

WESTBARD SECTOR PLAN

**Approved & Adopted
September 1982**

TITLE: Approved and Adopted Westbard Sector Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Land Use, Transportation and Implementation Proposals for the Westbard Study Area

DATE: September 1982

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission

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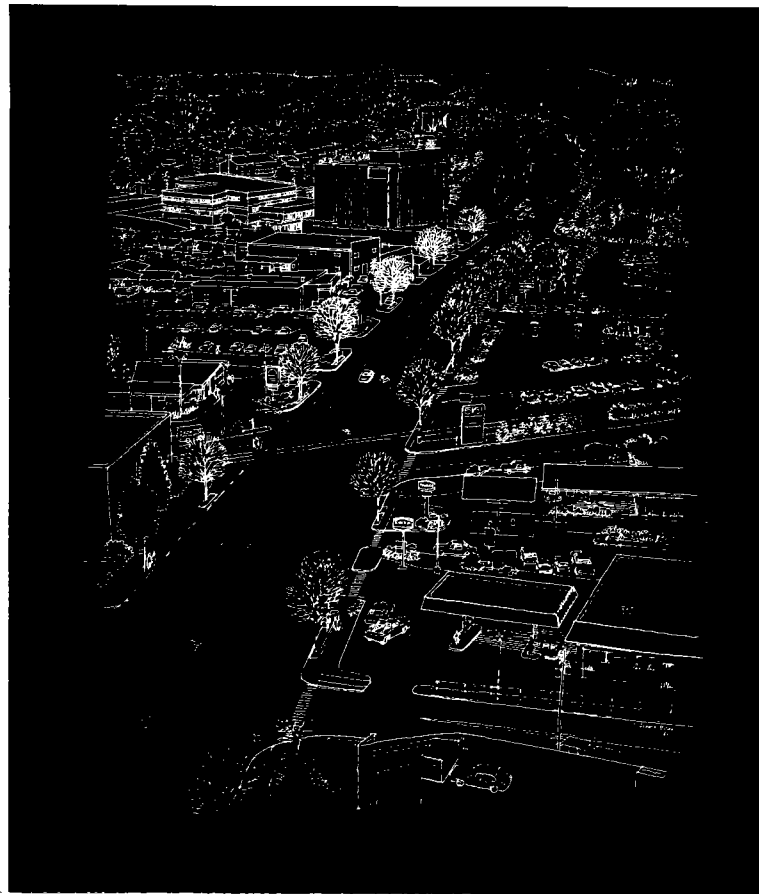
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ABSTRACT: This report contains the text and illustrations for the Approved and Adopted Westbard Sector Plan. It amends a portion of the 1970 Bethesda-Chevy Chase Master Plan as well as the Montgomery County General Plan. The report describes the characteristics of the Westbard area and its land use, transportation and environmental problems experienced in the vicinity. It discusses alternatives for improving the area and regulating future uses. The report contains recommendations for land uses, transportation, public facilities and zoning.

WESTBARD

S · E · C · T · O · R · P · L · A · N



An amendment to the October 1970 Master Plan for the Bethesda-Chevy Chase Master Plan, the General Plan for the Physical Development of the Maryland-Washington Regional District and the Master Plan of Highways within Montgomery County, Maryland.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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The Maryland - National Capital Park & Planning Commission

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two Counties.

The Commission has three major functions:

- the preparation, adoption, and from time to time amendment or extension of the General Plan for the Physical Development of the Maryland-Washington Regional District;
- the acquisition, development, operation, and maintenance of a public park system; and
- in Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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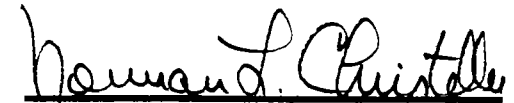
The listing of the name of members of the Citizens Advisory Committee does not indicate approval or disapproval of the Plan's recommendations by any committee member. The Citizens Advisory Committee as a body neither takes a position nor votes on this plan. The members advise the Montgomery County Planning Board on the problems, needs, and views of their groups or area. These views are then considered by the Planning Board in its deliberations on the plan.

The Montgomery County Planning Board extends its thanks to the members of the Citizens Advisory Committee for their time and effort devoted toward the development of this Plan.

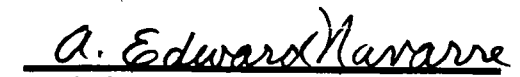
Certificate of Approval & Adoption

This Sector Plan for the Westbard area, being also an amendment to Master Plan for the Bethesda-Chevy Chase Planning Area, the General Plan for the Physical Development of the Maryland-Washington Regional District in Montgomery County, Maryland, and to the Master Plan of Highways within Montgomery County, Maryland has been approved by the Montgomery County Council, sitting as the District Council, by Resolution 9-1963 on August 11, 1982 and has been adopted by the Maryland-National Capital Park and Planning Commission by Resolution 82-29 on September 8, 1982 after a duly advertised public hearing pursuant to Article 66D of the Annotated Code of Maryland, 1982 Supplement.

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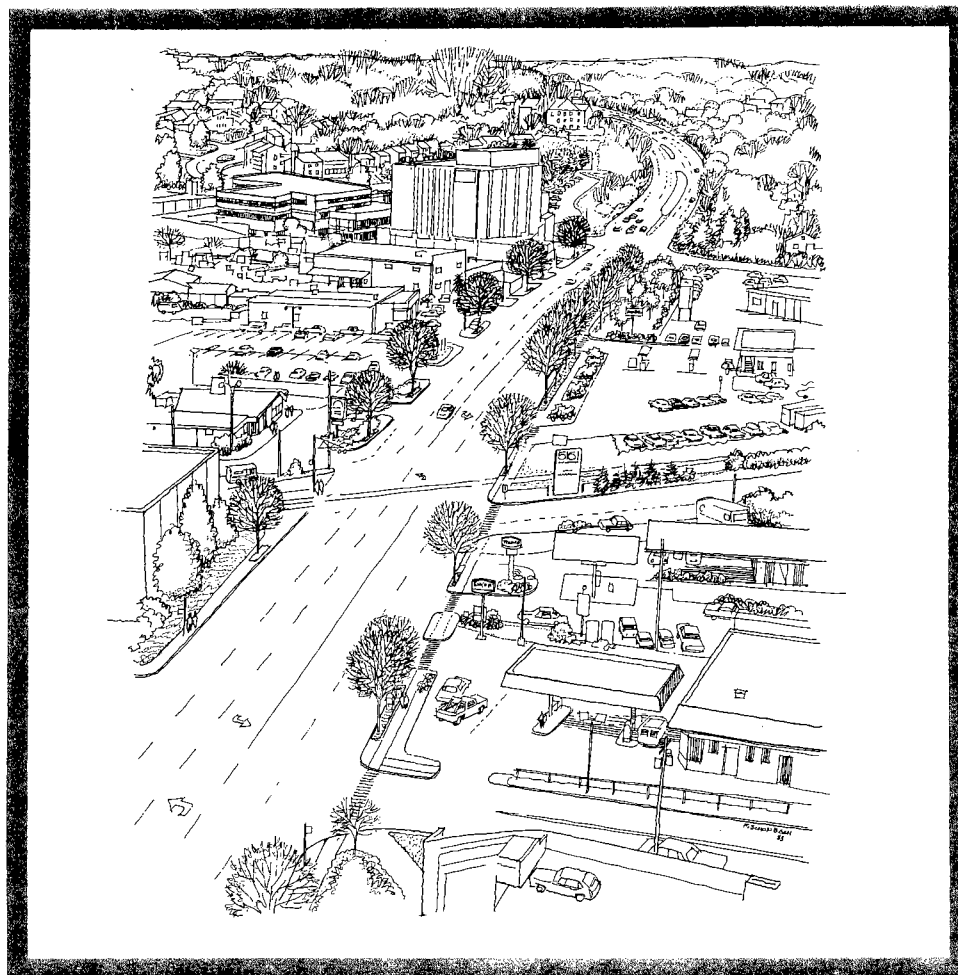
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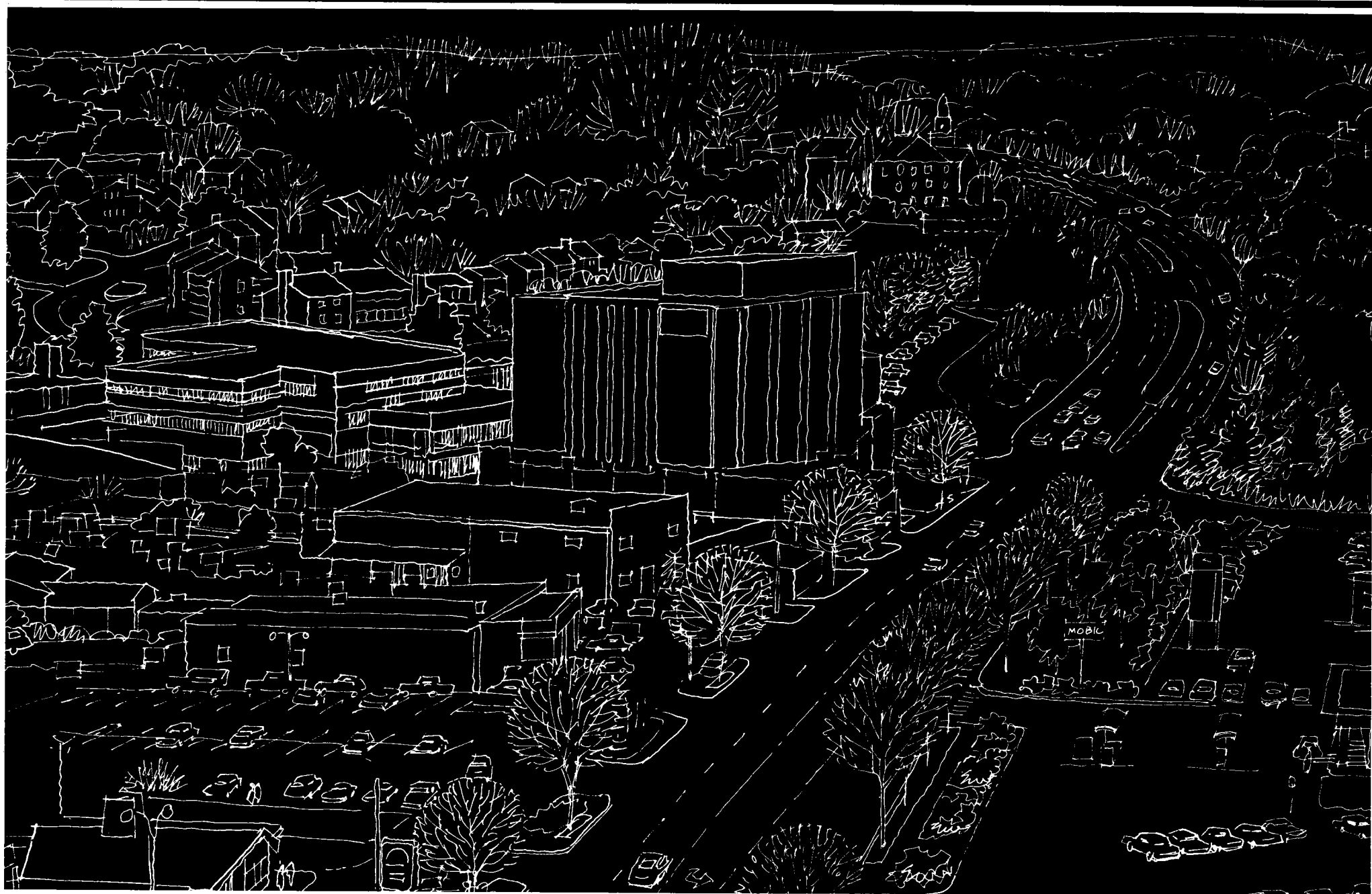
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The Maryland - National Capital Park & Planning Commission

FOREWORD



Work on a Sector Plan for the Westbard Area was prompted by citizen concern about incompatible land use changes that could take place under existing zoning. Such changes seemingly posed a threat to the already overburdened roadways. The prevailing heavy industrial zoning appeared to threaten otherwise sound residential areas, while, at the same time, limited the kinds of re-uses that landowners felt were justified and marketable under private redevelopment.

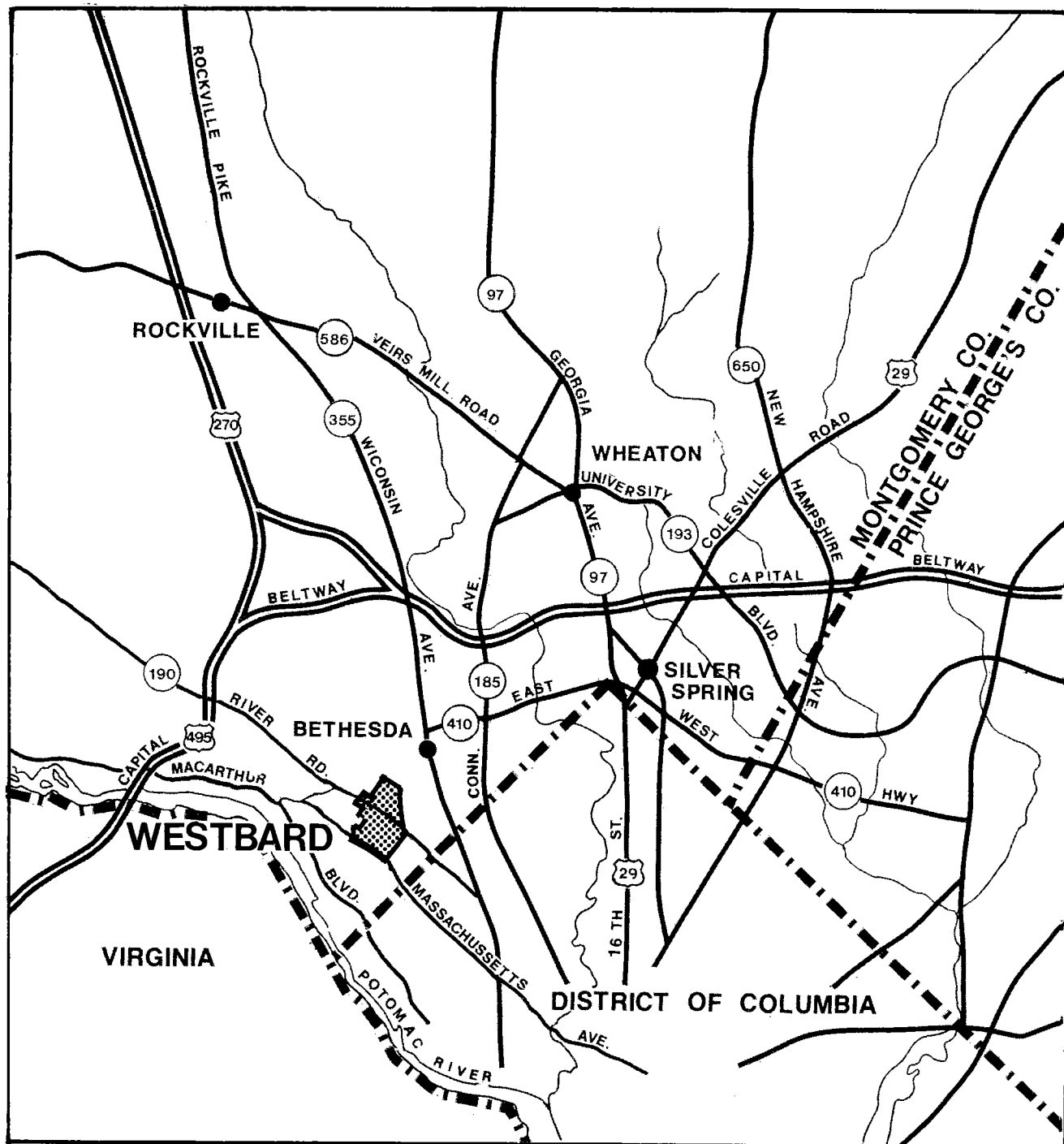
The staff convened a general public forum on September 19, 1978. Acting on the recommendations of civic groups, the Planning Board appointed a 25-member Citizens Advisory Committee (CAC). The committee was composed of representatives from nearby civic associations and various businessmen and landowners from the commercial and industrial areas.

With a member of the Planning Board serving as moderator, the CAC met in a number of worksessions with the planning staff. Sessions were held on November 13, 1978, January 23, and March 27 and 28, 1979. A staff draft report was completed in June 1980 and discussed during additional worksessions on July 22, 1980 and September 23, 1980. The comments and suggestions made by committee members were then taken into consideration in the preparation of a final staff report produced in the Spring of 1981 and presented to the Planning Board.

The Planning Board then sponsored a second general forum to gather the reactions of the CAC and other interested parties to the final staff recommendations. The Board then held two worksessions (July 14 and July 27, 1981) with the staff before issuing a Preliminary Draft Plan, which was the subject of a public hearing held on November 23, 1981. The Board then reviewed the public hearing issues, as well as a supplementary staff report, "Westbard Development Analysis," during three worksessions before approving a Final Draft Plan on March 11, 1982.

The Final Draft Plan was the subject of two public hearings held by the County Council on May 20 and May 21, 1982. Following its public hearings, the Council approved the Plan with certain modifications. The Planning Board and the full Commission formally adopted the Plan, as approved by the Council on August 12 and September 8, 1982, respectively.

Following adoption of the Plan, the Planning Board prepared and filed a Sectional Map Amendment (SMA) to carry out the zoning recommendations of the Plan. A text amendment to the Zoning Ordinance to create a new limited commercial (C-4) zone, as submitted by the Planning Board, was adopted by the County Council in order to facilitate implementation of the zoning recommendations in this Plan. Also, any public improvements advocated by the Plan will be pursued through the Capital Improvement Program process with the County Executive and the County Council.



REGIONAL LOCATION

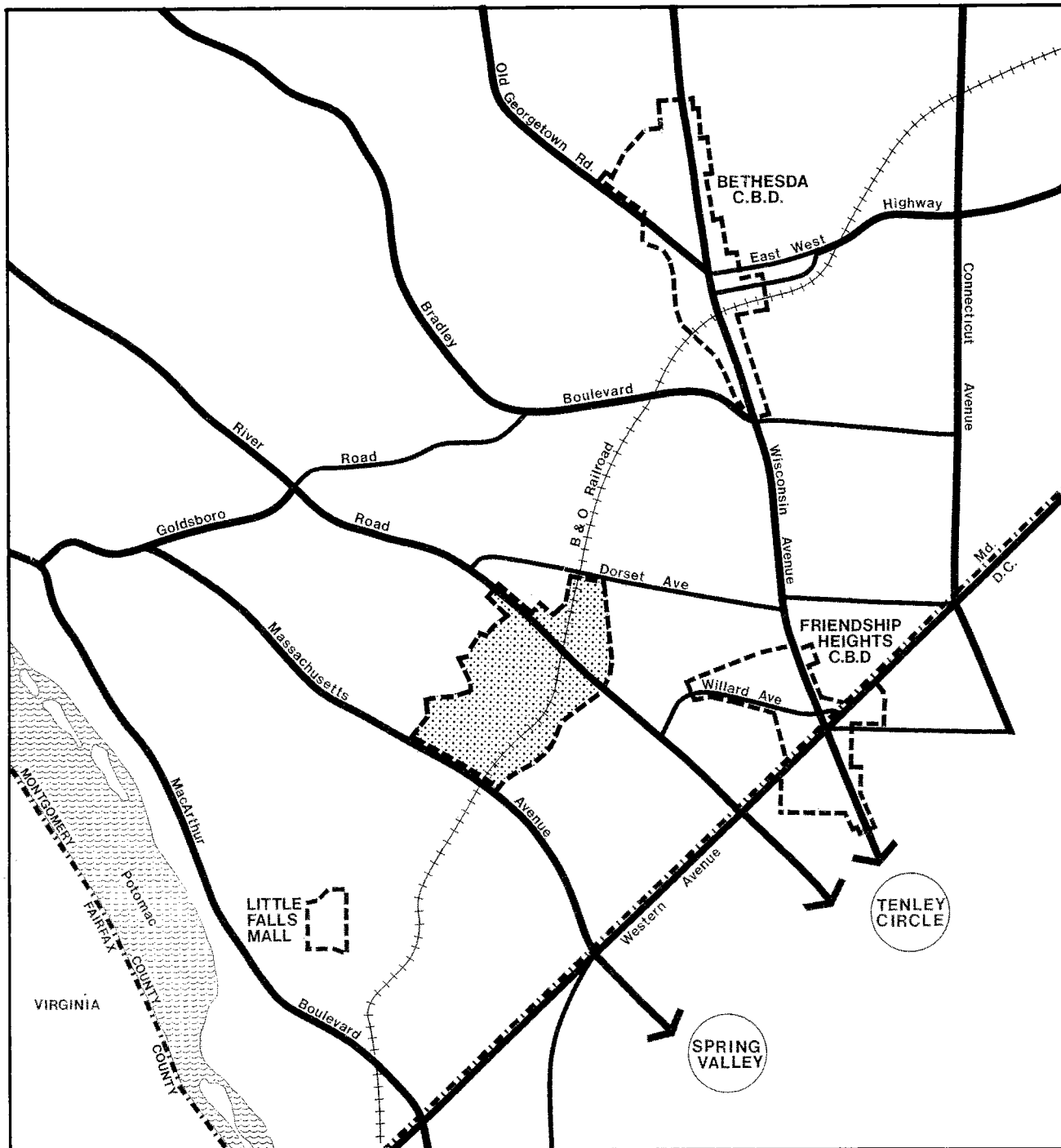
Figure 1

WESTBARD SECTOR PLAN

Montgomery County, Maryland



September 1982

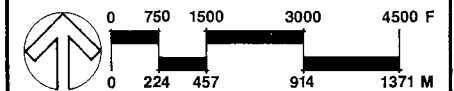


VICINITY MAP

Figure 2

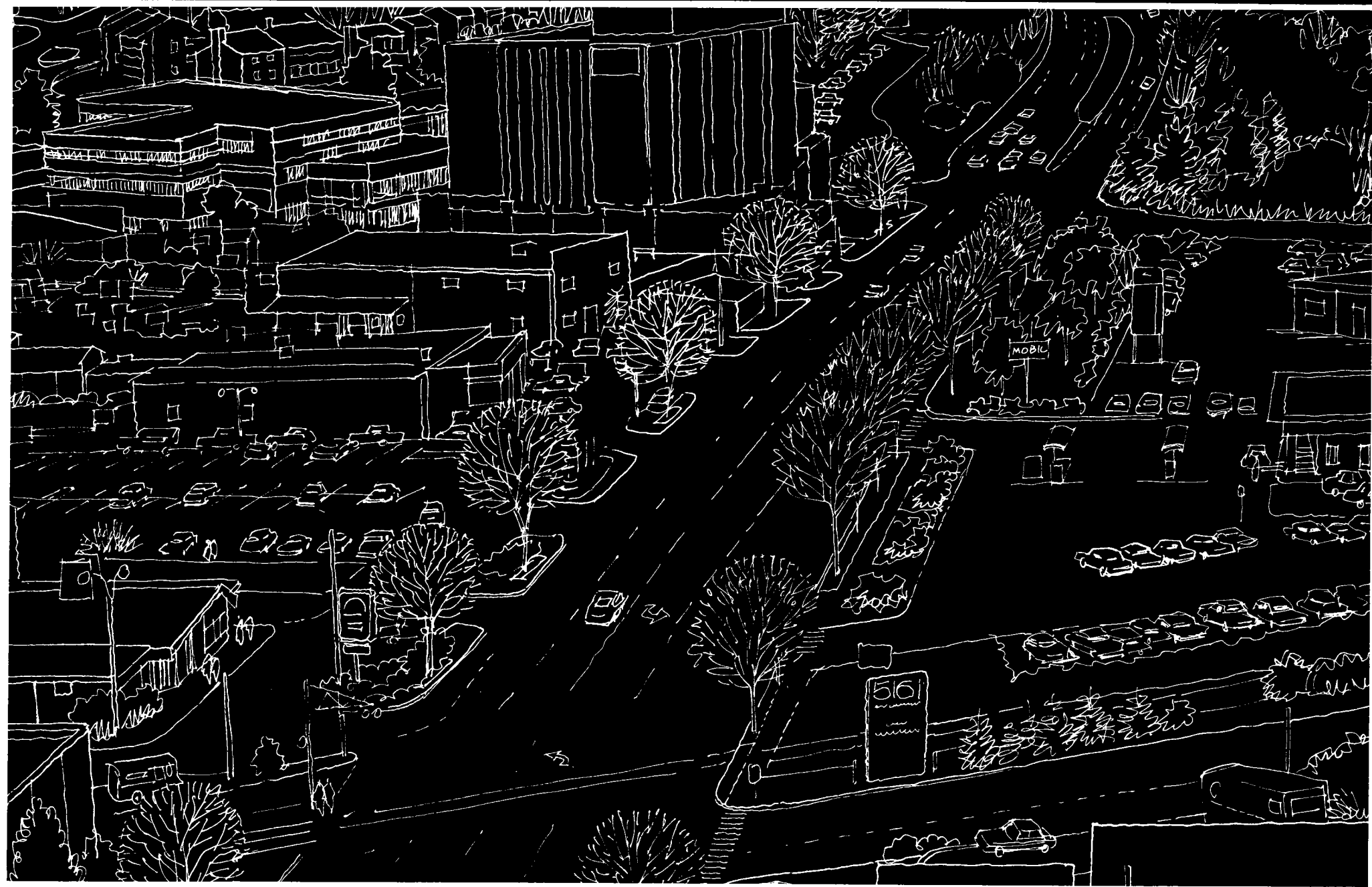
WESTBARD SECTOR PLAN

Montgomery County, Maryland



September 1982

PLAN HIGHLIGHTS



LAND USE AND ZONING RECOMMENDATIONS

- Recommend land uses that are more compatible with one another.
- Recommend planned development zoning for new multi-family, mid-rise residential buildings on the former Marriott property. Allow for modest amounts of general office, research or medical office use on the south part of the tract.
- Apply the new C-4 Zone to provide for limited commercial uses along River Road.
- Enhance existing industrial uses straddling the railroad right-of-way south of River Road with access over a new roadway; redesignate this area for light industrial zoning.
- Gradually convert the east side of Butler Road to low office intensity use.
- Retain Westwood Towers, mixture of office and residential use but prevent further conversion to office use.
- Reaffirm and strengthen the residential character of the neighborhoods surrounding Westbard.
- Reaffirm most of the existing light industrial uses in the southwest quadrant of the Sector Plan area.

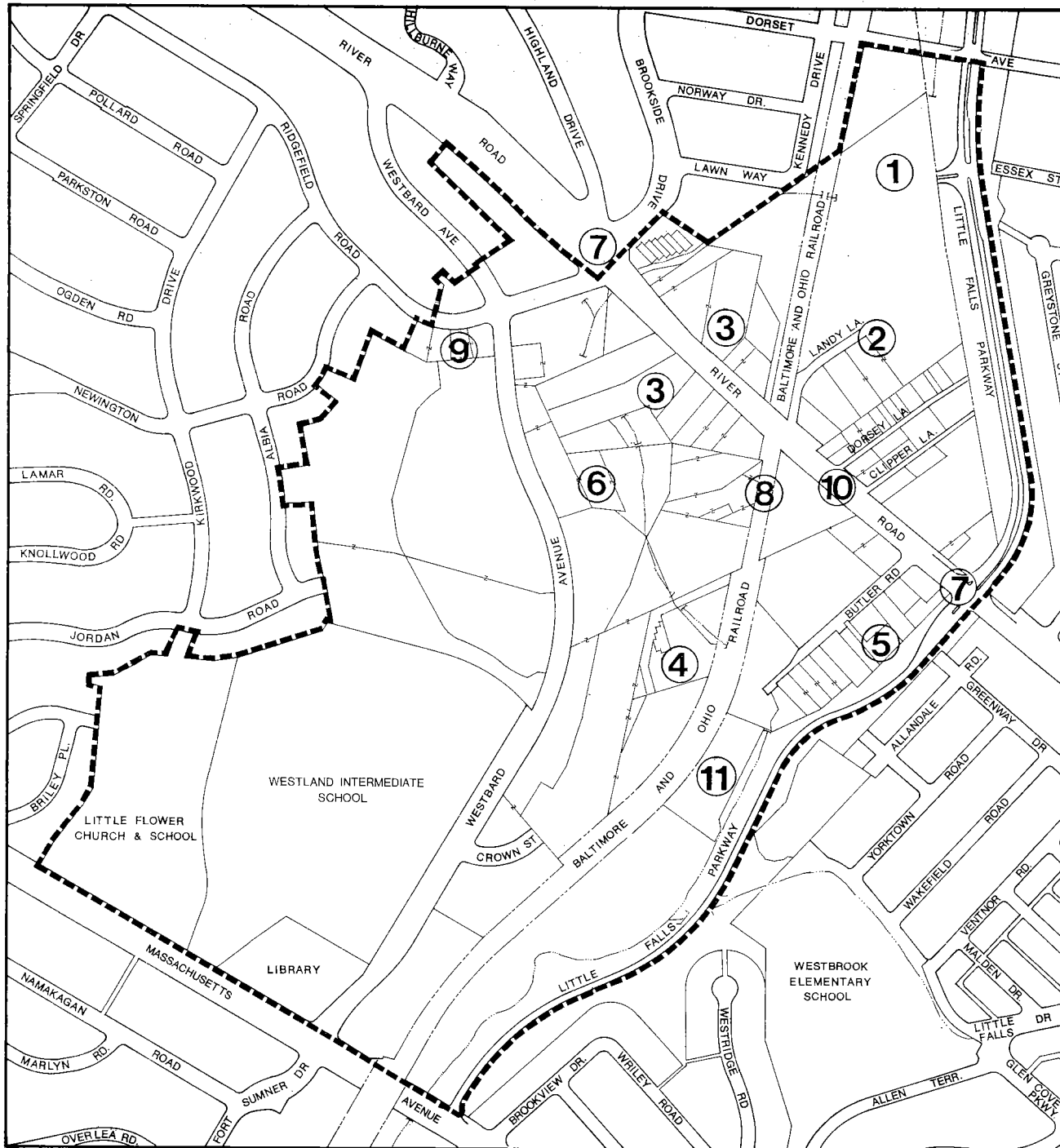
- Eliminate all I-2 zoning within the Sector Plan Area.
- Reaffirm the park use on the eastern border of the Sector Plan area and the garden apartments, townhouses, institutional and other peripheral and transitional uses.
- Limit development in areas zoned C-O and I-1 to three stories in height.

TRANSPORTATION RECOMMENDATIONS

- Improve traffic operations on River Road by retaining the existing roadway within the present mid-block cross section. Study the possibility of improving the intersections at Ridgefield Road and Little Falls Parkway.
- Improve access to industrial properties north and south of River Road by providing roadways along the railroad right-of-way and a new controlled intersection with River Road.

AMENITIES

- Consider the possibility of establishing a new urban park north of the Westwood Shopping Center at Ridgefield Road and Westbard Avenue.
- Initiate an Urban Boulevard and Gateways improvement project along River Road, include sidewalks and landscape treatment to improve pedestrian movements and make the area more attractive.



MAIN PLANNING PROPOSALS

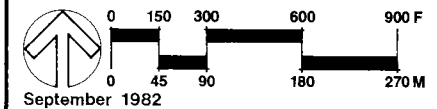
--- Sector Plan Boundary

- ① Multifamily Residences
- ② Office/research
- ③ Modified general commercial zone
- ④ Convert to light industry
- ⑤ Convert to offices
- ⑥ Convert back to residences
- ⑦ Intersection improvements
- ⑧ Railroad Roadway
- ⑨ Urban park
- ⑩ Urban boulevard program
- ⑪ Encourage townhouse development

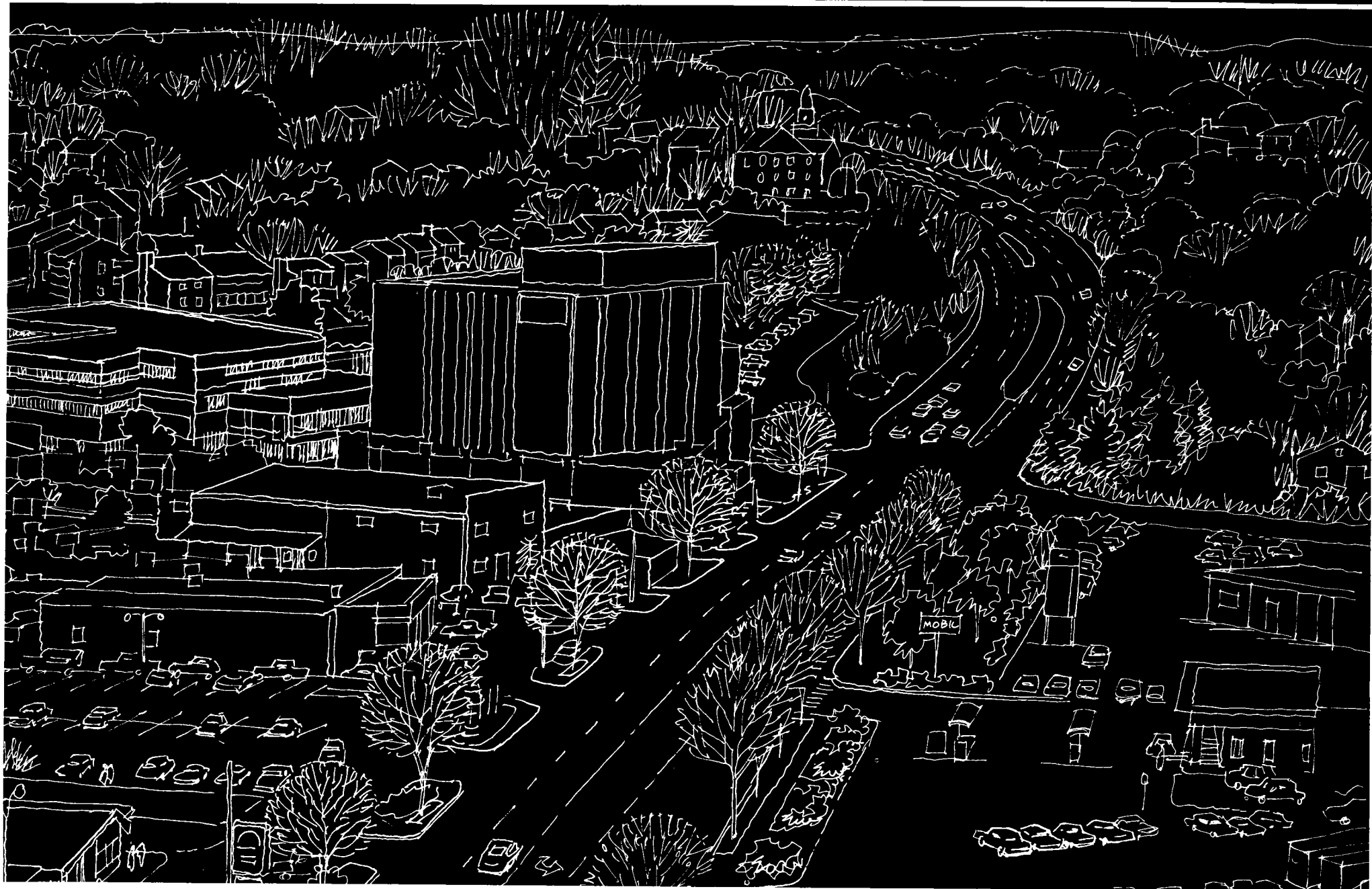
Figure 3

WESTBARD SECTOR PLAN

Montgomery County, Maryland



AREA PROFILE



INTRODUCTION

Montgomery County guides its growth through a comprehensive land use planning program to assure orderly, efficient, safe and effective use of the land. Planning should balance growth in harmony with environmental, transportation, housing, and development policies.

The Westbard Sector Plan recommendations are based on an analysis of existing conditions, a review of many different land use and transportation options, a careful look at surrounding uses, and a projection of probable future conditions in the area covered by this Plan.

The Westbard Sector Plan is an amendment to the Bethesda-Chevy Chase Master Plan, adopted October 1970, as well as to the General Plan for the Physical Development of the Maryland-Washington Regional District and the Master Plan of the Highways within Montgomery County.

The Bethesda-Chevy Chase Master Plan recommended that the Westbard area be separated from the Friendship Heights and Bethesda CBD Plans. It also recommended removing heavy-industrial zoning and adding a substantial amount of office development. That plan was not implemented by a comprehensive zoning map amendment.

In recent years, traffic conditions have worsened and the redevelopment of several large parcels is now possible. Westbard contains a variety of land uses and is surrounded by residential and institutional uses, making the compatibility of future changes a matter of concern. The unusual topography and resulting difficulty of development, the lack of adequate access and internal circulation, and the juxtaposition of extremely

varied land uses require a careful examination of this area as we plan its role in the future of this part of Montgomery County.

DESCRIPTION

Westbard lies in the southwestern part of Montgomery County, approximately one mile from the District of Columbia boundary line. It is less than two miles from the commercial areas of Friendship Heights, Bethesda and several in the District of Columbia. Friendship Heights includes a station on the Metro Rockville Line and has been planned as a mixed use central business district (CBD) with the opportunity for a modest amount of population and commercial growth. Bethesda, also on the Metro line, is recognized as a prominent commercial retail/office complex. The Little Falls Mall is a neighborhood shopping center limited essentially to convenience establishments. All are within the Bethesda-Chevy Chase Planning Area.

The Westbard area is served by two major northwest to southeast highways: River Road and Massachusetts Avenue. River Road bisects the area and Massachusetts Avenue forms the southwestern boundary. Its close proximity to the other commercial centers and accessibility to Interstate 270 and the Capital Beltway by way of River Road puts Westbard in a prominent location in the region.

The Westbard area is surrounded by well-established, single-family neighborhoods. Over a period of years, the residential uses were built around the commercial/industrial area which extends along River Road and Westbard Avenue. There are several public uses which serve the residential community. These are: the Little Falls Library, the Westland Intermediate School, and the Little Falls Park; all are located in the southern part of the Sector Plan area just north of Massachusetts Avenue.

Land uses are varied in the Westbard area, with retail-commercial uses consuming the greatest land area, followed by industrial uses. Residential uses consume the least amount of land but are among the most visible; two residential high-rises dominate the River Road skyline.

The study area includes both regional and local businesses. Food, drug, hardware, liquor and dry cleaning stores, filling stations and bowling alleys serve the immediate vicinity. Other facilities such as the television studios and transmitter, caterer, auto body and repair shops, and a heating oil distributor serve a larger region.

The area has a number of nonconforming uses, i.e. structures, or uses which were lawful when established but no longer conform to the requirements of the zone because either the Montgomery County Zoning Ordinance or the zoning map have changed.

The Westbard Sector Plan study area is approximately 153 acres in size, exclusive of street rights-of-way and the B&O railroad right-of-way. Of that total, about 31 acres are northeast of River Road, while the remaining 122 acres are between River Road and Massachusetts Avenue. Of the 153 acres, 56.5 acres, or 37 percent, are in public use or semi-public use: Little Falls Park, Westland Intermediate School, Little Falls Library and the Little Flower Church and School.

Table I details the uses in Westbard by square footage and percent of total. A detailed parcel-by-parcel breakdown is contained in a separate study, Westbard Development Analysis, April 1982.

In 1977, employment in Westbard was approximately 6,050 persons: 4,000 south of River Road and 2,050 north of River Road (based on Round #2 COG Cooperative Forecasts, April 1979).

Also situated within the study area are 706 residential units including 65 group home units. The 641 standard dwelling units include 71 townhouses, 168

garden apartments and 402 high-rise units. Based upon average occupancy rates, the standard dwelling units generate a population of 983 plus 65 in the group home facility, for a total residential population of 1,048.

Among the natural features in Westbard is the Willett Branch of Little Falls Branch, a stream which is partially enclosed and entirely channelized through the area. Although it is not readily apparent to the passing motorist from River Road, the stream enters a steep-sided declivity with depths to 50 feet. The terrain has been severely altered due to extensive quarrying at the railroad crossing of the stream, in part explaining the irregular topography and odd shaped parcels south of River Road.

HISTORY

In common with many older communities, Westbard developed along a major transportation corridor. Due to the proximity of the railroad line bisecting the area, Westbard developed initially as an industrial center. In 1892, the B&O Railroad built the Metro Southern Branch (sometimes called the Georgetown Branch) from Linden in Silver Spring through Chevy Chase and Bethesda for seven miles to the District line and thence to Georgetown. The B&O annual report in 1892 states that "... the line will develop some important suburban settlements in the vicinity of Washington, D.C." The line was completed in 1910; however, it never carried any passengers--only building supplies and materials and other freight. It now delivers chemicals to the Dalecarlia water treatment plant at the District line, which is operated by the U.S. Corps of Engineers for the city of Washington, D.C., and delivers coal to a federal steam generating plant.

Major suburban residential development began in the 1920's when the Kennedy-Chamberlin Development Company created the Kenwood Country Club and constructed

expensive detached homes in the adjacent Kenwood subdivision. Residential growth continued through the 1930's and 1940's and accelerated after World War II. The garden apartments and high rise structures reflect

the building boom of the 1960's. The townhouses on Westbard Avenue are the latest addition to the residential stock in the area.

TABLE I
EXISTING DEVELOPMENT

Use	Building Floor Area (Square Feet)		Percent of Total
Commercial	281,412		14.9
Retail		175,450	9.3
Service		67,108	3.5
Recreation		38,854	2.11
Office	594,346		31.4
Manufacturing	234,116		12.3
Communications	13,110		0.7
Residential	768,000*		40.5
Institutional	3,600		0.2
Total	1,895,584		100.0

* 641 Dwelling Units plus 65 Group Home Units.

NB - Existing Marriott Development = 137,000 Sq. Ft. Office
40,000 Sq. Ft. Recreation

COMPREHENSIVE PLANNING APPROACH



GENERAL CONCERNS AND ISSUES

The following section is a distillation of the major concerns and issues in the Westbard area. An overall approach is recommended in a later section (see page 23) which discusses how individual design concepts address each of these issues.

The Westbard area is a complex, mixed-use activity center which presents the community with a multitude of urban problems. The problems include traffic impediments, dilapidated industrial buildings, insufficient parking, noise, visual clutter, and a host of other shortcomings. However, in order to focus attention on the most serious of these planning concerns, the following is a statement of those issues believed to have the most serious effect upon the well-being of the Westbard area and the surrounding residential communities and which can be satisfactorily resolved (see Major Issues map, Figure 4, page 15).

1. Growth in Through Traffic

Estimates prepared by the Transportation Planning staff indicate that something on the order of 200 additional peak-hour trips would pass through the River/Ridgefield Road intersection and about 300 such trips could adversely affect the River Road/Little Falls Parkway intersection over the next ten years. The foregoing assumes full Metrorail operation and a high level of Metrobus and Ride-on bus service. In general, the entire corridor is congested, particularly during peak traffic hours, largely due to commuter traffic passing through the area.

The Transportation chapter reveals that the approach roadways do have ample capacity and can handle

the anticipated volumes noted above. However, the two River Road intersections within Westbard are operating at a level of congestion that is undesirable. Therefore, in order to accommodate additional internal development, some policy for dealing with through traffic should be devised.

2. Intersection Overloads

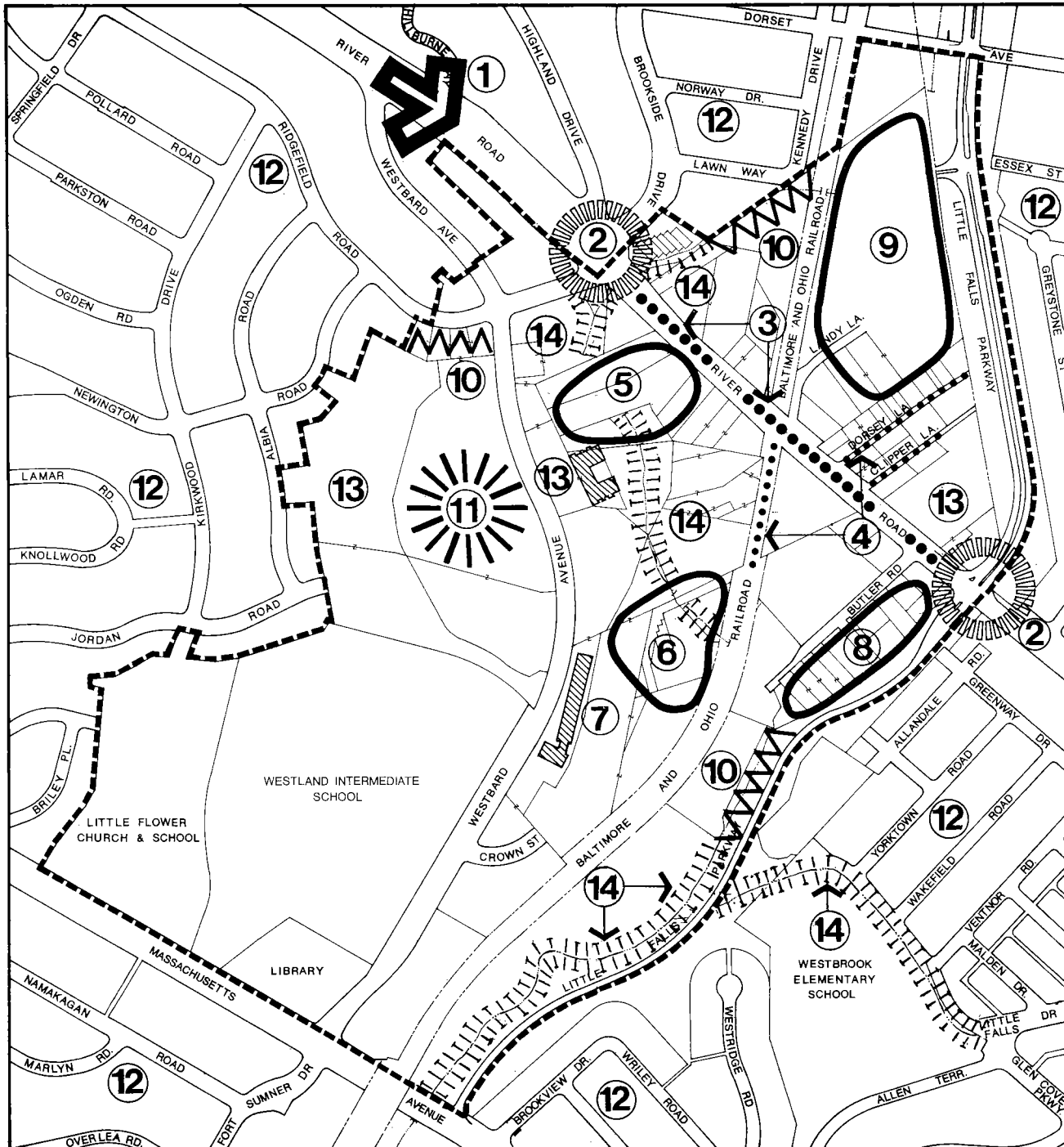
As noted in the Transportation chapter, the River Road intersections at Ridgefield Road and Little Falls Parkway are operating at high levels of congestion. These result in inconvenience and delay not only to the automobile commuters, but also to employees and patrons of businesses in the Westbard sector as well as residents of adjoining neighborhoods who must use River Road and/or Little Falls Parkway.

Choosing to make no improvements might deter new traffic from entering the Westbard area. Such new traffic may choose to use other routes, resulting in longer trips. The pressure to use local streets would also increase.

Some increased delay would result in and aggravate air pollution hot spots. Idling engines of cars which must wait through several traffic light cycles are a source of carbon monoxide (CO) emissions, particularly during the winter months when engines are cold. Improving the intersections to allow freer movement of traffic would have a beneficial effect on air quality by reducing the CO emissions.

3. Uncontrolled Left Turns

Some of the congestion along River Road can be attributed to the presence of numerous entrances and driveways on individual properties, which are entered by cars and trucks making left turns from opposite sides of the road. River Road is striped with a left-turn lane through the Westbard area so that there is a haven for



MAJOR ISSUES

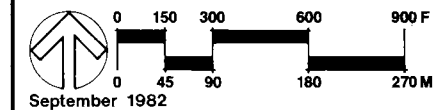
----- Sector Plan Boundary

- 1** Growth in Through Traffic
(See page 23)
- 2** Intersection Overloads
(See page 25)
- 3** Left Turn Across Traffic
(See page 25)
- 4** Substandard Streets
(See page 25)
- 5** Uncertainty of Use
(See page 26)
- 6** Substandard Industry
(See page 26)
- 7** High Level of Occupancy
(See page 27)
- 8** Inefficient, Mixed Use
(See page 27)
- 9** Redevelopment Potential
(See page 28)
- 10** Need for Buffer
(See page 28)
- 11** Retail Market Pressures
(See page 29)
- 12** Neighborhood Protection
(See page 29)
- 13** Inappropriate Zones
(See page 29)
- 14** Stream Protection
(See page 30)

Figure 4

WESTBARD SECTOR PLAN

Montgomery County, Maryland





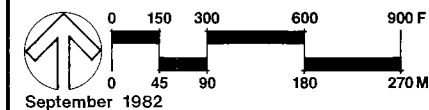
PROPERTIES MOST LIKELY TO REDEVELOP

----- Sector Plan Boundary

Figure 5

WESTBARD SECTOR PLAN

Montgomery County, Maryland

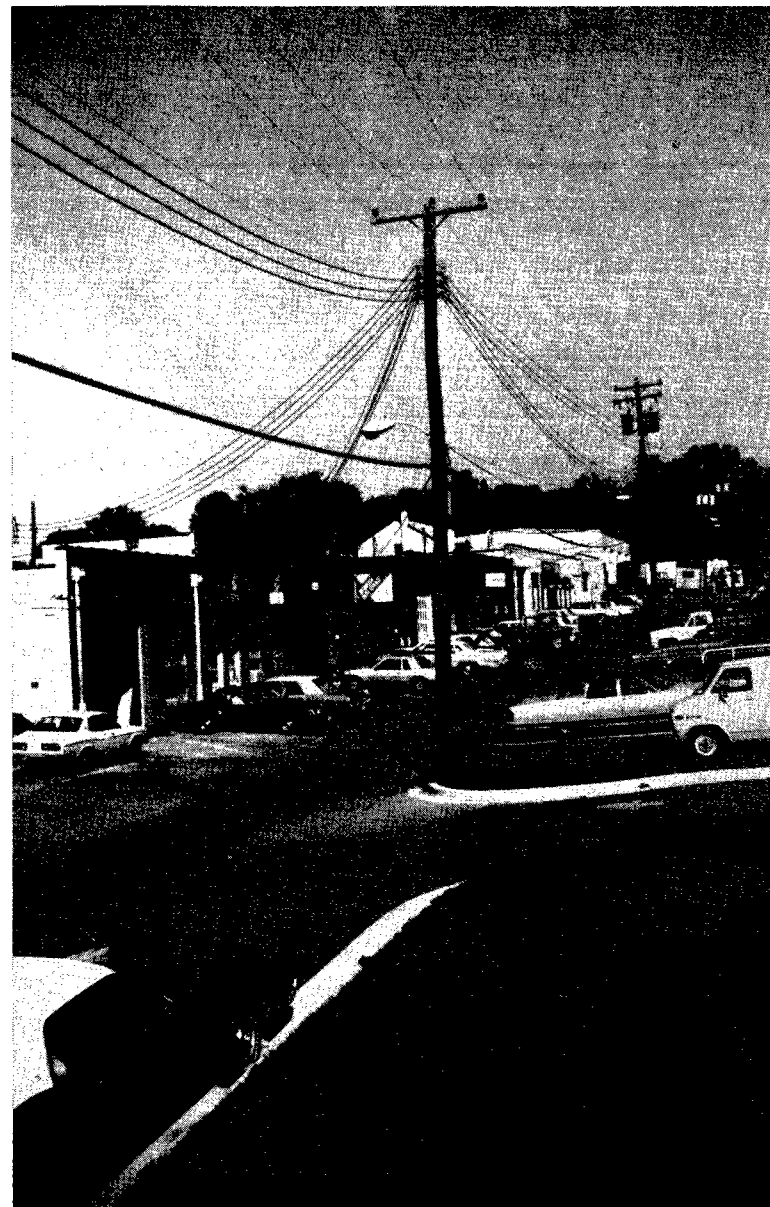


vehicles waiting to make the left turn, thereby minimizing the friction caused by such movements. However, problems do occur where cars are queued to make left turns at the main intersections. The left-turn lane was created from the inside lane on the west of the centerline. Therefore, when the west curb lane is obstructed by a vehicle, there is only one inbound moving lane available. Another consequence of the way in which the road operates is the difficulty faced by pedestrians seeking to negotiate a crossing.

4. Substandard Streets

With the exception of Landy Lane, which is maintained by the County, all of the interior streets are private. They are dead-end roads with narrow, substandard traveled ways. These streets were developed a number of years ago before road and subdivision standards were established. A number of properties are reachable only by such private streets or easements. This can be a nuisance to many establishments, particularly when tractor-trailers are not able to turn around, which is the case for Dorsey and Clipper Lanes. The question here might be whether this condition is more than a private irritation or whether there is a public interest involved. Butler Road serves more businesses and generates more traffic than other local streets.

Greater yet is the problem of access south of River Road to WDCA (TV Channel 20 broadcast studios), the C&P Telephone Company, and the other uses along a rutted, unpaved private road parallel to the railroad. The scale of activity here might justify a County improvement parallel to the railroad right-of-way. North of River Road a number of enterprises are also next to the railroad. Landy Lane serves several of these east of the railroad; others use a private easement west of the tracks. Construction of a single





roadway here would control traffic movements more effectively.

5. Uncertainty of Use

Some of the commercial properties along River Road, particularly on the south side, are presently underutilized. While the present zoning pattern on certain properties would inhibit full commercial redevelopment, some portions of such properties are in the Heavy Industrial (I-2) Zone. The uncertainties posed by these properties need to be resolved through appropriate rezoning.

6. Substandard Industrial Area

This is the area composed of contractors' yards, auto body repair and salvage businesses. Many of the buildings are substandard, lots are too small, parking is insufficient,

access is difficult, and the entire area is untidy and unsightly.

7. Over-Occupancy

The Westwood Building on Westbard Avenue contains 315,000 square feet of gross floor area, providing space for 1,850 employees of the National Institutes of Health (NIH). The occupancy rate (5.9 employees per 1,000 square feet) is somewhat higher than for a normal office building. Additional offices are located in the nearby Westwood Towers. Westwood Towers was built as a combination office and apartment building, but over the years some of the apartments have been leased for office occupancy. These buildings add to the peak-hour traffic problems in the area. Although the parking lots meet the present standards of the Zoning Ordinance, the lots are frequently filled, due to the higher than normal occupancy level of the buildings.

8. Mixed and Inefficient Use

The Butler Road establishments range from a carry-out food shop on River Road to a pest control shop on Butler Street. The present use make inefficient use of their sites, parking is in short supply, and the area is somewhat unsightly. The question here is whether the properties should be assembled and upgraded to some other acceptable use.

The existing land uses and buildings are a helter-skelter complex of disjointed elements. The juxtaposition of industrial, warehousing, residential and retail uses is eclectic and disorganized. (See the Existing Land Use map.) Many of the uses and densities would not be permitted today under current regulations regarding height, parking standards, subdivision regulations, density, and setback requirements. Prior rezonings seem to have occurred without due regard for compatibility with neighboring uses. Problems have arisen because of loosely drawn zoning regulations and standards that prevailed until recently. Thus, several high-density office buildings generate high employment concentrations and impinge upon limited parking and street capacity.

Many parcels provide the required parking for development on other parcels. Their redevelopment may affect the functioning and legal status of the existing buildings they now serve.

The visual clutter and lack of amenities represents another major area of concern. Extensive areas of paved parking are poorly screened. Many of the industrial and commercial structures also detract from the appearance of the Westbard community. The number of signs competing for attention along River Road, utility poles and wires and the paucity of landscaping, combine to create visual "noise."

9. Redevelopment Potential

Parcels were examined as to their potential for redevelopment. Redevelopment of some properties is expected because they are underutilized, have deteriorating structures, or have buildings that have outlived their economic or functional utility. Vacant redevelopable tracts and properties which could be assembled are also considered buildable. Those properties which appear to be economically redevelopable within the near future are identified on the map entitled "Parcels Most Likely to Redevelop."

Newer structures and existing large buildings are assumed to be permanent. Some changes in use and occupancy could occur at this time, particularly on parcels which have residential development on commercially zoned land. Those structures that are expected to remain permanent features of the area include the Westwood Building, 4501 Westbard Avenue, Kenwood Place, the Kenwood, Kenwood Professional Building, Kenwood House, Westwood Retirement Center, Westwood Shopping Center and several other office and retail buildings.

At present, there are several impediments to redevelopment in the area. The extent of commercial and industrial zoning now inhibits more desirable uses. The land areas bisected by the railroad right-of-way have limited potential for change due to their peculiar shape and lack of access other than via the existing easements parallel to the railroad tracks.

The declivity which carries Willett Branch stream through the heart of the commercial and industrial land prevents the unification and interconnection of properties. It has been partly enclosed in a culvert but most of it remains as an open, physical bisector of the area. Because of the depth and steepness of the banks, it cannot

be recaptured and improved as a natural feature.

The 11-acre Abensohn site was, until recently, the national headquarters of the Marriott Corporation. The former offices and storage buildings are, in part, leased to various short-term tenants. The expectation is that the present owner will demolish all or most of the present buildings and redevelop the entire tract. The present zoning is Heavy Industrial (I-2) which probably minimizes the return on investment which the owners realize. Of concern to the general public, are the highly inappropriate uses allowed in the I-2 Zone. The site is rather visible from both the Kenwood and the Somerset communities. The south part of the tract abuts existing sound, light-industrial, laboratory and storage buildings. Therefore, any reuse of the site should present an attractive appearance to the surrounding areas yet be able to fit in with the older, functioning light-industrial area.

10. Need to Improve Buffers

For the most part, the uses and improvements in the areas around the perimeter of the Westbard sector do make effective transitions between the industrial/commercial areas and the surrounding single-family neighborhoods. In addition to the concerns noted above under "Redevelopment Potential," there are, however, several areas which appear to be issues. One is the BETCO concrete block plant which intrudes upon the Willett Branch stream and presents an unsightly appearance along Little Falls Parkway.

Another "window" around the edge is the landscaped area on Ridgefield Road just to the north of the Westwood Shopping Center. Should this privately-owned tract be converted to some other use (such as single-family residences for which it is zoned), the new development would immediately abut the shopping center parking lot.

A possible third area of concern is the boundary between the Microbiological Laboratory and the adjacent houses in Kenwood fronting on Brookside Drive and Lawn Way. The channelized Willett Branch forms the separation between the two uses. That separation should probably be strengthened to diminish any unsightliness at the rear of the industries.

11. Growth in Retail Market

Residents in the vicinity of the Westbard area are reasonably well served, not only by the Westwood Shopping Center but by other convenience shopping outlets such as the Arlington/Bradley commercial area, and in Friendship Heights and Bethesda. However, the network of shopping facilities to the north and west is more limited. The next nearest neighborhood center is at Potomac Village at River and Falls Roads, nine miles to the northwest.

Some of the shopping needs of the intervening growth area in Potomac-Cabin John and West Bethesda doubtless can be met by the neighborhood shopping centers at Georgetown Square/Wildwood and the Cabin John Center on Seven Locks Road and Tuckerman Lane. With no new shopping outlets, the new population growth is certain to exert an additional retail market force in the Westbard area.

Already, a new retail/office building is being built on the former parking lot on Ridgefield Road between Westbard Avenue and River Road. A particular concern is the fact that allowable development under the available commercial zones is more intense than would be suitable. The C-2 (General Commercial) and the C-3 (Highway Commercial) Zones each allow development up to a Floor Area Ratio (FAR) of 1.5. The C-1 Zone does not have an FAR limit--the height and setback are the limiting dimensions.

Commercial zoning is the most logical choice for

the properties along River Road. The dilemma is that none of the existing zones is sufficiently limited in scale so as to prevent development, which cannot be accommodated by facilities proposed for the area. Because of this, the County Council has adopted a new Limited Commercial (C-4) Zone.

12. Neighborhood Protection

Parks and institutional uses are important stabilizing features protecting against expansion of the commercial/industrial activities toward surrounding high-quality neighborhoods. Neighborhood preservation must be a foremost consideration in the Sector Plan.

Apart from ensuring that the uses at the perimeter of the Westbard sector are compatible, there are other concerns about adverse influences in the adjoining areas. One is a matter of cut-through traffic. Another is the possibility of overflow parking by employees in the area. A third concern is that of noise emanating from the commercial/industrial area. Finally, the lack of pedestrian walkways to and from shopping areas, office buildings and apartments poses both hazards and inconveniences.

13. Inappropriate Zones

Over the years, since the early development of Westbard, the provisions in the Zoning Ordinance have changed significantly. Thus, many buildings that did conform with the Zoning Ordinance at the time they were built are no longer in conformance. Examples are the Kenwood Condominiums and the Westwood Towers and Building, plus the various light industry uses located in the Heavy Industrial (I-2) Zone.

14. Environmental Protection

An Environmental Analysis, contained as Appendix

A, details the nature of pollution in Willett Branch and Little Falls Branch. Failing sanitary sewer lines in upstream urban areas account for some of the problem. Stormwater runoff carries many urban wastes into the streams: petroleum products, fertilizers, pesticides, road salt, animal wastes, litter, and other matter. Excavation and grading for new development could result in sediment runoff from erosive soils, unless controlled.

Pollution of Willett Branch is apparent from the presence of white foam, discoloration of the water and the bad odor emanating from the stream. Little Falls Branch, which drains from Friendship Heights, has been classified as a "dead stream." Other intrusions include construction materials and cinder block rubble along the stream banks.

Several other kinds of pollution afflict the Westbard area. Noise emanating from heavily traveled arterials and local industries is a source of annoyance and discomfort to area residents and businessmen. Noise levels are often sufficiently high that they interfere with normal work and conversation. Ambient air quality in Westbard, as with other lower County areas, includes significant amounts of hydrocarbons and photo-chemical oxidants, much of which is produced elsewhere in the Metropolitan area. Heavy traffic volumes may produce excessive carbon monoxide concentrations at the major intersections. Some of the industrial uses in Westbard may also contribute to local air pollution.

GOALS AND GUIDELINES

Residential - The character of the surrounding single-family residential development should be preserved and enhanced by appropriate buffers and traffic controls and/or installations. Multi-family residential structures in Westbard should be protected and the quality of life for residents improved. Additional multi-family residential development within the Sector Plan boundary is accept-

able wherever little or no conflict with commercial and industrial uses would be expected.

Commercial - In view of the fact that all areas surrounding Westbard are committed to stable single-family or townhouse uses, parkland, schools, or churches, there should be no further expansion of the activity center 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 - The proximity of existing industrial uses to residences implies that there will continue to be some unavoidable conflict between them. The importance of these goods and services to the proper functioning and welfare of the community must be weighed against the appropriateness of their location in a residential area.

Industrial uses should be buffered to prevent or limit 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 prevent the intrusion of industrial uses and to avoid mutual conflicts.

Existing industrial uses, which are suppliers of necessary goods and services to this lower County area, should be protected to minimize costs of distribution and to avoid lengthy travel from elsewhere. For example, a fuel oil distributor serves numerous customers in the Bethesda-Chevy Chase area and consumes fewer vehicle-miles of travel because of the location of the oil storage tanks in the Westbard area. Auto repair, furniture storage, service and distribution facilities are examples of other industrial uses able to serve this

lower County area because of their convenient locations in Westbard. However, areas devoted to heavy-industrial purposes should be stabilized or decreased. To the maximum extent possible, their adverse impacts on surrounding neighborhoods should be diminished. Should redevelopment occur, conversion to more compatible uses should be considered.

Much of the present heavy-industrial zoned area should be reclassified to the light-industrial category (I-1). However, because the Westbard area is not suitable for large employment centers, the redevelopment of both I-1 and C-O zoned properties should be limited to the standard method of development which allows building heights no greater than three stories.

Transportation - The walkway, roadway, and traffic management systems should provide for improved access to commercial and industrial parcels with a minimum of conflict and delay. Substandard existing roadways should be improved wherever possible to smooth the flow of two-way traffic. New roadways may be needed to enhance access to certain properties.

The B&O Railroad right-of-way should be considered as a means of access from River Road to interior properties as an alternative to existing substandard roadways. If the use of the B&O Railroad right-of-way proves to be impractical or insufficient, then some or all of the right-of-way for a roadway should be obtained from adjoining landowners.

The Man-Made Environment - The appearance of the area as a whole and the inter-relationship among buildings should be improved. Suitable buffers between incompatible uses should be planned. Pedestrian amenities should be planned, particularly separation between pedestrians and vehicles, as well as mini-parks, plazas, protected

walkways, and planted areas.

The Natural Environment - Redevelopment should not result in any increased storm runoff, water, air or noise pollution in excess of that noise presently generated. To the extent that impacts can be measured and controlled, redevelopment should result in improvement to the environment. Runoff to Willett Branch should be reduced, if possible, and the stream could be protected by walling, fencing or closing-in at certain locations to reduce the amount of trash and litter reaching the stream. However, no stream enclosure should be permitted if it results in increasing upstream flooding or an excessive increase of downstream water velocity. Where an open channel remains, a suitable vegetative buffer should be established within the 100-year floodplain and on adjacent slopes steeper than a 15 percent gradient. Under County subdivision practices, buildings must be at least 25 feet from the 100 year floodplain.

DESIGN CONCEPT

This section outlines general proposals for dealing with the issues identified in the preceding section. These concepts are a distillation of more expansive discussions contained in the Land Use and Transportation chapters.

The design concepts are intended to treat only the more important issues and problems of the Westbard area. For certain problems, the plan makes no recommendations if logical and corrective actions are not feasible. Such conclusions are reached whenever the public benefits are not justified by the costs, where private interests are the sole beneficiaries, or where there are practical, physical, or social impediments to a solution. The essence of the planning process is to achieve those improvements which have clear and

substantial benefits to the general public, are cost-effective, and for which there is, or can be, legal authority. At the same time, the process recognizes that not all problems or irritations of urban living can be eradicated through government action.

The following, therefore, are suggested approaches toward addressing each of the main points identified under the issues section. They are graphically illustrated on the accompanying Design Concepts Map. (Figure 6 , page 24).

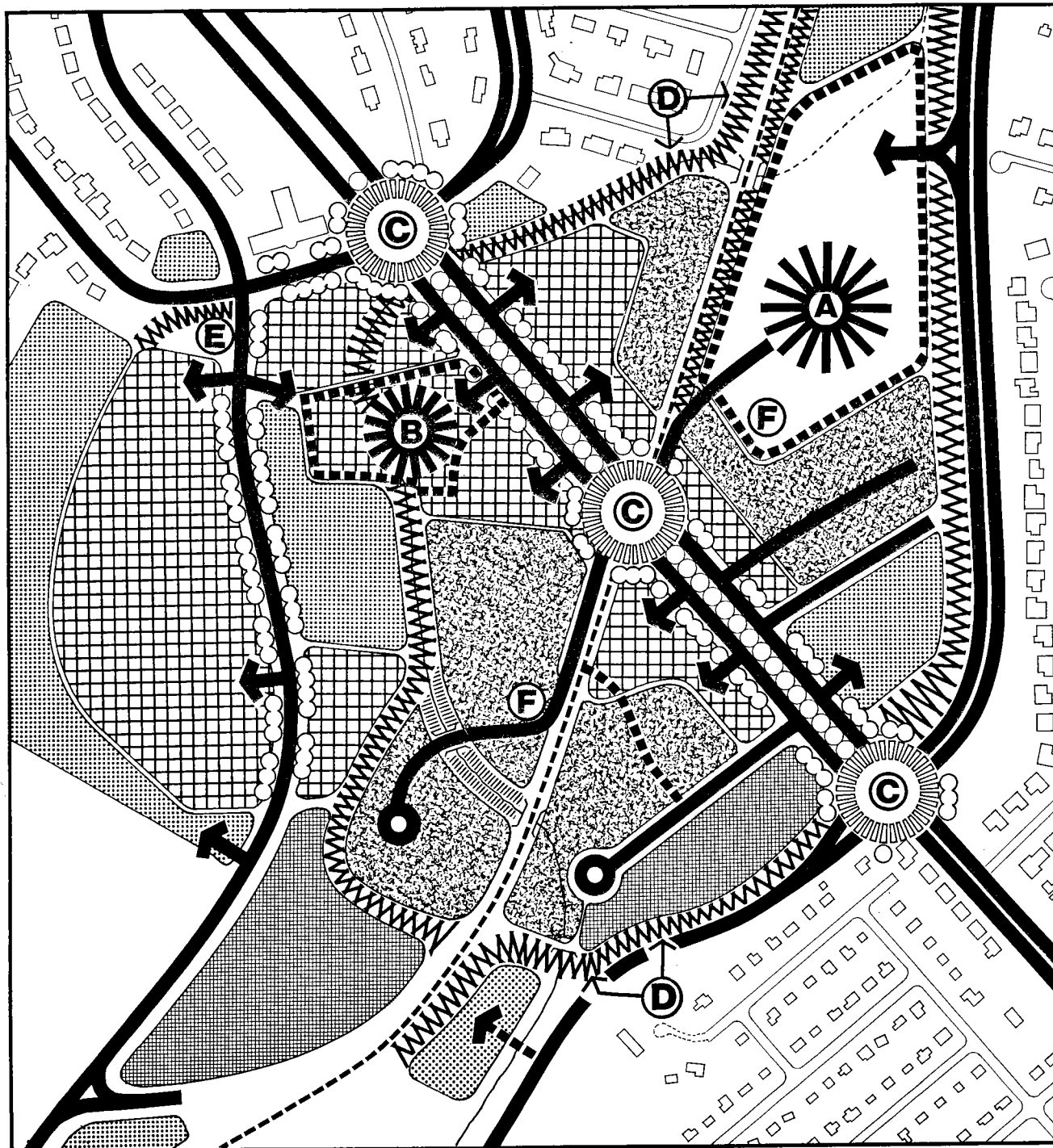
1. Growth in Through Traffic

Part of the problem is that the four-lane divided section of River Road, which extends from the Capital Beltway, meets its first major obstruction at Westbard. The capacity for high volumes of traffic is suddenly throttled down when it meets the two main intersections in Westbard each of which has large volumes of cross-traffic; the raised median disappears at this point and the roadway narrows.

The Westbard Sector Plan recognizes that planned development in the West Bethesda and Potomac areas will result in an increase in through traffic on River Road. The Plan makes some reasonable accommodation to through traffic so as to ease the situation both for externally and internally originating traffic.

Several of the residential communities, with the cooperation of State and County transportation agencies, have attempted to curtail cut-through commuter traffic in the neighborhoods by various traffic control measures. The obvious effect is the diversion of such trips back to the major roadways. Therefore, if the traffic diversion efforts as a whole are to succeed, some reasonable accommodation must be made for such trips on the main roads.

The concept of the Sector Plan to provide some limited additional capacity on River Road in order to



DESIGN CONCEPT

-  Multi-Family Residential
-  Commercial / Retail
-  Office
-  Industrial
-  (A) Mixed Use Planned Development
-  (B) Major Commercial/Retail Development
-  (C) Urban Boulevard and Gateways Concept
-  Street Trees and Sidewalk Amenities
-  (D) Stream Protection and Buffering Program
-  Landscaping and Screening
-  Stream Protection and/or Enclosure
-  (E) Urban Park
-  (F) Improved Roadways

Figure 6

WESTBARD SECTOR PLAN

Montgomery County, Maryland



September 1982

accommodate through trips more effectively. The specific means for doing so are presented in the following two items dealing with intersection treatment and midblock left turns.

2. Intersection Overloads

A principal method for improving traffic capacity on River Road would be to ease conditions at the intersections with Ridgefield Road and the Little Falls Parkway. As discussed in the Transportation chapter, a number of alternatives are presented for the improvement of River Road. The recommendation is essentially to retain the present pavement width on River Road through the Westbard area. Intersection improvements should provide sufficient traffic capacity to improve operations and levels of service and to minimize the impact of additional development.

3. Left Turns Across Traffic

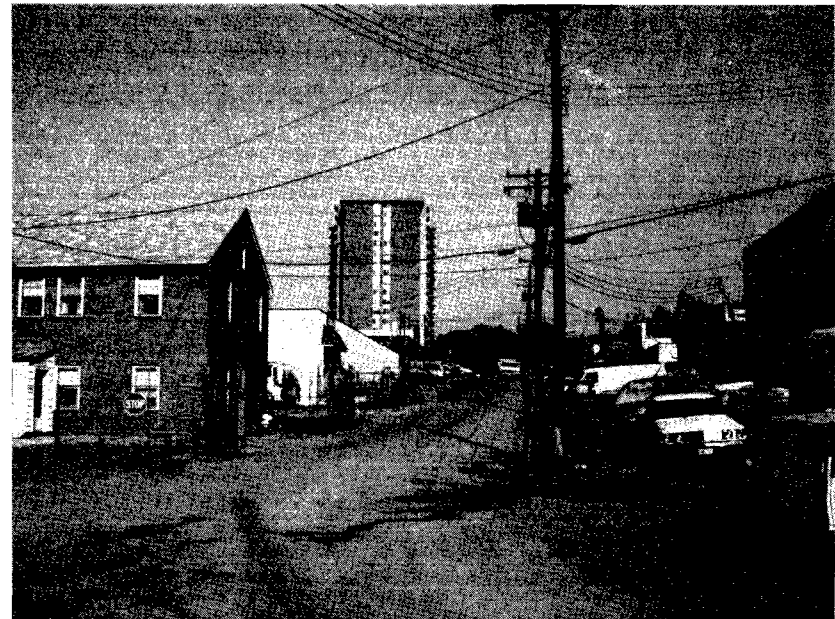
The choices for dealing with this issue are also noted in the Transportation chapter. The ultimate solution would be to install a raised median and compel left turns to be accomplished by making U-turns at the designated intersections and doubling back to make direct right turns to the individual properties fronting on River Road. While this would expedite the flow of through traffic, it would be costly, require additional right-of-way, reduce the opportunity for sidewalks, and inconvenience some of the businesses.

The present traffic lanes provide for a continuous left-turn lane that allows left turns at any point. This favors the local needs at the expense of through movements as there are only two moving inbound lanes which are reduced to one whenever parking occurs on the outside lane. This condition becomes critical in the

morning peak hour. After considering the alternatives and weighing comments of citizens and businessmen, the conclusion is to favor local needs and retain the midblock left-turn lane.

4. Substandard Streets

Dorsey and Clipper Lanes and Butler Road are substandard streets which are inconvenient for the properties which they serve. However, the streets are private and deadends and therefore are not problems for the public-at-large. While they could be made to function better (e.g., widening Dorsey and Clipper Lanes and making a loop connection between them), and their intersections with River Road improved, the cost and disruption to adjoining properties in doing so would not be justified.





Because of the greater number and extent of the businesses and the significant numbers of employees and visitors along the railroad south of River Road, access to that area does have a larger public interest. It is therefore suggested that an improved roadway be developed. Such a new roadway could share the railroad right-of-way with the tracks to be located in the street pavement. The key to such a project would be the willingness of the railroad to accede to such an improvement. However, if the County were to construct and maintain a roadway, a separated right-of-way would have to be obtained from the properties fronting on the railroad.

To the north of River Road, a similar recommendation is made in order to combine entrances at a single point that could be signal controlled. A suitable intersection design could be developed using the railroad right-of-way. Alternatively, existing Landy Lane could be linked across the tracks to the industries on the west side of the railroad in order to achieve a single entry off River Road.

5. Uncertainty of Use

Most of the properties along River Road are suitable for general commercial or highway commercial use. The main fault of the existing zones is that they allow too great a density (1.5 FAR) and too broad a range of uses. Several alternative remedies were considered, as discussed in detail in the Implementation chapter. The objective is to allow new development under appropriate controls not previously available in the Zoning Ordinance so as to limit the intensity and range of uses. Accordingly, a new Limited Commercial (C-4) zone was adopted so that it could be applied as part of the comprehensive rezoning recommended by this Sector Plan.

6. Substandard Industrial Area

If this area were exposed to public view, it would be a matter of grave concern calling, perhaps, for public redevelopment action. However, it is shielded from the sight of all but the occupants of the several high-rise buildings. The advantage is that the low cost of these properties helps to keep down the prices charged to customers of the auto body and repair shops. These industrial uses are unique to the down-county area and are useful from an energy and planning perspective. The present uses may remain but because many of the uses in the present I-2 zone are objectionable, any redevelopment should be in accord with the standards of the I-2 zone. Therefore, the only suggested public involvement would be to extend an improved roadway as mentioned under "Substandard Streets" above. The Light-Industrial (I-1) zone is consistent with the present uses and is also appropriate for future development in this area.

7. Over-Occupancy

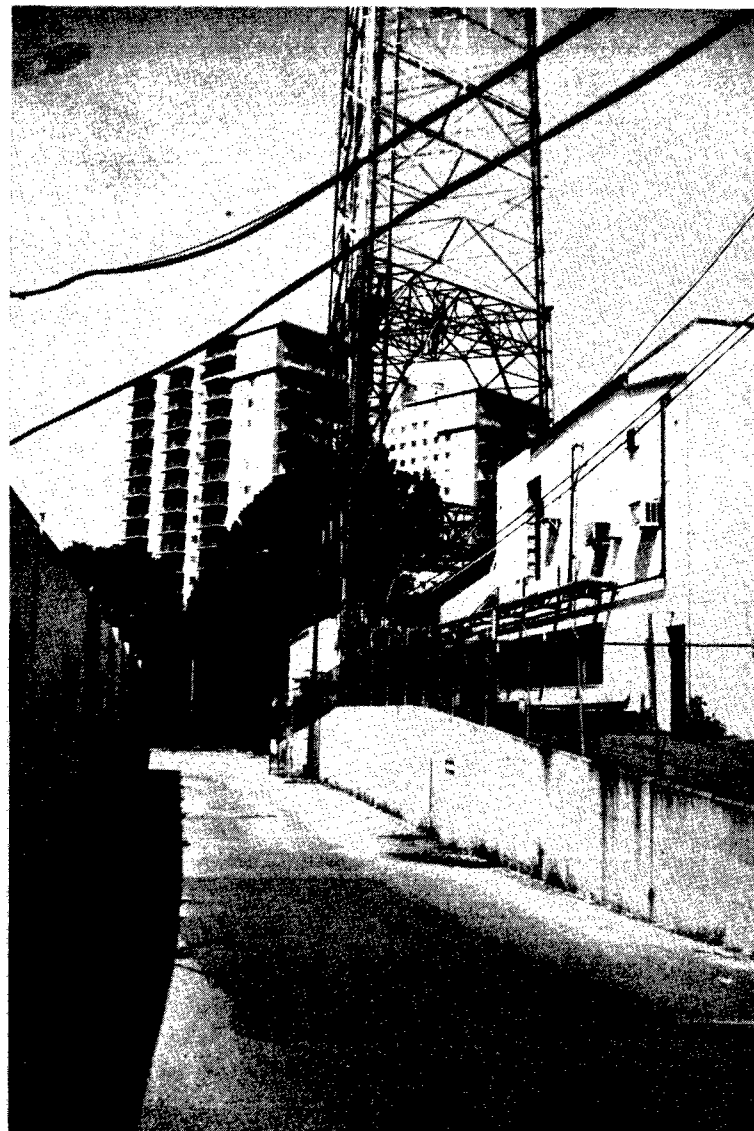
While recognizing the problem that is posed by the high level of occupancy in the Westwood Building, the regulatory powers of the County cannot provide relief. The building is leased by the General Services Administration (GSA) and is occupied by elements of the National Institutes of Health. NIH occupies other private rental facilities in the Bethesda and Silver Spring CBD's. In order to achieve operating efficiencies, NIH is now undertaking a study seeking to consolidate such elements into a single location at a transit station somewhere along the Shady Grove Metroline.

The eventual relocation of NIH from the Westwood Building and its reoccupation by private office tenants will probably result in a somewhat lower occupancy and, therefore, a reduction in the traffic problem. Although new federally-owned facilities are subject to mandatory review by the Planning Board and the National Capital Planning Commission, government rental facilities are not. To forestall other similar problems as posed by the Westwood Building, it is recommended that the National Capital Planning Act be amended to bring government-rented facilities under the review procedures.

The current mix of office and residential uses in the Westwood Towers building appears to be appropriate. In order to preserve this mix and prevent further conversion to office use, the building should be rezoned to R-10 (Multiple-family, high density residential).

8. Mixed-Use and Inefficient Use

Ultimately, the area along Butler Road should be converted to moderate-intensity office use through action of the private market. At the same time, the present establishments should not be inhibited from making



improvements and, therefore, they should not be placed in any zoning category that would result in their becoming nonconforming. Both objectives can be achieved under the recommendation here for a Light Industrial Zone (I-1); all present uses would be conforming and conversion to office use would be permitted.

9. Redevelopment Potential

The former Marriott property functioned reasonably well with respect to the surrounding areas. The uses and intensities permitted by the present I-2 Zone, however, are inappropriate. New development must be compatible with surrounding uses and existing traffic constraints.

The Plan recommends that the north end of the property be converted to multi-family use with varying building heights. The south end of the tract should serve as a transition with the adjoining light-industrial uses along Dorsey Lane. That transition could be either moderate office, laboratory or research use. The recommended approach is to authorize a Planned Development (PD) Zone which basically allows for residential use, but which also permits commercial and industrial uses whenever specified in a master plan. This would require approval of a development plan at the time of rezoning. The PD Zone is a floating zone which must be applied for by the owner.

The Plan recommends the PD-28 Zone, recognizing that the density finally approved in a development plan might be less than 28 units to the acre. In addition to a maximum of 353 residential units, the plan would allow office and/or laboratory/research facilities at the south end of the site. Convenience retail to meet the needs of the residents and employees would also be permitted. The purpose is to keep the impact of new development to approximately the same level as the former Marriott operations, with allowance for the

offsetting effects of public transit and intersection improvements.

Granting of the PD Zone should impose operating conditions on the nonresidential uses. Staggered work hours, reserved parking for carpoolers and vanpoolers, and employer-subsized transit fares are among the conditions that might be imposed with the granting of the zone. Because the PD zone is a floating zone that must be applied for by the owner, it cannot be imposed as part of a comprehensive rezoning of the area. Therefore, Commercial Office building zone (C-O) is recommended to be applied to the south part of the tract. If the C-O zoned area is developed separately without applying for the PD zone, the optional method of development of the C-O zone is not permitted by this Sector Plan because it would generate more vehicular trips than are acceptable.

The site has entrances on both Little Falls Parkway and River Road (via Landy Lane). Thus, through traffic has the opportunity to drive through the property and avoid the intersection at Little Falls Parkway and River Road. In spite of adding capacity to this intersection, through traffic can be disruptive to the site occupants. The occupants should retain the choice of entry in order to minimize length of travel and double-hauling through the intersection. Therefore, it is suggested that through travel by outsiders be inhibited by the interior design and operation of the property, while allowing for passage of emergency and service vehicles.

10. Need to Improve Buffers

The perimeter transition can be strengthened at several identified vulnerable points. The BETCO concrete block plant should be screened from view. Should the plant go out of operation, redevelopment should be limited to light industrial. Redevelopment in townhouses should be allowed, provided a separate entrance can be achieved on Little Falls Parkway.

The site on Ridgefield Road north of the Westbard Shopping Center is recommended as a possible urban park, subject to the Planning Board's financial ability to purchase, develop, and maintain. The stream bank at the rear of the Microbiological Laboratory should be fenced or landscaped to enhance the visual separation. This could be a cooperative venture between the homeowners and the industry.

11. Growth in Retail Market

The possible pressures for expanding the convenience/commercial component has been forestalled in large measure by the recommendations under "Uncertainty of Use" (see page 26) for a limited commercial zone. However, more intensive patronage of the existing Westbard Shopping Center is a strong likelihood in view of the fact that growth of neighborhood retail facilities will not keep pace with residential growth in the Potomac Valley area. The proposed limited commercial zone along River Road should protect against any major new retail establishment.

Increased patronage could aggravate the present conflicts between pedestrians and motorists along the interior roadway that flanks the west side of the Westwood Shopping Center. One solution would be to install a pedestrian island extending out from the building into the parking lot. This would allow for parcel pickup next to the building, but it would interrupt through movements, in the interest of pedestrian safety. A less costly and less effective alternate solution would be to install speed bumps in the present roadway.

12. Neighborhood Protection

As identified in the issues statement, this item deals with traffic, parking, and noise as they affect the

residential neighborhoods. The issue of cut-through commuter traffic in the Somerset and Kenwood areas has been dealt with, at least in part, by traffic controls. The Sector Plan supports the extension of such controls, provided they don't create greater problems. As suggested earlier, one way to ensure their workability is to make sure that the major roads are capable of absorbing trips that are no longer diverted through residential areas.

Spillover parking within neighborhoods does not appear to pose any major problems at the moment. Should problems arise, the use of two-hour parking limits and the creation of residential parking permit districts are available remedies.

Some noise problems are reported to affect nearby residents. The early-hour trash pickups should be disallowed by any of the contractors operating under County permit. Truck-traffic noise should be attenuated by screening and fencing whenever redevelopment occurs. New, sound-deadening asphalt pavement has been successfully used in the County and should be used for any future resurfacing projects, especially on River Road.

Pedestrian circulation should be improved and made less hazardous by providing walkways where gaps now exist. A current County program to install a sidewalk on the north side of River Road is scheduled to be started during Fiscal Year 1983. Traffic controls should be adjusted to be more convenient and safe for pedestrians, e.g., reconsideration of free right turns and walk cycles on the pedestrian signals. If intersections are improved, short medians should be installed to provide pedestrian havens.

13. Inappropriate Zones

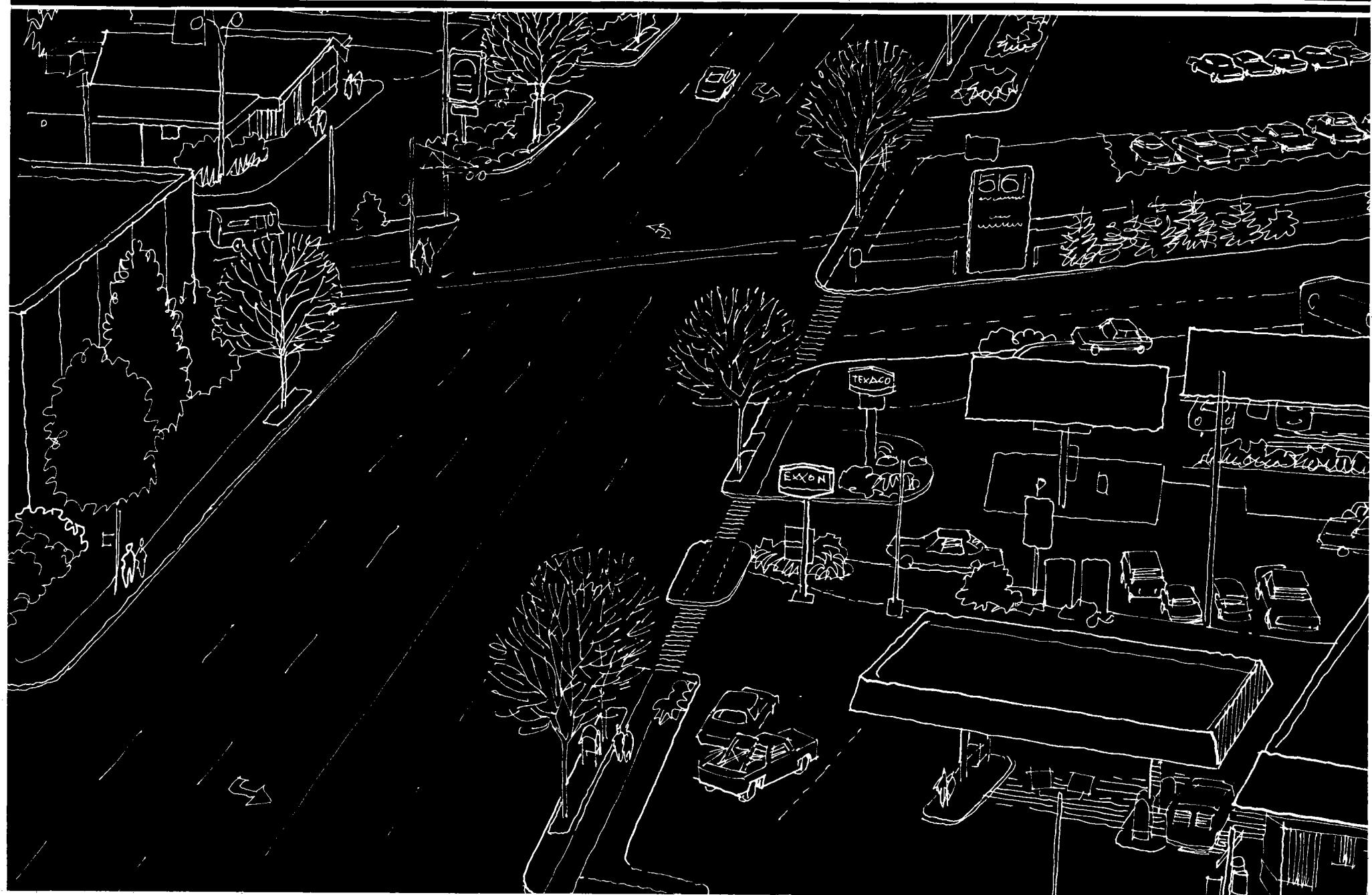
The Zoning Plan (see Map, page 59) attempts to place existing sound development into suitable zones to minimize the problems of nonconformance and also to forestall conversion to inappropriate uses now possible

under existing zones. Examples are the Kenwood Condominium, Kenwood Place Apartments, and the Westwood Towers which are recommended to be placed in residential zones instead of the existing commercial zones. The existing high-rises exceed the densities allowed in the R-10 Zone, which is the one multi-family zone that most nearly fits that situation. A grandfather clause in the Zoning Ordinance exempts the buildings from nonconforming status, but the recommended zone will prevent unwarranted conversions to office and/or retail uses.

14. Stream Protection

The current program of rehabilitation and replacement of sanitary trunk sewers was recently completed. Pollutants carried by stormwater runoff should be reduced by the practices listed in Appendix A. Where possible, vegetative buffers should be established along open channel sections to include the 100 year floodplain and slopes of 15 percent or greater.

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 complicate 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

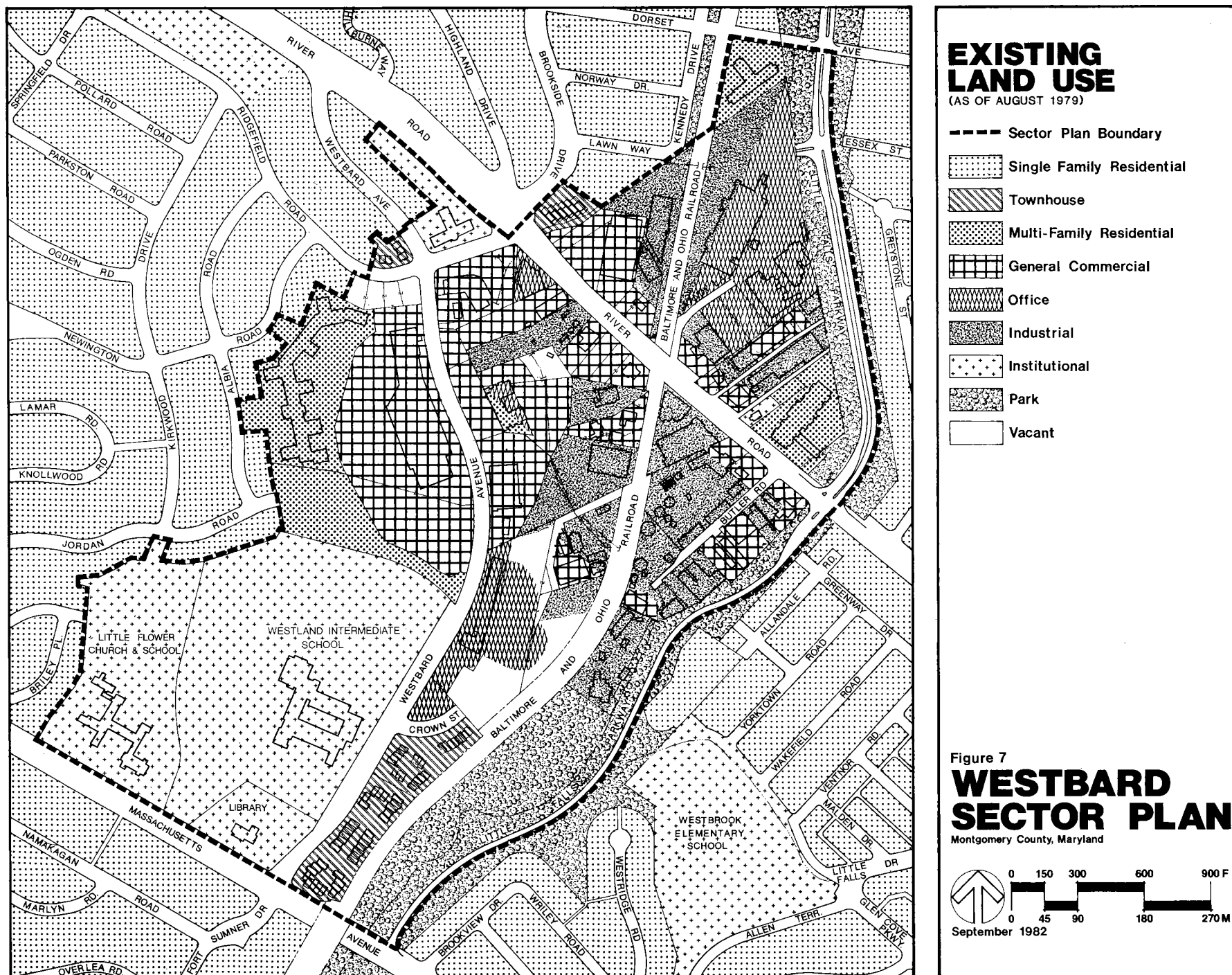
number of alternative approaches before making choices which are believed to be realistic, achievable and practical, given the existing constraints.

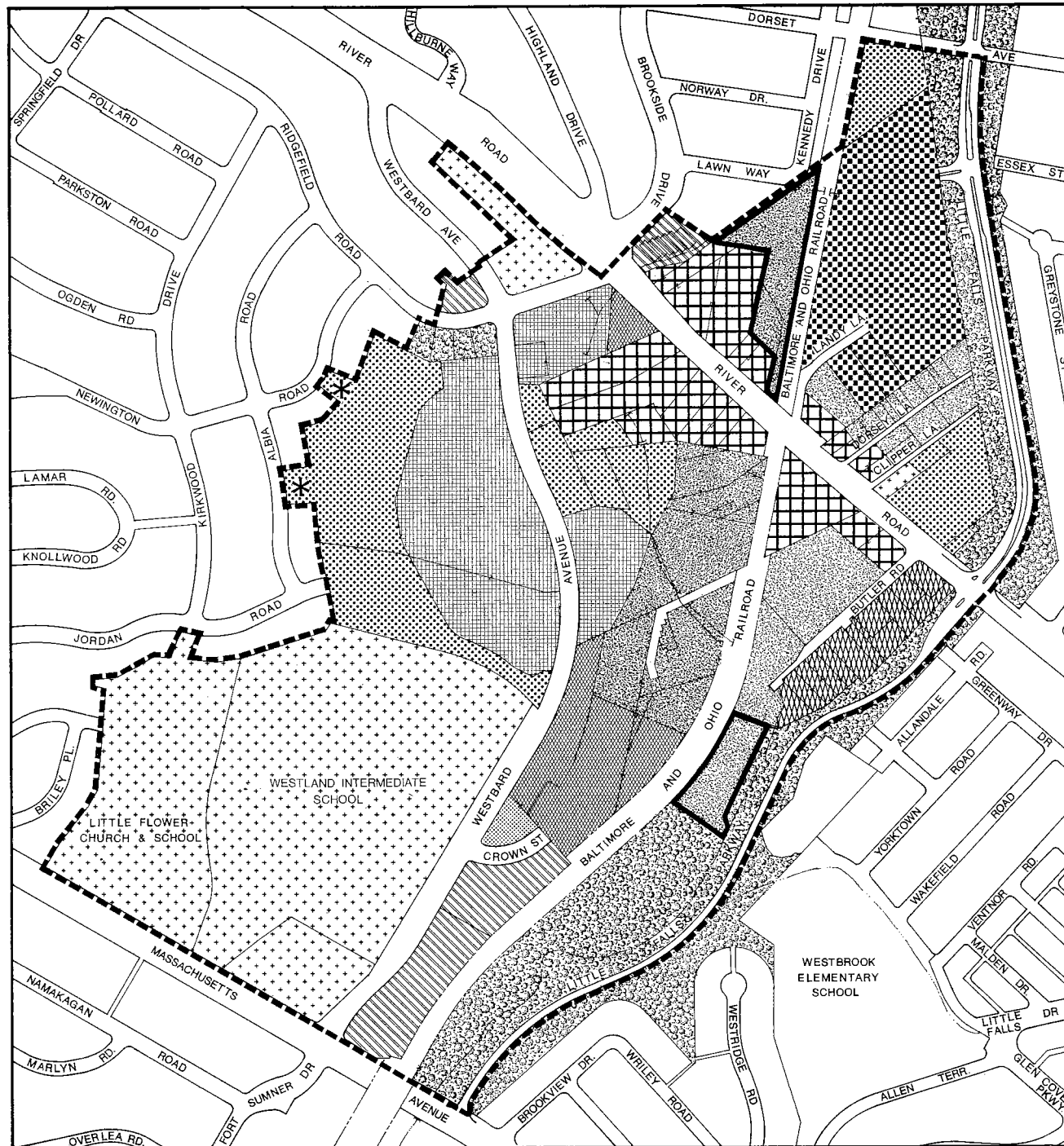
The Plan recognizes the original and continuing character of Westbard as commercial/ industrial and seeks to reinforce this character because of the substantial benefit it provides to businesses and residents of lower Montgomery County. However, there is a need to do a more effective job of containing 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.





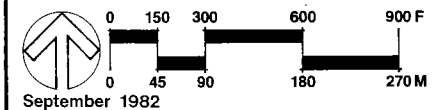
LAND USE PLAN

- Sector Plan Boundary
- Single Family Residential
- Townhouse Residential
- Multi Family Residential
- Local Commercial
- Limited Commercial
- Low Density Office
- Medium Density Office
- Mixed Use Planned Development
- Light Industrial
- Institutional
- Park
- 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.

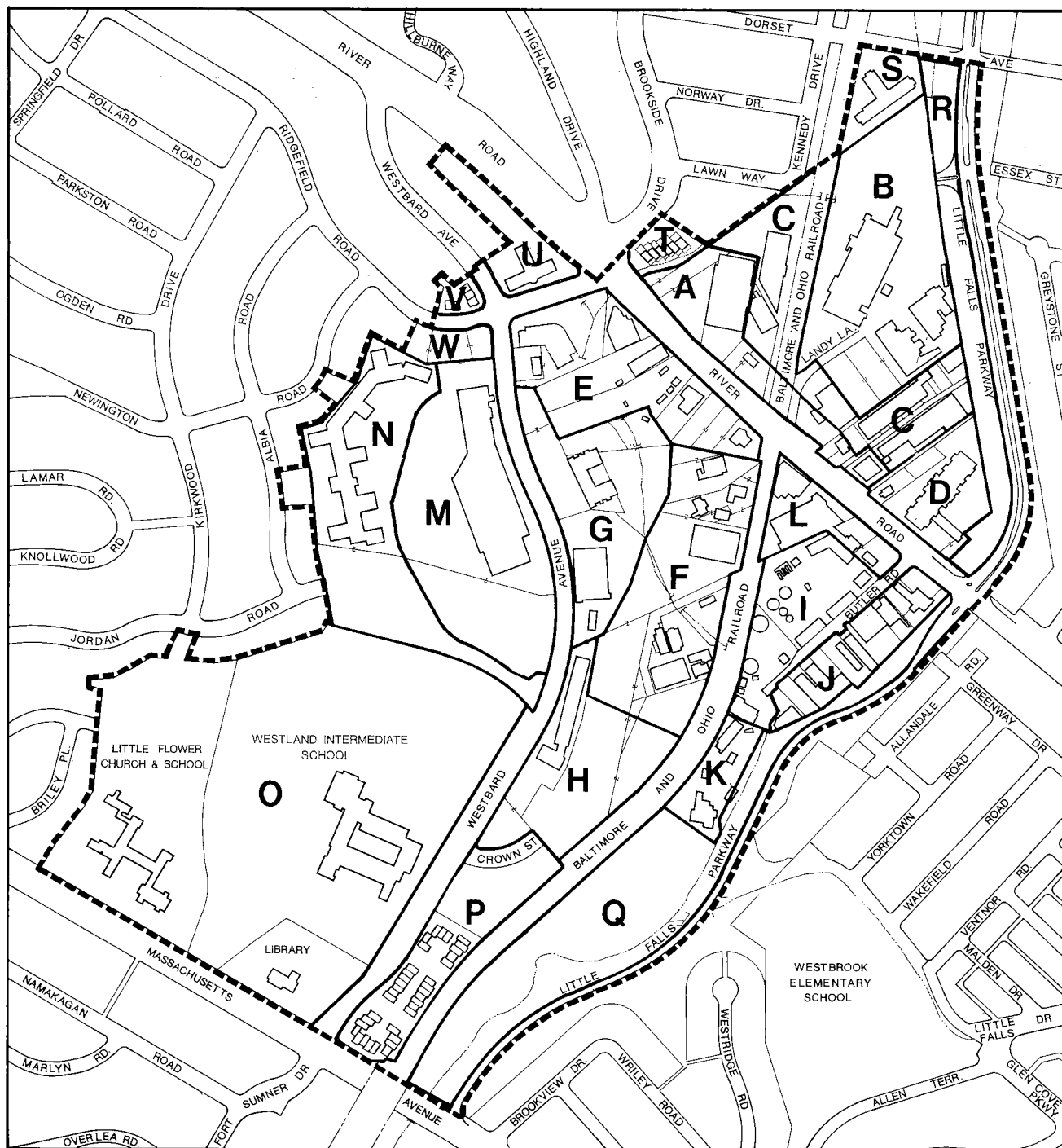
The current uses are suitable for this area and do not conflict in any significant way with the abutting residences. A change to other uses allowed in the C-2 Zone could negatively affect the current compatible condition by increasing the intensity of use or the peak-hour traffic characteristics. The 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



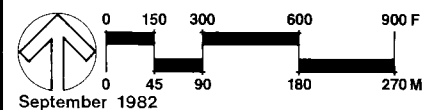
LAND USE ANALYSIS AREAS

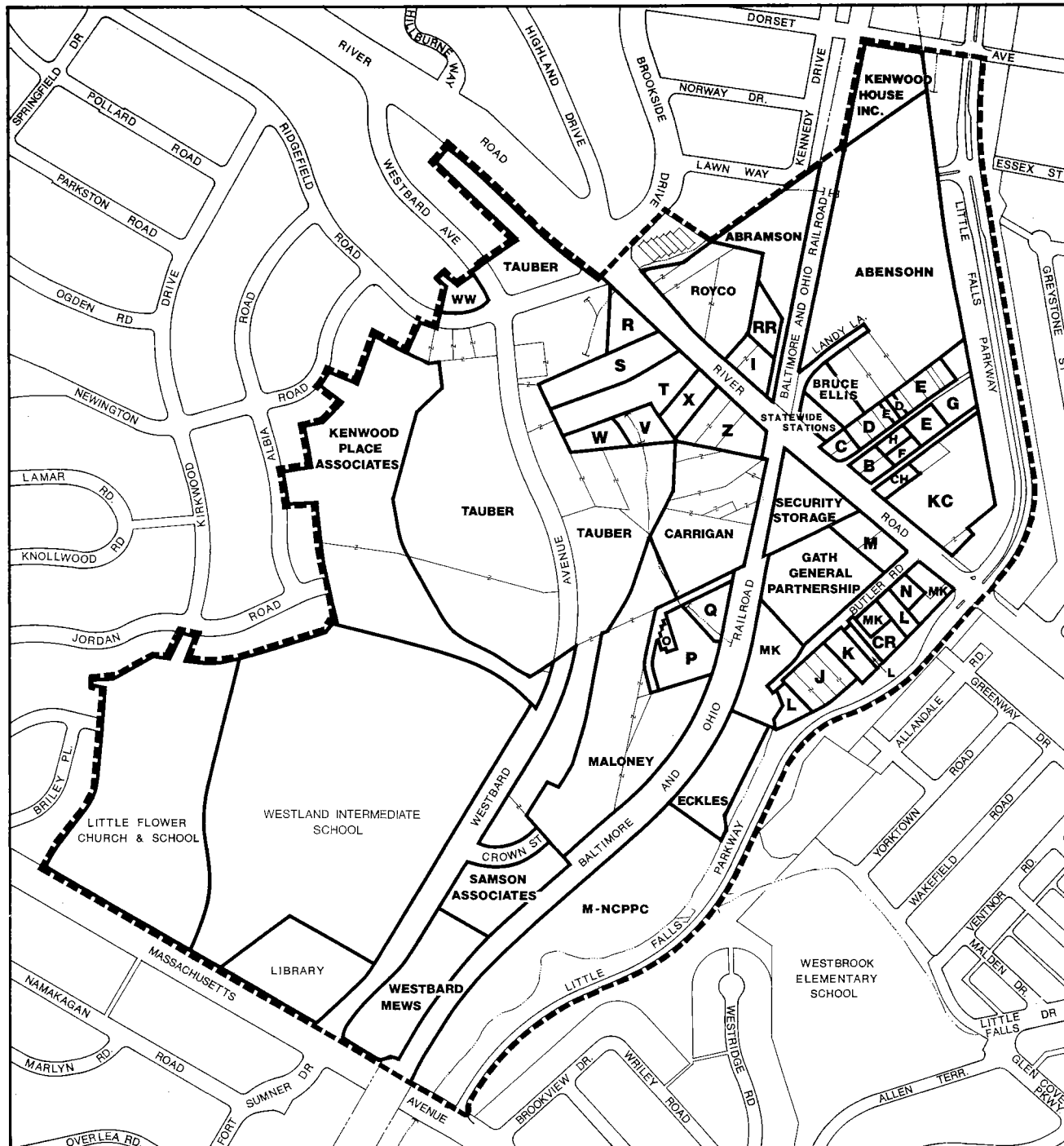
--- Sector Plan Boundary

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.

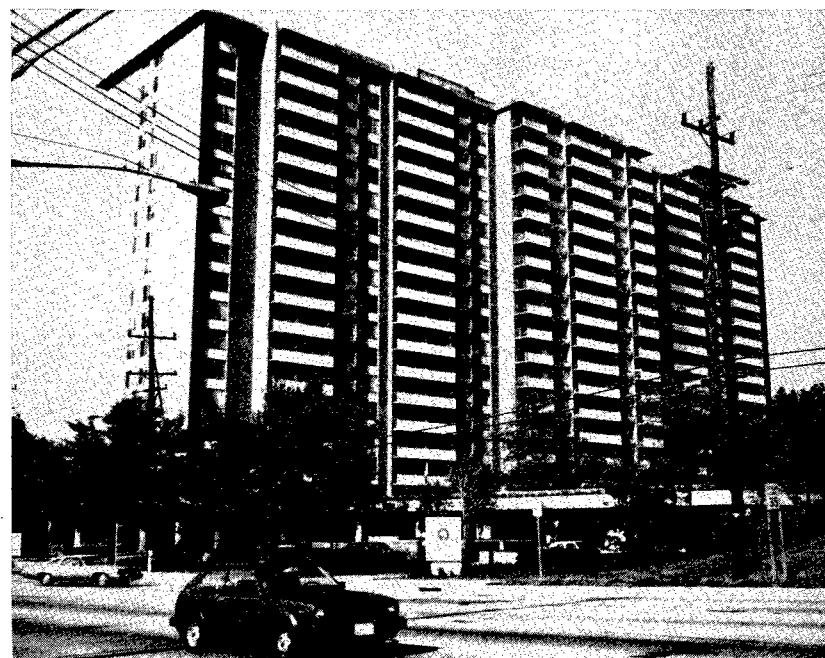
Recommendation -- Rezone the parcels along Dorsey and Clipper Lanes to I-1. This would result in the fewest nonconforming uses and would provide the most compatible set of alternative uses whenever new businesses locate in this area. Laboratories are allowed in the I-1 Zone as well as automobile repair 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.

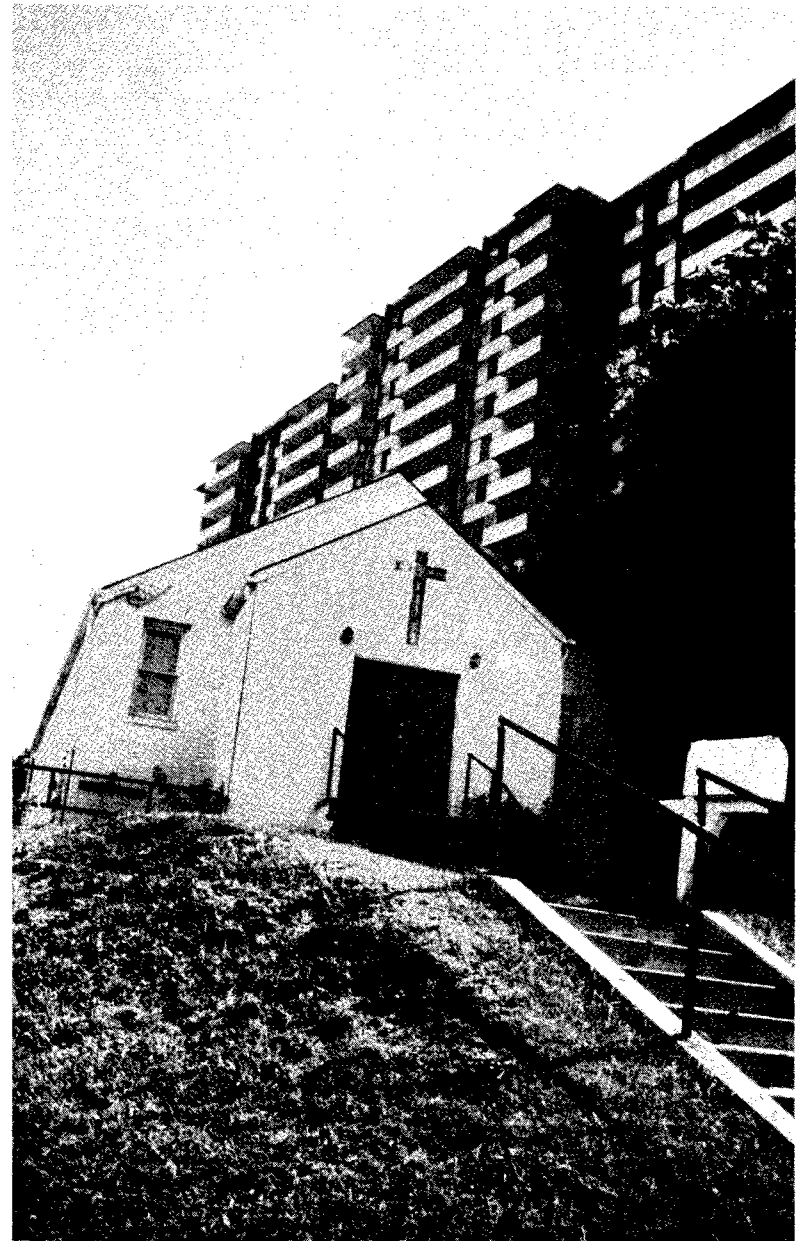
It is assumed that the church will continue operation at this location.

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.

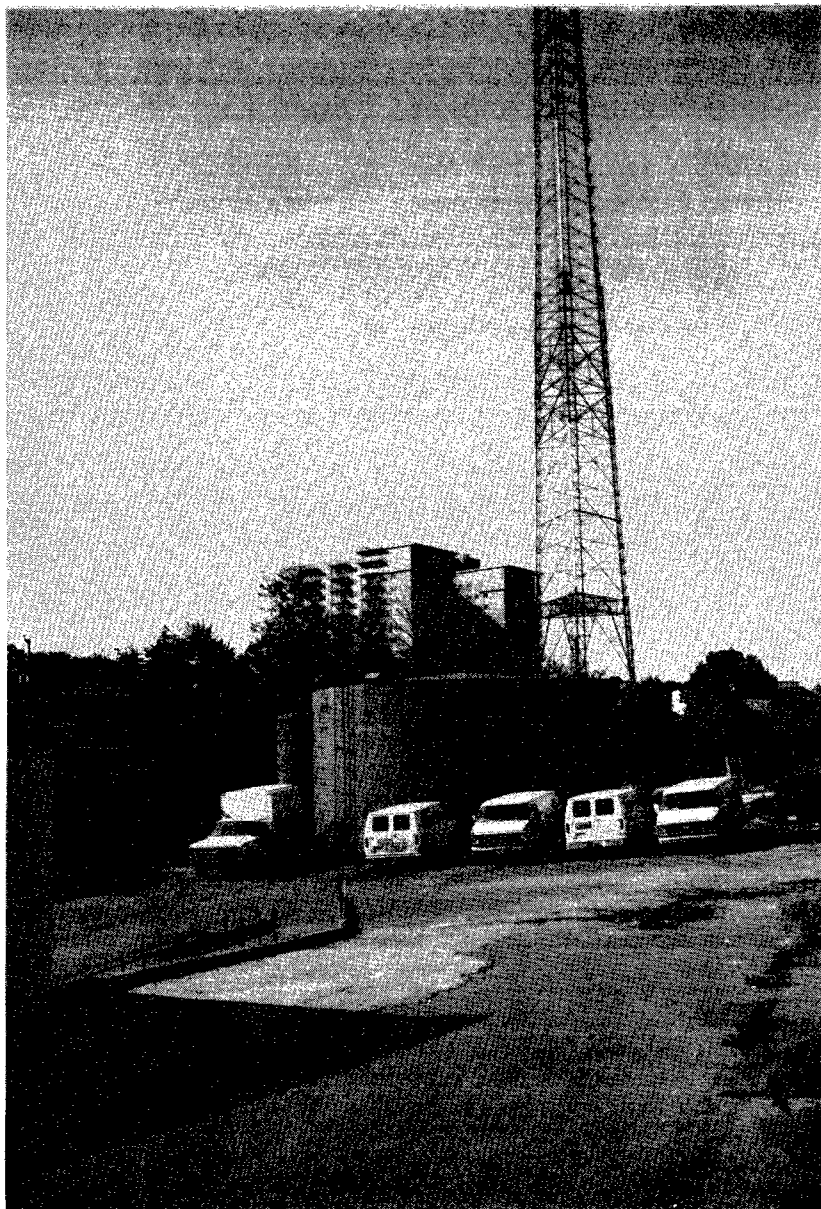
Recommendation -- The Westwood Tower is recommended for multi-family residential land use, allowing for retention and use of some of the existing office space. The most suitable zoning classification to fit the existing structure is R-10. The Eye Foundation and Society of Catholic Medical Missionaries 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 farms 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 Westward 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.

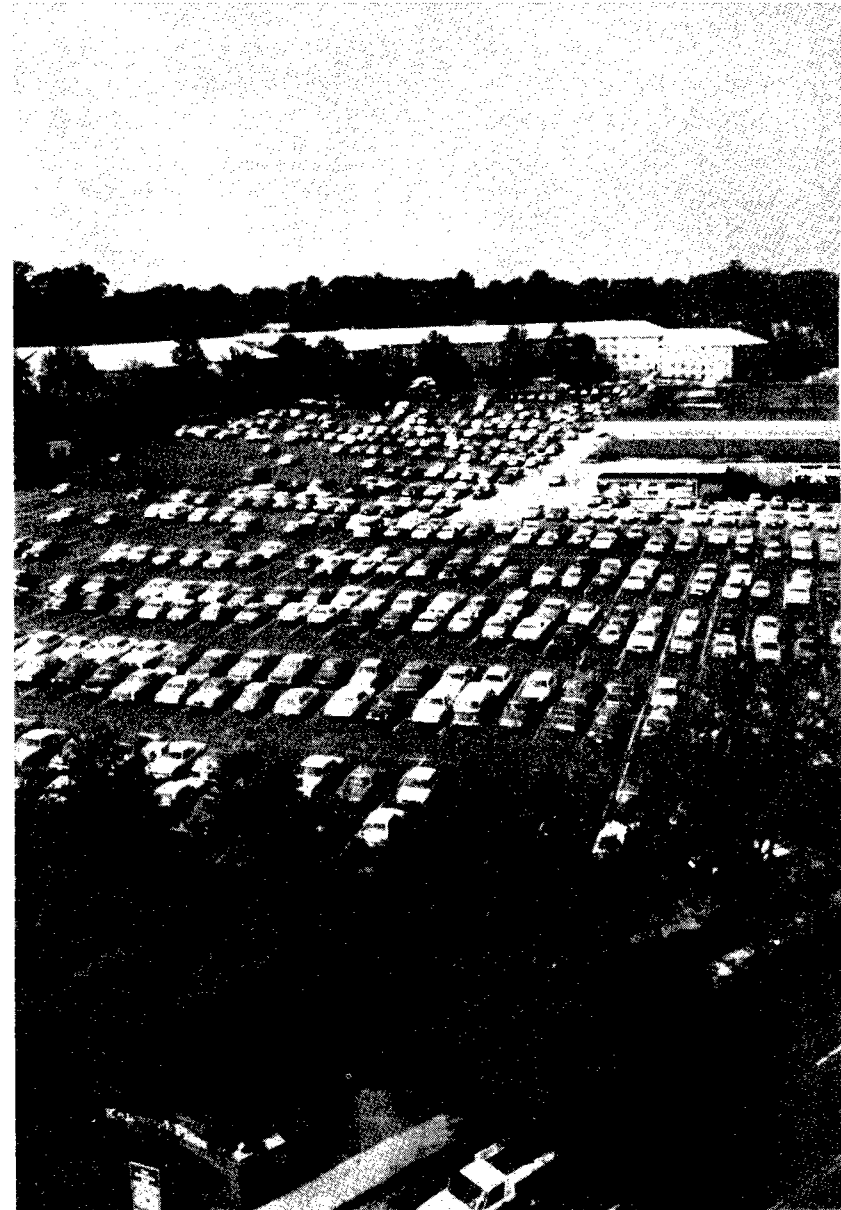
Recommendation -- It is recommended that all of

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

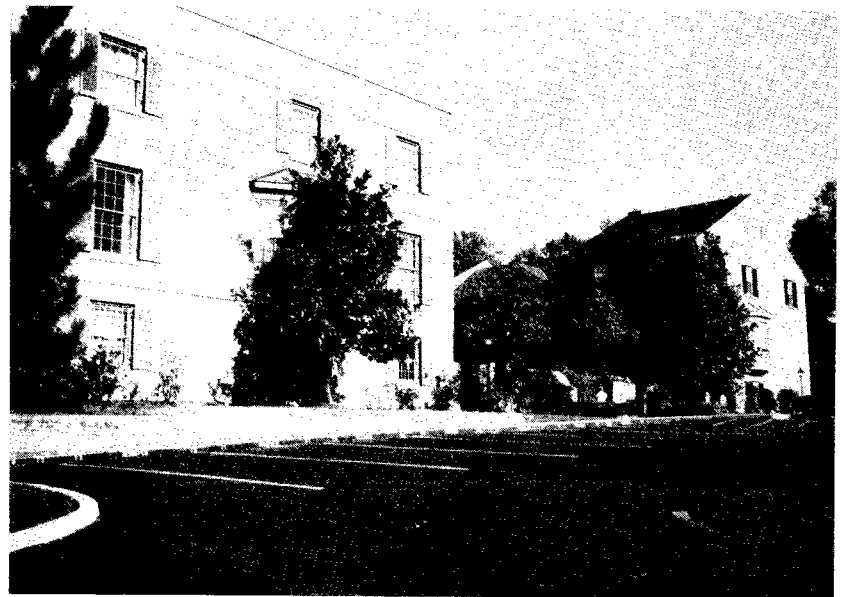
the west. The building is sited in the C-1, Convenience Commercial Zone, and the R-60, Single-Family Residential Zone. Some of the parking is on the south part of the property which is also zoned R-60 but which has a special exception permit for the parking. In addition to apartments, the Kenwood Place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

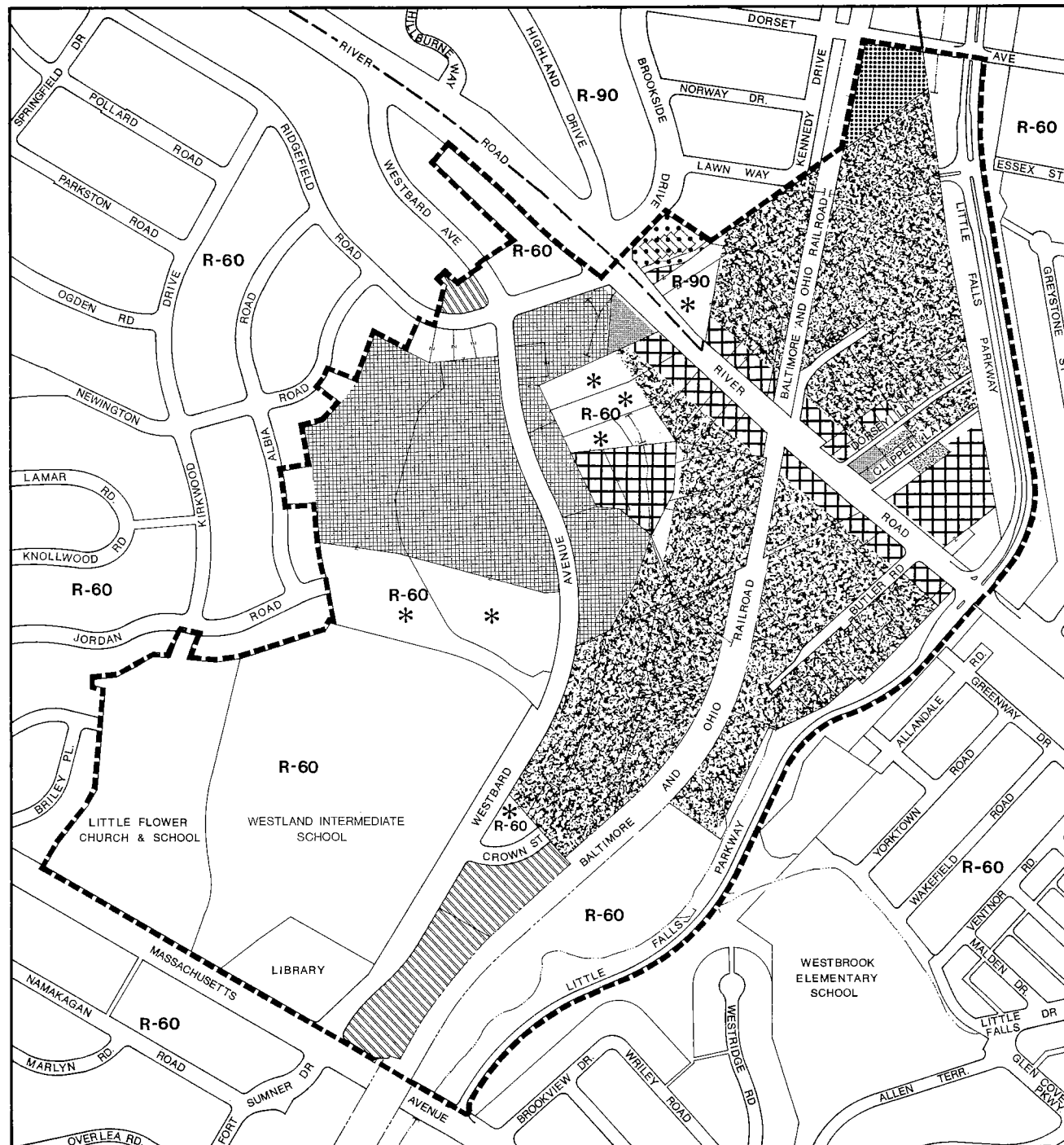
ANALYSIS AREA V

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

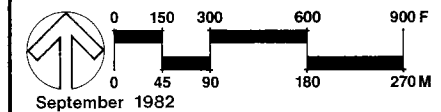
- | | |
|--|--------------------------------|
| | R-90 One Family Detached |
| | R-60 One Family Detached |
| | R-T Town House |
| | R-30 Multi-Family Low Density |
| | R-10 Multi-Family High Density |
| | C-O Commercial Office |
| | C-1 Local Commercial |
| | C-2 General Commercial |
| | I-1 Light Industrial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

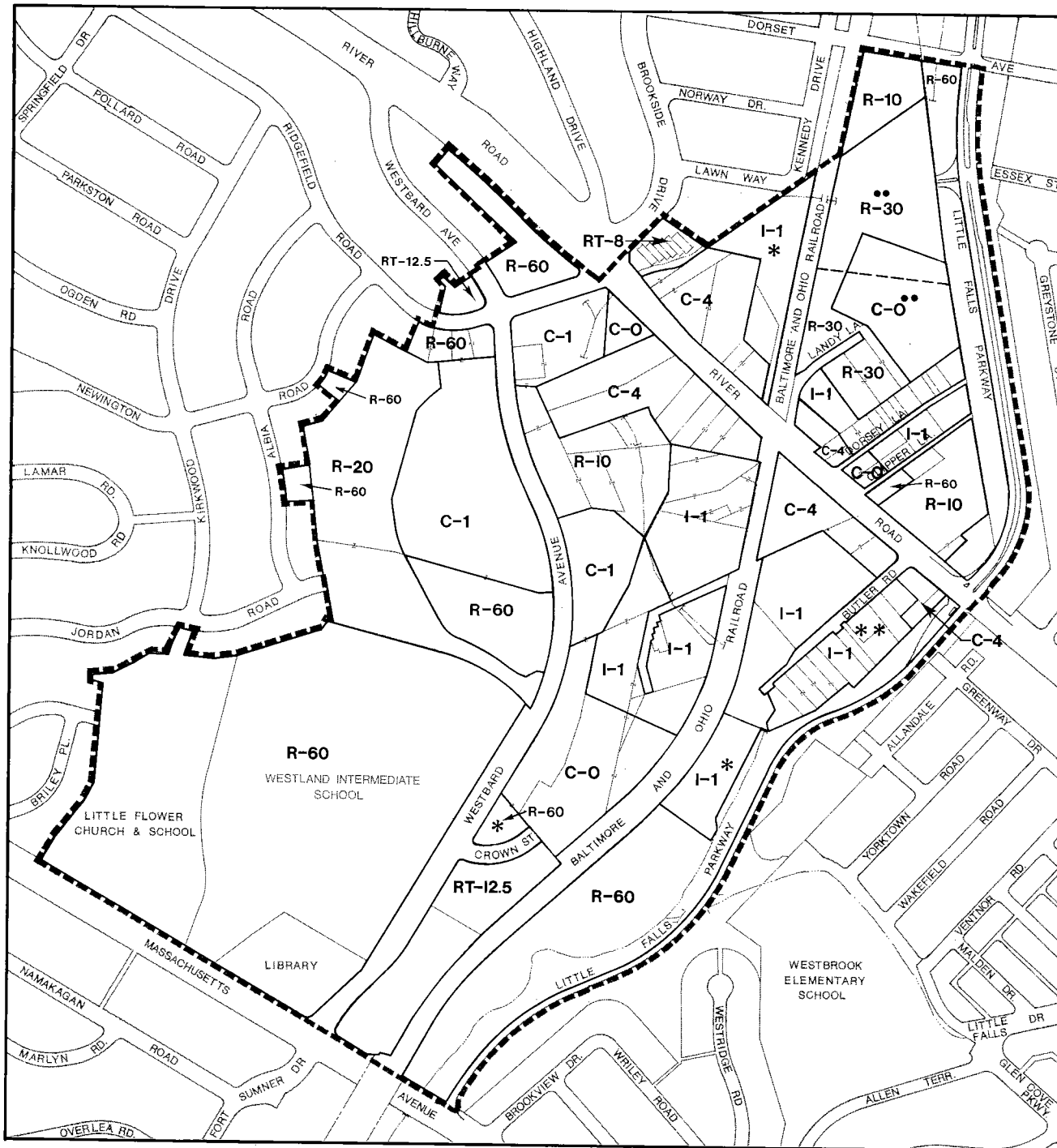
* Parking by special exception

Figure 11

WESTBARD SECTOR PLAN

Montgomery County, Maryland





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

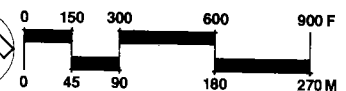
.. Suitable for Mixed Use Planned Development--PD 28

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.

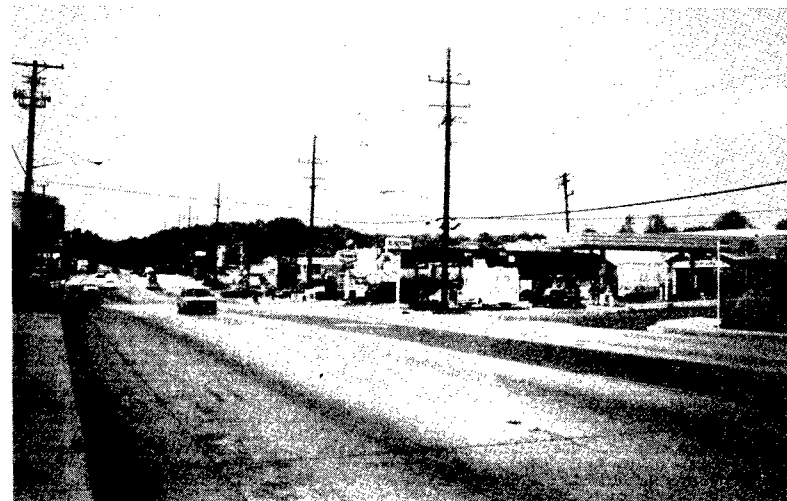
All of the above C-1 parcels are considered to be stable. Although development is not up to the theoretical maximum possible under the C-1 Zone (maximum average height of 30 feet, 10 feet setback from Westbard Avenue, 30 feet from Kenwood Place, 10 feet from R-20 at the

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

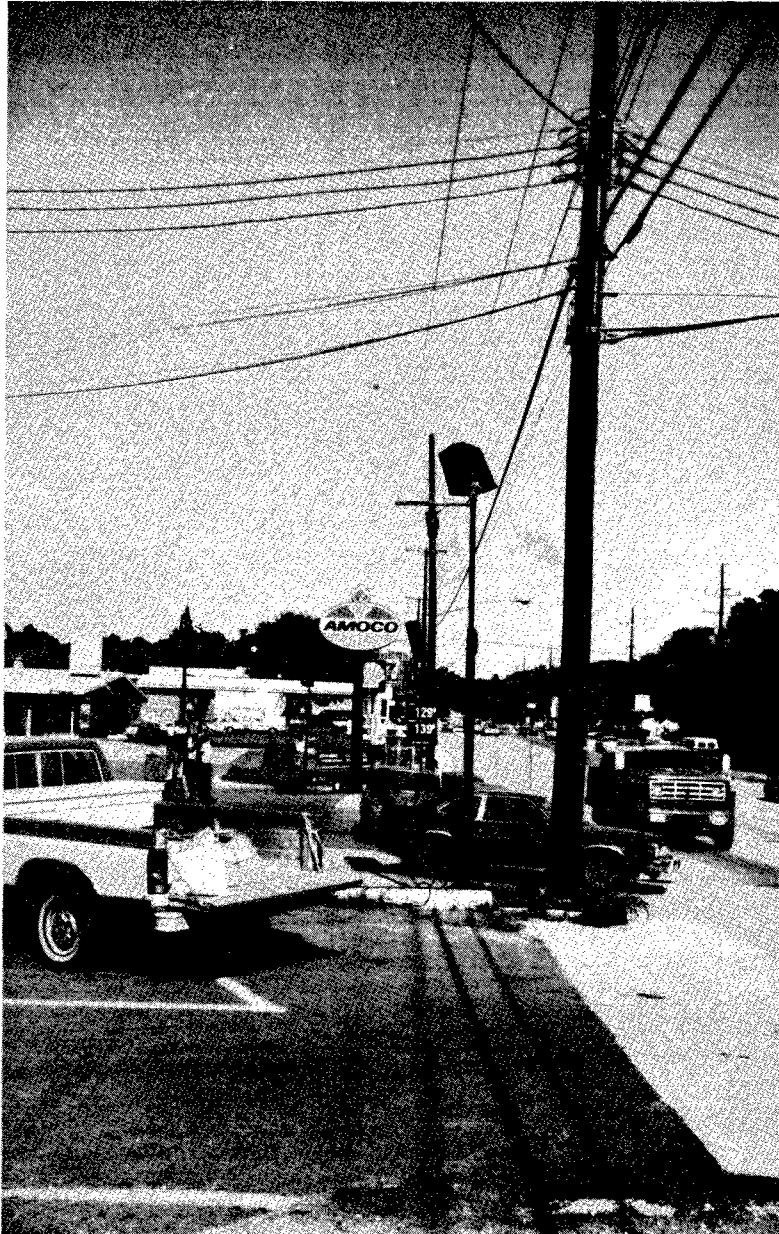
Some of the commercial properties fronting on River Road share the above impediments to redevelopment as those along Westbard Avenue. However, as noted on Figure 5, Jack's Roofing and the American Plant Food properties are considered most likely to redevelop because the ratio of building value to land



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.

TRANSPORTATION



OVERALL SERVICE

In 1980, the Planning Board devised a strategy for staging and regulating the rate and amount of growth throughout the County, based upon the availability of public facilities and services (Fifth Growth Policy Report, June 1979). That strategy has been implemented by the Planning Board's approval of the 1981 Report on Comprehensive Planning Policies. That document amended the Planning Board's administrative guidelines for the Adequate Public Facilities Ordinance. It advances a concept of total level of transportation service was advanced which considers both transit availability and roadway congestion.

This concept holds that where a high level of transit is available, a somewhat higher than normal level of roadway congestion is acceptable. Areas having both Metrorail service and a high level of feeder bus and community bus service (which thus provides the down-county driver greater mobility than drivers in less urbanized areas) do not require the same free-flowing roadway conditions as would a non-transit area in the upper County. The critical intersection capacity analysis, applied under local area review as part of the Adequate Public Facilities Ordinance, is now used as the determining factor in the approval of subdivision developments affected by severely congested major intersections.

The entire Bethesda-Chevy Chase Planning Area is expected to achieve an acceptable overall level of transportation service under projected levels of growth of both population and employment, both prior to and

after Metrorail and the expanded bus system are in service. Overall, the Bethesda-Chevy Chase area is judged capable of receiving additional growth (above what is in the "pipeline," i.e., proceeding through the approval process based upon sewer authorizations) of 2,072 dwelling units and an employment increase of 10,500 (equals to 2.1 million square feet of office space). Such growth would occur within the Bethesda and Friendship Heights CBD's, at the several Federal installations and in the Westbard area. On a gross basis, it appears that substantial growth is possible throughout the Planning Area without exceeding the projected capacity of the future transportation network based on the recently adopted Comprehensive Planning Policies.

PUBLIC TRANSIT

The advent of Metrorail service at the nearby Bethesda and Friendship Heights Metrorail stations is expected to have a significant influence upon local travel patterns. The proposed County funded Ride-On bus service will offer the opportunity for community linkage to these nearby Metro stations. Furthermore, the present Metrobus service will be restructured when the rail service is opened in 1984. At that time the through buses to downtown Washington will terminate at one or another of the Rockville Line Metro stations.

In the fall of 1983, the County will institute Ride-On bus service in Bethesda, similar to the system which has been operated by the County for several years in the Silver Spring area. The County has purchased 16 buses for the initial Friendship Heights, Bethesda, NIH, and Grosvenor Ride-On system and 19 more will be purchased for expanded service when the Shady Grove Metrorail line

opens. The main purpose of the Ride-On service is to provide for routes within the residential communities; one or more routes will serve the Westbard area. The Montgomery County Department of Transportation (DOT) has been conducting public forums to insure that the routes will be both acceptable and serviceable to the community. At the public forums, DOT has been providing information regarding route location, frequency of service and destinations.

Recent adjustments to the transit terminals at both the Friendships Heights and the Bethesda stations have given priority siting for the use of the Ride-On as well as Metro buses. At this time, it is difficult to evaluate the future level of bus service to Westbard, either as to the extent of the route network or as to frequency of service on such routes. Similarly, it is difficult to forecast with any precision just what effect the enhanced transit service will have on travel patterns within, through and around the Westbard area. Improved bus service in the Westbard area should result in a decrease in automobile dependency and thus tend to reduce traffic congestion.

Metrobus service currently serves portions of the Westbard area. The T-2 and T-3 Routes, which operate on River Road from Rockville and Potomac into the District of Columbia, provide service with a 15 minute headway during the peak hours in the peak direction and a 30 minute headway during the off-peak hours. The N-4 and N-5 Routes run on Massachusetts Avenue from Glen Echo into the District, providing 10 minute peak and 24 minute off-peak service. In addition, there is a D-3 Route which operates from Westbard Avenue to Massachusetts Avenue to Sangamore Road to MacArthur Boulevard. This route provides 20 minute headways inbound in the morning and 30 minute headways outbound in the evening. Generally, transit

service can be described as adequate for those peak hour trips destined to office centers in the District of Columbia. Current planning indicates that both River Road routes would be diverted to the Friendship Heights station when all District-bound buses are terminated at selected Metrorail stations. This will provide direct service from Westbard to Friendship Heights, which is not now available, and thereby improve travel to downtown Washington and other parts of the region via Metrorail. The net effect of truncating the line-haul buses at transit stops will be a quantum leap in Metrobus capacity, allowing for either increased route service, more frequent service, or both.

The successful functioning of the Westbard area is highly dependent upon the amount and quality of public transit service. There is a critical need to serve this area both by the enhanced Metrobus routing and the future Ride-On service. These services can decrease the potential for automobile travel and thereby tend to improve traffic congestion and, at the same time have a favorable effect on traffic passing through Westbard to the District of Columbia and elsewhere. This Plan recommends that both Ride-On and Metrobus service to this area be substantially enhanced.

EXISTING HIGHWAY SYSTEM

The Westbard Sector Plan area is served by two parallel major highways, River Road (Md 190) and Massachusetts Avenue (Md 396), which radiate from the District of Columbia into Montgomery County. River Road is a four-lane 48 feet wide roadway between Western Avenue and Little Falls Parkway. It is a four-lane 68 feet wide roadway (with a flush median for continuous left turns)

between Little Falls Parkway and Ridgefield Road. From Ridgefield Road to the Capital Beltway it is a four-lane median-divided roadway Massachusetts Avenue, which has been reconstructed within the past five years, is a four-lane 50-62 foot wide roadway (with left-turn storage lanes) between Western Avenue and Sangamore Road.

Interconnecting these major highways within the Westbard area are two principle roadways; Westbard Avenue-Ridgefield Road and Little Falls Parkway. Westbard Avenue is 48 feet wide and connects with River Road directly via a short segment of Ridgefield Road, a 48 foot wide roadway. Little Falls Parkway is a two-lane 24 foot wide roadway between Massachusetts Avenue and River Road and a four-lane median-divided roadway north of River Road. Commercial traffic is prohibited on the parkway.

A number of public and private access rights-of-way are located within the commercial/industrial area. Included in this category are Landy Lane, Dorsey Lane, Clipper Lane, and Butler Road. With the exception of Landy Lane, these access roadways are privately maintained due to their substandard right-of-way and design.

TRAFFIC ANALYSIS

For this analysis, traffic data was compiled from the intersection counting program conducted by the Montgomery County Department of Transportation. These counts, taken between March 1978 and January 1979 at ten separate intersections, provide excellent data for a general evaluation of traffic operations in the Westbard area. The following table indicates the specific locations and dates of each traffic count. The

accompanying maps show the AM and PM peak hour traffic volumes derived from the intersection count data.

TABLE III

WESTBARD TRAFFIC COUNT STATIONS

Location	Date	Day of the Week
MASSACHUSETTS AT:		
Brookway Drive	6/6/78	Tuesday
Westbard Avenue	1/16/79	Tuesday
Little Falls Parkway	9/6/78	Wednesday
Baltimore Avenue	3/21/78	Tuesday
RIVER ROAD AT:		
Springfield Drive	10/17/78	Tuesday
Ridgefield Road	5/11/78	Thursday
Little Falls Parkway	5/25/78	Thursday
Willard Avenue	8/15/78	Tuesday
WESTBARD AT:		
Ridgefield Road	12/13/78	Wednesday
LITTLE FALLS PARKWAY AT:		
Dorset Avenue	5/25/78	Thursday

The level of service of a roadway system is typically measured by analysis of the peak hour traffic demands at

critical intersections and expressed as an alphabetic scale from "A" (best) to "F" (worst). In Montgomery County, Level of Service "D" is used for planning purposes; it is frequently regarded as an acceptable level of service for a given geographic area, but not necessarily each intersection. Level of Service "D" can be described as a predominantly stable traffic flow condition with occasional instability of the flow. At this level of service, vehicle delays are moderate to heavy and signal time deficiencies are experienced for short durations within the total peak period. However, the traffic flow is such that periodic "valleys" occur, thereby preventing unacceptable traffic backup and congestion.

Through Traffic

Both Massachusetts Avenue and River Road are major automobile commuter roadways radiating out from the District of Columbia. Little Falls Parkway and Westbard Avenue provide cross-connections for commuters destined for the District of Columbia and Virginia via MacArthur Boulevard and Canal Road. While some continued in-fill growth in the Bethesda-Chevy Chase Planning Area will add somewhat to the commuter volumes, most of the new burden will come from the Potomac Subregion, five to fifteen miles northeast of the Westbard area. The Potomac Planning Area is expected to grow by some 4,400 dwelling units over the next ten years. Many of these new commuters will be destined for new employment centers in North Bethesda and elsewhere in the Rockville Corridor.

A general estimate is that the new growth will produce 1,760 new peak-hour trips (.4 trips per household). The largest fraction, 75 percent, is expected to

use the Beltway and the eastbound (Democracy, Tuckerman, Montrose) and northbound (Seven Locks, Falls, Route 28) roads which would not affect the lower Bethesda-Chevy Chase area. The remaining 440 trips would be shared by George Washington Parkway, MacArthur Boulevard, Massachusetts Avenue, River Road, and Bradley Boulevard. Considering the relative traffic capacity of these roads, it would be fair to assume the addition of about 100 peak-hour, District-bound commuter trips each on River Road and Massachusetts Avenue.

The effect of new employment in nearby areas will also add to commuter trips in Westbard. Over the next ten years some 2,000 new jobs are likely to be located in the Friendship Heights (Maryland and D.C.) Central Business District, some part of which would affect the Westbard road system. Assuming 50 percent of the employees would arrive in the peak hour and that 55 percent would be auto drivers, then 550 peak-hour auto trips could be assumed. Estimating for the various directions of arrival at Friendship Heights suggests that 100 of these could use River Road and another 50 would be added to Massachusetts Avenue.

New employment over the next ten years in the Bethesda CBD could have a reverse commuting effect on Little Falls Parkway. A generous estimate is that 100 peak-hour trips would be involved.

The net effect of through trips on River Road over the next ten years would be to add about 200 peak-hour trips at the Ridgefield Road intersection. About 300 additional trips may seek to pass through the Little Falls Parkway intersection.

Level of Service Concept

The ability of a highway system to carry traffic is

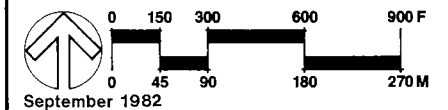
AM PEAK (8:am-9am)
(AS OF YEAR 1978)

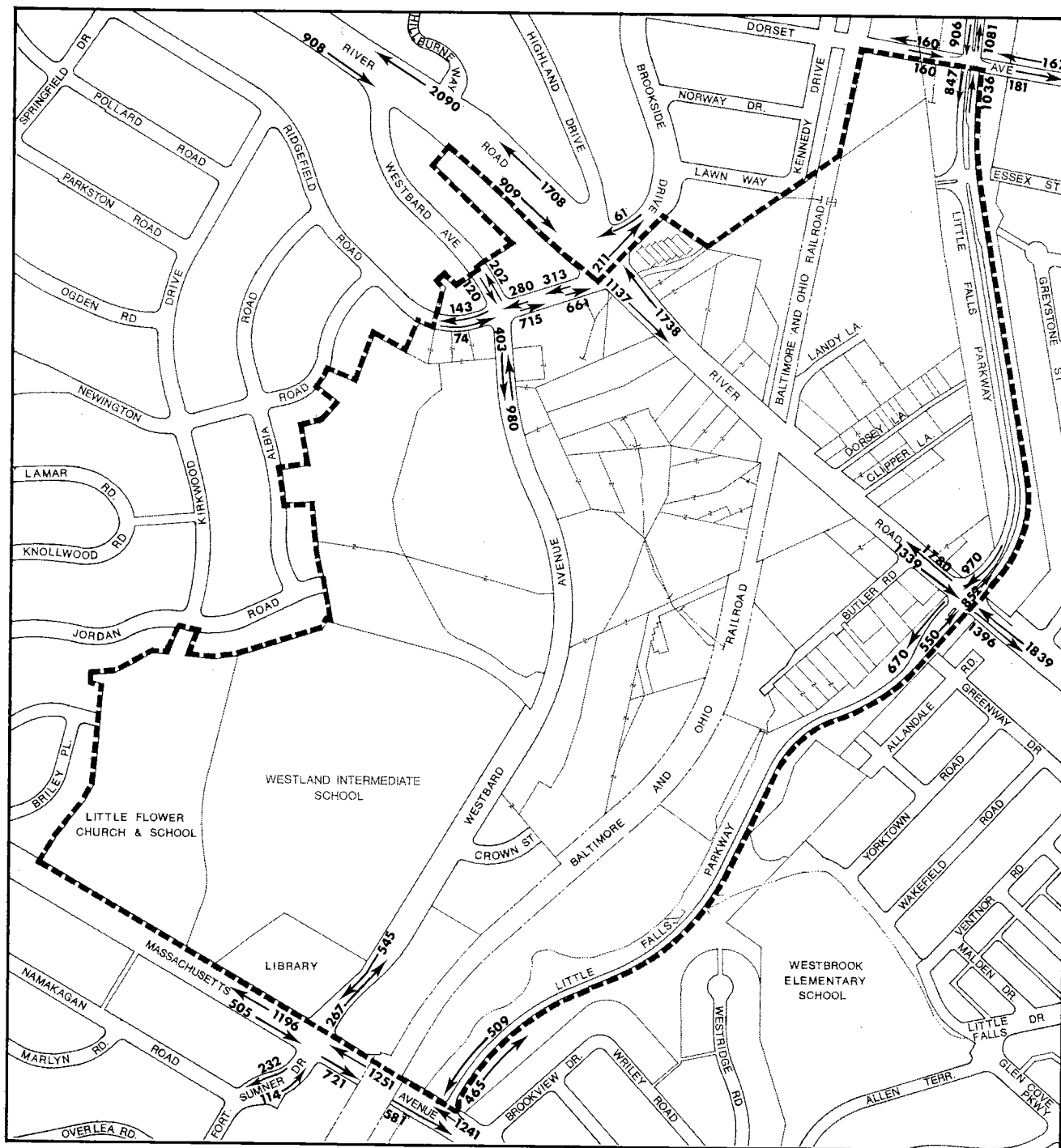
906 **Number of Vehicles and Direction of Movement**

Figure 13

WESTBARD SECTOR PLAN

Montgomery County, Maryland





TRAFFIC VOLUMES

PM. PEAK -

River Road:(4:30-5:30 pm)

Massachusetts:(5:pm-6:pm

(AS OF YEAR 1978)

--- Sector Plan Boundary

715 → Number of Vehicles and Direction of Movement

Source: Mont. County Dept. of Transportation

Figure 14

WESTBARD SECTOR PLAN

Montgomery County, Maryland



September 1982

expressed in terms of "Service Level" at the critical locations (usually intersections). "Service Level" is defined alphabetically as follows:

- "A" Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
- "B" Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
- "C" Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase (s) is experienced.
- "D" Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
- "E" Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
- "F" Conditions of forced flow; in the extreme, both speed and volume can drop to zero. Usually results from queues of vehicles backing up from a restriction downstream.

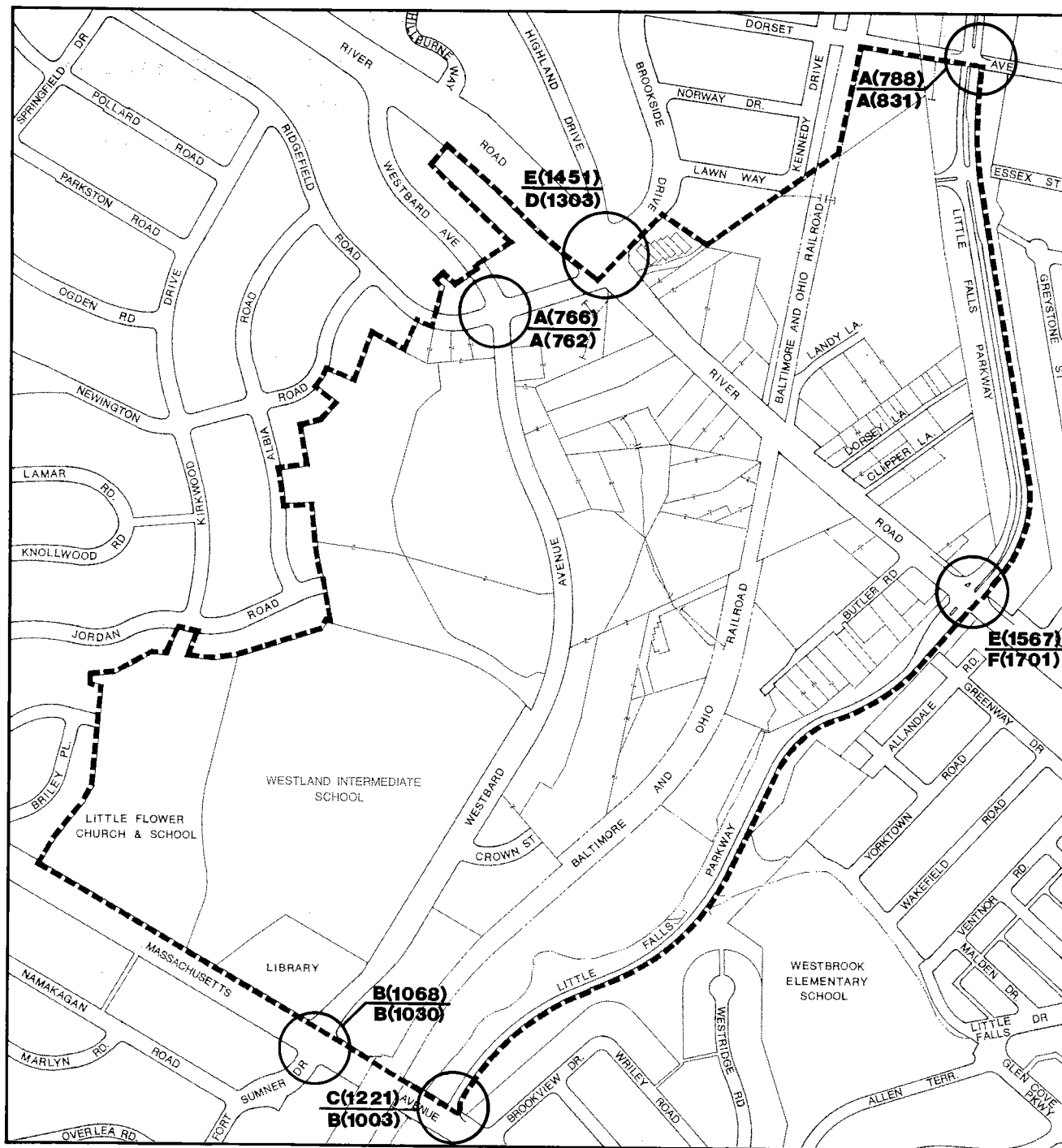
The following table indicates the "Critical Lane Volume" range to be used in determining "Service Level":

<u>Service Level</u>	<u>"Critical Lane Volume" Range (vehicles per lane per hour)</u>
A	1,000 or less
B	1,000 to 1,150
C	1,150 to 1,300
D	1,300 to 1,450
E	1,450 or greater to 1,600
F	1,600 or greater

CONCLUSIONS

Calculations of the peak hour conditions at each of the intersections analyzed in the Westbard vicinity are shown on Figure 14. This analysis indicates that:

1. The Massachusetts Avenue intersections operate at Level of Service "C" or better during the AM peak hour and Level of Service "B" or better during the PM peak hour;
2. The River Road intersection at Ridgefield Road operates at Level of Service "E" and "D" during the AM and PM peak hours;
3. The River Road intersection at Little Falls Parkway operates at Level of Service "E" and "F" during the AM and PM peak hours, respectively;
4. The River Road intersection at Willard Avenue operates at Level of Service "C" and "F" during the AM and PM peak hours, respectively; and



LEVELS OF TRAFFIC SERVICE

(AS OF YEAR 1978)

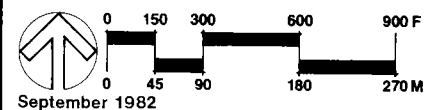
--- Sector Plan Boundary

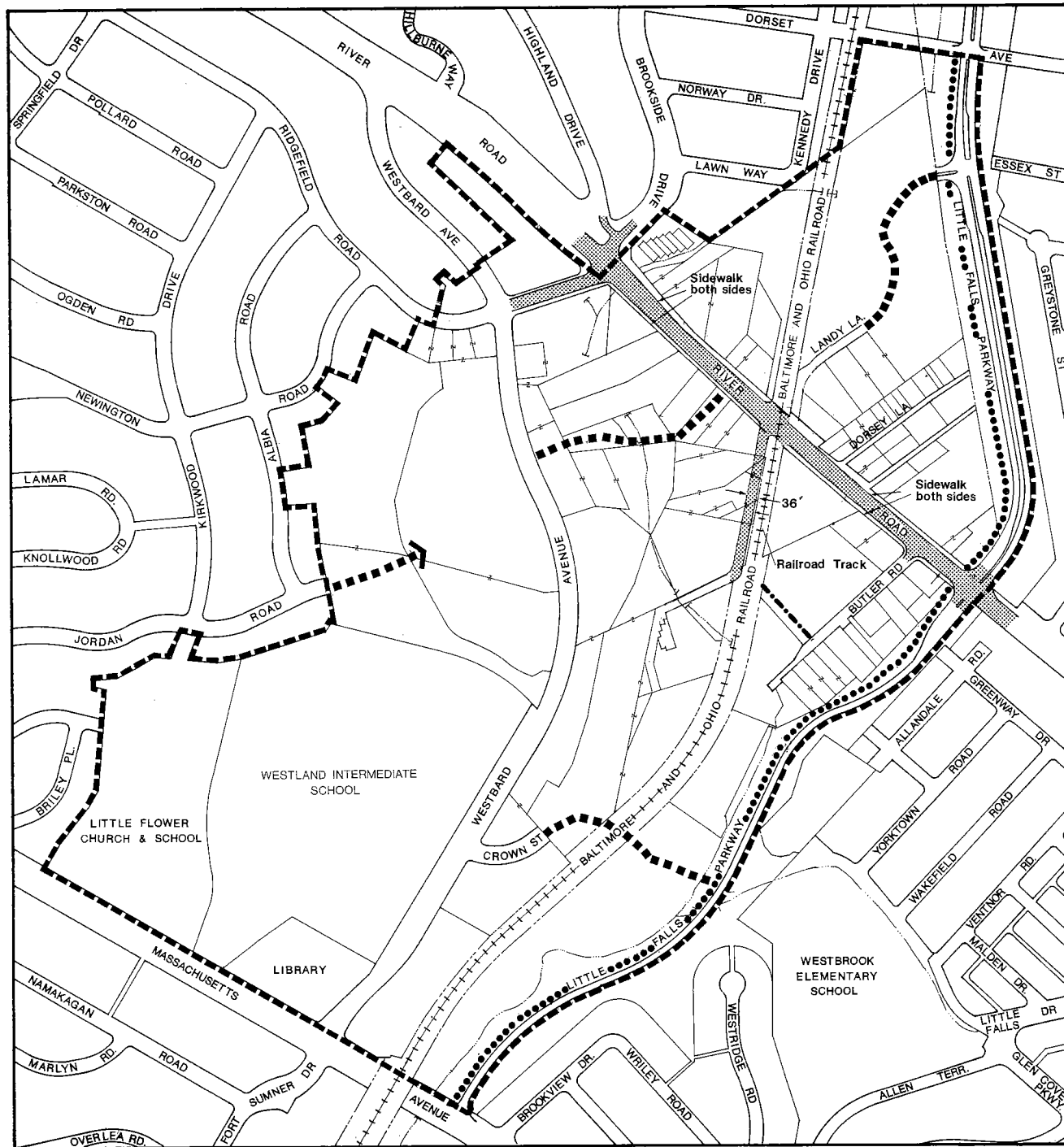
AM. → **E(1451)** →
PM. → **D(1303)** → Critical Lane Volumes

Figure 15

WESTBARD SECTOR PLAN

Montgomery County, Maryland





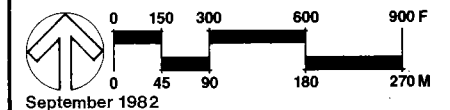
RECOMMENDED ROADWAY IMPROVEMENTS

- Sector Plan Boundary
- Desired Roadway Connection
- Proposed Pedestrian Pathway
- Proposed Paving Width
- Existing Bikepath

Figure 16

WESTBARD SECTOR PLAN

Montgomery County, Maryland



5. The remaining intersections operate at acceptable Levels of Service during the AM and PM peaks.

In general, the data shows that the most unacceptable traffic operations occur in the segment of River Road between Ridgefield Road and Willard Avenue. Heavy through volumes together with substantial cross-volumes and left turns combine to produce Levels of Service somewhat below acceptable standards for the length of River Road within the Westbard area. However, it is significant that the approach roadways as measured at the outlying intersections (with the exception of the PM peak at River/Willard) are functioning quite well and display generous reserve capacities. There is no problem getting to or through Westbard, except for the above section of River Road.

The Ridgefield Road and Little Falls Parkway intersections suffer because of heavy cross and turning movements. This congestion may be creating a localized pollution problem. A possible remedy in each case could be to add one or more additional lanes to handle these heavier movements at the intersections.

Between the two critical intersections, considerable traffic frictions occur because of the high number of driveway entrances and the uncontrolled left turns across the roadway. Existing gas stations having multiple driveways are among the offenders in this regard. Since gas stations require special exception permits, any change to existing permits will afford the Planning Board and the Board of Appeals opportunities to require consolidation and reduction in the number and width of driveways.

The following section discusses several possible approaches for consideration.

POSSIBLE IMPROVEMENTS

River Road Alternatives

Between Ridgefield Road and Little Falls Parkway, the existing commercial/industrial development generates a substantial amount of traffic movements entering and exiting the River Road traffic stream. Based upon data provided by the Joint Committee on the Westbard Plan (JCWP), a civic organization, 25 percent of the vehicles which enter or exit this segment at Ridgefield Road or Little Falls Parkway are concluded to have an origin or destination within the commercial/industrial area.

Traffic operations are severely impacted by the high percentage of vehicles with an origin or destination within the commercial/industrial area. Left turn movements from River Road are difficult due to the continuous left turn lane and the haphazard location of access points. Left turn movements from adjacent driveways and access roadways are particularly difficult due to the need to cross both directions of the traffic stream without the benefit of traffic controls or signals.

Pedestrian movements across River Road are difficult and dangerous due to the unprotected 68 foot wide roadway that must be negotiated.

Traffic capacity, as measured by the Level of Service calculations at Ridgefield Road and Little Falls Parkway, is deficient for current traffic demands. Poor air quality may be another consequence of the congestion.

Given these problems and issues, a number of alternatives have been developed which attempt to mitigate these concerns. Schematically, the various options are shown on Figures 16 and 17. For each of these alternatives, the following advantages and disadvantages can be identified:

Alternative 1: MD DOT/SHA-MCDOT Resurfacing and Restriping Plan

This would require no additional right-of-way or construction outside the existing curb line. It would maintain a continuous left-turn lane operation similar to the current operation. Improved Levels of Service for the PM peak hour would be achieved; however, there would be no change in the Levels of Service for the AM peak hour. The problem of left turn movements from driveways and access roadways would increase slightly, particularly from the north side of River Road.

Alternative 2: Parallel Service Drives

This would require substantial additional rights-of-way plus the demolition of existing buildings. Extensive relocation would be needed at the ends of the service drive to provide adequate turning radii for all types of vehicles. The main benefit would be the elimination of the left turn problems associated with the continuous left turn lane. It would require a signalized intersection in close proximity to Ridgefield Road and Little Falls Parkway in order to provide access to a majority of properties abutting River Road.

The result would be no additional capacity at the Ridgefield Road or Little Falls Parkway intersection. Although it would provide pedestrian safety areas for crossing River Road, it would separate the bus stops from the main pedestrian system. The severe right-of-way and relocation costs effectively eliminate this alternative as a viable option.

Alternative 3A: Six-Lane Undivided with Flared Intersections

This would require little, if any, additional right-of-way. Curb reconstruction would be required only in

those areas adjacent to intersections. Left turn movements from River Road would be consolidated at identifiable locations.

It would provide additional capacity at the Ridgefield Road and Little Falls Parkway intersections during both the AM and PM peak hours. Right-turn movements and bus loading operations would be shifted into an additional lane, effectively developing two lanes for through traffic. Pedestrian crossing problems would be aggravated due to the added lanes and the wider roadway cross-section at the intersections. A raised island at the intersections could be installed as a pedestrian haven.

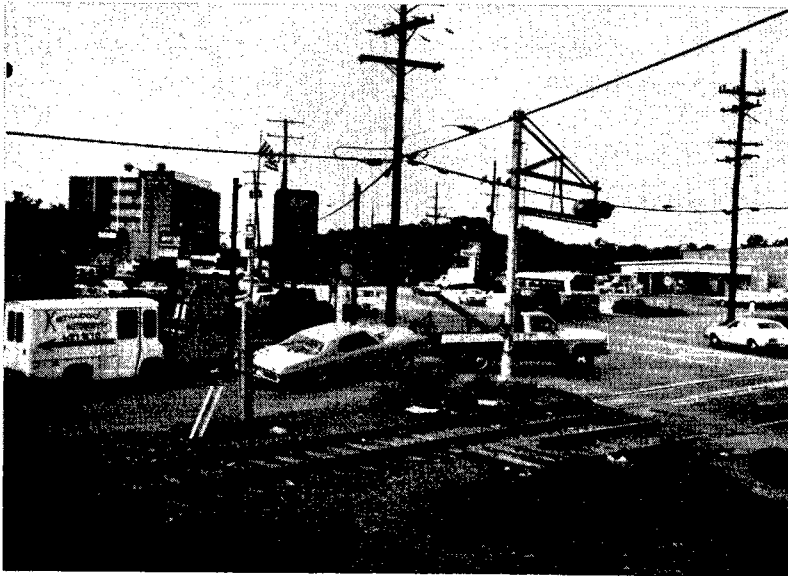
Alternative 3B: Six-Lane Median Divided

The same factors would be present as for Alternative 3A except that this one necessitates substantial reconstruction between Ridgefield Road and Little Falls Parkway and would probably require additional right-of-way. It would improve pedestrian movements by providing a mid-street refuge area. The median strip would also allow for some visual amenities in the form of trees and low plantings as will be discussed in the Urban Design Chapter.

Alternative 4: Existing Mid-block Cross-Section with Flared Intersections

The present roadway cross-section and lane markings would be retained so as to allow free left turns from anywhere in the middle lane. The intersections at Little Falls Parkway and Ridgefield Road would be flared to provide additional turning lanes. Such improvements could provide additional traffic capacity and improve traffic operations and level of service.

Particular care must be taken in the design of the intersection at River Road and Little Falls Parkway because of the concern for residents of the Kenwood

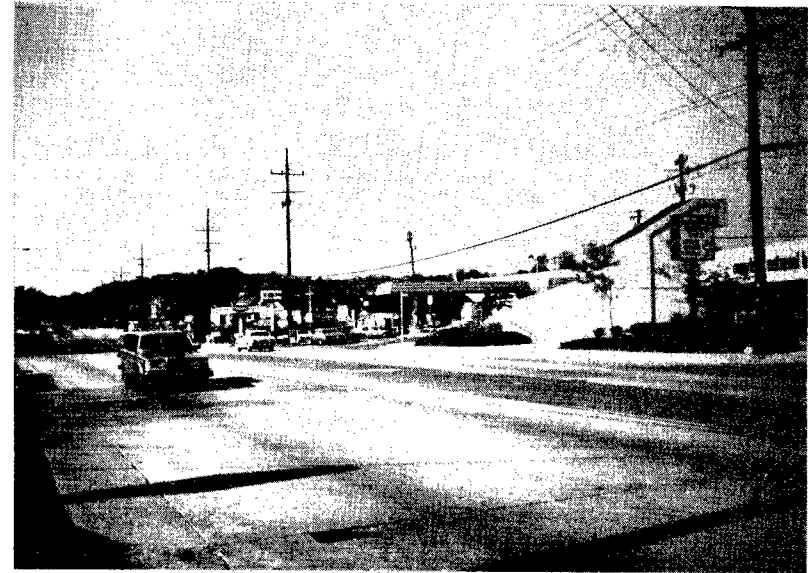


Condominium. A design study should consider whether the free right turn from Little Falls Parkway to River Road should be retained in view of the inconvenience and hazards to pedestrians and bicyclists. The study might also consider the possibility of easements across other properties to improve access to the Kenwood Condominium.

Another operational improvement might be to install a pedestrian-activated signal. The County DOT recommends a median strip at the intersection to serve as a pedestrian haven. This could be considered even if the median did not extend much beyond the intersection.

Intersections with River Road

Alternatives 3A and 3B both involve the consolidation of left-turn movements at identifiable intersections. The distance from the Ridgefield Road intersec-



tion to the Little Falls Parkway intersection is approximately 2000 feet. Under the State Highway Administration (SHA) criteria of no less than 750 feet between adjacent intersections, it is apparent that a no more than two intervening intersections should be considered.

Equal spacing of such intersections would place one at Dorsey Lane and the other adjacent to Talbert's. While such locations would provide direct access for a few properties adjacent to River Road, it is obvious that a large majority of properties (and trips) could not be serviced at all without developing an internal roadway system to connect such intersections. It is further obvious that any roadway system which attempts to interconnect at these points would destroy a number of businesses and properties. Such an option does not appear viable and should not be considered further. Alternatively, the possibility of developing a single mid-point intersection is considered to be more feasible, especially since the mid-point between Ridge-

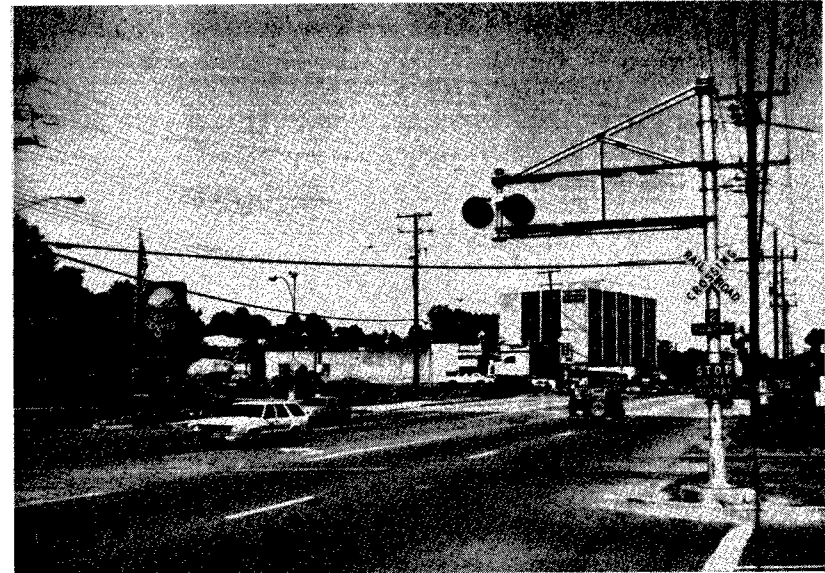


field Road and Little Falls Parkway is located just about at the B&O Railroad right-of-way.

Discussion of Alternatives

If cost were no object and if individual businesses were not adversely affected, the parallel service drive scheme would be ideal. Were it not for the perceived difficulty of effecting left turns from River Road to gain access to individual properties, the six lane with a raised median would provide the best level of traffic service. At the opposite end of the spectrum, making no change would continue the travel delays and inconveniences experienced during the peak hours.

The easiest and least expensive improvement to achieve is the restriping plan recommended by the State several years ago; however, the the narrow lane widths and the lack of increased in-bound capacity are drawbacks. Alternative 3A (restriping mid-block to six lanes



and flaring the intersections) appears to offer the greatest benefit in terms of improving traffic service with minimal public expenditure. Left turns from each of the middle lanes would be allowed, but with some interruption to traffic. The businessmen located on River Road prefer the present arrangement in which left turns take place from a 16-foot protected lane. Their position is supported by representatives of the nearby residential communities.

In considering each of the schemes, the greatest relief to traffic congestion will result from improvement to the intersections. Freer movement of traffic through the intersections will also result in improvement to the air quality. Some additional capacity would result from the creation of six moving lanes in Alternate 3A, but the benefits would be somewhat offset by the frequent occurrence of mid-block left-turn maneuvers. The benefits of Alternative 4 to the local business establishments must be weighed against any additional convenience to commuter traffic. The State Highway Administration,

which is the agency responsible for constructing improvements on River Road, may implement any of the above alternatives or other modifications based upon available and relevant data.

Representatives from the State Highway Administration met with local citizens during formulation of this Plan. The highway officials have agreed to undertake a study of possible intersection improvements, including means for improving pedestrian safety near the Kenwood Condominium. While it is normally the State's responsibility for constructing improvements on River Road, options should be provided for developers to participate in making such improvements.

B&O Railroad Roadways

Certain of the interior industrial properties north and south of River Road have difficulty gaining access to River Road due to the lack of adequate interior streets. Access to such parcels is currently provided by means of poorly constructed and maintained driveways, access roads and reciprocal easements over or alongside the B&O Railroad right-of-way. In recent years, the B&O Railroad seriously considered discontinuing the service on this branch. However, the rail line is vital for delivery of chemical supplies to the Federal Water Treatment plant at Dalecarlia as well as bringing in coal for the GSA power plant. Therefore, the Railroad reports that it will continue the line in service indefinitely; this intention is reinforced by their continuing to make roadbed improvements.

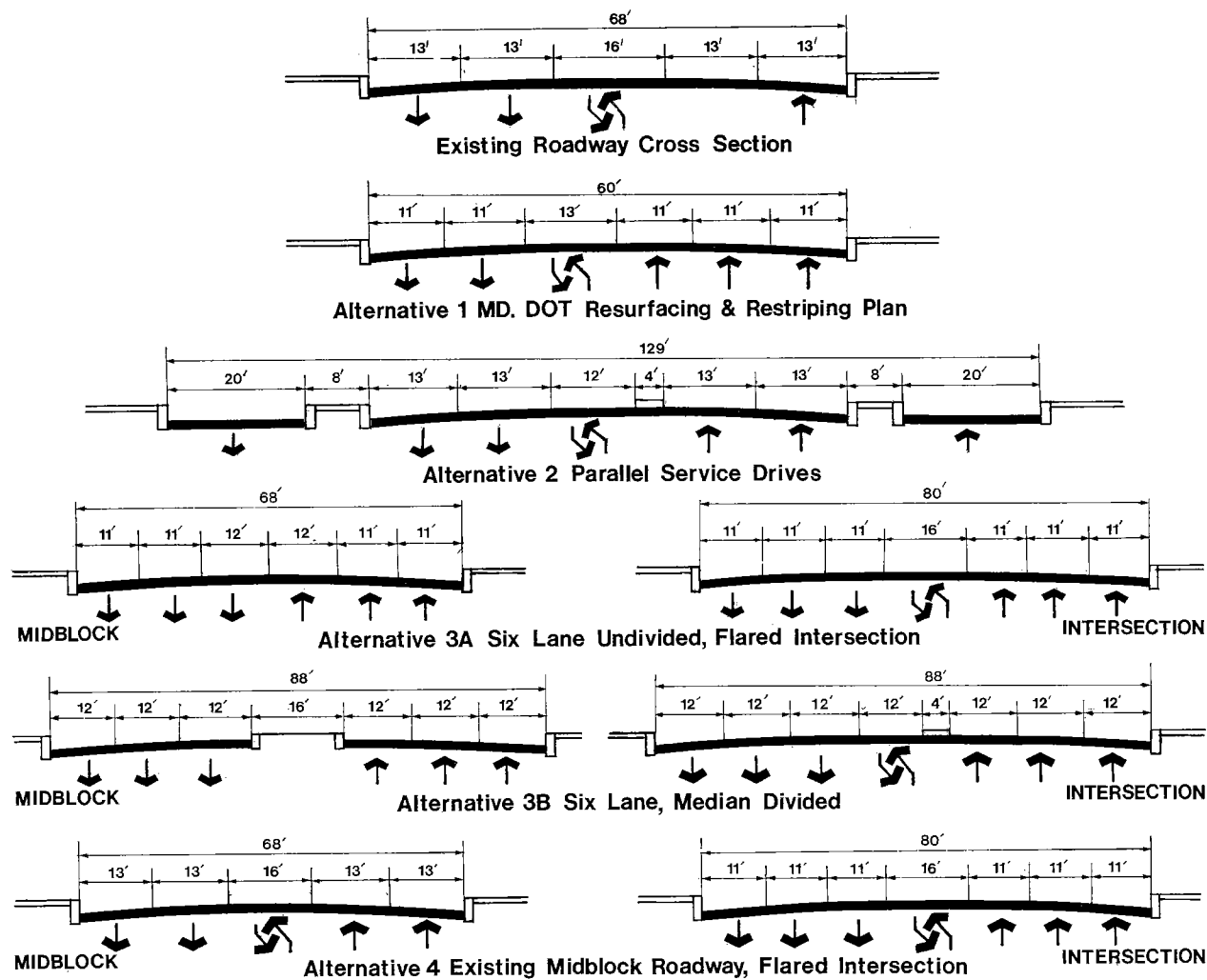
Even though the rail line will continue in service, generally no more than one train a day can be expected in each direction. An opportunity exists for the re-use of this right-of-way as a minor industrial roadway to provide enhanced access to the land-locked properties. It is proposed that such a roadway be developed if an

agreement can be made with the railroad. Failing an agreement for an adequate right-of-way from the railroad, it may be possible to obtain sufficient rights-of-way from adjoining private properties. The roadway should be limited to serve only the industrially developed properties and not interconnect with existing streets to the north or south.

The County Department of Transportation recommends that the industrial roadway be located alongside, but not within, the railroad right-of-way in order not to inhibit the development of a light rail (streetcar) route in place of the railroad. Studies by the Planning Board staff indicate that such a transit line would not be justified in the foreseeable future because of low ridership projections. Also, the B&O Railroad advises that it will continue to improve the roadbed and has no intention of abandoning the service.

From an analysis of the JCWP data, it has been determined that 40-45 percent of the left turn movements that now occur on River Road would use the new intersection created by this roadway. This represents a fairly substantial consolidation of what are currently haphazard and dangerous turning movements.

With this proposed roadway located in or adjacent to the right-of-way of the B&O Railroad, additional elements of a circulation system could be developed which would tend to reduce further the left turn movements along River Road. Specifically, long-range plans would show the ultimate connection of the south and north segments of such new roadway with Butler Road and Landy Lane respectively, thus providing efficient circulation systems in the northeast and southeast quadrants. Although topography, existing development, and current community and property owner sentiments preclude the immediate development of these connections, they could be considered if and when redevelopment occurs in these areas.



ALTERNATIVE PROPOSALS FOR RIVER ROAD

Figure 17

WESTBARD SECTOR PLAN

Montgomery County, Maryland

September 1982

TABLE IV
RIVER ROAD TRIP DIVERSIONS - 1976

Location No.	Name	Total Trips 5-6 PM	Diverted Trips		Generated Trips
1	Central Bank	12	7	60%	5
2	Kenwood Professional Building	19	0	0%	19
3	American Plant Food	8	2	25%	6
22	River Road Bowl	105	53	50%	52
4	Jack's Roofing	5	1	20%	4
5	Talberts	173	104	60%	69
21	Mobil	152	91	60%	61
6	Roy Rogers	222	133	60%	89
20	Access Road	33	0	0%	33
7	Access Road	108	0	0%	108
19	Landy Lane	208	0	0%	208
18	Texaco	42	25	60%	17
17	Exxon	87	52	60%	35
8	Security Storage	8	0	0%	8
16	Dorsey Lane	91	0	0%	91
15	Clipper Lane	14	0	0%	14
9	7/11	106	64	60%	42
10	Shell	72	43	60%	29
14	Kenwood Apartment	73	0	0%	73
11	Butler Road	110	0	0%	110
12	Amoco	41	25	60%	16
13	Mario's	31	19	60%	12
Total		1,720	619	36%	1,101

The following table of PM peak hour trip generation rates are judged to be representative of the expected pattern for new trips that might be generated in the Westbard area after Metro is operating and the

augmented bus service becomes available. The application of these generation rates to existing and proposed land development is shown on a separate study Westbard Development Analysis issued in April 1982.

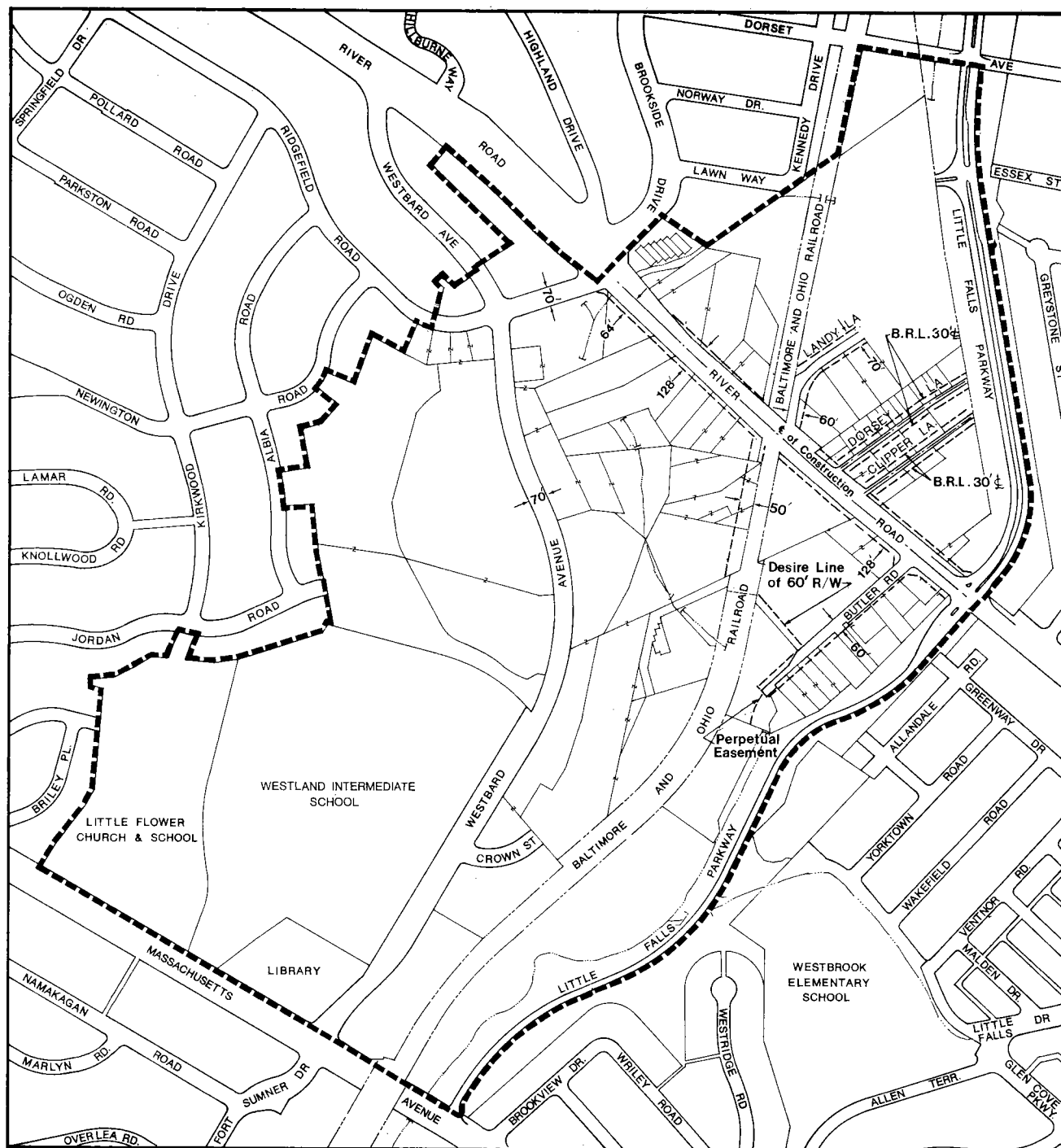
TABLE V
TRIP GENERATION RATES (PM PEAK HOUR)

Type of Development	Vehicle Trip Rate	Directional Split	
		In (%)	Out (%)
<u>Residential</u>			
High-rise apartments	0.52 vph/du	75	25
Garden apartments	0.56 vph/du	70	30
Townhouses	0.56 vph/du	65	35
Single-family detached	0.80 vph/du	60	40
<u>Office</u>			
General Office	2.0 vph/1000 sq.ft.	15	85
Institutional office	2.0 vph/1000 sq.ft.	15	85
<u>Retail</u>			
Commercial	2.5 to 3.9 vph/1000 sq.ft.	50	50
Hotel/Motel	0.5 to 3.9 vph/1000 sq.ft.	60	40
<u>Industrial</u>			
Light industrial	1.0 vph/1000 sq.ft.	40	60
Office/laboratory	1.5 vph/1000 sq.ft.	15	85
Auto sales	0.8 vph/1000 sq.ft.	33	67
Heavy industrial	0.19 vph/1000 sq.ft.	40	60

du = dwelling unit

vph = vehicles per hour

Source: Other sector plans in Montgomery County, Institute of Traffic Engineers publications and traffic consultant studies for private developments in the area.



STREET & HIGHWAY PLAN

- - - - Section Plan Boundary
 _____ Existing Right-of-Way
 - - - - Proposed Right-of-Way
 B.R.L. Building Restriction Line

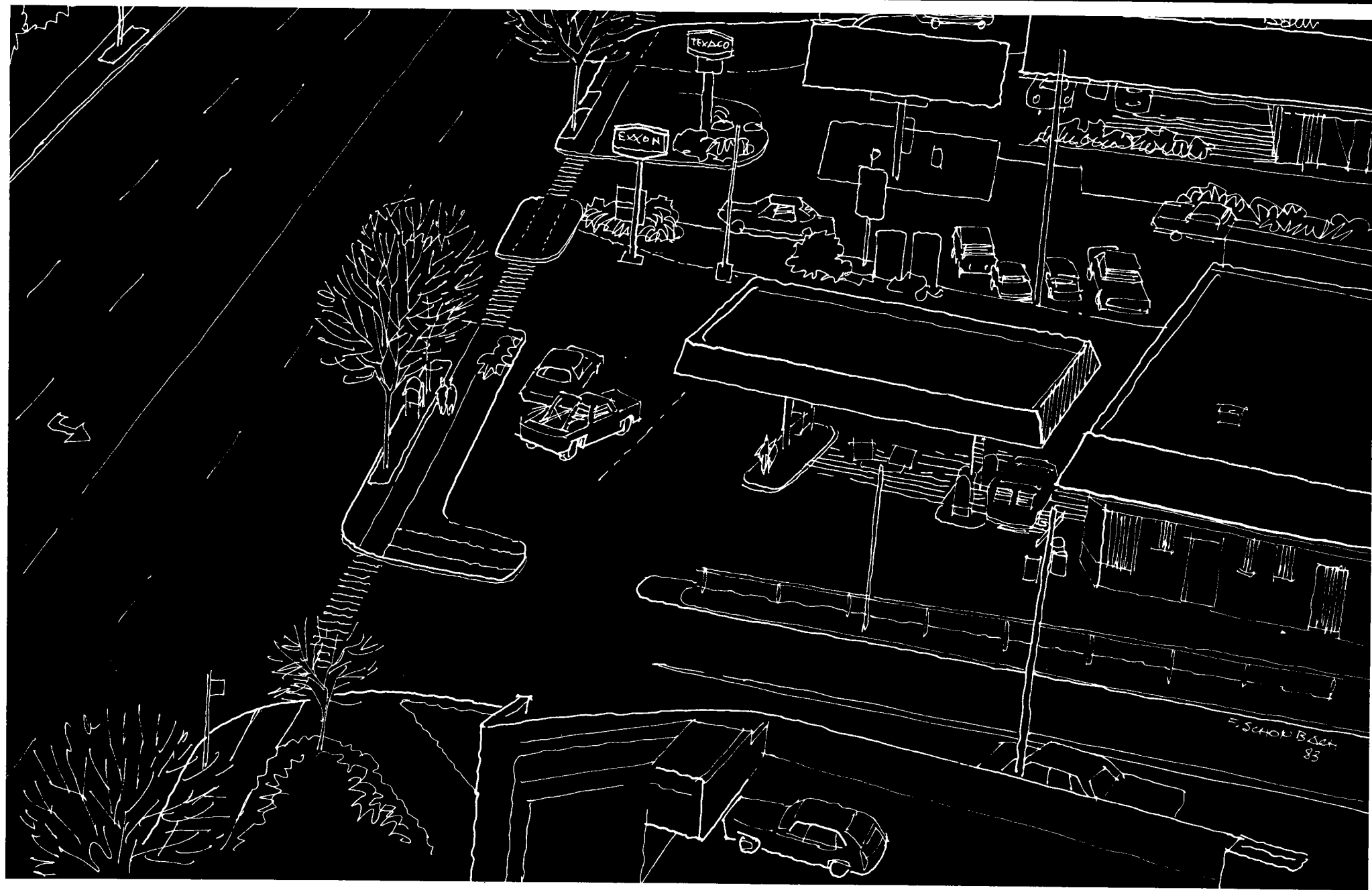
Figure 18

WESTBARD SECTOR PLAN

Montgomery County, Maryland



DESIGN - FACILITIES and AMENITIES



*A*lthough the Westbard area is primarily a business and industrial center, it does contain a sizable multi-family residential component. The Plan calls for adding to the residential element and, for that reason, must be concerned that the area become a more pleasant place in which to move about, visit and reside. As things now stand, Westbard suffers from a lack of area identity. The clutter of business and traffic signs, overhead utility wires and poles, and neglected or indifferent buildings all contribute to visual "noise." The lack of protection for pedestrians is a serious shortcoming, particularly along River Road.

EDGE TREATMENT

The area already has some strong positive amenities. The Little Falls Stream Valley Park forms a pleasant landscaped edge to the eastern side of Westbard. The Westland Intermediate school, County library and the church/school complex to the south constitute another positive fringe element. The Kenwood Place garden apartment development on the west side contains its own pleasant internally landscaped and pedestrian features. Other fringe housing developments contain similar self-contained amenities: Kenwood House, Westbard Mews and the Kenwood Condominiums.

The foregoing examples are located at or near the edges of the area. They perform a very useful and necessary function, that of buffering surrounding single-family neighborhoods from the activity center. The Plan can go several steps further to strengthen and enhance such buffers as recommended below.

Springfield Urban Park

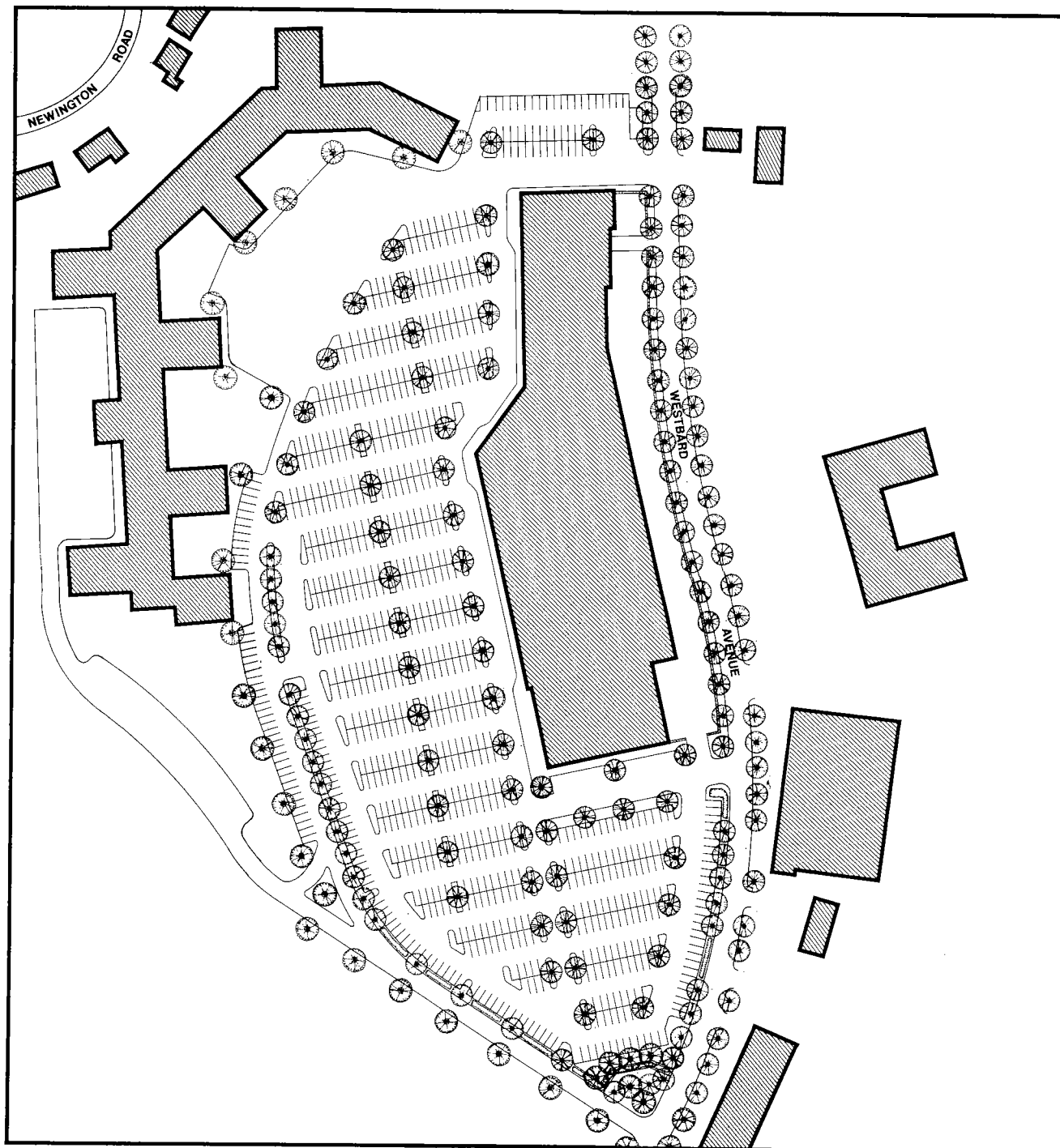
A small urban park could be established on the four vacant residential lots at the north end of the Westwood Shopping Center. This area is now pleasantly landscaped and maintained by the shopping center owners and is an attractive visual element adjoining the Springfield neighborhood. There is no certainty that this area will continue in its present circumstance. The recorded lots can be developed in four single-family homes or else may qualify for one of the special exception uses permitted in the R-60 Zone. An existing covenant precludes any commercial development.

The Plan recommends that the Planning Board acquire this half-acre site, subject to considerations of cost and inclusion in the County's Capital Improvements Program. Some of the present landscape elements can probably be retained but should be enhanced by improvements such as walkways and sitting areas. The development of active and passive recreation elements, seating areas and the like, should be considered with the advice of the Springfield community.

Screening at BETCO

The concrete block manufacturing plant is highly visible from the Little Falls Park and some adjoining residential areas. It is a jarring element in an otherwise scenic experience for the motorist or cyclist along the Parkway. The plant has clearly encroached upon the Willett Branch Stream, as evidenced by the concrete block debris on the banks and in the bed of the stream, and may be a source of noise to nearby residents.

The obvious remedy is to achieve the clean-up of the stream banks and to remove encroachments. This should then be followed up by an appropriate planting program to



RECOMMENDED WESTWOOD SHOPPING CENTER PEDESTRIAN PROTECTION

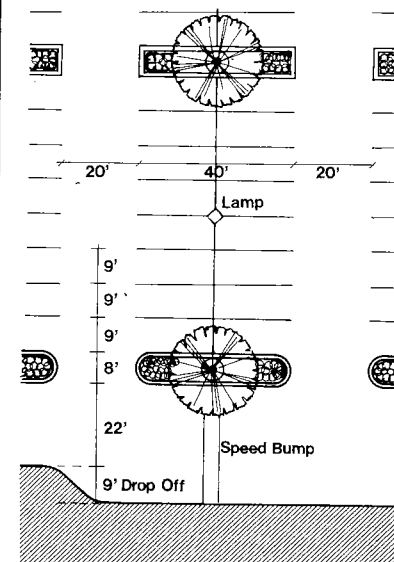
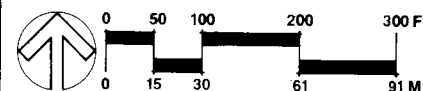


Figure 19

WESTBARD SECTOR PLAN

Montgomery County, Maryland



September 1982

restore the stream to as natural a condition as possible. A companion program should be to provide an acoustical screen between the plant and the park. This could be rustic fencing such as that behind the Butler Road properties.

Screening at Kenwood

The parking lot, behind the Microbiological Laboratory in the northwest quadrant, extends up to the Willett Branch. This parking lot is somewhat exposed to view of the adjoining homes in Kenwood. The residential lots are sufficiently deep so that the existing planting elements could be augmented by the owners should they wish to achieve more of a visual screen. On the industrial property, it would also be desirable to consider evergreen planting along the stream to screen parked cars from view from the residential area.

PEDESTRIAN ELEMENT

Much of the access into and within the area is by private automobile for shopping and for employment. Most of the time, a large fraction of the visitors may not feel deprived with respect to pedestrian amenities. Even so, at some point in his trip, the motorist becomes a pedestrian and must cope with the hazards of crossing streets, traversing large open and unrelieved parking areas and negotiating unpaved walkways. These conditions seriously detract from the liveability and enjoyment of the area. Following are recommended approaches toward overcoming some of the more apparent shortcomings.

Westwood Shopping Center

In common with most typical freestanding shop-

ping centers, the one in Westbard does have a continuous roadway between the shops and the parking area. Functionally, this is a convenience for shoppers to be able to stop and load bundles into their cars. However, it provides a clear and unimpeded avenue for drivers impatiently traversing the area. Speeding is a natural consequence and a considerable hazard to pedestrians moving between the parking lot and the stores.

A possible remedy for this situation would be to construct one or even two peninsular walkways out from the present sidewalk on the west side of the center. The walkway would interrupt the traffic stream next to the building and through trips would be forced out to the perimeter roadway west of the parking lot. The walkways would provide a pleasant and protected pathway between the parking lot and the stores. If sufficient width is devoted to these walkways, trees can be planted to soften the otherwise barren expanse of parking lot.

Speed bumps would be an alternate but the peninsular walkways are preferred. Good access to the storefronts would be retained, but somewhat less direct than at present. It would be more costly to the owners but the attractiveness and appeal of the center would be greatly enhanced. Some parking spaces would be displaced and thus may violate the Zoning Ordinance if a deficit occurs.

A further change could improve internal circulation and ease traffic flow. As it operates now, the only way to pass through the lot is to use the roadway in front of the shops. An optional through-roadway running along the rear of the lot should be provided. It should be noted that the lot is privately owned and implementation of these suggested improvements would be the responsibility of the owners.

RIVER ROAD PEDESTRIAN ENVIRONMENT

River Road is probably the most hostile environment

for pedestrians in the entire Westbard area. The lack of suitable sidewalks, the frequent interruption by driveways and side streets, the proliferation of signs and utility poles, noise and air pollution all make for a very unpleasant and hazardous experience for the pedestrian attempting to negotiate that road.

In view of the predominant role of the motor vehicle on River Road, it has been easy in the past to overlook the needs of the pedestrian. Part of the problem is that River Road is a State highway and the State Highway Administration does not undertake to provide sidewalks, leaving that responsibility to the County. The County Department of Transportation has now programmed sidewalk improvements to be made during 1982 along the north side of River Road from Brookside Drive to Willard Avenue. The Planning Board has recommended that County DOT provide an eight-foot wide pavement and include street trees and bus shelters where appropriate.

The Plan recommends that the County undertake an Urban Boulevard program on River Road to provide sidewalks and street trees as a minimum. Other enhancements could be sitting areas, trash receptacles and supplementary landscaping where opportunity affords. Low screening walls or fencing could be installed along the fronts of some businesses, particularly the gas stations, to shield much of the exposed parking areas from passersby without diminishing the visibility of the businesses.

A part of the Urban Boulevard program should be the enhancement of the entrances to the Westbard area at Ridgefield Road and Little Falls Parkway. The traffic signals and directional signs should be grouped onto distinctive architectural structures to provide a strong gateway element. Prototypical gateway structures are shortly to be installed at the entrances to the Silver Spring CBD; a similar treatment at the Westbard River Road entrances should be considered. The

Planning Board has previously recommended that the County include Westbard for improvement through the Federal Community Development Block Grant program.

A word should be said about the problem of unsightly utility wires and poles. Whatever improvements can be achieved under an Urban Boulevard program will be diminished unless something can be done about the unsightly network of poles and wires. The obvious solution is to place these utilities underground. This is said in the knowledge that this is a costly undertaking, one that utility companies are prone to resist strenuously.

The benefits of undergrounding utilities are hard to demonstrate in dollars and cents. The benefits are improved appearance, reduction of the visual clutter and enhancement of the few good architectural features in the streetscape. It will impart a sense of pride to the business community and assure that private efforts to improve appearance will be noticeable. Therefore, whenever improvements are undertaken to River Road, the County and State governments, and the Planning Board should join forces to bring about the undergrounding of utilities.

MISCELLANEOUS

Freedom of movement and protection from traffic are general objectives for pedestrians that should be pursued whenever opportunities present themselves. At the scale of a sector plan, it is not possible to identify all the possibilities for creating pedestrian pathways. In some cases, the initiative may rest with the private developer. New connections from neighborhoods to the hiker/biker system in Little Falls Park are desirable and should be explored with the civic groups.

Many informal pathway systems already exist. The presence of these is a good indication of the way people want to travel by foot. Some are through parkland; others traverse private property and pose problems of liability

for the owners who, therefore, may not be sympathetic about granting easements for pedestrian use. Whenever new development requires site plan approval or special exception permits, it may then be possible to include appropriate pedestrian facilities.

Suggested Pedestrian Pathways

The following are suggested pathway improvements that should be considered by the communities, businesses and public agencies:

1. Path from the Greenacres/Glen Cove and Westmoreland communities across the Little Falls Park, the railroad and private property to reach Westland Intermediate School and the Little Falls Library. Informal pathways negotiable by agile youngsters do exist but they pose hazards for others, particularly in crossing the creek and the railroad and in negotiating steep slopes.
2. Access to the Westwood Shopping Center from the Springfield community through the Kenwood Place apartment property is desired by some but not all. The covenant, signed some years ago by the developers with the community, does place some restrictions on such pedestrian access. The need to reduce the amount of driving in the interest of gasoline conservation and the growing impetus for walking and jogging for health purposes, plus the fact that single car households do not always have a car on hand to run errands, tends to suggest that the matter of access may need to be reconsidered by the

community at this time.

3. As outlined under the Land Use chapter, the recommended planned development of the Abensohn property requires the submission of a development plan which should include an internal pathway system. Such pathways should connect to adjoining residential/commercial/industrial areas and the Little Falls hiker/biker system.
4. A pathway from River Road to the Westwood Shopping Center is recommended. Many pedestrians have been observed crossing through the Roy Rogers parking lot, over the foot bridge on the Society of Catholic Medical Missionaries site and through the Westwood Towers parking lot to Westbard Avenue. (See Figure 15.)

Pedestrian Protection

If warranted by pedestrian volume, the County DOT should consider including walk/don't walk cycles for the two signalized intersections on River Road. If the railroad roadways are improved and signals installed, that intersection should also be studied with reference to a pedestrian cycle.

Recently, the County determined that a bus shelter is not justified on River Road, based upon the relatively low patronage at this time. However, with the coming of Metrorail service, increased Metrobus service, the addition of the County Ride-on system, and the proposed multi-family residential development on a part of the Abensohn property, the circumstances may change. Shelters should then be considered at the two present River Road intersections.

IMPLEMENTATION



ZONING

The Zoning Plan shows both the base zones and any of the "floating" zones considered to be most appropriate and which would most nearly implement the purposes of the Land Use Plan. A base zone is a "Euclidean" zone (a conventional zone which spells out allowable uses and dimensional standards) that can be implemented by Sectional Map Amendment (SMA) as an exercise of the County police powers.

Following adoption of an SMA to apply the base zones, applications can then be submitted by property owners for any of the "floating" zone categories recommended by the Zoning Plan, or which otherwise meets the purposes of the floating zones. Such applications for Local Map Amendments can be made only by property owners (or other persons with a financial interest). The floating zones require site plan review by the Planning Board prior to issuance of a building permit. In some cases, such as the PD Zone, a development plan must be approved by the District Council at the time of rezoning.

The Zoning Plan recommends use of a new Limited Commercial (C-4) Zone. (See Appendix B.) A text amendment to the zoning ordinance to create a new Limited Commercial (C-4) zone, as recommended by the Planning Board, was recently adopted by the County Council. Another amendment recently adopted by the Council provides for limiting the height of buildings in the C-O Zone to those stories where such a recommendation is made in the appropriate sector or master plan.

In order to protect the integrity of high quality residential areas in the planning area, and also to

prevent development in incompatible land uses in the future, the zoning plan recommends elimination of all I-2 zoning in the area.

PUBLIC IMPROVEMENTS

Several public capital improvements affecting the Westbard area are either under way or programmed as noted on the following table. Several additional projects are recommended by the Sector Plan to improve several interior roadways, additional landscaping in Little Falls Parkway to screen unsightly industries, an urban park, and the streetscape amenities along River Road. Such projects will depend upon the procedures of the several jurisdictions involved.

The interior roadways along the Railroad will depend in large measure upon the initiative of the benefiting property owners and can be accomplished only with the cooperation and agreement of the B&O Railroad. The State Highway Administration would have to undertake the River Road intersection improvements in cooperation with Montgomery County and the Planning Board.

Replacement sewer projects for Little Falls Branch and Willett Branch have been completed. The Little Falls Branch project included 3,955 feet of replacement sewer from north of Dalecarlia Reservoir to Massachusetts Avenue and 1,785 feet of replacement sewer from Smallwood Drive to the Willard Avenue Local Park. The Willett Branch replacement sewer extends for 10,500 feet from Little Falls Parkway to Elm Street.

Several projects are recommended for future consideration, pending more definitive study. One of these is a proposed Urban Boulevard and Gateway study for River Road. The other depends upon the completion of the stormwater management plan for the Little Falls Basin which is well under way but for which no specific improvements are yet identified.

TABLE VI
WESTBARD SECTOR PLAN
CAPITAL IMPROVEMENT PROGRAM - FY 1982-1987

Projects	Funded By	Amount (\$000)	Completion by FY
<u>AUTHORIZED</u>			
River Road Sidewalks	County	80	1983
Little Falls Library Improvement	County	301	1982
Willard Avenue Local Park	M-NCPPC/State	815	1986
Little Falls Parkway Reconstruction	M-NCPPC	188	1980
Ridgefield/River Road/Westbard Intersection Improvement	County/State	50	1982
Bethesda Ride-On Buses	County	1,900	1984
<u>COMPLETED</u>			
Willard Branch Replacement Sewer	WSSC	5,525	1981
Little Falls Replacement Sewer	WSSC/State/US	997	1981
<u>PROPOSED</u>			
River/Ridgefield/Brookeside Intersection	State	*	*
Little Falls Parkway/River Road Intersection	M-NCPPC	*	*
River Road Streetscaping	County/State/US	*	*
Springfield Urban Park	M-NCPPC	*	*
Railroad Street	County	*	**
Stormwater Facilities	County	*	*

* Indeterminate at this time.

** See Figure 16.

APPENDICES



APPENDIX A: ENVIRONMENT ANALYSIS¹

SUMMARY

*T*he major issues of major environmental concern within the Westbard Sector are:

- Noise pollution: which stems primarily from heavy traffic and industrial operations.
- Stream pollution: a compounded result of various development and flood control practices combined with sewage and septic leakages and illegal discharge.
- Natural system degradation: brought on by encroachment on the stream valley ecosystem and inappropriate utilization of land.

Noise in Westbard emanates from a number of sources. Highway noise is a major problem, particularly along River Road. Truck movement and other industrial activity (auto repair shops, cinder block plant, etc.) are cited by some residents as a noise problem. Aircraft noise from National Airport is noticeable in some neighborhoods located away from roadway noise sources. Railroad noise, while presently negligible, could become significant should more extensive use be made of the existing B&O rail line.

Developers should be made aware of high noise level areas and encouraged to provide sufficient acous-

tical insulation during construction of new residential structures. Residents should be advised of noise reduction measures available to them such as double glazed windows and caulking. Traffic rerouting and enforcement of existing noise laws would also prove effective.

Natural systems in the Westbard Sector have been substantially altered by structural uses of the land including buildings and parking areas. While certain soils are suitable for urbanization, development on other soils may lead to erosion and construction problems. Streams in Westbard and in the Little Falls drainage basin are seriously polluted. Neither Willett Branch nor Little Falls Branch meet the State of Maryland Class I Standards for water contact recreation or for aquatic life. Improvement in stream quality would also improve the aesthetic qualities for users of adjacent parks and woodlands. Major stream polluters include failing sewers, stormwater runoff, and chlorine discharges. Channelization and a wide variation in stream flow further compound the problem of stream scouring and reduced self-cleansing capability.

Stormwater runoff controls and pollution reduction measures should be included in all new development. Stricter control of known pollution sources and investigation into unknown sources should be encouraged. Old and leaking sewers and septic systems should be replaced. Chlorine discharges from Dalecarlia Water Treatment Plant effect Little Falls Branch but well downstream from Westbard. Such discharges should be phased out.

The recent completion of the replacement sewer projects described in the "Public Improvement" section above should provide some improvement in stream quality. In addition to the replacement sewers, the Washington Suburban Sanitary Commission (WSSC) has also done some grouting and Insituform lining work on existing sewers. Unfortunately, these streams are no longer being monitored by the County Department of Environmental Protection (DEP) so it will not be possible to determine the degree of water quality improvement.

¹ This section is an abbreviated version of a detailed report issued in February 1979. Limited copies are available on request.

NOISE

Traffic is the major source of noise in the area. Although trucks create the dominant peaks affecting the noise environment on River Road west of Little Falls Parkway, automobile traffic on River Road and Massachusetts Avenue is sufficient to cause speech interference on the porches of houses fronting on these roads. Industrial sources and trash removal are additional significant sources in localized areas. Aircraft noise, while noticeable, causes only a 1-5 dBA increase in the overall community noise level and should present no problems if present flight paths and operational patterns are maintained. Railroad noise, although not now a problem, could impact several residential communities if the line were to be converted to some form of transit or if freight hauling should increase. Average noise levels are shown on the attached "1978 Noise Contour" map.

Human Response

Human response to noise varies according to the type² of activity in which a person is involved. While 70 dBA² might be desirable at a social gathering or sporting event, it would be undesirable while carrying on an important discussion or trying to relax. Since high noise levels restrict certain types of human activity, each land use category has certain limits which should not be exceeded if the land use is to maintain its proper function:

² dBA is the standard expression for decibels, the unit of measurement of relative sound pressure, with a weighting to account for the sensitivity of the human ear.

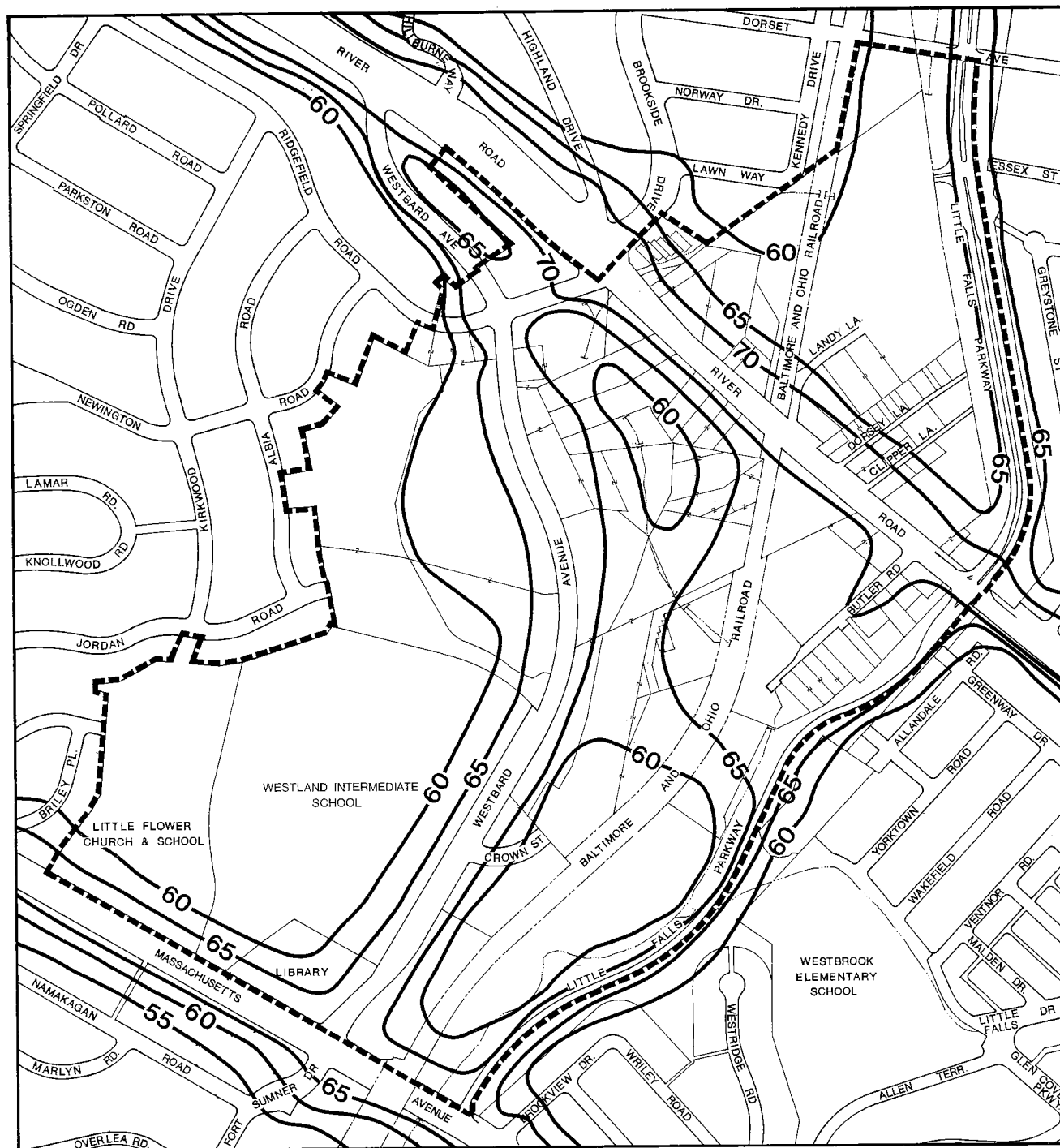
Industrial land use need only maintain levels low enough to protect workers' health and hearing (about 70 dBA). When communication is necessary, a small area, such as an office, can be reserved for this purpose.

Commercial and office use requires a fairly constant exchange of information and ideas, necessitating noise levels that will permit speech communication (about 65 dBA).

Residential areas should maintain noise levels that do not interfere with relaxation and sleep. This may require that structures be set back from roadways or otherwise buffered to maintain an exterior level at the building line of 55-60 dBA L_{dn}³. Although a structure will attenuate noise by 10-20 dBA, additional accoustical attenuation within the structure may sometimes be needed to maintain interiors at or below 45 dBA L_{dn} for sleeping purposes.

The State of Maryland Department of Health and Mental Hygiene has developed exterior environmental noise guidelines for various classes of land use. They are 70 dBA L_{dn} for industrial land use, 64 dBA for commercial land use, and 55 dBA L_{dn} for residential land use. In order

³ L_{dn} stands for "Day/Night Noise Level" which indicates an average sound pressure level, reflecting the variations in noise over time, including a weighting for nighttime (10 P.M. - 7 A.M.) levels to account for the greater degree of distraction experienced at night and while trying to sleep. This descriptor is currently being used by the U.S. EPA, HUD and the State of Maryland for their noise standards.



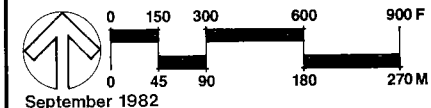
**1978 NOISE
CONTOUR (dBA)**

----- Sector Plan Boundary

Figure 20

WESTBARD SECTOR PLAN

Montgomery County, Maryland



to attain these goals, the State has also adopted legally enforceable regulations pertaining to noise emissions from private real property as follows:

MAXIMUM ALLOWABLE NOISE LEVELS
BY ZONING CATEGORY (dBA)

<u>Day/Night</u>	<u>Industrial</u>	<u>Commercial</u>	<u>Residential</u>
Day	75	67	60
Night	75	62	50

Construction limits, frequency of occurrence, and exemptions are also provided for under the regulations.

The Montgomery County Noise Ordinance has established 55 dBA as the limit between residential properties. The County requires a 62 dBA limit at commercial and industrial property lines. Neither State nor County regulations apply to noise emanating from roadways, railroads, or airplanes.

Road Noise

River Road is the noisiest road in Westbard. Not only are the traffic volumes greatest, but the percentage of medium and heavy trucks is highest. Sirens from emergency vehicles cause the peak levels experienced and could result in activity disturbance and sleep disruption. Speech interference can certainly be expected on the front porch of houses facing River Road ($L_{dn} = 69$ dBA at 100 feet) adjacent to Westbard. Some annoyance might be expected even in the second row of houses.

Much of the single-family housing near River Road in the Westbard Planning Area is setback about 200 feet from the centerline, thus reducing noise

impact. East of Little Falls Parkway on River Road, however, houses are setback only 50 feet and are subjected to substantial noise levels.

Much of the truck noise can be attributed to the industrial area, with truck engines and squeaky brakes causing high peaks during acceleration and braking. Any method that would smooth the flow of truck traffic into and out of the industrial areas would be advantageous from a noise viewpoint. If additional heavy trucks are expected to serve the area, it would be helpful to provide access other than past the residential units on Ridgefield Road and Westbard Avenue.

Massachusetts Avenue has the second highest traffic volumes in the planning area. Due to a lower percentage of heavy trucks, the noise level is noticeably lower. However, houses fronting on Massachusetts Avenue ($L_{dn} = 65$ dBA) could benefit from accoustical insulation since occasional trucks or sirens can cause distraction.

The southern portion of Westbard Avenue is on a hill, and therefore experiences slightly more road noise than would otherwise be expected. A new townhouse development will benefit from the site design which locates parking near the road, with living areas situated away from the road. The northern portion of Westbard has higher traffic volume and a higher percentage of trucks. The corner of Westbard Avenue and Ridgefield Road is an undesirable site for residential development and is another reason to consider placing an urban park in the vacant R-60 parcel. Site design and accoustical insulation is needed to obtain a satisfactory noise environment for nearby dwellings.

Industrial Noise

Local industry is another source of noise in the Westbard Sector. Locations where industrial noise is particularly noticeable are discussed below:

Between Westbard Avenue and Little Falls Parkway

south of River Road. This large area is the primary source of industrial noise in Westbard. Among the industrial uses are four auto repair shops, a cinder block company, a fuel oil distributor, and a foundation underpinning company. Sufficient noise is produced by these and other industries, as well as trucks which serve them, during daylight hours to impact several nearby apartment complexes and single-family homes. The residents affected are those living in Kenwood Apartments ($L_{dn} = 70$ dBA) on River Road, homes located south of Little Falls Parkway, and the residences in Westwood Towers on Westbard Avenue.

Clipper Lane and Vicinity. Traffic on Clipper Lane just off River Road is a source of noise for residents of the Kenwood Apartments. A substantial number of trucks serve Ridgewell Caterers located at the end of Clipper Lane. However, it is the noise from waste disposal trucks (peak 76 dBA) in the early morning hours (often as early as 3 AM) that causes the greatest annoyance for residents.

Westwood Shopping Center. The Westwood Shopping Center on Westbard Avenue is a source of noise for surrounding residents. Although a large number of cars are accommodated here each day, the noise produced by them is not as great as that created by delivery trucks and waste disposal vehicles. Trucks deliver both at the front and rear of the shopping center. Residents of Kenwood Place (peak 63 dBA) and Westwood Towers are concerned about periodic noise intrusion resulting from these deliveries.

Aircraft Noise

Under present flight procedures, aircraft from National Airport follow the Potomac River to the Cabin John Bridge where they then spread out. If changes to this policy are made to allow the aircraft flights to spread out sooner, the impact on the Westbard area is

likely to be much greater.

FAA policy modifications for National Airport are likely to include the use of quieter, wide-body aircraft. The present policy of discontinuing flights between 10:00 PM and 7:00 AM and maintaining flight patterns over the Potomac River keeps noise intrusion at a minimum. The County has adopted a policy supporting a 50 percent reduction in the number of air carrier flights out of National Airport.

Railroad Noise

The Georgetown Branch of the B&O Railroad line passes through the area and is another potential source of noise. Freight activity along the line presently occurs at irregular intervals and represents temporary intrusions. When it appeared likely that the B & O Railroad would abandon the Georgetown Branch, the Planning Board considered possible conversion of the right-of-way for some form of public transit such as a trolley line (light rail transit). Feasibility studies for light rail indicate that adjacent residential areas in Westbard would experience a moderate 5-7 dBA L_{dn} increase in the noise level. Some sort of noise attenuation might be needed, such as a low wall, to deflect sound. However, the B & O Railroad now reports the need to continue the freight service indefinitely thereby negating other possible uses of the right-of-way.

NATURAL SYSTEMS

This section examines the natural systems in Westbard associated with both land and water. The topics discussed include soils and bedrock, water quality, water quantity, erosion and sedimentation, channelization and aquatic life, and woodlands and wildlife. The discussion covers present conditions and corrective measures.

Soils and Bedrock

The principal soils in the Westbard Sector are Manor, Glenelg, Worsham, and Glenville silt loams. Glenelg soils are found in the northeast portion of the sector along River Road and Little Falls Parkway. These soils are generally well suited for urbanization. They are well drained and foundation conditions are generally good. The slopes range from 0 to 8 percent, allowing for easy grading. Construction on Glenelg soils should not present much of a problem unless deep excavation is necessary on thin overburdens (less than 20 feet).

Manor silt loam soils are the primary soil type in the western two-thirds of the Westbard area. When associated with steep slopes, Manor silt loam soils may be highly susceptible to erosion and siltation during construction. Extensive grading and filling for major structures could contribute to erosion problems.

MdB2⁴ soils have 3-8 percent slopes and are very well drained. These soils occur in a few small areas on either side of River Road, northwest of the railroad tracks. MdC2⁴ soils have 8-15 percent slopes and are less suitable for development due to erosion potential. These soils are located in the core of the area, west of Westbard Avenue. MdD2⁴ soils have 15-25 percent slopes and are not well suited for development due to a high erosion potential. These soils occur in small areas in the center and along the edge of the Westbard area.

In addition, there are small areas of Worsham and Glenville Silt Loam soils (0-8 percent slopes) which are principally located along Willett's Branch, Little Falls Branch, and other smaller streams. These soils are

poorly drained creating construction problems. They are susceptible to frost action, seasonal high water table, and flooding. Excavation sites may fill with water and foundations and basements may remain wet in areas where these soils occur. Such problems are common to all floodplains. Development on these soils tend to increase runoff and reduce the base flow of streams.

The depth to bedrock throughout most of Westbard is less than 20 feet. Bedrock outcrops are present along Little Falls Branch. The bedrock types are Gneiss, as well as a small area of Schist. Surface materials associated with Gneiss and Schist are generally well drained.

Water Quality

One of the knotty environmental problems confronting Westbard is the poor water quality of the two local streams. Willett Branch, which traverses the developed area and Little Falls Branch, which enters from the east to join the Willett Branch and flows south to the Potomac River at the District Line. The overall water quality of these two streams has steadily deteriorated over the years. Field inspections in November of 1978 revealed an abundance of green filamentous (stringy) algae in⁵ both streams, a biological indication of eutrophication and probable sewage contamination. The poor quality of Willett Branch is confirmed by a consultant's study of the Little Falls Basin.

In the past, the bulk of the water pollution in Westbard and the Little Falls basin has emanated from two non-point sources: 1) sanitary sewage and 2) stormwater runoff.

⁴ Manor silt loam soil designations.

⁵ Overfertilization of a body of water by nutrients.

Sanitary Sewage

Monitoring of pollution in the streams discloses an increasingly serious problem with sanitary sewage. While there may be numerous other causes, three major contributing factors are known to exist:

- 1) Failing sewer systems in the headwaters of Little Falls and Willett Branches;
- 2) A failing sewer system in the mid-section of Little Falls Branch (below Massachusetts Avenue); and
- 3) Failing septic systems in the vicinity of the Dalecarlia Reservoir.

In response to these problems, the replacement sewers discussed in the "Public Improvement" section above were constructed by WSSC. These new lines and additional grouting and Insituform work on existing sewers should provide some improvement in water quality.

The failure of septic systems downstream from Westbard in the vicinity of the Dalecarlia Reservoir has been a major contributor to the sewage problem in the Little Falls Basin. However, this problem may have been alleviated by the installation of grinder pumps during the past year.

Stormwater Runoff

Stormwater runoff is the second major source of non-point pollution. Runoff from urban areas includes soil, fecal wastes from domestic animals, heavy metals

from automobiles, oil and grease from paved surfaces, chlorides from road salting, nitrous oxides from organic and atmospheric sources, phosphates from lawn fertilization, litter, and various other pollutants. Substantial reduction of these pollutants from Westbard and other areas could be achieved if some of the following stormwater management practices were employed:

- 1) Periodic street and parking lot maintenance and cleaning program.
- 2) Installation of oil and grease traps in parking lots and industrial areas.
- 3) Increase and identification of service stations accepting used motor oil.
- 4) Installation of litter traps in and along drainage ditches, culverts, roadways, etc.
- 5) Public education on the proper use of pesticides and fertilizers.
- 6) Implementation of soil conservation practices.
- 7) Additional water quality monitoring stations.
- 8) Increased sanitary and storm sewer maintenance.

Storm Drains

Another contributing source of water pollution in the Little Falls Basin is the illegal discharging of waste water and materials into storm drains. At present, a serious pollution problem occurs at the storm drain outfall at 4701 Willard Avenue. Much of this problem is directly attributable to the presence of No. 2 heating oil and rock dust. Little Falls Branch has the highest total solids content of any county stream and a primary cause is the continuous discharge of rock dust into the stream. The source of the heating oil remains unknown. Cooperation with the District of Columbia is needed for additional monitoring to locate and halt the illegal fuel oil discharge.

⁶ Source: Montgomery County Department of Environmental Protection.

Point Source Pollution

One municipal facility, the Dalecarlia Water Treatment Plant, discharges a daily average of 1.5 million gallons of highly chlorinated water into the Little Falls Branch. The net effect of this discharge is two-fold: chlorine, as a biocide, effectively kills all aquatic organisms below the point of discharge, and it creates a chemical barrier in the lower reach of Little Falls Branch, thereby preventing the biotic repopulation of upstream areas from Potomac River sources. The Dalecarlia Treatment Plant does have an EPA discharge permit. Reduction and eventual total elimination of all chlorinated discharges is planned over a five-year span.

Other point sources of pollution include the Little Falls Swimming Club which may be contributing chlorinated wastes into Little Falls Branch, and the cinder-block plant in Westbard which may be discharging waste water and materials into Willett Branch.

Water Quantity

Water quantity is the second major water problem affecting Little Falls and Willett Branches.⁷ The intensive urbanization of parts of this watershed and the ensuing high proportion of impervious surfaces have created two major hydrologic problems: a diminution of normal base flow resulting from reduced groundwater recharge and the rapid drainage due to the stream channelization, and excessive runoff during storm events. Intensive development within the floodplain at Westbard and other areas in the watershed has necessitated the channelization and enclosure of streams in

order to provide flood protection. Some of the effects of these two problems have been:

- 1) A reduced ability of the streams to dilute pollutants.
- 2) Small feeder streams, which once supplied water and aquatic life, are covered up or have dried up.
- 3) Flooding and stream bank erosion.
- 4) Loss of stream biota due to flash flows.

Field inspection of Westbard and its streams revealed evidence of those four effects and the general lack of suitable stormwater management facilities. An underground storage pipe in the townhouse development on Westbard Avenue is the only known stormwater management facility.

Preliminary maps of the 100-year ultimate floodplain show that the flood area extends beyond the boundary of the channelized and/or piped sections of the stream. For instance, although the stream is piped through the Marriott tract, the floodplain covers a wide expanse across the northern section of the parcel. This floodplain will inhibit redevelopment of the site because Section 50-32 of the County's Subdivision Regulations restricts development within the 100-year ultimate floodplain. A 25-foot setback from the floodplain is required for any building.

A study of the Little Falls Watershed is being prepared as part of a series of stormwater management plans for all watersheds in the County. When complete, the study will include management recommendations for Willett Branch.

The preliminary 100-year floodplain (Figure 22) extends beyond the stream channels in several places. At River Road an under-sized culvert results in the 100-year floodplain extending to three single-family houses on Lawn Way and the six townhouses along Brookside Drive. Little Falls Park is also subject to flooding.

⁷ The M-NCPPC is currently conducting a watershed management study of Little Falls Basin to include delineation of floodplains.

Many of the negative impacts of urbanization in Westbard could have been substantially reduced had some of the following stormwater management techniques and facilities been implemented:

- 1) Rooftop storage with controlled release.
- 2) Underground storage via wells, cisterns or storage tanks.
- 3) Detention/retention basins.
- 4) Infiltration pits.
- 5) Use of standard dissipation techniques at all storm drain outfalls.
- 6) Use of drainage swales and berms.
- 7) Use of grass-lined ditches.
- 8) Stabilization of disturbed areas via vegetative covering.
- 9) Use of dutch drains.
- 10) The banning of construction in the 100-year ultimate floodplain.

Future development or redevelopment in Westbard should utilize the most applicable of these techniques. Also, natural open space should be retained to the extent possible, including buffer areas along the streams. Consideration should also be given to the redesign and modification of large treeless parking lots to include landscaped vegetative islands and the underground storage of water. Multi-level parking facilities should be encouraged wherever possible in order to retain the maximum feasible amount of open green space to absorb and retard stormwater runoff.

Erosion and Sedimentation

Erosion and sedimentation are other watershed problems affecting both water quality and quantity. In Westbard, land surface and stream channel erosion and sedimentation are not serious problems because of the

high percentage of impervious surfaces and the topography and geology of the stream valley.

To insure that future Westbard development and redevelopment does not increase land surface and stream channel erosion and sedimentation, good watershed management practices and techniques should be applied. These are:

- 1) The banning of construction on excessively steep slopes,
- 2) Minimizing the extent of impervious areas,
- 3) The use of gravel or asphalt pedestrian walkways/paths,
- 4) The covering of spoil piles.

General Stream Valley Degradation

Channelization

Stormwater management is affected by the extent of the channelization and enclosure of both Little Falls and Willett Branches (see Stream Channelization and Enclosure map). Within the Westbard Sector Plan area roughly 4,138 feet, or 68 percent, of the length of the streams have been channelized or enclosed. The use of trapezoidal and rectangular shaped concrete channels to protect floodplain development has resulted in wide, uniformly shallow streams with a mean depth of less than one inch. This extremely shallow depth is responsible for two critical negative effects: it allows rapid thermal fluctuation, and it provides absolutely no habitat for aquatic life.

While stream channelization may solve local flooding problems it may result in concentrating runoff further downstream. From an environmental perspective stream channelization and enclosure should be used only as a last resort. However, where channelization is unavoidable, a vee-shaped cross-section would provide some stream

depth, thereby mitigating some of channelization's negative effects.

Aquatic Life

The net result of these previously discussed water quality and quantity problems is the absence of all fish and most aquatic life from these two streams. In 1975 no fish were collected at 17 sampling stations in the Little Falls Basin. Recent field inspection reconfirmed previous reports of "dead streams." The absence of even pollution-tolerant species dramatizes the severity of the environmental problems which confront Westbard and the Little Falls Basin. This loss of aquatic quality, habitat, and life has deleteriously impacted other life forms which were dependent upon these streams for food and habitat (e.g.: stoneflies, mayflies, frogs, salamanders, aquatic turtles, herons, and raccoons). The result is a reduced or broken food chain and the elimination of many former basin species.

Should future water quality improve in Little Falls and Willett Branches, the re-population of fish can be attained only through artificial stocking. This would be necessary to circumvent shallow water areas and migration-blocking obstructions such as the four foot high concrete drop structure in Little Falls Branch.

Woodlands and Wildlife

Wildlife associated with woodlands and other

natural habitat will normally decrease in number and diversity in highly urbanized areas. Wildlife habitat can be protected by leaving a bordering, non-mowed vegetative strip along tree lines and streams. These vegetative strips would: filter overland flow of decayed grass cuttings and leaves, and create an "edge effect," thus providing more food, cover, and habitat for area wildlife. In general, length and irregularity of shape of the vegetative strip(s) are more conducive to creation of good wildlife habitat than width and uniformity of shape.

The local wildlife food supply can be further supplemented through the planting of food bearing annuals, perennials, shrubs, and trees. A few of the many examples are: lespedezas, legumes, grasses, sunflowers, jerusalem artichokes, blackberries, and persimmons. In addition to providing food and cover, many of these plants have additional erosion control and ornamental value.

Conclusion

Many of the land and water problems discussed in this report are common to developed commercial and industrial areas. Nevertheless, it may be possible through good site planning for new development and the introduction of good management practices to undo some of the environmental abuses which have occurred in Westbard and elsewhere in the Little Falls Basin.

APPENDIX B: NEW LIMITED COMMERCIAL (C-4)
ZONE

59-C-4.37 C-4 ZONE - PURPOSE AND DEVELOPMENT STANDARDS

59-C-4.371 Purpose. It is the intent of this zone to provide locations for low-density commercial uses of a nature which are compatible with locations on arterial or major roads outside of central business districts and regional shopping centers and where low intensity development is necessary to preclude an adverse impact on public facilities in the area.

59-C-4.372 Building Height. No building shall exceed the following height limits:

- Stories -- 2.
- Feet -- 30.

59-C-4.373 Floor Area. The total floor area of buildings, including cellars, shall not exceed 0.25 FAR.

59-C-4.374 Coverage Limitations:

- Building shall occupy not more than 25 percent of the lot.
Green area shall be provided for not less than 10 percent of the lot.

59-C-4.375 Lot Frontage. No building permits shall be issued for new construction in the C-4 Zone except on lots having a minimum frontage of 100 feet on an arterial or major road.

59-C-4.376 Setbacks. All buildings shall be set back from lot lines at least as follows:

- (a) From any street right-of-way the most restrictive of the following:
 - (1) If the right-of-way line is established on a master plan - 10 feet.
 - (2) Be equal to the majority of the lots fronting on that street, but not less than 10 feet.
 - (3) If there is no master plan showing the right-of-way line, the setback shall be 60 feet from the center line of the street.
- (b) No side or rear setback shall be required, except that if the building has windows or apertures providing light, access or ventilation to a habitable space facing the side or rear lot line, or if such lot line adjoins a residential zone not recommended for commercial or industrial zoning on an approved and

adopted master or sector plan, the setback shall not be less than that required in the adjoining zone. All setbacks required by this subsection shall be maintained as green area with appropriate landscaping and screening provided.

59-C-4.377 **Parking.** Parking shall be provided in accordance with Article 59-E of this chapter and shall be so located as to have a minimal impact on any adjoining residential properties. All such parking shall be provided on land which is in the C-4 Zone and shall be appropriately screened from adjacent uses.

59-C-4.378 **Special Regulations - C-4 Zone.**

Development above FAR 0.25. In order to encourage the orderly grouping and planned development of low-intensity, highway commercial centers, to limit the number and to control the location of access points to C-4 zoned sites, and to generally enhance the appearance of small commercial centers located along major roadways, the following optional method of development may be permitted, provided that the applicable approved and adopted master plan does not indicate that higher intensity commercial development above FAR 0.25 would be unsuitable for the applicable site; and provided further that the following site development standards

and site plan review procedures shall be in effect. If this method is used, all of the above requirements of the C-4 Zone shall be met except as follows:

- (a) **Minimum area of lot.** The optional method of development shall not be permitted on a lot or parcel of land which has a total area of less than two acres.
- (b) **Development density.** Increases in the floor area of buildings, above FAR 0.25, may be permitted, up to a maximum FAR 0.75, upon a finding by the Planning Board that an increased amount of floor area, above FAR 0.25 would be compatible with the intensity of surrounding existing and planned land uses, would not have an adverse impact on existing and planned public facilities in the area and would be in accord with the land use recommendations and guidelines of the applicable approved and adopted master or sector plan.
- (c) **Height limit.** No building shall exceed three stories or 40 feet in height.
- (d) **Maximum lot coverage.** The building coverage may be increased to a maximum of 35 percent of the lot.
- (e) **Setbacks.** The setback from adjoining residentially zoned land, not

recommended for commercial or industrial zoning on an approved and adopted master or sector plan, shall not be less than either the setback required in the adjacent residential zone or the height of the building, whichever is greater.

- (f) Development procedures. The procedures for site plan approval shall be as set forth in Division 59-D-3.

	C-I	O-M	C-O	C-P	C-1	C-2	C-3	C-4	H-M	Country Inn
Pipelines, above ground			P			P				
Pipelines, underground			P	P		P				
Public utility buildings							P			
Public utility buildings and structures	SE1	SE1	SE	SE	SE1	SE	SE	SE1		
Radio and television broadcasting stations and towers			SE			SE	SE			
Radio and television broadcasting studios						P		P		
Railroad tracks			P			P		P		
Taxicab stands						P		P		
Telephone and telegraph lines			P		P					
Telephone and telegraph lines, underground				P						
Telephone office and Communications centers		P	P	P		P				
COMMERCIAL			SE5	SE5					P2	
Retail sales and personal services										
Retail trades, businesses, and services of a general commercial nature						P				
Antique shops, handicrafts or art sales					P	P		P		P7
Appliance stores						P		P		
Automobile parts, supplies and tire stores					P	P		P		
Automobile sales, indoor					P6	P	P			
Automobile sales, outdoors						P	P			
Boat sales, indoors						SE	P			
Boat sales, outdoors							P			
Book stores					P	P		P		
Building materials and supplies						P	P			
Convenience Food & Beverage							P			
Country Inns										P
Delicatessen			SE5	SE5				P		
Department stores						P				
Drug stores			SE5	SE5	P	P		P		
Eating and drinking establishments, excluding drive-ins										
Eating and drinking establishments, including drive-ins	p3	p3	SE5	SE5	p4	P		p4	P	
Farm implements, storage and sales					SE	SE	P	SE		
Feed and grain, storage and sales						P	P			
						P	P			

¹Except towers which exceed the maximum height permitted in the zone.

²Subject to the requirements of section C-4.387.

³Provided that there shall be no direct entrance from the street.

⁴Provided that no dancing, or entertainment except music, is offered.

⁵See "Retail establishments in an office building," section 59-G-2.48.

⁶When located in a shopping center containing at least 50,000 square feet of commercial floor area and fronting on an arterial road, or highway, provided that no reconditioning, repair or installation work is performed on or about the premises; and that there be no outside storage.

⁷Subject to the requirements of Section 59-C-4.399.

	C-T	O-M	C-O	C-P	C-1	C-2	C-3	C-4	H-M	Country Inn
Florists	p10				P	P		P		
Food and beverage stores					p8	p8		p8		
Furniture stores, carpet or related furnishing sales or service					p1	P	P	p1		
Garden supply shops					P	P		P		
Gift shops					P	P		P		
Grocery stores					P	P		P		
Hardware stores					P	P		P		
Heavy equipment, sales and services							P			
Jewelry stores					P	P		P		
Mobile homes and trailer sales										
Newsstands	p2	p2	SE5	SE5	P	P		P		
Pet shops					SE	P		SE		
Photographic and art supply stores					P	P		P		
Printing and publishing						P				
Saddleries										p11
Specialty shop			SE5	SE5						
Tire, battery, and accessory stores located in an integrated shopping center					SE					
Variety and dry goods stores					P	P		P		
Wearing apparel stores					P	P		P		
SERVICES										
Ambulance or rescue squads, privately supported, non-profit	P	P	SE		P	P		P		
Ambulance or rescue squads, publicly supported	P	P	P		P	P		P		
Animal boarding places						p7				
Appliance repair shops					P	P		SE		
Automobile filling stations					SE	SE		SE		
Automobile, light truck and light trailer rentals, outdoor					SE					
Automobile storage lots						SE				
Automobile repair and services						SE		SE		
Automobile, truck and trailer rentals						p3		P		
Automobile, truck and trailer rentals, outdoor										
Banks and financial institutions	P	P	P	P	p9	P		P	P	
Barber and beauty shops										
Beauty shops, special provision ⁴	p2	p2	SE5	SE5	P	P		P		
Blacksmith Shop			P							p11

¹Not to occupy more than 20 percent of the total gross floor area permitted at one location.

²Provided that there shall be no direct entrance from the street.

³Not abutting or fronting any lot which is in a residential zone and is not recommended for commercial or industrial use on a master plan; and not within 300 feet of an entrance to a school, park, playground, or hospital.

⁴Provided that the operator or owner thereof acted in substantial reliance upon an official county order regarding compliance with County safety standards prior to the change in zone by Sectional Map Amendment and further provided that said owner or operator applied for a Certificate of Use-and-Occupancy therefor by June 15, 1976. Such use shall not continue if redevelopment of the property occurs in accordance with provisions of the C-O Zone.

⁵See "Retail establishments in an office building," section 59-G-2.48.

⁶Drive-in banks only.

⁷When in a soundproof building.

⁸Provided that any goods prepared on the premises shall be offered for sale only on the premises and at retail.

⁹Provided that such uses are consistent with the purposes of this zone; and provided further that on tracts of five acres or more such uses shall not occupy more than fifty percent of the total gross floor area.

¹⁰Provided that such uses are located within an existing single family structure and abut a roadway with a planned or existing pavement of at least four lanes.

¹¹Subject to the requirements of Section 59-C-4.399.

	C-T	O-M	C-O	C-P	C-1	C-2	C-3	C-4	H-M	Inn
Car washes										
Child day care facilities	P	P	P		P	P	P	SE		
Clinics	p1	p1	p1	p1		P		p1		
Drive-in banks						P				
Dry cleaning and laundry establishments ²					P	P		P		
Dry cleaning and laundry pick-up stations			SE5	SE5	P	P		P		
Duplicating Services					P					
Educational institutions, private	P	P	P	P		P				
Eleemosynary and philanthropic institutions	P	p3	P	P	SE	P	SE	P		
Express or mailing offices						P	P			
Fire stations, publicly supported	P	P	P			P		P		
Funeral parlors or undertaking establishments	SE	SE	SE		P	P	P	SE		
Furniture or upholstery repair shops							P	SE		
Hospitals			SE			SE				
Hospitals, veterinary					SE	p7	p7			
Laboratories						P				
Laundromats, self-service					P	P		P		
Nursing and care homes						P				
Offices, general	SE		SE			SE				
Offices, insurance claims	P	P	P	P		P		P		
Offices, professional and business					p4		P	p4		
Offices, real estate								P		
Publicly owned or publicly operated uses	P	P	P	P	P	P	P	P	P	P
Religious institutions	P		P	P		P		P		
Roofing Contractor								SE9		
Shoe repair shops					P	P		P		
Sign painting shops						P				
Tailoring or dressmaking shops					P	P		P		
Telegraph or messenger service					P	P		P		
Trade, artistic or technical schools					P			SE		
Warehousing buildings, wholly enclosed								SE		
CULTURAL, ENTERTAINMENT AND RECREATIONAL										
Amusement centers					SE6	SE/p8				
Baseball driving ranges					SE6		P			
Billiard parlors					SE6	P				

¹May include professional pharmacy, subject to same restrictions as in clinic as a special exception (section 59-G-2.25).

²For local service only; no work for other similar establishments is to be done.

³Not including housing for the elderly or handicapped.

⁴Provided such uses are consistent with the purpose of the zone and not to occupy more than 50 percent of the total gross floor area on any tract of 5 acres or more.

⁵See "Retail establishments in an office building," section 59-G-2.48.

⁶See "Recreational or entertainment establishments, commercial," section 59-G-2.45.

⁷When in a soundproof building.

⁸When located in a regional shopping center.

⁹If lawfully existing prior to classification in the C-4 Zone, such use shall not be regarded as nonconforming use and may be continued or repaired without the grant of a special exception.

Revised 2/83

C-T	O-M	C-O	C-P	C-1	C-2	C-3	C-4	H-M	Inn
Bowling alleys					P	P	SE		
Fairgrounds, circuses and amusement parks					P	P			
Golf courses and country clubs		SE			SE				
Golf courses, miniature					P	P			
Golf driving ranges				SE ³	SE ³	SE			
Libraries and museums	P	P	P		P	P	P		
Parks and playgrounds, publicly owned	P	P	P		P		P		
Private clubs and service organizations		SE			SE	P			
Racquet ball, squash, indoor tennis and handball courts, commercial	SE ³	SE ³		SE ³	SE ³		SE ³		P
Recreational facilities primarily for the use of guests									
Recreational facilities as an accessory use in connection with an office building, primarily for employees			P						
Recreational or entertainment establishments, commercial				SE ⁴	SE	P ⁵			
Rifle or pistol ranges, indoor					SE				
Roller and ice skating rinks					SE ³	P			
Stadiums or arenas					SE ³	SE			
Swimming pools, commercial					SE ³	P	SE ⁶		P
Swimming pools, community		SE			SE		SE ⁶		P
Swimming pools, private		P			P				
Theatres, indoor				SE	P	P	SE		
Theatres, outdoor						P			P
RESOURCE PRODUCTION AND EXTRACTION									
Agricultural uses									
Christmas trees, sale of, between 12/5-12/25									P
Farm products, sale of						P			P
Horticultural nurseries and commercial greenhouses						P	P		P
MISCELLANEOUS USES									
Accessory buildings and uses	P	P ¹	P	P	P	P	P	P	P
Billboards					P	P			
Signs, in accordance with the provisions of article F	P ²	P ²	P	P	P	P	P ²		

¹Including storage and shipping facilities for books, etc., serving office uses, occupying less than half the floor area and not detracting from the appearance of the buildings as offices.

²Free-standing sign must not be more than 5 feet above the ground, not within 6 feet of any property line, and not larger than one-half square foot for each lineal foot of frontage.

³See "Recreational or entertainment establishments, commercial," section 59-G-2.45.

⁴Such as bowling alleys, pool halls, or billiard parlors, and amusement centers.

⁵Such as swimming pools, miniature golf courses, golf or baseball driving ranges, or roller and ice skating rinks, or amusement centers.

⁶Indoor only.

APPENDIX C: RESOLUTION OF APPROVAL,
COUNTY COUNCIL, MONTGOMERY
COUNTY, MARYLAND, AUGUST 11,
1982

Resolution No. 9-1963

Introduced: August 11, 1982

Adopted: August 11, 1982

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

By: District Council

SUBJECT: Approval of the Final Draft Westbard Sector
Plan

*W*HEREAS, on March 11, 1982, the Montgomery County Planning Board approved the Final Draft Westbard Sector Plan, on March 29, 1982, duly transmitted said Final Draft Sector Plan to the Montgomery County Council; and

WHEREAS, on May 20 and May 24, 1982, the Montgomery County Council held a public hearing wherein oral and written testimony was received concerning the Final Draft Westbard Sector Plan; and

WHEREAS, on June 2, 16, and 30, 1982, the Montgomery County Council held worksessions on the Final Draft Westbard Sector Plan at which time detailed consideration was given to the evidence of record developed at the public hearings and to the comments and concerns of interested parties attending the worksession discussions.

NOW, THEREFORE, BE IT RESOLVED by the County Council sitting as the District Council for that portion of the Maryland-Washington Regional District within Montgomery County that said Final Draft Sector Plan for the Westbard area is hereby approved with such revisions, modifications, and amendments as hereinafter set forth.

Council changes to the Final Draft Plan for the Westbard Planning Area, dated March, 1982, are identified below by chapter, section, and page number. Deletions to the text of the plan are indicated by dashed lines, and additions by underscoring.

PLAN HIGHLIGHTS

LAND USE PROPOSALS, Page 7

- Recommended land uses that are more compatible with one another.
- Recommend planned development zoning for new multi-family, mid-rise residential buildings on the former Marriott property. Allow for modest amounts of general office, research or medical office use on the south part of the tract.
- Apply the new C-4 Zone ~~new under consideration by the County Council~~ in order to provide for limited commercial uses along River Road. ~~Alternatively, amend the C-2 (General Commercial Zone) to limit the allowable intensity.~~
- ~~Retain some of the clustering of heavy~~ Re-affirm existing light industrial uses straddling

the railroad right-of-way south of River Road with access through ~~over~~ a new roadway.

- Convert the east side of Butler Road to low density office use, over time.
- Retain Westwood Towers as a mixed office and residential use, but prevent further conversion to office use.
- Reaffirm the residential character of the neighborhoods surrounding Westbard.
- Reaffirm most of the existing light industry uses in the southwest quadrant of the Sector Plan area.
- Reaffirm the park use on the eastern border of the Sector Plan area and the various institutional, garden apartments, townhouses and other peripheral and transitional uses.
- Eliminate all I-2 zoning within Sector Plan Area.
- Limit development in C-O and I-1 Zoned areas to three stories in height.

General Concerns and Issues, Page 23

This is the area composed of contractors' yards, auto body repair and salvage businesses. Many of the buildings are substandard, lots are too small, parking is insufficient, access is difficult, and the entire area is untidy and unsightly. ~~One of the properties is under consideration by the owner for the relocation of a concrete batching establishment.~~

COMPREHENSIVE PLANNING APPROACH

GOALS AND GUIDELINES, Page 28, Last Paragraph

~~Heavy industrial uses should be confined to interior sites which are reasonably well separated from the closest residential areas by reason of distance, topography or intervening transitional use.~~ Much of the present heavy industrially zoned area should be reclassified to the light industrial category (I-1). However, because the Westbard area is not suitable for large employment centers, the redevelopment of I-1 both I-1 and C-O zoned properties should be limited to the standard method of development which allows buildings of three stories or less.

Substandard Industrial Area, Page 33 and 34

If this area were exposed to public view, it would be a matter of grave concern calling, perhaps, for public redevelopment action. However, it is shielded from the sight of all but the occupants of the several high-rise buildings. The advantage is that the low cost of these properties might help to keep down the prices charged to customers of the auto body and repair shops. These industrial uses are unique to the down-county area and are useful from an energy and planning perspective. Therefore, the only suggested public involvement would be to extend an improved roadway as mentioned under "Substandard Streets" above. ~~The existing I-2 Zone is consistent with the present uses and should be retained.~~ The Light Industrial Zone is consistent with the present uses and is also appropriate for future development in this area.

~~One possible change that bears examination is the possibility that the present Maloney Concrete Company batching plant on Arlington Road in Bethesda would be phased out and relocated into a modern automated facility~~

~~behind and to the east of the Westwood Building. Because it would be buffered by other uses and located at a lower elevation, it could probably be installed without adverse effect to the area at large. Raw materials (sand, gravel, and bulk cement) would be delivered by relatively few trailer trucks whose access, along with the more numerous mixing trucks, should be limited by way of the railroad roadway to River Road.~~

~~This is a useful service which should remain available in the down-County area if at all possible. However, questions have been raised about the compatibility of the use and how it would actually operate. The proposal is regarded to be in accord with the Sector Plan but the matter of compatibility should be assured. It is recommended, therefore, that landscaping and screening be provided where necessary to lessen any visual impact.~~

SPECIFIC LAND USE PROPOSALS

Amend Land Use Plan Map on Page 43 as follows:

- Change designation for "Heavy Industrial" areas to "Light Industrial"
- Indicate Analysis Area C west of the railroad as suitable for townhouses if redeveloped.

Fourth Item, Page 45

- Areas devoted to zoned for heavy industrial purposes should be stabilized or decreased eliminated.

Analysis Area B, Page 50

Recommendation -- This 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 should be limited to 353 DU's (44 units or 12.5 percent of the total should be moderately-priced dwelling units), 180,000 square feet of office space and possibly 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 environmental and compatibility considerations during site plan review by the Planning Board. Furthermore, approval of redevelopment under PD-28 Zone will be contingent upon meeting the Adequate Public Facilities (APF) test.

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 for by the fact that the building heights can 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 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 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 Zone, to support any development on the C-O zoned area.

Analysis Area E, Page 53, First Paragraph

The entire area of 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 adjoining construction of a commercial building plus 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 Plan 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.

Analysis Area E, Page 54, Third Paragraph

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 the staff calculation, existing parking fails to meet zoning code requirements by 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.

Analysis Area F, Page 56 and 57

~~The site of the Westwood Building parking lot has been subject to much speculation as to the possible re-use of the land. It is one of the few large and vacant I-2 parcels in the down County area. It has a considerable amount of frontage on the railroad right-of-way and is wedged between high density office building and light industrial uses. The portion~~

~~of the parking lot within Analysis Area F is the subject of a preliminary plan for resubdivision in order to relocate the Maloney Concrete batching plant which is a use permitted in the I-2 Zone. Because of the terrain and adjoining buffers, it is conceivable that such use may be compatible. However, if the use were to be made subject to a special exception permit, requiring a detailed consideration of environmental and traffic uses, then compatibility could be assured.~~

~~By an option dated February 23, 1981, the Planning Board approved a preliminary subdivision plan which would allow the concrete plant to develop. The plan was approved, subject to several conditions designed to minimize any adverse impacts. An appeal from the Planning Board's decision has been decided by the Circuit Court. The court order, dated February 17, 1982, remands the case to the Planning Board solely in order to take additional evidence of the issue of adequate access.~~

~~Recommendation -- Retain the I-2 Zone and uses to the south part of the area, farthest from River Road. 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 utilize the potential of 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-2 I-1 uses. the Light Industrial (I-1) Zone is recommended to be applied on the C&P and WDCA sites which are near River Road, this would reflect the nature of the present uses and safeguard against any possible adverse heavy~~

~~industry uses.~~

Analysis Area H, Page 60

Recommendation -- In order to forestall conversion to any of the less desirable uses possible under the I-2 Zone, staff the plan recommends application of the C-O Zone for the Westbard Building and adjoining parking. However, the plan recommends against approving development of the C-O portion under the optional method. Parcels that are presently 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 so as 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 during the parking policy study now underway by the Planning Board.

Analysis Area J, Paragraphs 2 and 5, Page 62

In order to retain the continuity of uses along River Road, ~~Parcels~~ Parcel MK-1 and N should be designated for limited commercial uses. 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.

Recommendation -- It is recommended that the zoning be changed to the I-1, Light Industrial Zone with the exception of Parcel MK-1 ~~and N~~ which ~~are~~ 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 site 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 to an office-townhouse configuration.

Analysis Area V, Page 68

This site contains five recently completed townhouses, built under the ~~RT-10 (ten units per acre)~~ RT-12.5 (12.5 units per acre) Zone. This is another logical transition use adjoining the Springfield neighborhood.

Amend the Zoning Plan Map on Page 71, as follows:

- Change designation for Analysis Area V, from RT-10 to RT-12.5
- Change designation for Analysis Area T, from RT-8 to R-30

- Change designation for Rollow Property on Butler Road from C-4 to I-1
- Change designation for Maloney, Jewel, Norris, and Schnable Properties from I-2 to I-1
- Add asterisks to Abramson property in Analysis Area C and to Analysis Area K to indicate suitability for townhouse development.

SPECIFIC TRANSPORTATION PROPOSALS

Amend the Proposed Roadway Improvements Map on Page 91 as follows:

- Delete proposed roadway shown within right-of-way of the B&O Railroad both north and south of River Road
- Add proposed access road south of River Road, along west side of B&O Railroad right-of-way, with a paving width of 36 feet

~~Preferred Solution~~, Discussion of Alternatives, Page 96

In considering each of the schemes, it is recognized that the greatest relief to traffic congestion will result from improvement to the intersections. Free movement of traffic through the intersections will also result in improvement to the air quality. Some additional capacity would result from the creation of six moving lanes in Alternate 3A, but the benefits would be somewhat offset by the frequent occurrence of mid-block left-turn maneuvers. On balance, The benefits of Alternative 4 to the local business establishments tends to outweigh must be weighed against any additional convenience to commuter traffic. Therefore, Alternative 4 is recommended. The

State Highway Administration, which is the agency responsible for constructing improvements on River Road, may implement any of the above alternatives or other modifications based upon available and relevant data.

B & O Railroad Roadways, Last Paragraph, Page 96

Even though the rail line will continue in service, generally no more than one train a day can be expected in each direction. Therefore, an opportunity exists for the re-use of this right-of-way as a minor industrial roadway to provide enhanced access to the land-locked properties. It is proposed that such a roadway be developed if an agreement can be made with the railroad. Failing an agreement for an adequate right-of-way from the railroad, it may be possible to obtain sufficient rights-of-way from adjoining private properties. The roadway should be limited to serving only the industrially developed properties and not interconnect with existing streets to the north or south. ~~A recently approved preliminary subdivision plan to consolidate the Maloney parcels (Analysis Area F and H) requires that access be limited to the railroad and requires that a long-term agreement be signed by the B & O Railroad. The Planning Board's approval was contested before the Circuit Court. By order dated February 17, 1982, the Circuit Court remanded the case to the Planning Board solely in order to take evidence on the issue of adequate access.~~

Amend the Proposed Street and Highway Plan on Page 102 as follows:

Delete the proposed 70 foot right-of-way from the railroad right-of-way south of River Road; show a proposed 50 foot right-of-way to the west of the railroad.

GENERAL

All figures, tables, and maps are to be revised where appropriate to reflect County Council changes to the Final Draft Sector Plan for the Westbard area and to reflect the FY 82-87 Capital Improvement Programs. The text is to be edited as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Final Draft of the Westbard Sector Plan dated March, 1982.

EXPLANATIONS: Underlining indicates text to be added.
Dashes indicate text to be deleted.

A True Copy:
ATTEST:

Kathleen A. Freedman, Deputy Secretary
of the County Council for
Montgomery County, Maryland

APPENDIX D: RESOLUTION OF ADOPTION, THE
MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION,
SEPTEMBER 8, 1982

MCPB NO. 82-46
M-NCPPC NO. 82-29

*R*ESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 66D of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend, and add to a General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission held a public hearing on November 23, 1981 on a preliminary draft Westbard Sector Plan which is a proposed amendment to the Bethesda-Chevy Chase Master Plan, being also a proposed amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District and the Master Plan of Highways; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on March 11, 1982, approved a final draft amendment and recommended that it be approved by the Montgomery County Council; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within

Montgomery County, on May 20 and May 24, 1982, held public hearings wherein testimony was received concerning the final draft sector plan amendment; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County, on August 11, 1982 approved the final draft amendment of said plan, with changes and modifications, by Resolution 9-1963.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Westbard Sector Plan as changed and modified by the District Council, said plan being also an amendment to the Bethesda-Chevy Chase Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District and the Master Plan of Highways as approved by the Montgomery County Council in the attached Resolution 9-1963.

BE IT FURTHER RESOLVED that this amendment be reflected on copies of the aforesaid plan and that copies of such amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner, Krahnke, seconded by Commissioner Granke, with Commissioners Brennan, Christeller, Granke, Krahnke,

and Heimann voting in favor of the motion at its regular meeting of August 12, 1982 in Silver Spring, Maryland.

Thomas H. Countee, Jr.
Executive Director

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by The Maryland-National Capital Park and Planning Commission on

motion of Commissioner Granke, seconded by Commissioner Brown, with Commissioners Brennan, Brown, Christeller, Dukes, Granke, Heimann, Keller, Krahnke, and Shoch voting in favor of the motion; and with Commissioner Cumberland being absent at its regular meeting held Wednesday, September 8, 1982 in Silver Spring, Maryland.

Thomas H. Countee, Jr.
Executive Director

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