	33,331	33,062	31,560	30,900
Little Falls Parkway to D.C. line	28,025	24,475	24,050	23,812	22,830	22,151	22,152	21,450	21,541	21,372	20,120	20,061

Massachusetts

Avenue	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Sangamore Road to Little Falls Parkway	17,050	17,125	17,075	16,901	19,602	15,580	15,581	15,672	16,270	16,141	16,172	16,123
Little Falls Parkway to D.C. line	26,250	26,525	30,575	30,271	30,272	24,500	24,501	24,652	23,970	23,781	23,832	26,690

2006-2014			
River Road	Difference #	% Change	Avg. Annual % Change
Goldsboro to Little Falls Parkway	-10,832	-26.0%	-4.20%
Little Falls Parkway to D.C. line	-3,751	-15.8%	-2.42%

2004-2014		
Difference #	% Change	Avg. Annual % Change
-12,075	-28.1%	-3.60%
-4,414	-18.0%	-2.19%

2006-2014			
Massachusetts Avenue	Difference #	% Change	Avg. Annual % Change
Sangamore Road to Little Falls Parkway	-778	-4.6%	-0.67%
Little Falls Parkway to D.C. line	-3,581	-11.8%	-1.78%

2004-2014		
Difference #	% Change	Avg. Annual % Change
-1,002	-5.9%	-0.67%
165	0.6%	0.07%

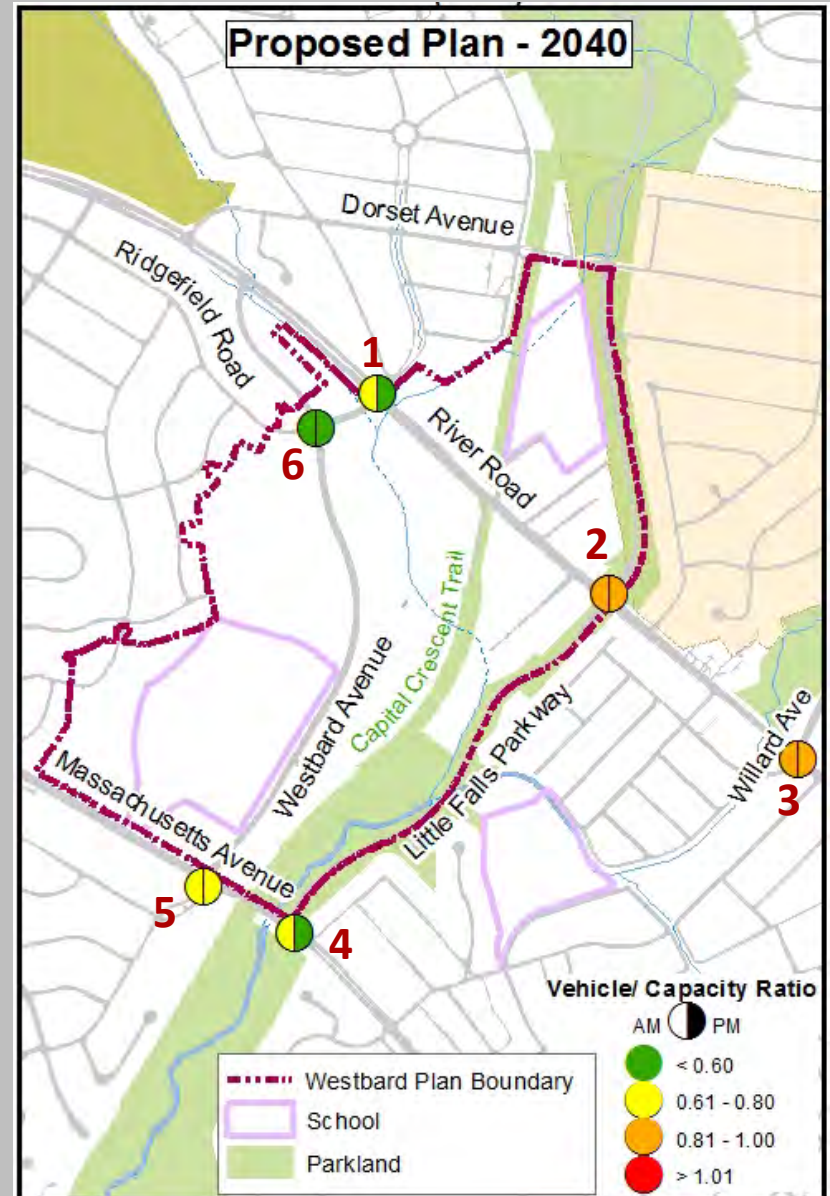


Results

- All intersections within acceptable CLV threshold (1,600 CLV):
 1. Ridgefield/River
 2. Little Falls/River
 3. Willard/River
 4. Little Falls/Massachusetts
 5. Westbard/Massachusetts
 6. Ridgefield/Willard

Model Info

- ~80% of all study area traffic is “through” traffic.
- Additional lanes not warranted on any roads in study area.

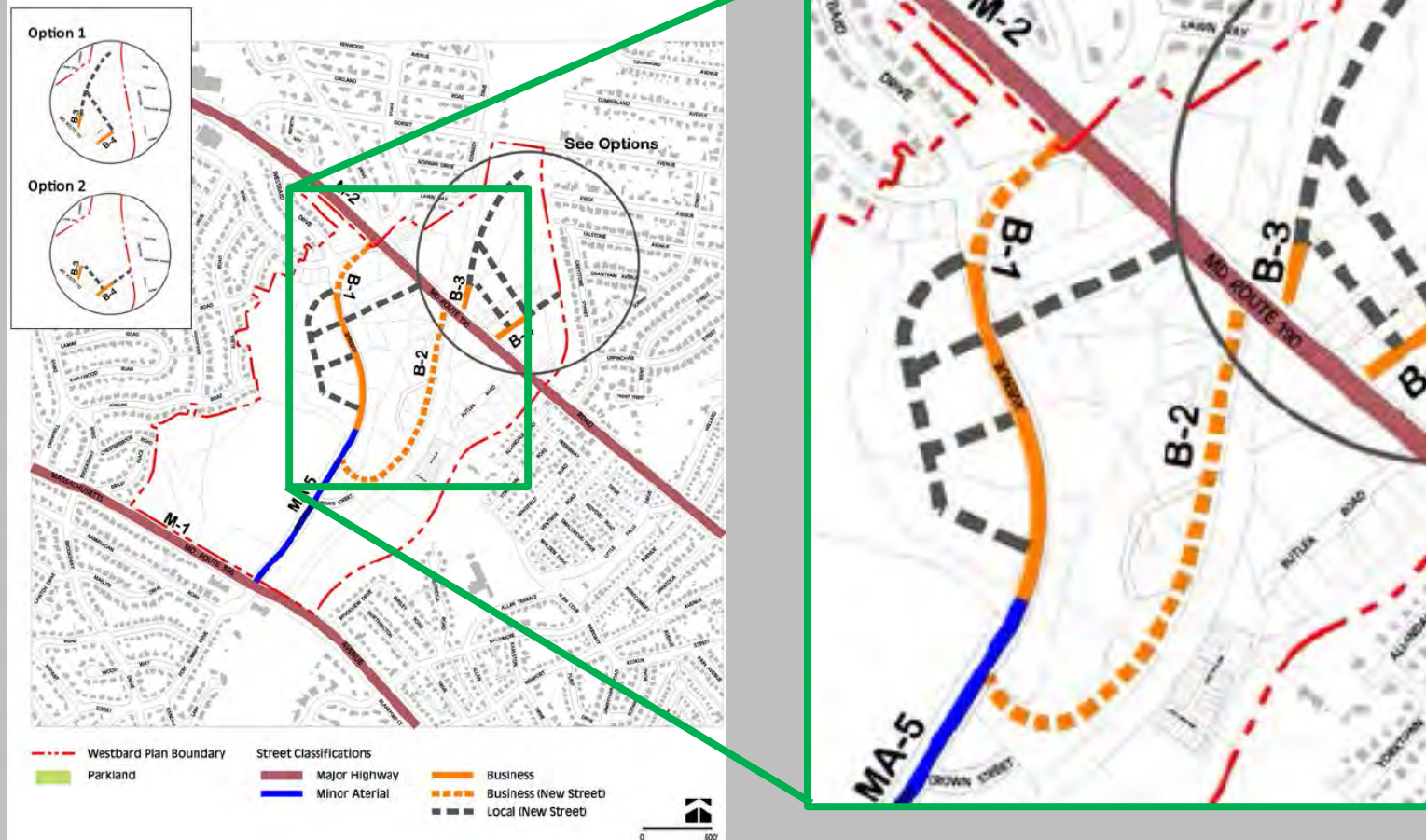




Street Network Improvements

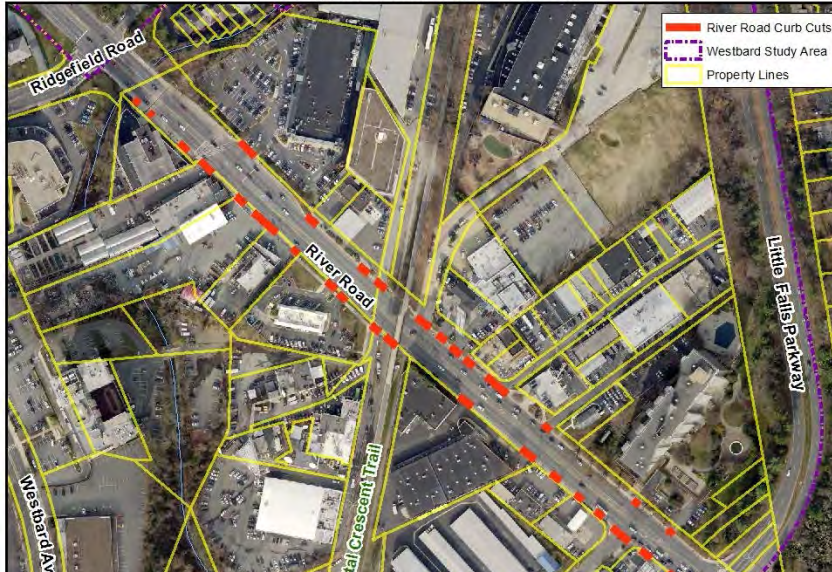
1. Realignment of Westbard Avenue (B-1)
2. New Connector Road (B-2)

Figure 2.3.1: Roadway Classifications





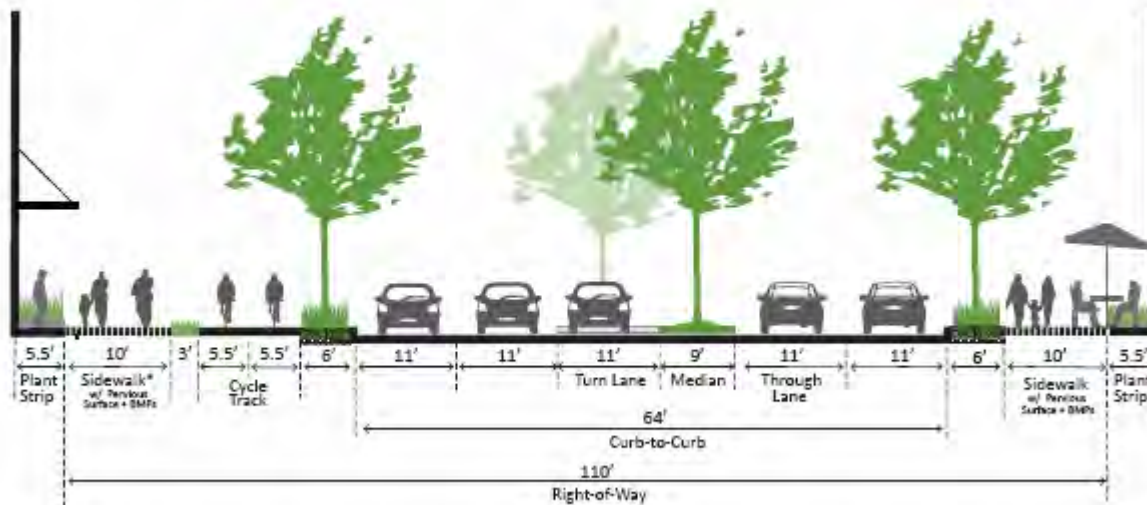
Westbard - River Road Curb Cuts



Operations and Safety

- Consolidate curb cuts & inter-parcel access (with redevelopment)
- CCT at River Road (at grade ped/bike crossing).

River Rd (Ridgefield/Westbard Avenue Road to Little Falls Parkway, looking east)
Proposed Section



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

River Road - Pedestrian Crossing





Level of Traffic Stress Test for Bicycle Riders

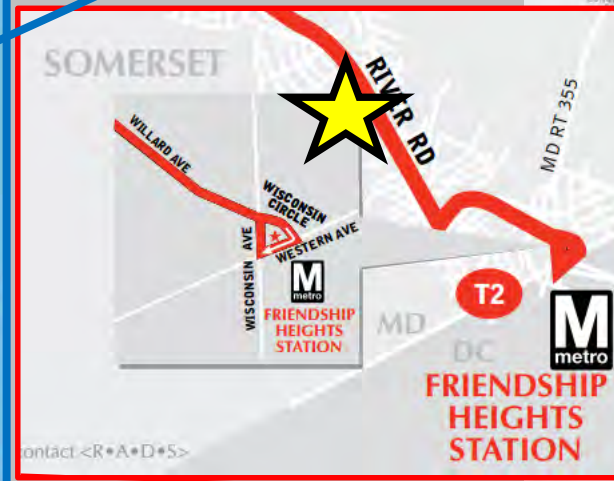
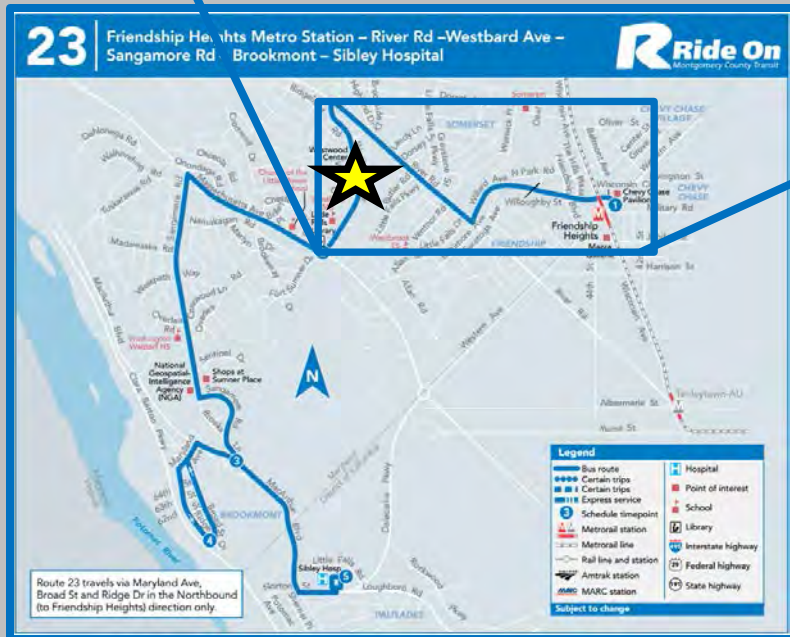
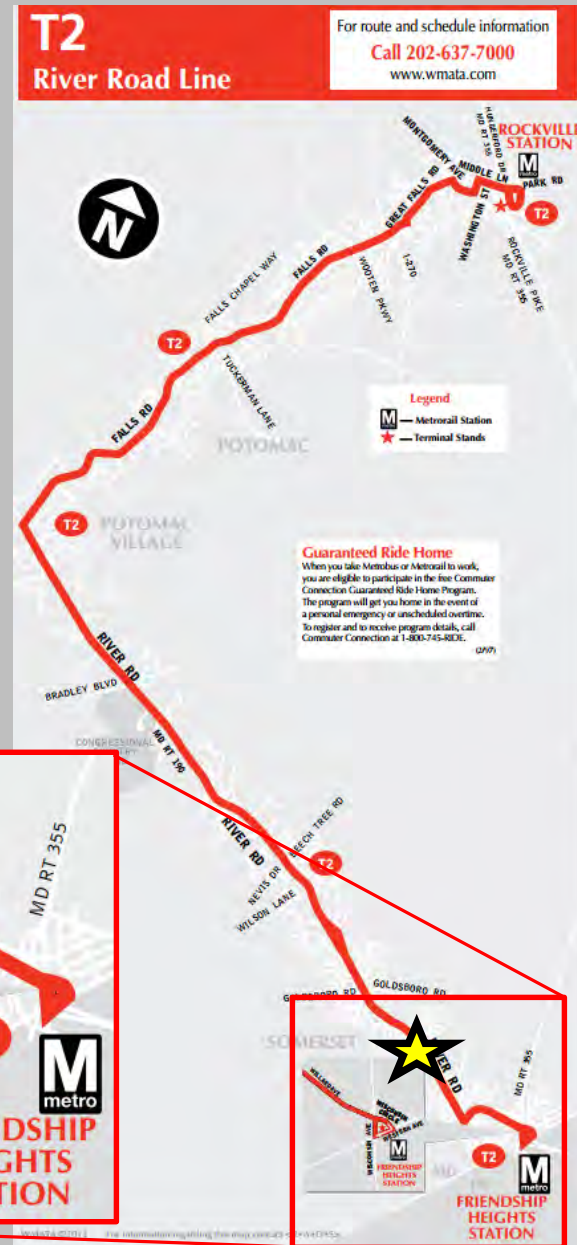
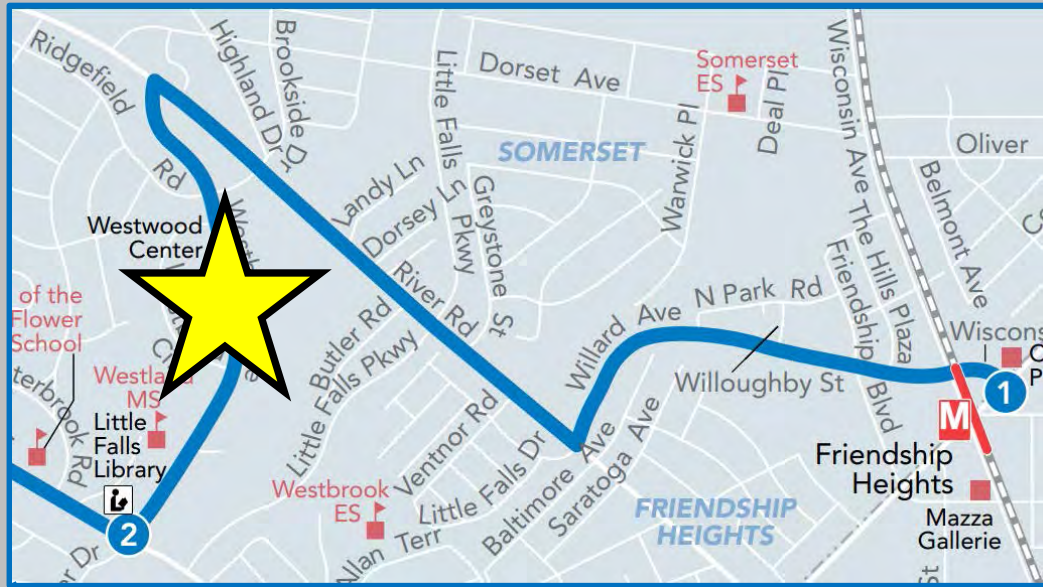
- Riding conditions based on level of comfort.
- Majority of bicyclists use LTS 1 or LTS 2 Routes.



Recommendations

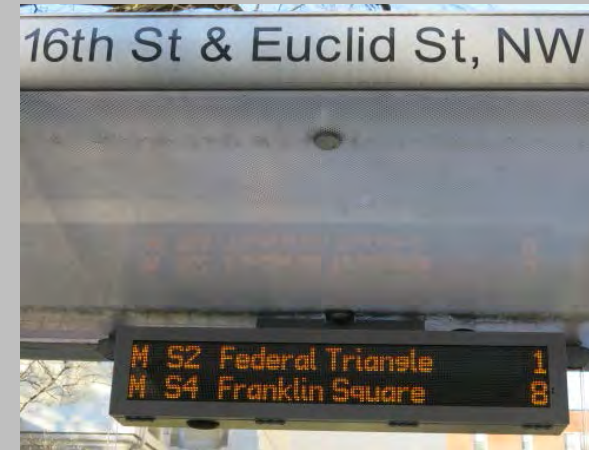
Figure 2.3.5: Bikeway Classifications





Recommendations

- Improve transit (private and/or public)
- Transit enhancements
 - Identify transit hub at Equity One
 - Implement transit stop amenities (e.g. real time display)





Willett Branch is a key piece of infrastructure in the Plan and is recommended as a major public amenity

Further analysis by Staff is needed to evaluate:

- Impacts to the environmentally sensitive areas of the existing stream
- Opportunities and constraints to the limits of naturalization
- The history of the area identified and the need for archeological testing
- Potential impacts to adjacent properties

These evaluations will be reviewed in a work session scheduled December 3, 2015





- **Limit new residential growth within the Westbard Sector Plan to 1000 units in first 10 years:**

When after 10 years, or approved Site Plans approach 1000 new residential units, whichever comes first:

- The Planning Board will review the transportation infrastructure to determine if the Sector Plan area is capable of addressing the next phase of development
- The Planning Board, in conjunction with MCPS, will review school enrollment to measure existing and future school capacity at all levels to determine if the capacity of affected School Clusters are capable of addressing the next phase of development in the Sector Plan area



ERRATA

Page 10, Table 1.2.2 Specific Short Term Recommendations, 6th row:

“Provide an increase in public and/or provide private shuttle bus service between Westbard and Metrorail stations in Bethesda and Friendship Heights and/or other nearby major destinations to supplement the existing public transit systems.”

SECTION 2.1 Land Use and Zoning

Page 20, Figure 2.1.2: Existing Land Uses – revised map to show all existing land uses accurately

SECTION 2.3 Transportation

Page 30, Figure 2.3.3: Westbard Avenue Sections – revised dimension lines

SECTION 2.4 Urban Design, Parks and Open Space

Page 48, Figure 2.4.4 Recommended Building Heights – Revised proposed height line on one property

SECTION 3.2 River Road Corridor

Page 69, Figure 3.2.1: Proposed Zoning Map - River Road Corridor - revised map boundary and zoning to reflect ownership of missing parcel

Page 73, Figure 3.2.2: River Road Corridor – Parcel File Map - revised map to reflect missing parcel

ERRATA

SECTION 4.1 Zoning

Page 89, 4.1.3 Other Priority Benefits –add bullet to end of list that states as follows:

- Provide an increase in public and/or provide private shuttle bus service from Westbard to the Bethesda Metrorail Station, the Friendship Heights Metrorail Station, and/or other nearby major destinations to supplement the existing public transit system.

SECTION 4.4 Partnerships and Associations

Page 94, add “Action in Montgomery (AIM)” to the list of associations.



Staff is requesting that Planning Board endorse the following:

- The methodology supporting the Transportation recommendations
- The methodology supporting the Public Schools recommendations
- Approval of errata



