

320170010, WESTWOOD SHOPPING CENTER SKETCH PLAN

DRC COMMENTS SUMMARY (as of 8-19-16)

AREA TEAM 1

LEAD: John Marcolin

1. Sector Plan Compliance

- a. Staff supports and expects the realignment of Westbard Avenue/Ridgefield Road at the River Road intersection.
- b. The proposed heights on the Westwood Towers and Bowlmor sites are consistent with the Council directive to allow additional height for MPDUs closer to the center of the site.
- c. Section IIA (p. 86) needs to provide more specifics on the Sector Plan compliance (i.e. affordable housing, location of the Willett Branch, etc.).

2. Layout and Massing

- a. Until the NRI/FSD is approved, the general location of the Willett Branch and Kenwood Tributary need to be shown on the Sketch Plan.
- b. The location of the townhouse units closest to River Road on the Manor Care site will be evaluated in greater detail at the time of Preliminary Plan and Site Plan. The Sector Plan identified potential environmental restrictions and easements that could prevent development as currently shown on the Sketch Plan.
- c. The layout of the townhouses on the Westwood I site will be evaluated in greater detail at the time of Preliminary Plan and Site Plan for design, street character, compatibility and grading.
- d. The proposed building masses on the Westwood II, Westwood Towers and Bowlmor Sites are illustrative at best and will be evaluated in greater detail at the time of Preliminary Plan and Site Plan to account for the Willett Branch and associated buffers. While we understand the Sector Plan provides for relief from the typical buffers, the Sketch Plan does not show any of the natural features.
- e. The proposed building on the Bowlmor site is very large and monolithic, creating a “great wall” effect along Westbard Avenue. Break up the massing on this proposed building into two or more units.
- f. The proposed town housed on the western edge of the Westwood shopping center site are very long and monotonous. Break up these long sticks of townhouses and include more open space.
- g. What is the proposed height on the building mass behind the existing HOC building on the Westwood Towers site?
- h. The Civic Space as shown on SK-10 should be located closer to the central civic green. More detail will need to be provided for this space in subsequent submittals.
- i. The proposed buildings in phase 4A through 4D must face onto and address the naturalized Willett Branch stream.

3. Parks and Open Space

- a. Show the Willett Branch and buffer as approved in the NRI/FSD. The importance of the stream and greenway is a high priority in the Sector Plan. The details of the dedication and stream/environmental buffers will be further evaluated at Preliminary and Site Plan once a specific buffer and dedication line are established. An additional contribution to the Willett Branch greenway project will also be established at Preliminary and Site Plan.

- b. On Sheet SK-3, hatch the area of Willett Branch as public open space and change the percentage and square footage in the table.
- c. On Sheet LA 3.0, the map inset indicates that the central civic green is included in the public right-of-way. Please revise to exclude the public right-of-way and confirm that the 1/3-1/2 acre required for the central civic green is on Subject Property.

4. Development Standards and Zoning

- a. Provide a graphic of the dedication attributed to the Tract Area identified on Sheet SK2.
- b. Please indicate how much FAR is exempt from the residential square footage pursuant to Section 59.4.7.3.D.6.c.III as described in the Plan and narrative.
- c. The maximum total FAR (2.05) is incorrect. The total adds up to 2.08.
- d. Provide a sheet indicating the amount and location of the density being transferred as noted in Binding Element B and in the notes on the chart.
- e. Public Benefits and Amenities:
 - i. Please revise the public benefit element for “civic space” under the Major Public Facility category to include the Willett Branch greenway and the realignment of Westbard Avenue, in addition to the civic space. The civic space is outlined in the Sector Plan as a requirement but will not be public with respect to ownership, however we do anticipate a public easement over the space for public use and accessibility. Alternatively, all three can be listed but the Willett Branch is a higher public priority. The points proposed for the civic space can be adjusted based upon the commercial center area once the phasing is provided in more detail.
 - ii. The number of points proposed for “wayfinding” is too high. We anticipate the wayfinding to be more applicable to the Willett Branch, history of the area and access to the Capital Crescent Trail. Please revise the table.
 - iii. In order to count exceptional design in the public benefit calculation provisions must be made for the undergrounding of utilities on Westbard Avenue.
 - iv. It does not appear that the Town Green open space in the center of the proposed development is a minimum 1/3 acre in size (not including the right-of-way). Increase size to a minimum 1/3 acre. The additional open space in excess of the minimum open space requirement of the zone may be applied to Public Benefits Calculation.
- f. Provide a more detailed phasing plan for the entire site including when the delivery of the amenities for each phase are anticipated. The phasing of the amenities need to be evenly distributed.
- g. At Sketch Plan Staff intends to condition that there be one Preliminary Plan for entire Sketch Plan area.

5. Transportation and Infrastructure

- a. The alternative concept that envisions Westbard Avenue remaining in its current alignment should be eliminated from the application.
- b. Show the connection as identified in the Sector Plan from the American Plant Food site through the Westwood Towers/HOC property to Westbard Avenue be shown as a “potential connection”.
- c. The applicant must submit a traffic statement quantifying the traffic impact of the proposed development. An APF determination will be made at the time of Preliminary Plan.
- d. The “proposed traffic signal” locations should be re-labeled “potential future traffic signal” and will be evaluated at the time of Preliminary Plan.

- e. At the time of Preliminary Plan, the applicant should submit a Transit Enhancement Agreement to memorialize specifics about the proposed private shuttle, bike share, and other initiatives intended to increase NADMS. This agreement should be in the same format as a TMAg.
- f. More information should be provided to justify the use of “wayfinding” signs for public benefit points. (to/from where? Why necessary? Etc.)
- g. More information is needed for master plan conformance in the SOJ.

6. Environment

- a. Staff has serious concerns on the submission relative to Master Plan conformance associated with environmental features. Plan revisions addressing supplemental information to be provided (such as the stream locations, floodplains, buffers, forests and extreme topography) will be needed before the application can be forwarded to the Planning Board (with a favorable recommendation).
- b. Please address the following concerns:
 - i. The application has no consideration for the Willett Branch which is a major unifying feature of the Westbard Sector Plan.
 - ii. The Sketch Plans illustrate multiple buildings located close to streams and/or well within environmentally sensitive areas of forested stream valley buffers associated with steep slopes.
 - 1. The lack of consideration for the stream corridor and environmentally sensitive areas as currently proposed would severely limit the implementation of the Master Plan vision for the Willett Branch and the Kenwood Tributary.
 - iii. Additionally, the submitted Bike & Pedestrian Circulation Plan ignores the major recommendations associated with the new bikeway/pedestrian corridor envisioned along Willett Branch, and appears to shows backs of buildings facing the Willett Branch.
 - iv. Although the Sector Plan notes that a portion of the SVB at the Manor Care site may be encroached as part of townhouse construction, the locations illustrated severely impact a forested steep slope within the SVB and are shown close to the stream tributary itself. Such encroachments will not be supported by Staff.
 - v. Furthermore, page 93 of the Sketch Plan application notes fee-in-lieu as a supplement to Environmentally Sensitive Design, Staff does not view fee-in-lieu as a supplement in the context described; conversely the Sector Plans endorses SWM to be achieved onsite.

7. Parks

Sector Plan Compliance and Parks, Trails and Open Space Recommendations

- a. Section IE (pg. 85) should mention dedication of land to create the Willett Branch Greenway and a yet-to-be determined financial contribution as one of the public benefits
- b. Section IIA (pg. 86) needs to provide more specifics on Sector Plan compliance with the Willett Branch Greenway recommendation, including specifically the naturalization of Willett Branch, reference to the trail amenity and potential historical resources that are part of the Greenway recommendation.
- c. Section IIA (pg. 87) should reiterate the dedication of land and a financial contribution to enable the referenced “significant environmental improvements” to Willett Branch and creation of the Willett Branch Greenway.

- d. Section IIIA (pg. 88) should include reference to the Willett Branch stream as an existing condition on the 5110 Ridgefield Road / Westwood II property.
- e. Section IIIA (pg. 89) should include reference to evidence that portions of this property were once used as a cemetery as an existing condition on the Westwood Towers property, where oral history indicates a high potential for an archaeological site.
- f. Section IIIC (pg. 91) should mention dedication of land and a financial contribution to create Willett Branch Greenway and should remove from the plan buildings that encroach upon that Greenway, stream buffer, and proposed Willett Branch floodplain (limits and elevation).
- g. Section IIIC (pg. 92) should list Willett Branch Greenway as a public open space
- h. Section IIIC (pg. 92) should list the Willett Branch Greenway trail as party of the circulation for bicycles and pedestrians
- i. Section IIIC (pg. 93) should mention that efforts will be made to provide stormwater treatment for existing impervious surfaces within the sketch plan area not proposed for redevelopment
- j. Section IIIC. (pg. 93) should list the Willett Branch Greenway as a significant public benefit in the final sentence
- k. Section IV.1 (pg 94) Compliance
- l. Section IV.2. (pg. 95) should describe the intention of Willett Branch Greenway in discussion of sector plan conformance and that the Sketch Plan will work with the plan for the Willett Branch Greenway and naturalization
- m. Section IV.5. (pg. 96) should reference how dedication of land and financial contribution to the naturalization of Willett Branch will complement pending nearby development and achieves compatible internal and external relationships, specifically how new buildings will not turn their backs to the Willett Branch Greenway and instead complement the park and be designed to work with the proposed naturalization of Willett Branch and subsequent floodplain (elevation and limits).
- n. Section IV.7. (pg. 97) should mention dedication of land and a financial contribution to create Willett Branch Greenway

8. SK-2 “Sketch Plan”

- a. SK-2 “Sketch Plan” (pg. 100): Show Willett Branch stream and a public open space asterisk at both the Westwood II site and behind the HOC / Westwood Towers building, in reference to the land dedication and financial contribution for the Willett Branch Greenway.
- b. SK-2 “Sketch Plan” (pg. 100): As drawn, the building of the Westwood II site encroaches upon the proposed Greenway, stream buffer and future Willett Branch floodplain (limits and elevation) and does not represent the Sector Plan recommendation for naturalization of Willett Branch and the creation of a greenway park that includes a trail.
- c. SK-2 “Sketch Plan” (pg. 100): As drawn, the building behind the HOC Westwood Towers encroaches upon the proposed Greenway, stream buffer and future Willett Branch floodplain (limits and elevation) and does not conform to the Sector Plan recommendation for naturalization of Willett Branch and the creation of a greenway park that includes a trail. This building is also in the area of identified as a previous cemetery site, where oral history indicates a high probability that human remains may still exist.
- d. SK-2 “Sketch Plan” (pg. 100): As drawn, the building shown on the Bowlmor site encroaches upon the proposed Greenway, stream buffer, future Willett Branch

floodplain (limits and elevation) and areas of steep slopes that are recommended for the Willett Branch Greenway.

9. Public Benefits Table and Calculations

- a. Public Benefits Table (pg. 101): Under the category of *Major Public Facility* include Dedication of land for Willett Branch Greenway.
- b. Public Benefits Table (pg. 101): Under the category of *Connectivity and Mobility* include public access / pedestrian and cyclist connection to Willett Branch Greenway

10. SK-3 “Public Open Space”

- a. SK-3 “Public Open Space” (pg. 103): Show Willett Branch stream and Stream Valley Buffer as approved in the NRI/FSD.
- b. SK-3 “Public Open Space” (pg. 103): Hatch the area of Willett Branch behind Westwood II and HOC / Westwood Towers building as public open space and change the percentage and square footage in the table, in reference to the land dedication and financial contribution for the Willett Branch Greenway.

11. SK-5 “Bike and Pedestrian Circulation”

- a. SK-5 “Bike and Pedestrian Circulation” (pg. 105): Show Willett Branch stream and a pedestrian movement dashed line extending down to the Willett Branch Greenway northwest of the HOC / Westwood Towers building.

12. SK-9 and SK-10 “Massing Study View 1 and Massing Study View 2”

- a. SK-9 and SK-10 “Massing Study View 1 and Massing Study View 2” (pgs. 108-109): Show Willett Branch stream.

13. SK-10 “Amenity / Benefit Phasing Plan”

- a. SK-10 “Amenity / Benefit Phasing Plan” (pg. 110): Show Willett Branch stream and open space asterisks behind Westwood II and HOC / Westwood Towers

14. SK-12 “Existing Conditions Plan”

- a. SK-12 “Existing Conditions Plan” (pg. 12): Show Willett Branch stream and Stream Valley Buffer as approved in the NRI/FSD.

15. LA 3.0 “Design Precedents”

- a. LA 3.0 “Design Precedents” (pg. 114): The map inset indicates that the central civic green is included in the public right-of-way. Please revise to exclude the public right-of-way and confirm that the 1/3 – 1/2 acre required for the central civic green is on Subject Property.
- b. LA 3.0 “Design Precedents” (pg. 114): Precedent images for the Civic Green show too much hardscape and pavement. Per the Sector Plan recommendation, the Civic Green should “incorporate a central lawn as the main focus”. This place should feel like a green outdoor living room for the Westwood Shopping Center.

MCDOT Reviewer: Billy Whelan

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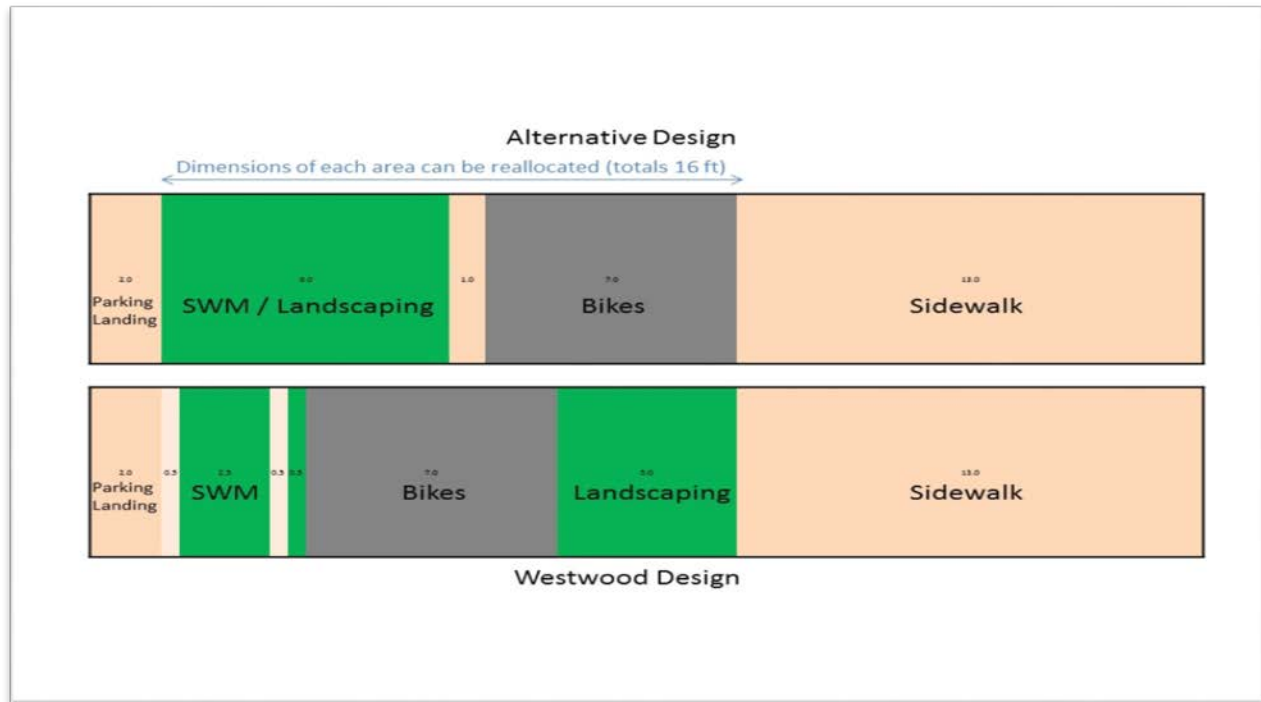
We support submission of preliminary plan for this project. We recommend those plans address the following issues:

SIGNIFICANT COMMENTS:

1. Westbard Avenue – MCDOT has significant concerns about the proposed roadway cross-sections, right-of-way widths, traffic operations, and pedestrian/bicycle safety. Prior to

submission of the preliminary plan, the applicant will need to work with MCDOT staff to address the following concerns

- a. Locations of the proposed traffic signals. Signal warrant studies, based on projected traffic volumes and turning movements, will need to be reviewed and conceptually approved by our Division of Traffic Engineering & Operations. As noted in the attached drawing below, we recommend these studies consider installing signals on realigned Westbard Avenue with relocated Ridgefield Road and proposed private street C.
 - b. Location and spacing of median breaks and provision for left-turn storage.
 - c. The master plan recommendation to consider allowing on-street parking during off-peak hours.
 - d. Maintain the three (3) northbound approach lanes and at least one (1) southbound departure lane between the intersections with relocated Ridgefield Road and River Road (MD190).
 - e. Provide with current Road Code design practices for a Business District street between River Road and Westbard Circle.
 - f. Confirm the typical section(s) and rights-of-way.
 - g. 110' R\W (the applicant is proposing "Option B" as shown on p. 30 of the Westbard Sector Plan).
 - h. Consider using "Option A" with a 100' R/W and underground utilities.
2. At the preliminary plan stage, provide a typical section in accordance with the latest master plan.
- a. Consider modifying the section (p. 30 of the **Westbard Sector Plan**) to combine the two green space sections into one 8' SWM/landscaping section, with a 2' parking landing on one side and a 1' separation between the cycle track. All other dimensions would remain the same. (See the "Alternative Design" cross-section sketch below)
 - b. If the applicant is not proposing to underground or relocate the existing utility poles, provide information to certify adequate separation from the travel way.



3. The applicant must pay the TPAR mitigation payment that is equivalent to 50% of the Transportation Impact Tax prior to issuance of the building permit. (Bethesda-Chevy Chase policy area: transit – inadequate, roadway – adequate)
4. Median Spacing
 - a. Per current MCDOT policy and proposed SRA 16-01, the minimum median break spacing is 600'. Any reductions in median break spacing will require submission of a design exception with site-specific queueing analyses (based upon projected ultimate traffic volumes and turning movements) for MCDOT approval. Traffic simulations may be required as part of those analyses.
 - b. Submit a design exception and queueing analysis.
5. We defer to MSHA for improvements along MD Route 190 (River Road).
6. TIS – not yet submitted
7. Traffic Signals
 - a. Submit signal warrant analyses with TIS
 - b. Maximum of two signals along Westbard Avenue
 - c. Analyze the Westbard/Ridgefield intersection in the existing location as well as proposed location. If both are justified, they would have to operate on a single controller.
8. Transit Hub – See “Commuter Services” items for more detailed information in addition to the following:
 - a. Provide a transit hub with real time transit information as recommended in the Sector Plan.

- b. This shelter should provide real-time passenger information.
 - c. If the hub is on the proposed internal private street(s), the street(s) must be designed to business district standards and to accommodate the transit movements.
9. Site access locations to be confirmed at the Preliminary Plan stage. For building “Westwood II”, reconsider the building layout to provide access through the proposed Westbard Ave/Ridgefield Rd intersection rather than the current proposed location.
10. Provide justification for the use of the proposed internal private streets.
11. Commuter Services

Coordinate with Beth Dennard (beth.dennard@montgomerycountymd.gov 240-777-8384) and Sandra Brecher (sandra.breche@montgomerycountymd.gov 240-777-8383) of Commuter Services regarding the following:

a. Parking

General comments:

- i. Minimize Parking: Review the number of spaces provided versus the number required; provide no more than the minimum number of parking spaces required.
- ii. Shared Parking and Flexibility in Parking Design: Provide flexibility in design of parking areas to enable mixed uses to share parking areas making the most efficient use of them. This also strengthens the incentive to reduce drive-alone commuting and parking among employees, since doing so frees up spaces for other uses including retail customers. That approach will only work if the unused parking areas for employees can be made available once a decrease in demand is realized.
- iii. Pay Parking: For any office use, plan to make pay parking available to employees at price points at or above market rates to discourage the use of single-occupancy vehicles for commuting to the Project. Plan to engage in voluntary parking reduction programs by: (a) charging market rates for parking in the facility, (b) encouraging employers of the office component not to pay for parking for employees who drive to work alone (c) encourage employers to subsidize parking for vanpools and carpools, not requiring that tenant leases commit to a minimum number of parking spaces as a precondition to leasing space in the office building.

At the Preliminary Plan stage, indicate locations for:

- iv. Car Sharing Parking: Provide at a minimum, the number of car sharing vehicle parking spaces required by law, in multiple highly visible, preferentially-located spots throughout the residential and commercial areas of the development.
- v. Electric Car Charging: Provide two electric car charging stations in the parking facility of each major multi-family residential and non-residential project component, or the number required by law, whichever is greater.

- b. **Pedestrian/Bike** - Provide excellent pedestrian & bike circulation, amenities & accommodations throughout the development such as:
 - i. Circulation paths in locations with high activity to provide “eyes on the street” to enhance the experience of biking or walking and to enhance safety
 - ii. Countdown pedestrian signals at major crossing points
 - iii. Bike racks in weather-protected, highly visible/active locations
 - iv. Bike lockers and long-term bicycle parking
 - v. Provide paths, benches, trash and recycling containers, lighting, attention to landscaping that enhances safety

- c. **Bikesharing** – In accordance with the Westbard Sector Plan, and to receive the requested incentive density under the optional method of development in the CRT Zone (in the Connectivity and Mobility category), provide space in the Project at full build out for (4) bikesharing docking stations to enable this form of transportation to be used by employees, residents and visitors at the Project. These stations are envisioned to be installed in accordance with project phasing. At preliminary plan, show the proposed locations of the docking stations. In identifying locations, take into consideration how bike riders would access and use bike infrastructure in the area. The final locations will be coordinated between the Applicant and MCDOT, based upon the requirements of the bikesharing system and in a highly-visible, convenient and well-lit location on the Project. A typical bikeshare station requires a site that is 52’ by 12’ in size with four to six hours of solar exposure per day. The Applicant will be required to pay the capital cost of bikeshare facilities and 5 years of operating expenses. The Applicant will be required to work with MCDOT to promote use of bikeshare among employees and visitors at the development.

- d. **Transit Hub and Shuttle** - To increase the use of transit in the Westbard area, the draft Westbard Sector Plan recommends a transit hub in the redevelopment on Westbard Avenue. At preliminary plan, identify the location for the transit hub.
 - i. Shuttle: As noted in the SOJ, to improve access to nearby public transportation, the Sector Plan calls for the provision of a “private shuttle bus service between Westbard and the Metrorail stations in Bethesda and Friendship Heights to supplement the existing public transit system.” The shuttle proposed by the Project will need to be inter-timed with Ride On and WMATA service, therefore, coordination with MCDOT Transit Services and WMATA will be required.
 - ii. The following design guidelines will maximize access to and use of the shuttle:
 - 1. Design streets in front of major buildings with pull-offs for buses and shuttles and other multi-passenger vehicles such as vanpools and taxis.
 - 2. Design building frontages and lobbies to provide two-way visibility for shuttles and transit vehicles, etc.

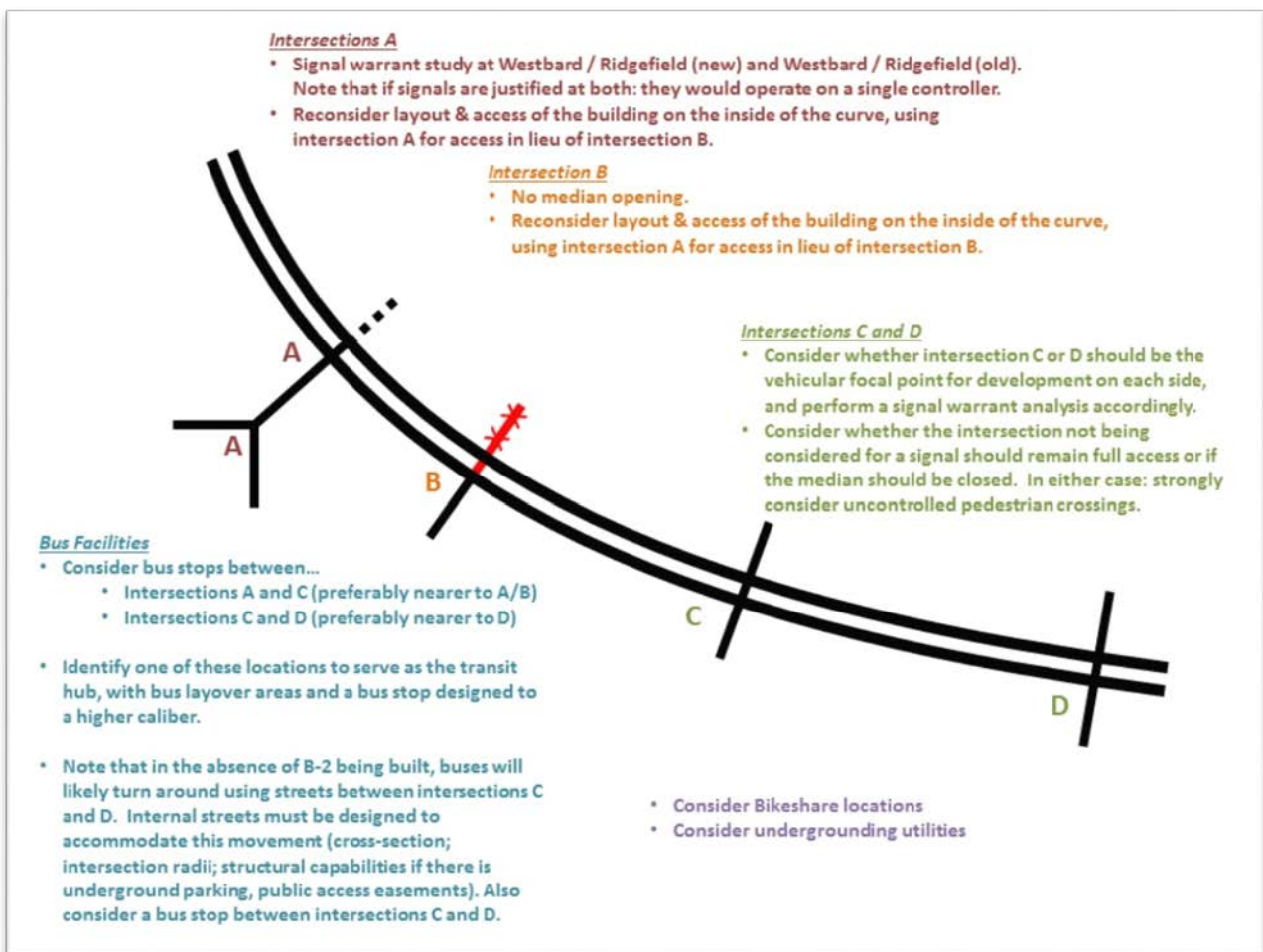
3. Where port-cocheres (covered entryways) are used, ensure height is adequate to accommodate buses.
- e. **Displays and Communication of TDM Information** (in indoor locations and outdoor Civic Spaces): To receive the requested incentive density in the area of Quality Building and Site Design:
- i. Provide pavilions in public space to enable outreach events to be stage more readily. These should have electric and water connections.
 - ii. In lobbies of the multi-family residential building and office building:
 1. incorporate display space for standing display case
 2. provide opportunity and connections for electronic (LCD) display screens and Real Time Transit Information Signs in lobbies. This will enable outreach to building tenants, employees, visitors, etc.
 3. provide concierge/reception desk with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards
- f. **Traffic Mitigation Agreement (TMAg)** - The Applicant should be required to submit a draft TMAg with the preliminary plan application for the following reasons: 1) the project's proposed density; 2) the stated intent to make the project transit and alternative mode-oriented; and 3) the Westbard Sector Plan (2.3.4 Transportation Demand Management) recommends TDM as a part of any development in the Westbard area and a TMAg is the binding mechanism for ensuring that a project implements TDM strategies. To obtain a copy of the most recent template for mixed use development, contact Sande Brecher or Beth Dennard in Commuter Services.

The draft TMAg should reflect the phased nature of the project and include (but not be limited to) the following mix of TDM provisions:

- i. Information Displays (permanent and real time information in multi-family, retail and office buildings)
- ii. Employee parking (paid parking)
- iii. Car/Vanpool parking
- iv. Car Sharing spaces
- v. Electric Vehicle Charging Stations
- vi. Live Near Your Work
- vii. Bicycle Facilities
- viii. Bikesharing
- ix. Shower Facilities

12. Access and improvements along River Road (MD190) as required by the Maryland State Highway Administration.

13. The plan should be designed to provide access to truck loading docks only from adjacent private streets and/or private driveways.
14. Pay the MCDOT plan and Traffic Impact Study review fees prior to submission of same to the Planning Department
15. Provide concept sight distance studies for all existing and proposed entrances and intersections along realigned Westbard Avenue at the preliminary plan stage.
16. Submit an analysis of the capacity of the downstream County-maintained storm drain system and the impact of the site's post-development runoff on same, in accordance with the MCDOT Drainage Criteria, as part of the preliminary plan package.
17. Coordinate with Stacy Coletta for proposed transit-related improvements.
18. Permit and bond for improvements in the County-maintained rights-of-way and easements to be determined at the preliminary plan stage.
19. Intersection Schematic



DPS-SWM:

- Submit a stormwater management concept at the preliminary plan stage.

DPS-ZONING:

- No issues or comments

FRS:

1. Fire Truck Circulation Plan lacks sufficient detail for a useful review. Include guesstimated lobby locations and/or main side hinge door locations for any single family residential units. Dead ends can be no greater than 150ft, but may not be allowed depending on traffic volume and speed on connecting roadway.

DEP-WWPG:

- The use of public (community) water service for this project is consistent with the existing W-1 water category designated for this site.
- The use of public (community) sewer service for this project is consistent with the existing S-1 sewer category designated for this site.

DHCA:

- All phases of the development, including the townhouse portion, must include 15% MPDUs.

WSSC:

- See PDF attached separately