

P.O. Box 644
Glen Echo, MD 2081
July 1, 2015

Mr. John Marcolin
Planner/Coordinator
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910

Dear John,

The Springfield Community held a meeting on May 12, where we discussed the revised draft of the Westbard Sector Plan, which the Montgomery County Planning Department presented to the public on April 22, followed by its presentation to the Planning Board on April 30. As a result of this discussion and a continuing dialogue with our community members, we have the following comments on your revisions.

DENSITY

Density of housing proposed is too high. Adding more than 2,000 residential units to the sector is too much. An increase in housing to this extent will significantly impact on the mostly single-family home neighborhoods surrounding Westbard and will result in a change in the entire character and culture of the surrounding communities. Currently, we have approximately 1100 residential units within the sector plan, with an estimated population of 2800. If a maximum of 1100 units are added to the revised sector plan, the population of this area will double and that is more than can be reasonably expected to be absorbed into our community.

Heights of buildings should be 45-50', not 75'. This is especially so on the fringes of the sector which are adjacent to single family homes. (For example, homes on Westbard Avenue on what is now the former Manor Care site and homes along Ridgefield Road, adjacent to the Giant shopping center.) Community members want to see townhouses, not multifamily units, next to single family homes.

We do not want either Westbard Avenue or River Road to become a canyon created by tall buildings on both sides. Yes, there are some tall buildings along both of these roads, but in general, the tall buildings are anomalies within the sector. Most of the sector consists of two or three story buildings and we would like the sector's profile to remain relatively low – no more than 45-50'.

There should be studies as to how increased development and density will affect our infrastructure. If these studies haven't already been performed they should focus on: adequate electric capacity; gas; sewage; water and water pressure; traffic; schools; emergency response time.

Community members would like to be able to view the results of these studies. Please let us know when and where we can find these analyses.

There should also be environmental analyses performed. We are particularly concerned about how increased traffic within the Westbard Sector will affect environmental factors such as air and water quality, and how it may increase noise pollution in our area.

Mr. John Marcolin
July 1, 2015

ZONING

There is concern about how the sector plan will affect rezoning, once the plan is approved. The revised draft plan does not show any gas stations. **The Springfield community wants to ensure that any rezoning will provide for gas stations along River Road and Westbard Avenue.** While seven service stations may seem sufficient, our area services customers in many communities from within D.C. to Potomac. With service stations practically nonexistent in Friendship Heights and downtown Bethesda, it is important that three to five stations remain in our area – especially since many of the new residents in downtown Bethesda and in the new Westbard Sector are unlikely to be abandoning their cars.

PUBLIC TRANSIT, TRAFFIC & PARKING

Among the reasons for concern regarding density is the lack of public transit and the lack of leverage the planning department has with WMATA and Ride-On to improve public transit. Weekday bus service in the Westbard area is unreliable. Sunday service to Westbard is practically nonexistent. Although courtesy transportation for residents in new development has been suggested, that does not improve transit for those of us who already live in the community and will be affected by increased traffic from newcomers. **We want public transit recommendations that will include benefits for all residents in the area not just the newcomers.**

Community members like rerouting Westbard Avenue to curve directly onto River Road and bypassing Ridgefield Road, but we do not want Westbard to become a bottleneck. We want it to remain a 4-lane road with no parking allowed during non-rush hours. In addition, **we would like the right turn lane from eastbound River Road onto a rerouted Westbard Avenue (by the former Manor Care site) widened and the turning angle improved to allow tractor-trailers, school buses and other large vehicles** to make that right turn without going into the oncoming left turn lane. This may require Westbard Avenue be five instead of the current four lanes across where it would meet River Road.

There has also been concern expressed about a proposed road from Westbard Avenue to River Road, running parallel to the Capital Crescent Trail. While this road would not affect the Springfield community directly, we feel that traffic adjacent to the CCT will reduce the pleasure of using the trail, further decrease pedestrian safety along River Road, and create greater traffic congestion where cars need to feed into River Road and Westbard Avenue.

Springfield community members would also like to **mitigate cut-through Westbard traffic with prominent signs regarding truck restrictions along side streets, particularly that section of Westbard Avenue now between River Road and Ridgefield Road, and prominent speed limit signs for all roads.**

Community members want to know specifically **how much parking will be on street level and how much underground.** There is particular concern about having adequate street level handicapped parking. Handicapped parking in garages increases problems for many of these drivers and/or their handicapped passengers. Underground handicapped parking should be next to elevators for ease and convenience. Plus, **ALL parking should be free.**

Mr. John Marcolin
July 1, 2015

SCHOOLS & LIBRARY

There is concern that while the county has responded with options for elementary schools if Wood Acres ES becomes overcrowded due to students generated by development, there is no county response about what to do for the middle school, Pyle, which is the real choke point. We have learned that Whitman HS is slated for an additional 19 classrooms. But, **Pyle MS is already overcrowded and there is no available land for additional classrooms. We want to know how the Planning Department and MCPS will address this issue BEFORE site plans are filed by developers**, which is the point at which MCPS does its estimate of student enrollment for the following six years. We want options for how middle school overcrowding will be handled, much as options for the elementary school and high school levels have been suggested.

Community members do NOT want ANY school redistricting of the homes currently within the Whitman cluster, except under the following condition: if overcrowding within the Whitman cluster caused by new development along Westbard Avenue can be accommodated in the Bethesda-Chevy Chase cluster, then the new development should be within the B-CC cluster.

Community members reiterated that they do NOT want the Little Falls Library moved. We want to ensure that consideration of the library site as a possible elementary school site will be removed from the sector plan.

ENVIRONMENT

Community members want more green space and green canopy within the sector plan. The Citizens Coordinating Committee on Friendship Heights recently heard from Katherine Nelson and Marco Fuster of the Planning Department and Susanne Paul of the Parks Department that although the possibility of daylighting all of the Willett Branch is unlikely and expensive, there is the possibility of daylighting parts of it located adjacent to Westwood II, behind the HOC apartment building, American Plant and The Roof Center. **The Springfield community strongly supports improving and daylighting the Willett Branch as a major amenity within the sector plan.** We want a path/trail from Westwood II, perhaps running parallel to the Willett Branch, and then connecting with the Capital Crescent Trail. This would also provide a string of green canopy from our neighborhood, Springfield, to the green canopy of the CCT.

We do not want to be short-changed on green space with just pocket parks with benches and a meager half-acre green space proposed by Equity One. In general, **we want less building within the sector plan and more green space.** In particular, we would like daylighting of the Willett Branch as mentioned above and more green space along both sides of Westbard Avenue within the properties owned by Equity One and Capital Properties (Park Bethesda).

We want ALL utility lines, including and especially electric power lines within property that will be redeveloped, to be buried. This is wanted within the entire sector plan area wherever redevelopment occurs. We do not want to see our future green canopy decimated by the power company with the excuse that this is needed to improve service.

We want developers to be encouraged to build LEED certified buildings.

Mr. John Marcolin
July 1, 2015

LOCAL BUSINESSES

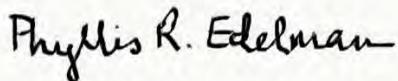
We want to know what can be done to retain our local, family-owned businesses prior to, during and after redevelopment. These businesses help make up the character and culture of the Westbard community and provide important services to us. What can the community do to help these businesses stay during redevelopment of the area? Are there any safeguards that the planning department can include in the sector plan?

TIMING AND STAGING OF DEVELOPMENT

We feel that timing and staging of development must be considered. We want to know at what point in planning these issues are appropriately considered. This is important to us for addressing school capacity issues. In addition, community members do not want to be left without an operating general supermarket, currently Giant, while redevelopment occurs.

Please seriously consider our requests as you and your team continues to work on the Westbard Sector Plan for presentation to the Planning Board on July 16th. A delegation from our community would be happy to meet with you and your colleagues to further discuss our recommendations.

Sincerely,

A handwritten signature in black ink that reads "Phyllis R. Edelman". The signature is fluid and cursive, with "Phyllis" on top and "R. Edelman" below it.

Phyllis R. Edelman
President, Springfield Civic Association

cc: Casey Anderson, Chair, Planning Board
Roger Berliner, Councilmember, District 1

John Marcolin, Project Manager
Westbard Sector Plan
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910

Ms. Phyllis Adelman
Springfield Civic Association
P.O. Box 644
Glen Echo, MD 2081

August 26, 2015

Dear Phyllis,

Thank you for your letter dated July 1, 2015, expressing the important concerns of the Springfield Civic Association about the Westbard Sector Plan. Each of your questions is answered in the following sections addressing different aspects of the Plan:

Density

Residential Density:

Housing density proposed in the Westbard Sector Plan is for the entire Sector Plan area, including the properties along River Road. Many of those properties will not be redeveloped in the near future because of existing leases and agreements. For example, the Sector Plan recommends a Commercial Residential Town (CRT) zone for the Whole Foods property and the properties adjacent to it. According to owner of the property leased by Whole Foods, the grocery store has a lease agreement up to the year 2026.

Heights of Buildings:

The Sector Plan proposes heights of 50 feet on the fringes of the Sector Plan area, as requested in your letter of July 1, 2015 (see page 48). The proposed heights of 75 feet along portions of Westbard Avenue and River Road are consistent with two buildings on River Road – the Kenwood Office Building located at Ridgefield Road and River Road, and the Kenwood Condominium located at Little Falls Parkway and River Road.

Buildings of 75 feet flanking River Road, which has a proposed right-of-way width of 110 feet, do not typically create the claustrophobic effect that many in the community fear. A 1-to-1 relationship between street width and building height is considered ideal by most professional planners and designers. It creates a comfortable sense of enclosure without creating a sense of being overpowered by tall buildings.

Infrastructure:

The Planning Department conducted a transportation study of the entire Sector Plan boundary area under full build-out conditions as proposed in the Sector Plan. The results of the study determined that the existing intersections with the proposed connection along the Capital Crescent Trail between River Road and Westbard Avenue would continue to function adequately, according to County standards presented to the community at the April 22, 2015 public meeting and again at the Planning Board on April 30, 2015.

A draft white paper of the transportation study, summarizing the methodology used, the inputs that went into the transportation model and the results, is now available and is attached to this letter.

In addition to the transportation study, infrastructure is addressed in each application for new development in the Sector Plan area that must be submitted to the Planning Board for approval. A plan must have a [Sketch Plan](#) and a [Site Plan](#) approved by the Planning Board before any new development can move forward.

These approvals include review of adequate public facilities, including, but not limited to, transportation and roads; water and sewer capacity; fire safety standards approved by the County; electric and gas capacity; and storm water analysis and mitigation (see the Appendix for the Adequate Public Facilities Ordinance). In addition, a Phase I Environmental Site Assessment and a Phase II assessment, if required, are conducted prior to development. The following link may be helpful in explaining [phase 1](#) and phase 2 environmental assessments.

Access to Studies:

As stated above, the traffic study that was done for the Concept Framework Plan is also being sent. A complete study will be available soon, but all information has been presented at the April 22, 2015 public meeting. The other studies and analyses regarding water, sewer, power and fire safety are conducted at the time each property developer submits a plan to the Planning Department for review.

Environmental Analysis:

As mentioned above, environmental studies and analysis are done at time of development application.

Zoning and gas stations:

Staff recognizes the need for gas stations and other neighborhood-serving uses. Although the Sector Plan recommends a zoning change, the recommended CRT zone allows for gas or filling stations as a [conditional use](#). However, this condition is only applicable to new gas stations, as existing gas stations would be grandfathered under any proposed zoning change.

Public Transit, Traffic and Parking:

The Public Hearing Draft of the Westbard Sector Plan recommends a new transit hub at Westwood Shopping Center (Giant Food) and the expansion of Ride On bus service be included in the Capital Improvements Program managed and implemented by the County government (see pages 92-93 of the Sector Plan). The Westbard Sector Plan (page 35) also recommends that additional transit service be

provided in terms of additional public buses or private shuttle service as part of development in the Westbard area.

The Sector Plan recommends at this time that Westbard Avenue have off-peak, on-street parking; however, that is an operational decision that will be made by the Montgomery County Department of Transportation. This type of parking would allow residents convenient parking in front of future stores, yet accommodate the larger traffic volumes typical during the morning and evening commutes. Our studies do not indicate that Westbard Avenue would become a bottleneck or otherwise experience traffic backups during non-rush hours.

When Westbard Avenue is rerouted to intersect with River Road, the existing sharp angle between River Road and Ridgefield Road should be reduced, making turns by large trucks and buses easier to maneuver.

The proposed road between River Road and Westbard Avenue, adjacent to the Capital Crescent Trail, will eliminate the existing jersey barrier-like stone wall that separates the trail and the asphalt alley, replacing it with a wide, tree-lined sidewalk and other plantings. This sidewalk will increase the pedestrian safety as well as increasing the pleasure of using the trail.

Vehicles using this new road are ones with destinations on this road. Without this road, they would have to travel through the realigned Westbard/River Road intersection. The new road also provides some relief at the realigned Westbard Avenue/River Road intersection for vehicles wishing to head east on River Road by not having to travel to the realigned Westbard Avenue/River Road intersection to make a right to head east. Coordination will be needed between the Montgomery County Department of Transportation, State Highway Administration (SHA), and M-NCPPC, as this proposed County road would intersect with an SHA road.

The Sector Plan cannot provide exact numbers of parking spots on the street and in underground parking areas. This parking is generally determined and/or negotiated at the time of Site Plan submittal by a developer. It is important to note that all new development applications are required to meet existing County parking and circulation requirements before they can be approved by the Planning Board and or permitted to construct and/or operate by the Department of Permitting Services. In many cases, several poorly designed and underserving parking lots in the Westbard Sector Plan area would be vastly improved by redevelopment because of these regulations.

Regarding handicapped parking locations, regulations require that they be located adjacent to elevators and front entryways. The Planning Board cannot not mandate whether or not parking spaces be free or paid.

Schools and Library:

Regarding planning for future student enrollment in the public schools, in particular Pyle Middle School, the Planning Department will continue to work with Montgomery County Public Schools (MCPS) to determine the proper solution to increased populations in the Westbard Sector Plan before Site Plan approval to the extent possible (see the Appendix for the Adequate Public Facilities Ordinance).

School redistricting as listed in the Sector Plan is only one option MCPS uses in addressing increases in student enrollment. Redistricting students that result from new residential development along Westbard Avenue to the BCC school cluster, for example, is an option that may be considered. The Planning Department does not support redistricting any of the existing single-family homes in the Westbard Sector Plan area.

The Westbard Sector Plan is not recommending the relocation of the Little Falls Public Library at this time.

Environment:

The Sector Plan has listed the naturalization of the Willett Branch as a major public amenity and benefit (see pages 88-89). The Plan recommends pedestrian access to this future community asset via trails and foot bridges, and also proposes that those trails be connected to the Capital Crescent Trail. The exact location of the proposed foot trails has yet to be determined, but will be explored in the design guidelines that will accompany the approved Sector Plan. Staff will seek community input in the design of this important amenity.

Additionally, the Sector Plan recommends several green open spaces, including a Neighborhood Green near the intersection of Westbard Avenue and Ridgefield Road; Central Civic Green in the center of the Westwood Shopping Center block; an Active Recreational Destination located at the Westland Middle School; an Active Recreation Destination along the Capital Crescent Trail, including a possible skate and dog park; and the previously mentioned naturalization of the Willett Branch. All these future green areas are several acres in size (see [PROS Plan](#), figure 4, pages 15-16).

The Sector Plan will recommend that new construction on properties bury all power lines. The Planning Department will also encourage that property owners fronting onto River Road and Westbard Avenue bury the existing power lines on those roads or limit them as much as possible, especially in relation to future street trees.

Green Buildings:

The Montgomery County Council adopted [the Green Building Regulations - Resolution 16-395](#) on December 4, 2007. This law applies to any newly constructed or extensively modified non-residential or multifamily residential building that has or will have at least 10,000 square feet of gross floor area. In addition, the County requires that all County buildings, either newly constructed or extensively renovated, meet a LEED certification rating from the United States Green Buildings Council or equivalent.

Local Businesses:

Through the CRT zone and County programs, the Westbard Sector Plan recommends that new development should preserve space for small, independent retailers in the 500 square-foot to 1,000 square-foot range when possible.

These local businesses can be preserved through a variety of options as listed in the Sector Plan:

- Use the optional development method to prioritize the expansion of small business opportunities as a public benefit.
- Include incentives to preserve affordable rents, establish business cooperatives and build smaller store sizes that could accommodate local businesses.
- Support local retailers and small businesses through loans and technical assistance programs offered by State and County economic development agencies.
- Form an association comprising Westbard merchants and retailers to implement a retail marketing and revitalization strategy, of which attracting and retaining small businesses will be a component.

Timing and Staging:

Timing and staging questions of new development in Westbard are addressed at the time the property owner files an application with the Planning Department. The Sector Plan is not recommending a staging element aside from the existing Adequate Public Facilities Ordinance, which controls development in relation to provision of public facilities and infrastructure.

However, the Planning Department can and will encourage each individual property owner to consider phasing issues as they impact the daily lives of the residents who live adjacent to and depend on those developments to meet their daily needs.

I hope that your questions and concerns have been answered as clearly and succinctly as possible. Please do not hesitate to contact us or set up a meeting to discuss your concerns further.

Sincerely,

John Marcolin
Project Manager, Westbard Sector Plan
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD, 20910

CC: Casey Anderson, Chairman of Montgomery County Planning Board; Cindy Gibson, Chief of Staff for Roger Berliner, Montgomery County Councilmember, District 1

Attachment: Westbard White Paper Draft

APPENDIX: Montgomery County's Adequate Public Facilities Ordinance is contained in the Subdivision Ordinance; Chapter 50-35(k) - Subdivision of Land of the Montgomery County Code. That section of the code is excerpted below:

Chapter 50: Subdivision of Land

Article III: Approval and Amendment of Subdivisions Plans

Section 50-35. Preliminary Subdivision Plans – Approval Procedures.

(a)...

(k) *Adequate public facilities.* The Planning Board must not approve a preliminary plan of subdivision unless the Board finds that public facilities will be adequate to support and service the area of the proposed subdivision. Public facilities and services to be examined for adequacy include roads and public transportation facilities, sewerage and water service, schools, police stations, firehouses, and health clinics.

- (1) Periodically the County Council must establish by resolution, after public hearing, guidelines to determine the adequacy of public facilities and services. A growth policy periodically approved by the County Council may serve this purpose if it contains those guidelines. To provide the basis for the guidelines, the Board and the County Executive must provide the following information and recommendations to the Council:
 - (A) The Board must analyze current growth and the amount of additional growth that can be accommodated by future public facilities and services. The Board must also recommend any changes in preliminary plan approval criteria it finds appropriate in the light of its experience in administering this Chapter.
 - (B) The Executive must comment on the Board's analyses and recommendations and recommend criteria to determine the adequacy of public facilities.
- (2) Each applicant for a preliminary plan of subdivision must, at the request of the Board, submit sufficient information on the proposed subdivision to demonstrate the expected impact on and use of public facilities and services by occupants of the subdivision.
- (3) The Board must submit each proposed preliminary plan of subdivision to the Executive in addition to the agencies specified in subsection (a).
- (4) The Board must consider the recommendations of the Executive and other agencies in determining the adequacy of public facilities and services in accordance with the growth policy or other applicable guidelines.
- (5) For a proposed subdivision located in a Transportation Management District designated under Chapter 42A, Article II, if the Planning Board finds, under criteria and standards adopted by the County Council, that additional transportation facilities or traffic alleviation measures are necessary to ensure that public transportation facilities will be

adequate to serve the proposed subdivision, the subdivision plan must be subject to the execution of a traffic mitigation agreement.

- (6) This subsection does not apply to any place of worship, residence for religious staff, parish hall, or addition to a school associated with a place of worship.
 - (I) *Relation to Master Plan.* In determining the acceptability of a preliminary plan submitted under this Chapter, the Planning Board must consider the applicable master plan, sector plan, or urban renewal plan. A preliminary plan must substantially conform to the applicable master plan, sector plan, or urban renewal plan, including maps and text, unless the Planning Board finds that events have occurred to render the relevant master plan, sector plan, or urban renewal plan recommendation no longer appropriate. However:
 - (1) To permit the construction of all MPDUs under [Chapter 25A](#), including any bonus density units, on-site in zones with a maximum permitted density more than 39 dwelling units per acre or a residential floor area ratio (FAR) more than .9, a preliminary plan may exceed:
 - (A) any dwelling unit per acre or FAR limit recommended in a master plan or sector plan, but must not exceed the maximum density of the zone; and
 - (B) any building height limit recommended in a master plan or sector plan, but must not exceed the maximum height of the zone.
 - (2) To permit the construction of all workforce housing units required under § 59-A-6.18 and [Chapter 25B](#) on-site, the Planning Board must permit:
 - (A) any residential density or residential FAR limit of the applicable zone to be exceeded to the extent required for the number of workforce housing units that are constructed, but not by more than 10 percent;
 - (B) any residential density or residential FAR limit recommended in a master or sector plan to be exceeded to the extent required for the number of workforce housing units that are constructed, but not to more than the maximum density and FAR of the zone, except as provided in paragraph (1); an
 - (C) any building height limit recommended in a master or sector plan to be exceeded to the extent required for the number of workforce housing units that are constructed, but not to more than the maximum height of the zone.
 - (m) Where a Division 59-D-3 site plan is required, in addition to the requirements of this Chapter, the preliminary plan of subdivision must specify that no clearing or grading can occur prior to approval of the site plan unless otherwise specified in the approval of the preliminary plan of subdivision.

- (n) In approving a preliminary plan or site plan, the Board may, with the consent of the Departments of Transportation and Permitting Services, require a developer to provide a reasonable amount of off-site sidewalks or sidewalk improvements. Off-site sidewalks or sidewalk improvements may be required to provide necessary connections from the proposed development to an existing sidewalk, an existing or proposed bus or other public transit stop, or a public facility that either exists or is recommended in the area master plan, that the Board finds will be used by residents or users of the development, or for handicapped access. The developer must not be required to obtain any right-of-way to build or improve a sidewalk.
- (o) *Forest Conservation.* If a forest conservation plan is required under [Chapter 22A](#), the Board must not approve a preliminary plan or any extension until all requirements of that law for plan approval are satisfied. Compliance with a required forest conservation plan, including any plan reviewed on a preliminary or final basis, must be made a condition of any approved preliminary plan.
- (p) A subdivision application filed and reviewed by the subdivision review committee prior to November 6, 1989, may be approved by the Planning Board in accordance with the standards and regulations in effect prior to November 6, 1989.
- (q) In approving a preliminary plan, the Planning Board must not require improvements that are contrary to the law or Executive Regulations governing rustic roads. If the Planning Board is otherwise directed by this Section to require improvements that are contrary to the rustic roads law or Executive Regulations, the Planning Board must evaluate the feasibility of trip reduction and alternative road improvements to the local roadway network. If the Planning Board determines that no feasible alternative exists, it must require only those improvements that do not change the significant features of the road identified by the Council for preservation.
- (r) *Water quality.* If a water quality plan is required under [Chapter 19](#), the Planning Board must not approve a preliminary plan or any extension until all requirements of [Chapter 19](#) for plan approval are satisfied. Compliance with a required water quality plan, including any plan reviewed on a preliminary or final basis, must be made a condition of any approved preliminary plan. (Mont. Co. Code 1965, § 104-24; Ord. No. 6-39; 1973 L.M.C., ch. 25, § 8; Ord. No. 7-41, §§ 1, 2; Ord. No. 8-46, § 1; Ord. No. 8-73, § 2; Ord. No. 8-92, § 2; Ord. No. 10-12, § 2; Ord. No. 10-60, § 3; Ord. No. 10-71, § 1; Ord. No. 11-18, § 2; Ord. No. 11-28, § 3; Ord. No. 11-63, § 3; Ord. No. 12-16, § 1; Ord. No. 12-19, § 5.; Ord. No. 12-31, § 1; Ord. No. 12-60, §§ 2, 3; Ord. No. 12-83, § 2; 1995 L.M.C., ch. 13, § 1; Ord. No. 13-26, § 1; Ord. No. 13-36, § 1; Ord. No. 13-51, § 2; Ord. No. 13-113, § 1; Ord. No. 14-8, § 2; Ord. No. 14-37, § 1; Ord. No. 14-50, § 1; Ord. No. 15-50, § 1; [Ord. No. 15-66](#), § 1; [Ord. No. 15-67](#), § 1; [Ord. No. 16-05](#), § 1; [Ord. No. 16-16](#), § 1; [Ord. No. 16-26](#), § 1; [Ord. No. 16-27](#), § 1; [Ord. No. 16-33](#), § 1; [Ord. No. 16-35](#), § 1; [Ord. No. 17-04](#), § 1; [Ord. No. 17-20](#), § 1; [Ord. No. 17-31](#), § 1; Ord. No. 18-04, § 2.)

Editor's note—Section 50-35 is quoted in [Maryland-National Capital Park and Planning Commission v. Town of Washington Grove](#), 408 Md. 37; 968 A.2d 552 (2009) and cited in [Cinque v. Montgomery County Planning Board](#), 173 Md. App. 349, 918 A.2d 1254 (2007). In the [Maryland-National Capital Park and Planning Commission v. Silkor Development Corp.](#), 246 Md. 516, 229 A.2d 135 (1967), the court held that the 1963 amendments to the Maryland-Washington Regional District Act eliminated the right to

require approval of a development plan within sixty days of submission. The “default provisions” of the act only apply if the County adopts them. Section 50-35(k) is cited in Waters Landing Ltd. Partnership v. Montgomery County, 337 Md. 15, 650 A.2d 712 (1994). Section 50-35 is cited in Montgomery County v. Waters Landing Limited Partnership, 99 Md.App. 1, 635 A.2d 48, wherein the Court held development impact tax valid. Section 50-35 is cited in Washington Suburban Sanitary Commission v. TKU Associates, 281 Md. 1, 376 A.2d 505 (1971). Sections 50-34 to 50-36 [formerly § 104-23 through §104-25] are quoted in Gruver-Cooley Jade Corporation v. Perlis, 252 Md. 684, 251 A.2d 589 (1969).

The requirement in § 50-35(k) concerning a determination of adequate public facilities prior to approval of a subdivision plan is mentioned in connection with a discussion of Montgomery County's growth policy in P. J. Tierney, Maryland's Growing Pains: The Need for State Regulation, 16 U. of Balt. L. Rev. 201 (1987), at p. 237.

See County Attorney Opinion dated [9/7/07](#) discussing methods of acquiring the construction of infrastructure for development districts. See County Attorney Opinion dated [7/26/07](#) discussing multiple issues deriving from the Clarksburg Master Plan and related issues regarding development districts. See County Attorney Opinion dated [11/5/99](#) describing the authorization for the Department of Public Work and Transportation to provide a recommendation to the Maryland-National Capital Park and Planning Commission regarding road access.

Ord. No. 18-04, §§ 4(a), (c), (e) and (g) refer to Section 50-20(c). Ord. No. 18-04, §§ 4(b), (d), (f) and (h) state: Automatic Extensions.

Montgomery County Planning Department

Westbard Sector Plan

Transportation Evaluation White Paper

This White Paper describes the transportation systems analyses performed by Renaissance Planning Group and Parsons Transportation Group in support of the Westbard Sector Plan under a task-order on-call contract. The primary purpose of the on-call contract is to assess intersection system performance for the master plan vision, using the regional MWCOG travel demand model, NCHRP 765 post-processing assessments, and CLV/Highway Capacity Manual techniques as generally used to implement the County's Adequate Public Facilities Ordinance (APFO) as described in the Planning Board's *Local Area Transportation Review / Transportation Policy Area Review Guidelines*.

Executive Summary

The Westbard Sector Plan, adopted in 1982, is one of the oldest master plans in Montgomery County. The plan area is a relatively small but important center of localized commercial (and some mixed-use) activity surrounded by predominantly single-family residential uses. The transportation elements of the Westbard plan are designed to facilitate local accessibility and connectivity. The plan area's size and prevailing existing and planned development densities are small enough that the transportation system capacity is much more heavily influenced by through traffic than by locally-generated traffic. Nevertheless, a key element of the transportation capacity analysis is to demonstrate the level and types of investment needed to achieve Adequate Public Facility Ordinance (APFO) objectives.

The Westbard plan analyses demonstrate that there are no outstanding transportation system capacity needs that are not already incorporated in areawide plans and that sufficient capacity exists to accommodate development per the proposed changes to the land use plans described in the subsequent sections of this white paper. Civic concerns regarding localized development plans and traffic patterns are addressed in the sensitivity analysis.

Travel Demand Forecasting Analysis Process

The following steps were undertaken to develop peak hour forecasts and conduct operational analysis of plan area intersections. The first section describes the travel demand modeling conducted to generate 2040 daily forecasts, and the second outlines the process used to gather existing intersection counts and develop 2040 peak hour forecasts.

Travel Demand Modeling

- Obtained 2015 and 2040 models from M-NCPPC
 - Travel demand model version: MWCOG V2.3.52
 - Baseline model incorporates land use from the Round 8.2 Cooperative Forecasts
- Model Assumptions

- No modifications were made to the network or TAZ structure of the model
- The model structure was used as-is, including the year 2020 transit constraint and two-step assignment for HOT lanes
 - The 2020 constraint year utilized baseline land use; not an interim Vision land use plan
 - The multistep distributed processing was deactivated for the model run due to licensing constraints
 - Intrastep distributed processing was included in the model run with four subnodes
- Westbard 2040 Vision Plan Model Run
 - The model run for the 2040 Vision Plan included the land use inputs as shown in Table 1 for the TAZs representing Westbard
 - The model run also incorporated the land use changes contemplated by the staff analyses for the Bethesda and Lyttonsville Sector Plans
 - Daily traffic was extracted from the model
 - Using daily volumes from the model – as opposed to peak period volumes – makes for a simpler comparison to available AADT data

Table 1. Land Use Inputs for 2040 Vision Plan

TAZ	Households	Population			Employment				
		Household	Group Quarters	Total	Industrial	Retail	Office	Other	Total
641	1,283	2,759	0	2,759	156	217	66	97	536
642	3,795	10,186	138	10,324	718	1,197	1,039	948	3,902
Total	5,078	12,945	138	13,083	874	1,414	1,105	1,045	4,438

- Daily traffic forecasts were estimated utilizing procedures from the *NCHRP 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design*
 - The forecasts were developed individually for each intersection in isolation
 - Forecasts were not balanced between intersections
 - The 2013 AADT daily traffic was used as the existing count data (see below for source of the counts)
 - The 2015 baseline model results (using Round 8.2 land use) were used as the base year traffic assignment
 - The 2040 Vision Plan model results (using Round 8.2 land use with the exception of Vision Plan data within the Sector Plan areas of downtown Bethesda, Lyttonsville and Westbard) were used as the future year traffic assignment
 - No interim year model results were used for the post-processing
 - The daily forecasts resulting from the NCHRP 765 post-processing were taken as-is with minimal manual adjustments

- For example, the forecasts at Wisconsin Ave and Elm St showed higher growth on the north leg than the south leg. Due to the higher volumes on Wisconsin Ave relative to Elm St, this differential growth would lead to unrealistic intersection turning movement volumes, so the growth of the north and south legs were averaged together.

Existing and 2040 Intersection Analysis

- Acquired count data from Montgomery County's Intersection Analysis website (<http://www.mcatlas.org/Intersections/>)
 - Used most recent count only
 - Counts for a number of locations were unavailable from the website; these locations were supplemented with data from the county on 1/22/15
 - AM and PM peak hours were extracted for each location based on the peak hour as indicated in count file
 - The peak hour did not necessarily align with a clock hour, e.g., it could be 7:45-8:45 AM
 - The peak hour listed in the count file generally, but not always, aligned with the highest total traffic hour (i.e., the hour with the highest number of total turn movements)
 - While existing traffic data was available for a range of years, the traffic counts were all assumed to be consistent with existing conditions; therefore, no growth was applied to the data
- Acquired daily roadway volume data from the Maryland State Highway Administration
 - Traffic data was extracted from shapefiles provided at the SHA website: <http://www.roads.maryland.gov/pages/GIS.aspx?PageId=838>
 - The data used for this study was AADT from the year 2013
- Development of peak hour forecasts
 - K-factors were calculated for each approach of the analysis intersections based on the existing intersection TMCs and AADT data, where available
 - The k-factors were applied to the post-processed daily traffic volume on each approach of each intersection to calculate an initial estimate of peak hour traffic
 - Where a k-factor was unavailable due to incomplete AADT data, approach volume was estimated based on available data at the intersection. The ratio of existing year approach volumes and forecasted approach volumes (on available approaches) was used to scale existing year approach volumes (for approaches without data).
 - For example, if an intersection had existing year AADT data for the north, south, and east legs but not the west leg, future year approach volume was calculated for the north, south, and east legs. Then, a ratio of existing TMC volume and this calculated approach volume was calculated for these three approaches. These ratios were averaged and

- applied to the existing approach volume on the west leg to obtain a future year approach volume for the west leg.
- The intersection traffic was balanced. The initial estimates of traffic on inbound links to the intersection were summed, as were the estimates of the outbound traffic. These two sums were averaged, and the individual inbound and outbound approaches were scaled proportionally based on this total. This was done because each approach link has its own k-factor and growth rate from the traffic forecasts which will often lead to unbalanced traffic coming into and out of the intersection.
 - Forecast turning movements were estimated based on the existing TMCs and the approach link volumes calculated above
 - Utilized a Fratar (iterative balancing) technique
 - The existing TMCs act as a seed value for the balancing
 - The 2040 forecast link volumes are the target values for the balancing
 - No manual adjustments were made to the resulting balanced turning movement volumes; some link volume totals differed slightly from those forecasted due to rounding of numbers during the balancing process

Intersection Analysis

Table 2 summarizes the CLV and Synchro analysis for the existing conditions and future 2040 Vision Plan. These locations are all located either within the Bethesda/Chevy Chase Policy Area, where the congestion standard is a 1600 CLV. All locations are found to be operating within the 1600 CLV standard for all horizon years. No additional through or turning lanes are needed to meet the intent of satisfying the Adequate Public Facilities Ordinance given the planned land uses.

Table 2. Intersection Analysis Results

Location				CLV Results				Configuration (if different than existing)	
ID	E-W Road	N-S Road	Conditions	Existing		2040 Vision Plan			
				AM	PM	AM	PM		
34	River Road (MD 190)	Little Falls Parkway	Existing	1,235	1,248	1,352	1,455		
35	River Road (MD 190)	Ridgefield Road/Brookside Drive	Existing	1,130	969	1,218	962		
36	River Road (MD 190)	Willard Avenue/Greenway Drive	Existing	924	929	1,008	1,014		
37	Westbard Avenue/Fort Sumner Dr	Massachusetts Avenue (MD 396)	Existing	976	913	1,096	1,027		
38	Westbard Avenue	Ridgefield Road	Existing	558	531	903	858		
39	Massachusetts Avenue (MD 396)	Little Falls Parkway	Existing	1,197	989	1,381	1,146		

Additional Considerations

Several considerations were assessed during the analysis process and are described in greater detail in the sections below:

- Incorporating the effects of the nearby ICCB Sangamore Facility
- Concerns regarding traffic operations on Little Falls Parkway between River Road and Massachusetts Avenue
- Considering the effects of a road diet for Westbard Avenue

Incorporating the Effects of the ICCB Sangamore Facility

As part of the 2005 Base Realignment and Closure (BRAC) activities, the mission for the former National Geospatial-Intelligence Agency's (NGA) Sumner Site at 4600 Sangamore Road has been revised so that it is now the home of the Intelligence Community Campus – Bethesda (ICCB). The site was reviewed by the Planning Board as mandatory referral number 2011105-MDP-4 in September 2011. Community concerns relate to the fact that the campus is located in a residential neighborhood and that the potential exists for cut-through traffic in Westbard via residential streets such as Overlea Road. The November 2011 Transportation Management Plan for the ICCB site confirms the assumptions already embedded in the MWCOG model that, while the facility had reduced operations during reconstruction to transfer from NGA to ICCB activities, the 3,000 jobs anticipated at the ICCB site for the foreseeable future are included in the background land use assumptions for the Westbard Sector Plan.

Little Falls Parkway Traffic Operations

Community and staff members expressed concerns regarding the extent of current and future delays along Little Falls Parkway between River Road and Massachusetts Avenue. In this segment, Little Falls Parkway is reduced from four lanes (through the River Road intersection) to two lanes (south of River Road). The concern was that the single-lane roadway segment might constrain traffic flow and that perhaps reversible lane operations should be considered.

The existing and forecast CLV values shown in Table 2 indicate that the intersection of Little Falls Parkway and River Road currently operates within the 1600 CLV APFO standard and is forecast to operate within APFO standards under the 2040 Vision Plan scenario. The likelihood of delays due to the southbound Little Falls Parkway merge from two lanes to one lane immediately south of River Road are very slight. This segment of Little Falls Parkway is nearly fully access controlled; there are no driveways and Willet Bridge Road is the only side street that serves a small area of localized land uses. No trucks or parking are allowed on this segment of Little Falls Parkway, so the “link” capacity is roughly 1,600 to 1,800 vehicles per hour, and the highest peak-hour, peak direction volume for 2040 forecast for this link is under 700 vehicles per hour.

Reversible lane operations are not an effective treatment for Little Falls Parkway. Generally, reversible lane arterials are only considered feasible when the directional split exceeds about 65% (guidance tends to range from 60% to 70% as a minimum threshold). Little Falls Parkway has peak period directional splits on either side of River Road ranging from 51% to 57%.

Community members expressed concerns about delays on southbound Little Falls Parkway approaching Massachusetts Avenue potentially influencing some motorists using the grassy shoulder to bypass queued vehicles waiting to turn left. A peak period (6-hour) traffic count was taken at the Massachusetts/Little Falls Parkway intersection on April 14, 2015. No unusual delays or illegal shoulder use was observed during the traffic count and the CLV values in Table 2 indicating LOS A and B conditions are consistent with conditions observed in the field.

Road Diet for Westbard Avenue

Westbard Avenue currently has a four-lane undivided typical section between Ridgefield Road and Massachusetts Avenue. The forecast 2040 Vision peak hour traffic volumes are about 500 peak hour, peak direction vehicles (southbound in the AM peak, northbound in the PM peak). The off-peak direction volumes are about 300 in both AM and PM peak hours. The total forecast average daily traffic volumes are in the range of 8,000 to 10,000 ADT, well within the rule of thumb (up to 15,000 ADT) that can be accommodated on a two-lane roadway (with good access management) or three-lane roadway with a two-way left turn lane (where driveways and cross streets are more frequent). Further operational analysis would be required to assess elements such as pedestrian crossings, bicycle accommodations, and transit operations, but a reduction from four lanes would be an appropriate treatment from a planning perspective based on forecast traffic volumes.

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JUL 31 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

0706

From: Susan S <susanspk@verizon.net>
Sent: Friday, July 31, 2015 3:13 PM
To: MCP-Chair
Cc: Nelson, Katherine; 'Celia V. Martin'
Subject: Westbard Sector - thank you

To the Montgomery County Planning Board:

I attended the Planning Staff's presentation to the Board this month, and I was generally impressed and pleased by the Board's response. I live in Westmoreland Hills, a neighborhood adjacent to the Westbard area, and have been regularly attending meetings regarding development in the Westbard area.

In the Q&A session at the hearing two weeks ago, I was most pleased by the Board's emphasis on restoring the Willett Branch as a park area and attractive amenity for the entire community. Residents fear that the County Council will permit intensive development in the Westbard Sector, but that only the buildings will be built, while parks and green spaces will somehow be left behind.

There are some precedents for that concern.

It is upsetting that four houses were built on the corner of Ridgefield and Westbard on land designated for a park under the 1982 sector plan. It was even more incredible that the Little Falls Place townhouses were allowed to be built 30 feet from a stream, contrary to current county stream-bed preservation requirements. These developments undermine citizen confidence in the planning process and county regulations. The current perception in the community is that any construction allowed in the sector plan will probably occur, while any parks or green spaces will not be funded and in fact will eventually be lost to development in disregard of existing plans and regulations.

Therefore, I greatly appreciated the County's Planning and Parks staffs' hard work toward developing park land and restoring the Willett Branch as a community amenity. I and many of my fellow residents strongly support anything the Board can do to make these plans a reality. A Westmoreland Community Association survey showed a near unanimous strong approval for protection of the watershed. We also would appreciate maintaining as much other open space in the plan as possible, and any reduction of water runoff or additional environmental remediation that can be done.

The planning documents call for the Willett Branch to be daylighted, and show it as a desirable park with walking and biking connections to the Capital Crescent Trail. I hope (with the Board) that there will be a requirement that any development in this area be accompanied by significant work on the stream, and that any buildings be set back from the stream, as required by current County rules. Significant development should only occur when balanced by significant park and recreation areas.

I hope to testify in September with other responses. For now, I just wish to thank the Board for understanding the importance of a Willett Branch park to the vibrant life of the Westbard Sector.

Thank you for your time.

Sincerely,

Susan Spock

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JUL 31 2015

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Patricia Johnson <pdjohnson01@yahoo.com>
Sent: Friday, July 31, 2015 2:27 PM
To: Wright, Gwen; Kronenberg, Robert; Marcollin, John; Fani-Gonzalez, Natali; Presley, Amy; Anderson, Casey; Wells-Harley, Marye; Dreyfuss, Norman
Cc: Councilmember.Elrich@montgomerycountymd.gov; Councilmember.Floreen@montgomerycountymd.gov; Councilmember.Leventhal@montgomerycountymd.gov; Councilmember.Riemer@montgomerycountymd.gov; Councilmember.Berliner@montgomerycountymd.gov; Councilmember.Navarro@montgomerycountymd.gov; Councilmember.Rice@montgomerycountymd.gov; Councilmember.Katz@montgomerycountymd.gov; Councilmember.Hucker@montgomerycountymd.gov
Subject: Questions regarding the Westbard Sector Plan

TO: Gwen Wright, Robert Kronenberg, John Marcollin, The Montgomery County Planning Board

SUBJECT: Questions Regarding the Westbard Sector Plan

DATE: July 30, 2015

Enclosed please find questions from the Kenwood Committee on RR/Westbard regarding the Westbard Sector Plan that was presented to the Planning Board on July 16th.

We will continue to work with you on this very important project but we would like to have clarification and additional information on the points listed below before participating in the public hearing in September. We look forward to hearing from you.

Sincerely,

Members of the Kenwood Committee on RR/Westbard

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Kenwood Questions:

1. Is there a process and timeline for identifying the negative environmental impacts of past uses for "many former industrial properties"? How and when will this process and any environmental remediation or limits on potential land uses be integrated into development plans and their approval? Has there been any review of the proposed Westbard Sector Plan by state and/or federal environmental agencies?

2. The Plan recommendations for strategies to preserve local retailers are promising. Has the County successfully implemented these recommendations elsewhere in the County? Is there material available that outlines specifically how these ideas work in practice? Is there an existing association of merchants, small businesses and property owners in the County that has worked together in the manner proposed in the Plan? What requirements do current developers have to meet to comply with this specific recommendation?

3. The Plan calls for an increase in retail space from 247,800 sq. ft. to 544,803 sq. ft. What are the additional transit plans for this volume increase? What additional parking spaces are planned. Do you have a formula?
4. The current supermarkets (Whole Foods and Giant) are within walking distance of surrounding neighborhoods. Have there been any studies conducted to measure how many residents currently walk to and from the supermarket?
5. There's a strong emphasis in the Plan on bicycle use, including the creation of dedicated bicycle lanes even on River Road. The implication is that more people will commute by bike and use bikes for getting around locally. Weather statistics show that this area has an average of 113 days of rain each year; when you add in the number of days with temperatures above 85 degrees or below 30 degrees, it suggests that fully 1/2 of the year will involve inclement weather for bicycling. Doesn't that suggest that these bicycle lanes will not get a lot of use?
6. On page 24 of the Plan there's a comment about data trends in this area indicating a shift in mode choice or commuting patterns away from cars. Can you tell us what studies were looked at to develop that statement? It seems to be at odds with statistics about Metro rail ridership showing a decline over the last several years (creating an overall revenue shortfall for Metro) as well as a decrease in ridership for Ride On buses in lower Montgomery County (data from American Public Transportation Assn). Point in fact: the Little Falls Parkway Ride On Bus has been discontinued due to lack of ridership.
7. The Plan states "...to maintain a balance between land use and transportation, intersection improvements may be needed, based on more detailed studies". Is there a timeline for when these studies will be conducted? Will the studies occur before final plans are approved for the Ridgefield Road reconfiguration and will they examine the impact of that reconfiguration on the River Road and Brookside Drive intersection? How will these studies be integrated into a plan to prevent cut-through traffic into the Kenwood neighborhood?
8. When configuring Ridgefield and Westbard Roads, isn't a public hearing necessary to change existing main roads? Ridgefield Road ends at River Road which is a state road. Would there be different studies needed because it intersects a state road? Who would pay for this road to be reconfigured?
9. Page 34 states that the transportation network is considered to be in balance with the sector plan, given that "the planned growth in Westbard is anticipated to be relatively minor in relation to what is zoned but not built." Please explain this statement and the analysis that supports it.

10. Who did your traffic studies? How current are the studies? What was the methodology used to produce the results you have presented? Can we see the studies and talk to those who performed them? Did these studies take into account the traffic that will be generated by the 3000 person intelligence campus soon to be opened on Sangamore Rd?
11. The Plan calls for density that is triple what already exists, from 1104 residential units to 3200 units. This development would be bigger than the neighborhoods that surround it. Isn't this inconsistent with the stated principles: "Maintain the best qualities of Westbard. Preserve smaller scale. Maintain low density. Embrace the community character of Westbard. Maintain existing locally serving retail establishments"? What is the projected increase in a) residents, b) school age children, c) automobiles?
12. How will schools handle this increased density? On page 12 of the Plan, you presented a scenario of reopening schools, expanding existing schools and locating new ones. All were at the primary levels. Is there money to do this? Also, according to your education expert who has testified in the past, there is no plan to expand the middle or upper schools. How will the county deal with that overcrowding issue that already exists and will get worse?
13. What are the estimated costs under the proposed plan to the county or state associated with power, water, waste disposal, police?
14. Some of the building heights proposed—such as 75 feet at Westwood II and Manor Care—are not consistent with the surrounding neighborhood architectural footprint. The increase in retail center square footage is likely to bring in people from outside the surrounding neighborhoods. How do you propose to mitigate the cut through traffic that will inevitably happen?
15. This plan calls for an additional road between Westbard and River. Who will pay for that? Do we need public hearings to build new roads?
16. Most of the amenities suggested are dependent on funds from other county and state agencies, (i.e. Montgomery County Parks Division), and significant tax payer funding. How likely is it that such funds will be available?

CC. Montgomery County Council Members

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0712
AUG 04 2015

From: Patricia Johnson <pdjohnson01@yahoo.com>
Sent: Tuesday, August 04, 2015 11:54 AM
To: Wright, Gwen; Kronenberg, Robert; Marcolin, John; Anderson, Casey; Wells-Harley, Marye; Dreyfuss, Norman; Presley, Amy; Fani-Gonzalez, Natali; Krasnow, Rose
Cc: Councilmember.Elrich@montgomerycountymd.gov;
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Councilmember.Rice@montgomerycountymd.gov;
Councilmember.Hucker@montgomerycountymd.gov
Subject: Additional question about the Westbard Sector Plan concerning the Kenwood neighborhood

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To: The Planning Board, and the Planning Staff for the Westbard Sector Plan.

As residents of Kenwood we have an additional question to be considered and answered concerning the Westbard Sector Plan:

Page 42 of the Westbard Sector Plan states: "Acquire a triangle of land where Lawn Way intersects the Capital Crescent Trail to create a new entrance /exit to the trail". The Kenwood neighborhood already accommodates a generous entrance and exit at Dorset Avenue. There is another "informal" entrance and exit already carved out by usage off of the Little Falls Park that borders Dorset Avenue and Kennedy Drive within the neighborhood. Cars from outside the neighborhood are lined up across from Kenwood residences in order for bikers/walkers to access the trail. The cars remain there all day. Lawn Way does not "intersect" the Capital Crescent Trail and is in close proximity to the Dorset Avenue intersection. Why is there a proposal to increase entrances when sufficient entrances already exist and the neighborhood already accommodates the extra cars that park there in order for bikers to unload their bikes and get on the trail.?Your vision statement commits to "preserving existing neighborhoods and a reduction of cut through traffic". How can you justify acquiring land from a quiet residential street and creating an entrance that will bring more cars, traffic, noise and even more parking problems? Please give us your response before the public hearing in September.

Sincerely,

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sacramentodoris@yahoo.com

Pamela Bailey
pamela.bailey@gmail.com

Patricia Johnson
pdjohnson01@yahoo.com

August 6, 2015

Kenwood Committee

SUBJECT: Response to Questions regarding the Westbard Sector Plan

Dear Members of the Kenwood Committee:

Thank you for your e-mail enquiry dated July 30, 2015. Below is the staff's response to each of your questions:

#1 – The cleanup of environmental contaminants is generally regulated at the State or Federal level. The ASTM Standard Practice for Environmental Site Assessment (E 1527-13) has been established to evaluate a property's environmental condition and determine the associated likelihood of contamination. A Phase I Environmental Site Assessment is the first step in this process. Site visits are conducted by qualified personnel and extensive research is done using a wide variety of Federal and State databases that contain information related to existing and previous businesses on the site that might have generated, transported, stored or handled hazardous materials. In order to for a prospective purchaser to qualify for either a bank loan, certain grants, and/or limitations of liability, the Phase I assessment typically occurs when a commercial property changes ownership.

If the Phase I Environmental Site Assessment reveals there are known or suspected contaminants, then a Phase II Environmental Site Assessment is performed. Phase II will use soil borings, or other forms of active sampling/testing, to determine the presence or extent of any contaminants. There are a number of properties in Westbard that are known to have contaminants based on the associated deed restrictions that have been recorded for particular sites. Remediation could be performed in a number of ways depending of the type and extent of contaminants. The cleanup would most likely occur as part of the excavation and site preparation before any new construction begins.

During the Charrette process Staff heard rumors of munition dumps within Westbard. In response Staff coordinated with the Program Manager of the Formerly Used Defense Sites (FUDS) Cleanup Program (Baltimore District), which is a program of the United States Army Corps of Engineers (USACE). The USACE confirmed there are no FUDS within Westbard or anywhere nearby (although a number of FUDS are known to exist several miles away). At this point no other State or Federal entity has reviewed the Westbard Plan.

#2 – The Westbard Plan tries to adopt a market based approach to preserving and retaining small and local businesses, taking advantage of existing programs and incentivizing developers to reach out to small businesses. Public agencies, such as the Department of Economic Development and the Chamber of Commerce, offer assistance to small businesses, using existing programs to help them obtain access to capital, tax incentives, and technical assistance. To be eligible, businesses need to meet certain criteria related to physical location, capacity for job creation, and/or whether they are engaged in strategic industries such as green technology or life sciences, to name a few. Furthermore, the Plan also incentivizes developers/property owners to proactively include small businesses in future development, by formalizing the addition or retention of small businesses as a public priority benefit under the optional method of development. In other words, a developer may be able to get additional height or density in exchange for attracting local businesses.

To provide further guidance for developers, planning staff soon expect to recommend more prescriptive “targets” that make it clear that to obtain “points” under the optional method related to small business we are looking for establishments of 500 – 1,000 square feet or those that only have a certain maximum number of employees. This would be done in order to provide guidance and predictability for developers seeking to undertake that option.

Several merchants and business associations exist in the County that preserve and promote the business environment. Most of them exist on a local level – Takoma Langley and Long Branch have been recent examples. While they often work in support of the recommendations in their respective plans, they have a variety of interests, ranging from small business preservation to creating opportunities for redevelopment.

#3 - All new retail in Montgomery County is required, per the zoning ordinance, to provide parking. For a typical retail establishment outside of a Parking Lot District or Reduced Parking Area, the number of parking spaces required is 5 for every 1,000 s.f. of retail space. In addition, each new development project must provide a traffic study that demonstrates the impact that the project will have on the local roads and lists the improvement or changes that the project will need to make to address any negative effects on traffic.

#4 -There has not been a survey that measures the number of people who walk to either the Whole Foods or the Giant Food store. The Working Draft proposes changes to the built environment that will encourage more walking throughout the Westbard Sector Plan area, either for recreation, running errands, or commuting to local transit. The plan does not propose making it more difficult to drive to the grocery store; on the contrary, by applying the up-to-date parking standards mentioned in question # 3 above, it will actually make parking easier

and more convenient at places like Whole Foods, while providing the appropriate amount of parking at the Giant Shopping Center.

#5 – Just because it rains on a particular day doesn't mean that it is raining all day. Moreover, the effect of temperature depends on a user's comfort with the weather and the time of day they choose to ride a bike. Even according to your findings, at least half of the days have no inclement weather. Moreover, people do use bike lanes in all sorts of weather and for all sorts of reasons, including recreational use as well as commuting to work. In fact, there is such a demand for year round usage of the Capital Crescent Trail that users have requested that the Parks Department plow the trail when it snows so they can continue to use it. The Parks Department started to plow the trail this past winter and will continue do so as needed.

Additionally, the bike lanes will help connect different parts of the sector plan area (which is a relatively small area and conducive to bicycling) and will connect to the CCT, which is heavily used. Finally, the bike lane recommendations do not take away any road capacity. The proposed street sections maintain the same number of lanes that currently exist. In fact, if people choose to use the bike lanes, this will lessen the burden on the road system for people who need or want to drive.

#6 – The data came from the American Community Survey run by the United States Census Bureau. I have attached two pdfs that show the data. It shows that the percentage of single occupant auto trips actually declined from 2010 to 2013 from 70% to 65% (for census tract 7057.01). I have included the Kenwood neighborhood census tract (7055.02) just for their edification.

#7 – More detailed studies will be done as development applications are filed. This is when we will know the scale of the proposed development and can ensure that the transportation system can support it. Such traffic studies may or may not be required to include an analysis of a realigned Ridgefield Road, since it will depend on the location of a particular development as well as the size of the development being proposed. Any realignment will look at the impact on the Ridgefield/Brookeside Drive/River Road intersection. It should be noted that this realignment is meant to 1) remove the extra turn associated with the majority of vehicles turning from Ridgefield Road to Westbard Avenue, and 2) discourage cut through traffic on the residential section of Westbard Avenue. It is not anticipated that much physical improvement, if any, will be needed at the Brookeside Drive/River Road intersection. This realignment is not anticipated to increase cut through traffic through Kenwood, and we are not recommending that the turn restrictions be removed. Of course, enforcement of the turn restrictions is necessary to ensure compliance.

#8 – The plan is only recommending that Ridgefield Road be realigned. At the public hearing scheduled for September 24, 2015, the community will have the opportunity to voice their opinion for or against the realignment. It is anticipated that redevelopment in the area immediately adjacent to the realignment would pay for a majority of the costs of the realignment, as redevelopment is needed to implement this improvement. When the properties adjacent to the realignment come in for development proposals, they will also be the subject of a public hearing. Different studies are not envisioned to be needed with the realignment; however, SHA and MCDOT can conduct more detailed analysis if they believe it's warranted.

#9 – The statement about balance means that in the year 2040, the transportation infrastructure that should be in place will be sufficient to support the planned land uses in the policy area, which is Bethesda Chevy Chase. This is reaffirmed by the 2012-2015 Subdivision Staging Policy appendix 2, Transportation Policy Area Review (TPAR)

http://www.montgomeryplanning.org/research/growth_policy/subdivision_staging_policy/2012/documents/SSPappendix2TPAR.pdf. Page 53 of the report shows that in 2040 the BCC policy area is within the congestion standard, which is CLV 1600, which is shown by the orange dashed line in the chart. This was reaffirmed by the transportation analysis done for the study and the CLV presented to the community at the public meeting in April
http://www.montgomeryplanning.org/community/westbard/documents/Westbard%20Recommendations%20to%20the%20Community%204-22-15_GLMW%20edits%20Print%20Version%20reduced.pdf.

Pages 20 and 21 show the roadway intersection analysis results. I have also attached the draft write up from the consultant. We will be expanding the analysis to include a bike analysis, infrastructure for pedestrians and transit users and adding some additional roadway analysis (based on trends for the past 12 years).

#10 – The consultant assisting with the traffic study was Renaissance Planning, with sub-consultant assistance from Parsons. The draft write up of the study is included as an attachment. Traffic counts were taken in October 2014. Inquiries on the data may be discussed directly with Park and Planning staff, however, per contractual agreements, the consultant is not available for direct contact with the public. If you have questions please direct your correspondence to Planning staff and we will ensure that answers are provided. The model that was used for the analysis did include the ICCB Campus.

#11 – The Westbard Sector Plan is a long range vision that will be realized over the next twenty years. Full build-out rarely occurs within this time frame, as we have learned from past sector plans. This is mainly due to changes in the market over time. However, should the plan reach full build out, the projected difference in residential units would be approximately 2,096 more

residential units than what is currently built today. Again, as stated in the response to question 9, redevelopment site will need to comply with the County Subdivision Staging Policy at the time of application with respect to traffic and school impacts.

#12 - Montgomery County Public Schools will address overcrowding according to options listed on page twelve of the Working Draft Plan. The money needed comes from the MCPS budget and includes the School Facilities payments required of new developments whenever a particular school cluster has exceeded 105% of program capacity.

#13 - The costs associated with new projects are paid by the developer of a property. They pay for needed upgrades to utilities and to the transportation infrastructure as part of their construction costs. Waste disposal costs are born by the users and police services are a county expense, paid in part by taxes generated by new development.

#14 - The Draft Sector Plan is not proposing heights over 50 feet at the intersection of River Road and Ridgefield Road. Staff set the heights at a maximum of 50 feet in order to maintain compatibility with the surrounding residential neighborhoods. The re-routing of Westbard and Ridgefield Road is intended to discourage people from using Westbard Avenue as a short cut as they drive to the retail establishments located on Westbard Avenue. In addition, the community may explore limiting access to Westbard Avenue where it intersects with River Road with the Maryland State Highway Administration and Montgomery County Department of Transportation.

#15 – The new road will probably be financed through a combination of developer and County funds. The testimony received at the Westbard public hearing on September 24, 2015, will help determine whether the road should go in as a recommendation of the plan.

#16 - The amenities that are listed in the Working Draft are those benefits that developers must provide in order to build to the maximum heights and densities recommended. The working draft recommends that the Parks Department acquire, renovate, and maintain the Willett Branch Greenway/Stream Valley Park as well as a Countywide Urban Recreational Park. Some of the land may be received in dedication. For those portions requiring acquisition, Parks draws from a variety of funding opportunities, including local, state, and federal sources, in order to purchase, develop and maintain park properties. In addition the Working Draft has recommended that the amenities listed be included in the County's Capital Improvement Program (see pages 86-87 of the Working Draft).

Below is the response to the additional question received by e-mail dated 8-4-15:

There is no desire or intention to open up and connect Lawn Way to the Capital Crescent Trail. Lawn Way is not an appropriate street for creating a trailhead that would in turn encourage trail users to park there, particularly since – as they mentioned in their letter – Dorset Avenue is so close by.

The recommendation is to create an exit off of the Capital Crescent Trail that connects to the proposed hard-surface trail following along Willett Branch, where the edge of the storage building and the Whole Foods parking lot is now. That “triangle” is currently owned by the storage company and that piece of their property goes across Willett Branch and alongside the CCT. It is important to acquire this piece as part of the proposed Willett Branch Urban Greenway so that it can be properly maintained as a buffer between the neighborhood and commercial development to the south. Lawn Way was mentioned as a reference point along the trail, not as an exact location to create a new trailhead.

Thank you for your continued interest in the Westbard Plan.

Sincerely,

Casey Anderson
Chair

CA:md

Attachments: Commute to Work- ACS 2013
 Commute to Work- ACS 2010
 Westbard White Paper

cc: Robert Kronenberg, M-NCPPC
 Marc DeOcampo, M-NCPPC
 John Marcolin, M-NCPPC
 Planning Board members
 County Council members

MCP-CTRACK

RECEIVED
0716
AUG 05 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Patricia Johnson <pdjohnson01@yahoo.com>
Sent: Wednesday, August 05, 2015 3:13 PM
To: MCP-Chair
Subject: Letter from the Kenwood Committee on RR/Westbard

Please find forwarded a letter sent from Ginny Voorhees on behalf of the Kenwood Committee on RR/Westbard. Best,
Pat Johnson

Dear Mr. Anderson and Members of the Planning Commission,

We have just realized that the public hearing regarding the Proposed Westbard Sector Plan is scheduled for September 24th, which is the date of Pope Francis' visit to downtown Washington. This appears to have been an oversight in the scheduling process, as the details of the Pope's visit have only recently been released. We respectfully request that you reschedule the meeting to a later date. This would avoid shortcircuiting the planning process without adding to the transportation difficulties of an already highly congested date. In addition, it would allow the many Catholics in the Westbard Sector, including ourselves , to celebrate an historic religious occasion and still participate in a public hearing which has such a great impact on our lives and property.

In a similar vein, you explained at the Commission meeting on July 16th that the September 24th hearing would be held in the same room in the Parks and Planning Building. We respectfully request that you move the meeting to a significantly larger venue so that the extremely large number of county residents whose lives and property the Proposed Sector Plan will affect can have the opportunity to participate in the public hearing process. If necessary, we can provide you with a list of signatures of potential attendees, but , in the spirit of cooperation and open government and based on your observations of the process so far, you are likely aware of the high interest level on this matter and will deem such list unnecessary for a change of venue. We also request that the venue be located in or near the Westbard Sector, so that the neighborhoods can fully participate. Also, nighttime hours would help for those that have to work during the day, but still want very much to participate and hear what other have to say.

Thank you for your consideration of our requests and your work as public servants.

The Kenwood Committee on RR/Westbard

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0718
AUG 00 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Steven Johnson <stevenjohnson1@gmail.com>
Sent: Thursday, August 06, 2015 3:15 PM
To: Marcolin, John; Wright, Gwen; MCP-Chair
Cc: CM Berliner; Kronenberg, Robert; Neam, Dominique; DeOcampo, Marc; Williams, Melissa; Garcia, Michael
Subject: Re: Reply to follow up e-mail letter 1-29-15

All

I would like to bring to your attention that the representation from Mr. Marcolin that the communities are not opposed to increase in th Draft Plan is in full dispute from the representatives of those communities. . The President of the Springfield Citizens association indicated a letter wou.ld be forthcoming.

I have copied the members of the Montgomery County Planning Board on this note and . Couuncil Member Berliners staff suggested that the Planning board coordinate a meeting with the heads of the Associations to gain their specific support or opposition to the and that this meeting occur prior to the September review of this Draft Plan.

Please let me know if you will be coordinating such a meeting.

Here is some of the input input from Two associations indicating that they are opposed to the increase in density.

"what I wrote to him. And what I wrote and most other communities in the Coordinating Committee wrote is that we want lower density with no caveats. "

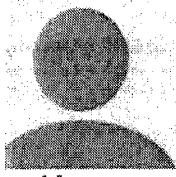
The President has indicated that a letter will be coming clarifying that position.

A representative of the Friendship Heights association posted on the Westbard Plan site the following.

I am posting clipping from the Westbard Plan comment site wherein the President of the Springfield Citizens Association indicated.

What they are saying is not true. They have been using this convoluted and opaque language all along. The Friendship Heights Citizens Coordinating Committee made it very clear that they oppose buildings that are higher than 50 ft. FHCCC consists of neighborhood associations.

- Reply
- Share ›



resident · resident · 20 hours ago

And the Citizens Coordinating Committee for Friendship Heights also sent in the letter opposing the current building heights. The community is pretty unanimous on this issue. When I first contacted the county planners several months ago I was also told that all my neighbors want greater density and taller buildings. I have yet to meet a single person who wants that.

On Wed, Aug 5, 2015 at 3:05 PM, Marcolin, John <john.marcolin@montgomeryplanning.org> wrote:

Dear Mr. Johnson,

I have attached an image of a chart showing densities under the current plan and under the draft Sector Plan. We presented this to the Planning Board on April 30, 2015 and July 16th 2015.

Land Use

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

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

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

- Proposed plan has more residential units than what is allowed today.
- Proposed plan has less retail s.f. than what is allowed today.
- Proposed plan has more office s.f. than what is allowed today.
- Proposed plan has less industrial s.f. than what is allowed today.

Please see the Working Draft of the Westbard Sector Plan at the following link for more information:

<http://www.montgomeryplanning.org/viewer.shtm#http://www.montgomeryplanning.org/community/-FinalWeb.pdf>

We have received letters from the Springfield Citizens Association, the Kenwood Committee on RR/Westbard and the Town of Somerset. Those communities do not oppose increases in density and heights per se, but do express concern that the recommended increases in heights and densities, at full build out in 10 to 20 years, may have a negative effect on schools capacity and transportation. We have addressed those concerns in response letters and in our presentations to the Planning Board, and will continue address them as we move forward into the Planning Board work session scheduled for this fall. Within the communities, there is not a unanimous position on what should be the proper height or density. There are those who support the proposed heights and densities recommended in the Working Draft; those who would like to see lower heights and densities relative to what is allowed today; and those who would like to see heights and densities greater than what staff has recommended.

Thank you for your concern, and please do not hesitate to contact me with any other questions or comments that you may have.

Sincerely,

John Marcolin, RLA, LEED AP

Project Manager, Westbard Sector Plan

Montgomery County Planning Department

8787 Georgia Avenue

Silver Spring, MD, 20910

From: Steven Johnson [mailto:steven.johnson1@gmail.com]
Sent: Monday, July 27, 2015 5:11 PM
To: Marcolin, John; CM Berliner
Cc: Kronenberg, Robert; Neam, Dominique
Subject: Re: Reply to follow up e-mail letter 1-29-15

Mr Marcolin

I would like an update on the Westbard sector plan. I have seen all communities opposed to the Increase in Density. Can you please provide the following information

- 1) what is the current density
- 2) What is the current Density Limit
- 3) What is the proposed increase in the Density Limit.
- 4) Which groups have sent letters opposing the Density increase.
- 5) Which groups in the community have sent letters in support of the Density increase.

Thank you for porviding this information

On Tue, Feb 10, 2015 at 11:00 AM, Marcolin, John <john.marcolin@montgomeryplanning.org> wrote:

Steven,

Please fine our reply to your follow e-mail dated 1-29-15.

John Marcolin RLA, LEED AP

Area 1 Planner/Coordinator, Urban Designer

Montgomery Planning Department

8787 Georgia Avenue

Silver Spring, MD 20910

301 495-4547

Williams, Melissa

From: Marcolin, John
Sent: Wednesday, September 16, 2015 12:05 PM
To: Williams, Melissa
Subject: FW: artificial turf at Westland MS near the stream

FYI

John Marcolin, RLA, LEED AP

From: Danuta Wilson [mailto:danutawilson@hotmail.com]
Sent: Wednesday, August 26, 2015 8:18 PM
To: Nelson, Katherine
Cc: Paul, Susanne; Marcolin, John; Williams, Melissa
Subject: Re: artificial turf at Westland MS near the stream

Thank you so much. I look forward to hearing from Susanne Paul.

Danuta Wilson

From: Nelson, Katherine <katherine.nelson@montgomeryplanning.org>
Sent: Thursday, August 20, 2015 11:03 AM
To: Danuta Wilson
Cc: Paul, Susanne; Marcolin, John; Williams, Melissa
Subject: RE: artificial turf at Westland MS near the stream

Mrs. Wilson,
Summarizing our conversation on the phone this morning, the Planning Department does not have regulations specific to artificial turf fields in the Environmental Guidelines for Development.
We do have stream buffer guidelines that regulate any kind of disturbance within 100-feet of streams and their tributaries.
I'm cc'ing Susanne Paul who is with the Department of Parks. They may have guidelines about artificial turf fields and water quality.

Susanne,
On page 82 of the draft there are recommendations for "turf fields" at Westland Middle School. Do you know if this specifies natural or artificial turf? Also, do you know what kind of stormwater management is required for this type of field? Or perhaps provide Mrs. Wilson with a contact who can talk more fully about this issue?
Thanks,
Katherine

Katherine E. Nelson
Planner Coordinator
Montgomery County Planning Department, Area 3
Maryland-National Capital Park & Planning Commission
(301) 495-4622
8787 Georgia Avenue
Silver Spring, MD 20910-3760



From: Danuta Wilson [mailto:danutawilson@hotmail.com]

Sent: Tuesday, August 18, 2015 10:28 PM

To: Nelson, Katherine

Subject: artificial turf at Westland MS near the stream

Ms. Nelson,

I wrote to you a few weeks ago but you were out of the office. You came to the CCCFH meeting in June to talk about the Willett Branch. the planners are now proposing an artificial turf field for Westland MS. That field would be very close to the stream. I wanted to find out from you if indeed such a field could be built so close to the Willett Branch.

Thank you.

Danuta Wilson

Danuta,

Thank you for the email. Technically speaking, “turf” means real grass. “Turf grass” is a type of grass that is used for golf courses and athletic fields, for example, because it is better able to withstand regular, intensive use. In this case, the recommendation does not specify artificial turf or natural turf grass.

A little background on the recommendation: The Bethesda area lacks a sufficient number of dedicated rectangular fields and has for the last 30 years. Given this unmet demand, the Park and Planning Commission is always looking for opportunities to renovate rectangular fields and make them year-round, dedicated rectangular fields with a consistently safe, playable surface, as opposed to what we call “overlays”: rectangular fields with baseball or softball diamonds in the corners. If Westland Middle School is rebuilt in the future, there is an opportunity to design and build a year-round, dedicated, multi-use rectangular field. At that time MCPS and the Parks Department would look at all of the latest options available for turf grass and artificial turf. Often artificial turf is used only after it is determined that we cannot maintain a consistent and safe playing surface with turf grass. The Parks Department is currently reviewing new types of organic artificial turf technology such as coconut husk infill.

Ultimately, this recommendation is something that will require close coordination with MCPS should Westland be renovated in the future. It is also our impression that MCPS would be reluctant to allow a Middle School to receive a new artificial turf field until all of the High Schools have them. Regardless, the recommendation does not specific artificial or natural turf grass and is meant to address the ongoing demand for dedicated rectangular fields in the Bethesda area.

Most importantly, I will add that stormwater management is integral part to all Parks Department projects, as our mission is to balance recreation and stewardship.

Here are some links to sites that explain about the different types of natural turf grass:

<https://www.agry.purdue.edu/turfnew/tool/index.html>
<http://plantscience.psu.edu/research/centers/turf/extension>
<https://agresearch.umd.edu/cmrec/paint-branch-turfgrass-facility>

I am happy to answer more questions and appreciate your concerns. Thank you for reaching out.

Sincerely,

Susanne

Susanne Fogt Paul

Senior Planner, Park Planning and Stewardship
t. 301.650.4392 | c. 301.787.2213 | parkplanning.org | montgomeryparks.org



Please consider the environment before printing this e-mail. Thank you.

MCP-CTRACK

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AUG 13 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

0729

From: Carolyn Gwadz <cgwadz@4thpres.org>
Sent: Wednesday, August 12, 2015 11:14 AM
To: MCP-Chair
Subject: Anticipating Changes in our Sector

As a person without a car -- and living in The Kenwood on River Road -- I am dependent upon the services of the Giant grocery store and the Rite-Aid pharmacy in the present shopping center.

I urge the planners to retain these two critical resources in their planning. Most of us can do without the high-end boutique establishments, such as sprang up at Friendship Heights. Almost all of us need the proximity of that grocery store AND pharmacy. Traveling to distant areas to access those services is highly inconvenient to those of us of a mature age. And we are many in this neighborhood.

Thank you for your consideration.

Carolyn Gwadz
5101 River Road

MCP-CTRACK

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SEP 02 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Theodore D. Frank <theodore.frank@aporter.com>
Sent: Wednesday, September 02, 2015 4:13 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: theodore.frank@aporter.com

Date: 09-02-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

I am writing in partial support of the new Sector plan for the Westbard Sector. A new sector plan is desperately needed as the area has changed materially since the last sector plan was adopted. However, the plan proposed by the Planning Board staff and the proposed redevelopment by Equity One are far from ideal, or even entirely appropriate. Both plans overly urbanize the sector, adding too many new residential units and excessive retail space. Both plans will take away the open sky presently available along Westbard Avenue and create a corridor similar to that in downtown Bethesda. The concentration of residential and retail uses will also increase traffic far more than either the planning staff or Equity One projects. The planning staff's and developer's projections of traffic at the Whole Food's site were greatly understated. The current plans will materially and adversely affect the quality of life in the area immediately surrounding Westbard, increasing pollution,

on, population density and congestion. A much more modest development is what is required. Finally, the loss of Sunday parking for the 4th Presbyterian Church will make life for those of us who live near it intolerable on Sundays.

Name: Theodore D. Frank

City: Bethesda

Zip: 20816

MCP-CTRACK

From: Joe Kantakevich <jwkantakevich@gmail.com>
Sent: Wednesday, September 02, 2015 4:21 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: jwkantakevich@gmail.com

Date: 09-02-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

This will be a wonderful addition to the community. Currently, there are very few places within walking distance or around the Massachusetts Ave/River Road area that are accessible for restaurants, gathering, etc. Downtown Bethesda has become congested and almost impossible to enjoy a leisurely night out without having to worry about timing it right to get a parking spot and beat the crowd. Westbard center as it currently stands is outdated and could use a facelift. The redevelopment would be a great addition to the community and ultimately enhance the businesses that are currently there.

Name: Joe Kantakevich

City: Bethesda

Zip: 20816

MCP-CTRACK

From: joe Martin <joseph.l.martin@gmail.com>
Sent: Wednesday, September 02, 2015 4:46 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: joseph.l.martin@gmail.com

Date: 09-02-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

I support the plan to develop Westwood. I live approx. 2 blocks from the development

Name: joe Martin

City: bethesda

Zip: 20816

MCP-CTRACK

From: Jessica Beaugez <jcbeaugez@gmail.com>
Sent: Wednesday, September 02, 2015 4:32 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: jcbeaugez@gmail.com

Date: 09-02-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

Name: Jessica Beaugez

City: Bethesda

Zip: 20816

MCP-CTRACK

From: Leslie George <lgeorge@stalbansschool.org>
Sent: Wednesday, September 02, 2015 5:37 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: lgeorge@stalbansschool.org

Date: 09-02-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

I strongly support the redevelopment of Westwood Shopping Center. It is about time it was brought into the 21st century. A more attractive, interesting, diverse use of the area is a terrific idea.

Name: Leslie George

City: Bethesda

Zip: 20816

MCP-CTRACK

From: Alex DuFour <radufour@gmail.com>
Sent: Wednesday, September 02, 2015 5:44 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: radufour@gmail.com

Date: 09-02-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

I grew up close to Westbard and went to those stores as a child, and I now live a few blocks from the shopping center in Springfield. As someone who has been close to Westbard my whole life, the proposed redevelopment couldn't be more overdue. The existing center is outdated and has the capability to be so much more. I would like to be able to walk with my children to shops and restaurants rather than drive into town. The development that has been proposed would greatly benefit the area, and transform it into a place that will be great for the next 50 years.

Name: Alex DuFour

City: Bethesda

Zip: 20816

MCP-CTRACK

From: Matthew Kuipers <kuipersmj@gmail.com>
Sent: Thursday, September 03, 2015 5:01 AM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: kuipersmj@gmail.com

Date: 09-03-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

As difficult as it might be I think it is way beyond time to redevelop the Westwood Shopping Center. I fully support a pedestrian friendly, mix used development with green space. The current Westwood shopping center is and eyesore, waste of space and adds negative value to this area of Bethesda.

Name: Matthew Kuipers

City: bethesda

Zip: 20816

MCP-CTRACK

From: Keelin Kuipers <kuipersks@gmail.com>
Sent: Thursday, September 03, 2015 5:01 AM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: kuipersks@gmail.com

Date: 09-03-2015

To:

Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,

I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Name: Keelin Kuipers

City: bethesda

Zip: 20816

MCP-CTRACK

From: Justin Cressall <justin.cressall@american-capital.com>
Sent: Thursday, September 03, 2015 6:54 AM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: justin.cressall@american-capital.com

Date: 09-03-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:
To whom it may concern.

I am fully in support of the new development. As a resident of Sumner I firmly believe the redevelopment would bring needed resources to our community. The current Westbard site, is old, insufficient and visually disturbing. The envisioned plan would bring new shopping and dining (both much needed/desired) and it would make the area much more livable. Thank you for undertaking this massive effort.

Name: Justin Cressall
City: Sumner
Zip: 20816

MCP-CTRACK

From: Julian Holbrook <jbarrow3@gmail.com>
Sent: Thursday, September 03, 2015 9:17 AM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: jbarrow3@gmail.com

Date: 09-03-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

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Additional Message:
wheres it going?
test

Name: Julian Holbrook
City: Rockville
Zip: 20850

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SEP 08 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Alison Cooper <alisonlcooper@yahoo.com>
Sent: Wednesday, September 02, 2015 8:29 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: alisonlcooper@yahoo.com

Date: 09-03-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

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Additional Message:

Name: Alison Cooper

City: Bethesda

Zip: 20816

MCP-CTRACK

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SEP 02 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Theodore D. Frank <theodore.frank@aporter.com>
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City: Bethesda
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Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

Name: Jessica Beaugez
City: Bethesda
Zip: 20816

RECEIVED
0807
SEP 03 2015

OFFICE OF THE CHAIRMAN

MCP-CTRACK

From: Mounts, Kerry D. - KDM <kmounts@linowes-law.com> on behalf of Sears, Barbara A. - BAS <BSears@linowes-law.com>
Sent: Thursday, September 03, 2015 4:43 PM
To: MCP-Chair; Wells-Harley, Marye; Fani-Gonzalez, Natali; Dreyfuss, Norman; Presley, Amy Wright, Gwen; Kronenberg, Robert; DeOcampo, Marc; Marcolin, John; Garcia, Michael; Michael Berfield (mberfield@equityone.net); Girard, Erin E. - EEG; Sears, Barbara A. - BAS
Cc:
Subject: Letter for September 24, 2015 Planning Board Hearing on Westbard
Attachments: Letter_201509031631.pdf; Ex 1_201508271632.pdf; Ex 2_201509031631.pdf; Ex 3_201509031632.pdf; Ex 4_201509031633.pdf; Ex 5_201508271628.pdf; Ex 6_201508271628.pdf; Ex 7_201508271710.pdf

Attached please find a letter for Chairman Anderson from Michael Berfield at Equity One Inc. concerning its properties at Westbard. Please include the letter in the public record of the Planning Board's September 24 public hearing on the Hearing Draft of the Westbard Sector Plan. In addition to this email, we will deliver hard copies to the Chairman's office for your use.

Should you have any questions, please feel free to contact me. Thank you.

Barbara Sears

Barbara A. Sears
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, MD 20814-4842
Direct: 301.961.5157
Main: 301.654.0504
Fax: 301.654.2801
E-Mail: bsears@linowes-law.com
Website: www.linowes-law.com

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EQUITY ONE INC.
410 Park Avenue, Suite 1220
New York, NY 10022
(212) 796-1742

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION

September 3, 2015

Mr. Casey Anderson, Chair, and
Members of the Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Request for Revisions to the August 2015 Public Hearing Draft ("Hearing Draft") of the Westbard Sector Plan ("Sector Plan")

Dear Chairman Anderson and Members of the Planning Board:

Equity One, Inc. ("Equity") owns several properties along Westbard Avenue and Ridgefield Road within District 1 of the Sector Plan. These properties were identified at Figure 3.1.1, page 63, of the Hearing Draft as Parcels 1, 2, 3, 4, 5 and 6 (collectively, the "Equity Properties"). A copy of page 63 of the Hearing Draft identifying the Equity Properties is attached as Exhibit 1. We are appreciative of the hard work and cooperation of the Staff and Board to date. The purpose of this letter is to request that certain clarifications and changes be made to the Hearing Draft. This letter supplements our July 2, 2015 letter regarding the proposed heights for the Equity Properties, a copy of which is attached as Exhibit 2 for your ease of reference.

Commercial Density of Parcels 1 and 2

The Hearing Draft recommends the CRT 2.0, C 0.75, R 1.25, H 50 for Parcel 1 and CRT 2.0, C 0.75, R 1.25, H 75 for Parcel 2, both comprising the existing Westwood Shopping Center property. Equity proposes to retain these parcels as primarily commercial properties, with residential adjacent to the Kenwood Place Condominium, as shown on the attached Equity One Concept Plan as Exhibit 3 ("Equity Plan"). This plan is in accord with the general land use and zoning recommendations of the Hearing Draft; however, we believe the permitted densities for Parcels 1 and 2 are weighted too heavily to residential FAR and do not allow sufficient commercial FAR within the overall FAR cap of 2.0. We, therefore, request that the commercial component of the recommended zoning for these parcels be increased from 0.75 to 1.25 to match the permitted residential density, with the overall FAR remaining at 2.0, to ensure these parcels can retain their primarily commercial function and to allow for flexibility in the determination of the appropriate mix of uses at the entitlement stage.

Request – Increase commercial density cap for Parcels 1 and 2 from 0.75 to 1.25 while retaining residential density at 1.25 and total FAR at 2.0.

Mr. Casey Anderson, Chair, and
Members of the Montgomery Co. Planning Board
September 3, 2015
Page 2 of 6

Clarification of Plan Priorities and Public Benefits

We find that the priorities of the Sector Plan are listed differently throughout the Hearing Draft, sometimes by area, other times by topic, sometimes by responsibility, and at times as suggested optional method public benefits. While many of these priorities overlap, some do not. For example, the outline of "Optional Method Density Public Benefit Points" on pages 8 and 12, items listed on pages 63-66, and items listed on pages 88-89 under "Public Amenities and Benefits" and "Other Priority Benefits" do not align, and some priorities appear in one section but not the others.

Additionally, some items appearing under the public benefits sections also appear in Section 4.3 detailing CIP projects, making it difficult to determine whether the public or private sector is responsible for a given improvement. For example, at different times the Hearing Draft suggests that restoration of the Willet Branch stream would be the responsibility of the Parks Department, but at other times implies that the private sector would be responsible. Equity believes that clarification of this point, consistent with the worksession presentations assigning responsibility for this improvement to the public sector, is necessary to avoid confusion. Similarly, on page 8 under "Optional Method Density Public Benefits Projects," is listed "Realign Westbard Avenue and Ridgefield Road to create a clear gateway into the retail area and protect single-family neighborhoods." However, this improvement is not included under the "Public Amenities and Benefits" on page 88. Rather, it appears as part of the Capital Improvement Program on page 93 in Table 4.1.1, with the lead agency being MCDOT. Equity requests that the Sector Plan clarify that this project is a public sector project which is also available to Equity to implement and achieve public benefit points, but is not a requirement for redevelopment of the Equity Properties if not implicated by the public sector or Equity when redevelopment occurs.

Without clarification of the above and similar public benefit priorities, we believe an applicant seeking optional method approval will find it difficult to ascertain which improvements must be done for approval of their project and which are suggested as possible public benefits. We, therefore, suggest that the public benefits identified in the Sector Plan be clarified to indicate: (1) which recommendations relate to particular properties and must be included in an optional method application, and (2) which are desired for consideration for public benefit points as part of an optional method project. This latter group may be prioritized but should distinctly state that they are recommended public benefits to provide a choice of public benefit points and not requirements. Accordingly, Equity has evaluated the various priorities and public benefit recommendations in the Hearing Draft and has attached as Exhibit 4 a suggested list consistent with its understanding of the Sector Plan goals and the project economics.

Request – Clarify the list of potential public benefit choices for an optional method project, including recommended priorities and site-specific requirements of Sector Plan, for inclusion in an applicant's sketch plan. For Equity One Properties, specify these as provided in Exhibit 4.

Mr. Casey Anderson, Chair, and
Members of the Montgomery Co. Planning Board
September 3, 2015
Page 3 of 6

Restoration of the Willet Branch Stream / Impact of Stream Buffers

Equity has had its project engineer map the impact of required stream valley buffers on its properties located adjacent to the Willet Branch stream in the event that the stream is daylighted as recommended by the Hearing Draft and no limitations on these buffers are included in the Sector Plan. A copy of this Exhibit is attached as Exhibit 5. This Exhibit shows the limits of the floodplain and buffers and clearly demonstrates the excessive impact that these buffers would have on Parcel 4 (Westwood II) and Parcel 5 (the HOC Site) if this stream is daylighted and the buffers from the floodplain are not reduced. We request that the Sector Plan not recommend daylighting the stream on the south side of Ridgefield Road across Parcel 4, allowing the stream to continue to be piped in this location. As shown on the Equity Plan, an attractive landscaped area can be provided on Parcel 4 that furthers the larger planned restoration and stream improvements. For the balance of the area along Parcel 5, Equity requests that the Sector Plan delineate a reduced stream valley buffer to ensure that the site can be redeveloped and to make clear what areas are buildable. Equity also requests that the Sector Plan allow for easements for public improvements within the buffer areas rather than requiring dedication/acquisition as is suggested on page 9.

Request – Do not recommend the daylighting of Willet Branch across Parcel 4 and establish reduced buffers on Parcel 5. Allow for the grant of public use easements for improvements within the stream buffer.

Westbard Avenue Cross-Section

The cross-section for Westbard Avenue depicted in Figure 2.3.3 on page 30 of the Hearing Draft does not take into account existing electrical poles that cannot be modified without extraordinary costs, making other public benefits and the redevelopment as proposed impossible to sustain. Specifically, there are sixteen (16) poles that would need to be relocated to accommodate the proposed cross-section. The project engineer and utility consultant estimate that the cost of this relocation would be approximately \$9,500,000. Importantly, the elements of the cross-section recommended in the Hearing Draft can all be achieved while maintaining the existing curb-to-curb distance of Westbard Avenue, however, without requiring the relocation of the electrical poles. Specifically, the Hearing Draft Proposed Section calls for a 100-foot right-of-way, with a 42-foot curb-to-curb distance containing the following elements on each side of the centerline: a vehicular driving lane and a driving/parking lane with an adjacent cycle track, tree strip, and 15-foot sidewalk. Equity can better accommodate these same elements within a 110-foot right-of-way that maintains the existing 48-foot curb-to-curb distance and existing poles while providing a wider and more meaningful green space that will not only provide better physical separation of the cycle track from the driving/parking lane, but will also provide space for bio-planters for storm water management, street lights, signal poles, pedestrian signals, fire hydrants, roadway signs, and power poles. To illustrate this point, a copy of the cross-section proposed by Equity with a plan view of how this cross-section would appear are attached as Exhibit 6.

Request – Equity requests that the Westbard Avenue Cross-Section shown in Exhibit 6 be included in the Sector Plan as an alternative to Figure 2.3.3.

Mr. Casey Anderson, Chair, and
Members of the Montgomery Co. Planning Board
September 3, 2015
Page 4 of 6

Cross-Sections for Internal Streets on Parcels 1 and 2

The cross-section for the proposed internal streets on Parcels 1 and 2 (the Westwood Shopping Center) depicts a 64-78 foot right-of-way, and the text suggests a distance of 65 feet from building face to building face. See pages 34, 63. In Equity's experience, a distance of 55 feet between building faces for internal streets is often appropriate and results in a more vibrant and walkable retail experience. As a result, we request that the Planning Board reexamine this recommendation and allow for a minimum 55-foot right-of-way for these streets.

Request – Allow for a minimum 55-foot right-of-way for internal streets on Parcels 1 and 2.

Street Connection between River Road and Westbard Avenue

The Hearing Draft proposes a pedestrian and/or vehicular connection between River Road and Westbard Avenue through the American Plant Food and Roof Center properties, which connection would ultimately traverse a portion of Equity's property currently leased by the Housing Opportunities Commission (Parcel 5). See pages 34, 65. Given the narrowness of this property and the objective of the Sector Plan to line Westbard Avenue with buildings and street-activating uses, Equity does not believe a vehicular right-of-way could be accommodated without substantial negative impact to its property and the overall recommendations of the Sector Plan. Moreover, the benefit of such a vehicular connection at this location is unclear, given the proximity of that connection to the realigned Westbard Avenue's connection to River Road just to the north. The Hearing Draft indicates that the connection would be "... either a vehicular road or at least a pedestrian/bikeway connection." Page 34. Equity believes that a pedestrian/bicycle connection could be accommodated without significant negative impact.

Request – The language of this recommendation be changed to delete a vehicular connection in this area, and focus solely on a pedestrian and bicycle linkage.

Public Spaces

The Hearing Draft recommends that a number of open spaces be provided on Equity's Properties. These include the "Westbard Civic Green" and the "Springfield Neighborhood Green Urban Park," both of which are recommended to be "approximately ½ acre" in size. See p. 64. As shown on the Equity Plan, the proposed development includes both of these spaces, among others. However, while the total amenity space is anticipated to be over an acre in size, the civic green envisioned on Westbard Avenue would itself be approximately 0.37 acre. Equity believes that, in view of the location, surrounding uses and functionality, the proposed size of this space is the correct size. While recommending that the civic green and neighborhood green urban park be approximately ½ acre in size, the Hearing Draft also acknowledges the need for the "right quality of space that serves the goal of enhancing the public realm." See p. 90. As suggested by this language, the quality of the spaces provided should be valued more highly than the area of the spaces. This space is integral to the placemaking activities of the redeveloped Center, combining great quality with an excellent experience that results in enhancing

Mr. Casey Anderson, Chair, and
Members of the Montgomery Co. Planning Board
September 3, 2015
Page 5 of 6

public enjoyment and creating the desire to return. These qualities are illustrated in Exhibit 7, which provides a more detailed view of some of the amenity areas.

Request – The language relating to the size of the Westbard Civic Green and Springfield Neighborhood Green Urban Park be clarified to acknowledge that these spaces may be less than $\frac{1}{2}$ acre.

Transportation Management

The Sector Plan acknowledges that the Westbard Planning Area does not lie within a transportation management district, and that one is not necessary given the traffic volumes in the area. However, the Hearing Draft recommends that developments "participate in Transportation Demand Management (TDM) programs which will increase efficiency within the transportation network by reducing reliance on single-occupancy vehicles during the most congested periods." See pp. 25-26. While Equity is willing to participate in such efforts, we believe clarifying language in this section is appropriate to ensure that such measures would be approved as part of entitlement approvals and would not require the execution of formal agreements or monitoring by the Montgomery County Department of Transportation (MCDOT).

Height Changes

As referenced above, Equity submitted a letter (Exhibit 2) to the Board dated July 2, 2015 (the "July Letter") requesting certain height changes to the Staff Draft. The same heights from the Staff Draft are now reflected in the Hearing Draft. A summary of our requests for height changes has been included below and the detailed rationale for each of the requested changes are found in the July Letter (Exhibit 2). For ease of understanding, we have changed the parcel references below to conform to the parcel numbers in the Hearing Draft.

- **For the residential area on Parcel 1, Equity requests 60 feet (as opposed to the 50 feet shown in the Hearing Draft).**
- **For the commercial areas located on Parcel 1 and Parcel 2, Equity requests 60 feet across the entire site (as opposed to the 75 feet on the southern edge of the property and 50 feet on the remainder shown in the Hearing Draft).**
- **On Parcel 3 (Manor Care), Equity requests 55 feet (as opposed to the 50 feet shown in the Hearing Draft).**
- **On Parcel 4 (Westwood II), Equity requests a maximum height of 125 feet (as opposed to the 50 feet shown in the Hearing Draft).**
- **On Parcel 7 (Bowlimor), Equity requests a maximum height of 150 feet (as opposed to the 75 feet shown in the Hearing Draft).**

Mr. Casey Anderson, Chair, and
Members of the Montgomery Co. Planning Board
September 3, 2015
Page 6 of 6

Conclusion

Thank you for your attention to these comments and requests. I will be present at your September 24, 2015 Public Hearing to present our comments and address any questions you may have. Equity looks forward to continuing to working with the Planning Board and its Staff on these issues as the Sector Plan process moves forward. In the meantime, if you have any questions, or would like any additional information, please contact me.

Sincerely,

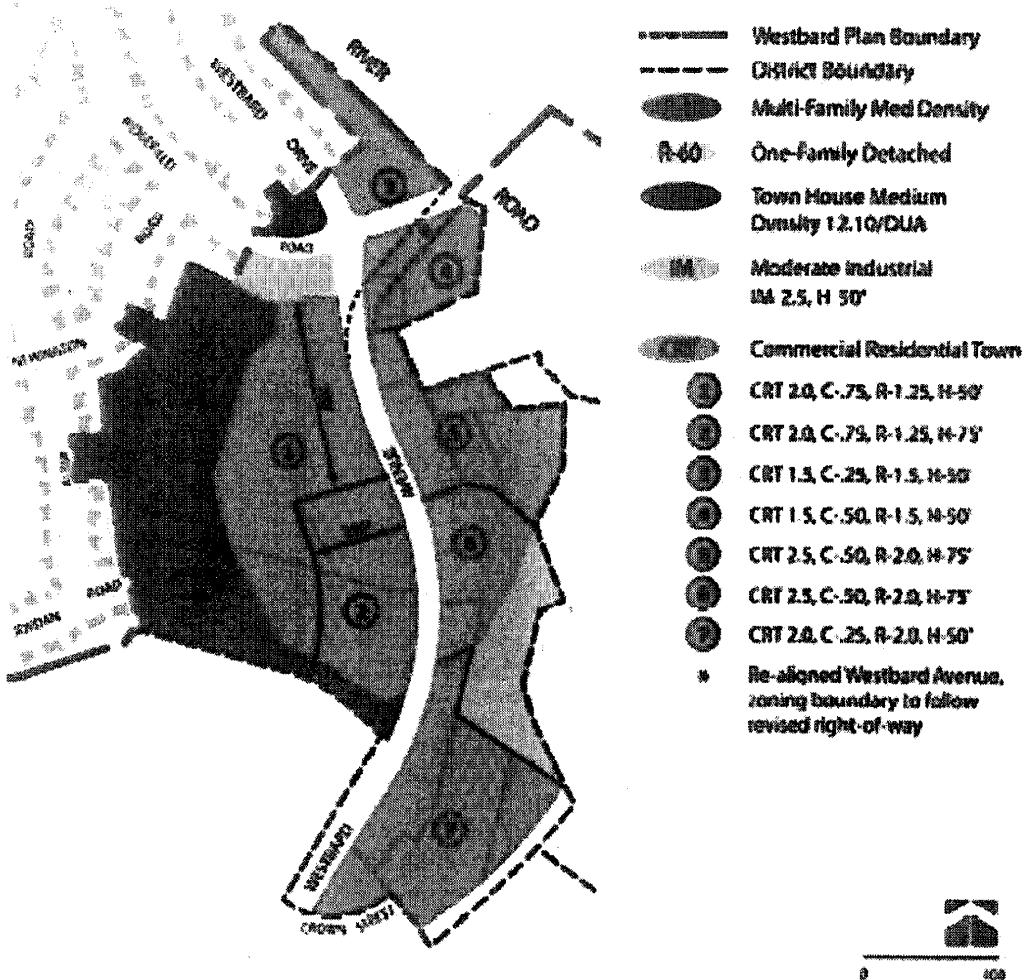


Michael Berfield
Executive Vice President

Attachments

cc: Gwen Wright
Robert Kronenberg
Marc DeOcampo
John Marcolin
Mike Garcia
Barbara Sears, Esq.
Erin Girard, Esq.

Figure 3.1.1: Proposed Zoning Map - Westbard Avenue District



3.1.2 Urban Design, Parks, Trails and Open Space

The Sector Plan recommends:

- Dividing the existing super-block composed of the Westwood Shopping Center (parcels 235 and 360) and associated large surface parking lots (approximately 11 acres in size) into smaller streets and blocks, with ground-floor, street-facing retail and residential and community uses in the stories above the retail.
- Designing new streets on the Westwood Shopping Center site to have a building-face to-building-face dimension of approximately 65

feet to accommodate two travel lanes, on-street parking and wide sidewalks (see Transportation 2.3 section for street rights-of-way).

- Situating most of the parking underground with some on-street and surface parking to accommodate shoppers making stop-and-go trips to service retail establishments, such as drug stores, coffee shops, etc.
- Accommodating pedestrians throughout the Westbard Avenue District and between the districts through the addition of tree-lined sidewalks and bike lanes.
- Locating a civic use in the center of the Westbard Avenue District.

EQUITY ONE INC.
410 Park Avenue, Suite 1220
New York, NY 10022
(212) 796-1742

July 2, 2015

The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Comments of Equity One on Westbard Framework Plans

Dear Chairman Anderson and Members of the Board:

On behalf of Equity One, Inc., I would like to submit this letter in anticipation of the Board's review of the staff draft of the Westbard Sector Plan. Equity One is one of the largest land-owners in Westbard and one of the strongest supporters of the sector plan review. We have been enthusiastic participants throughout the staff's process and have supplemented their efforts with our own extensive outreach. As a result, we have a plan that aligns in many ways with the staff framework plans that have been presented to the Board and community to date (the "Framework Plans"). However, there are a few specific areas where we do differ from the staff's recommendations in these plans, primarily as they relate to allowable height on certain Equity One parcels. We wanted to take this opportunity to highlight those areas and explain our position prior to the issuance and Board review of the Staff draft sector plan later this month. For your benefit, we have attached several exhibits to help further illustrate our points.

Attached as Exhibit A-1 is an aerial photo of the existing conditions. Exhibit A-2 identifies the 7 parcels owned by Equity One and our proposed development plan and also shows the location of the sections shown in later identified Exhibits. In keeping with the Staff's Framework Plans, we are proposing a mixed-use development on our sites that will combine retail and residential buildings integrated with significant amounts of green space and pedestrian plazas. On several of the parcels, our differences with the Framework Plans are a reflection of site conditions and knowledge of the market:

- On Parcel 7, we are requesting 60' (as opposed to the 50' shown in the staff draft); this is primarily due to the topography of the site. Both Equity One and Park and Planning envision residential adjacent to the existing single-family homes and condominiums but, due to the grade

**L&B 5018620v2/12441.0001

The Maryland-National Capital Park and
Planning Commission
July 2 2015
Page 2

change and the requirements of the zoning ordinance, the product we would construct would be considered 40' in some areas and close to 60' in others. As the attached Exhibit B shows, no part of these units would be higher than the existing residential that is adjacent to our site and the increase in height would not result in increased density.

- On Parcel 6, we are requesting 60' across the entire site as opposed to the staff draft, which presents 75' on the southern edge of the property and 50' on the remainder. This parcel is intended to have two-story retail; while 50' is sufficient for the floor-to-floor heights most retailers require, the extra 10' will allow for the type of architectural features that many retailers will request. This 10' would not result in any additional density, and the additional 15' that the staff draft shows on the western edge of the site would be eliminated as part of this change.
- On Parcel 1, we are requesting 55' as opposed to the 50' shown in the staff draft. Here again the extra 5' will not result in any change in density but, as you can see in Exhibit C, it will allow us to provide the typical floor-to-ceiling heights found in new residential construction along the majority of the site. The 55' would be slightly higher than the existing building that is on the site today (which is approximately 45') but, per current zoning requirements, our building would be required to step down to 40' as it gets closer to the single-family homes on Westbard Avenue.

Parcel 2 is located further from the single-family houses on the River Road side of Westbard Avenue where more height is appropriate. The height we are requesting for this parcels is 125' and is in context with existing buildings. Both parcels are dramatically impacted by the proposed re-alignment of Ridgefield Road (see Exhibits D-1 and D-2). This re-alignment, while not required for any traffic mitigation, will help the flow of traffic and is something that Equity One has supported. We are currently studying the feasibility and cost of this off-site work but believe that, to make any development of the resulting sites viable, it will require a significantly taller building. Given this condition as well as the fact the building would be set back off of River Road to respect the existing floodplain (as shown on Exhibit D-3), we believe a height of 125' is appropriate for this site.

Parcel 5 is located between two existing residential buildings, one of which is approximately 180' tall and one which is approximately 110' tall. These buildings are located far from any single-family residential and sit on the River Road side of Westbard Avenue which, under the Framework Plans, will be approximately 100' sidewalk to sidewalk (see Exhibit E-1). The Framework Plans would allow a maximum height of 75' on Parcel 5. Given the surrounding buildings and the wide street, we are requesting a maximum height of 150' for this site (see Exhibits E-2 and E-3). This height will provide the opportunity for a well-designed high-rise building in context with its surroundings. Our plan has been designed to not only provide quality retail and residential mixed-use buildings, but also to accommodate and encourage pedestrian activity, biking, outside enjoyment and connectivity with established and recommended green areas, roadways and other multi-modal transportation opportunities.

The Maryland-National Capital Park and
Planning Commission
July 2 2015
Page 3

Equity One has been committed from the start of this process to working both with Park and Planning and the community to come up with a plan for its properties that meets the needs of the many stakeholders who have participated. We believe our plan strongly reflects the type of pedestrian-friendly, inter-connected development that Westbard deserves. We also believe the changes highlighted in this letter are vital in order to ensure that the development is successful in a way that will benefit both us and the community over the long term. Please note that, once we see the Staff draft, we may have further comments as the plan progresses to public hearing.

Thank you in advance for your consideration, and I welcome the opportunity to answer any questions or provide additional information.

Sincerely,

Equity One Inc.



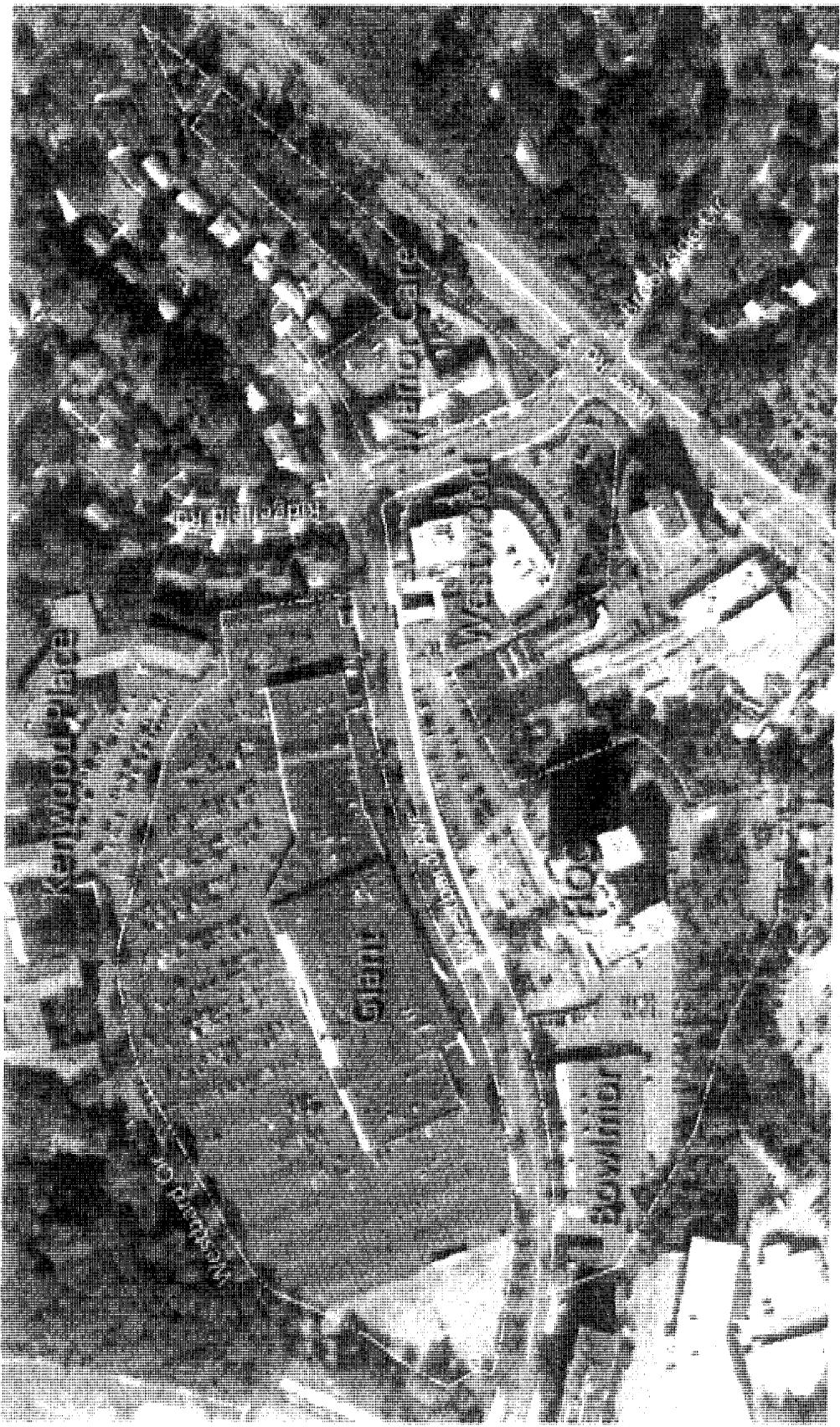
Michael Berfield
Executive Vice President

cc: Gwen Wright
Robert Kronenberg
Mark DeOcampo
John Marcollin
Barbara A. Sears, Esquire

HEIGHTS STUDY

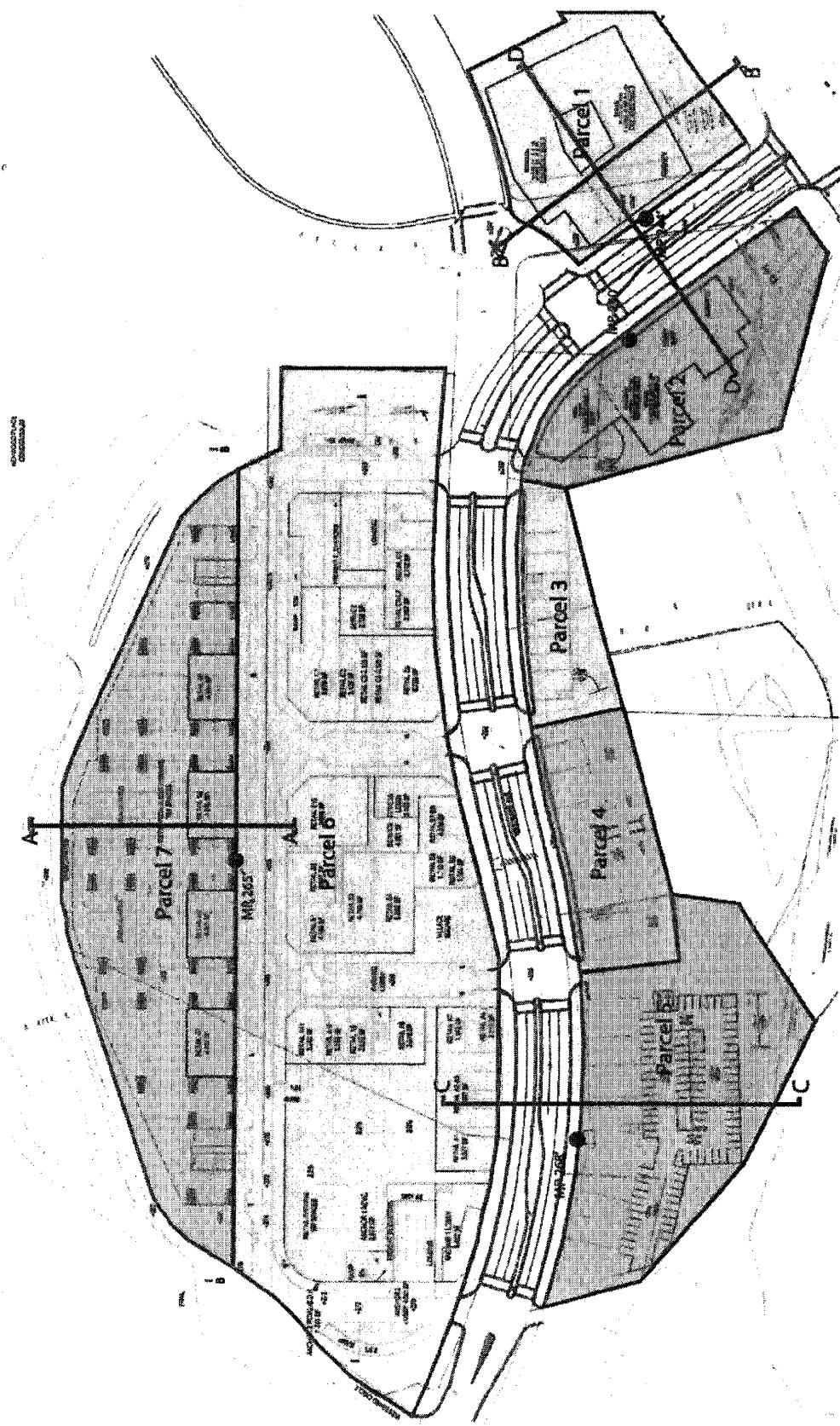
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EXHIBIT A-1



Perkins Eastman DC

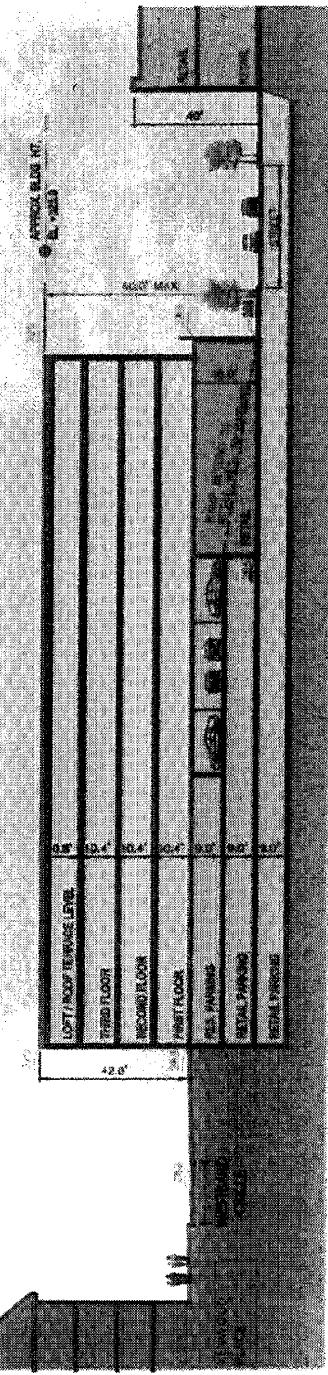
EXHIBIT A-2



Site Plan, Parcel Numbers and Section Cuts

Perkins Eastman DC

EXHIBIT B - SECTION A-A

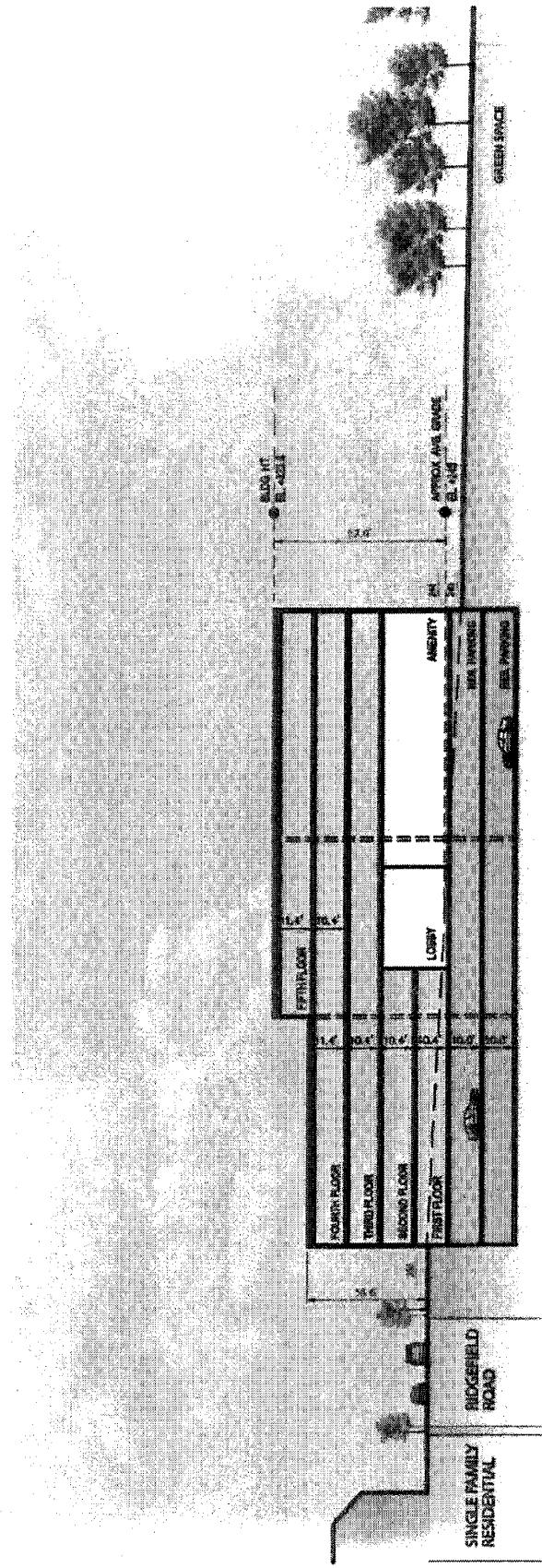


PARCEL 7

Row House Section
4

Perkins Eastman DC

EXHIBIT C - SECTION B-B

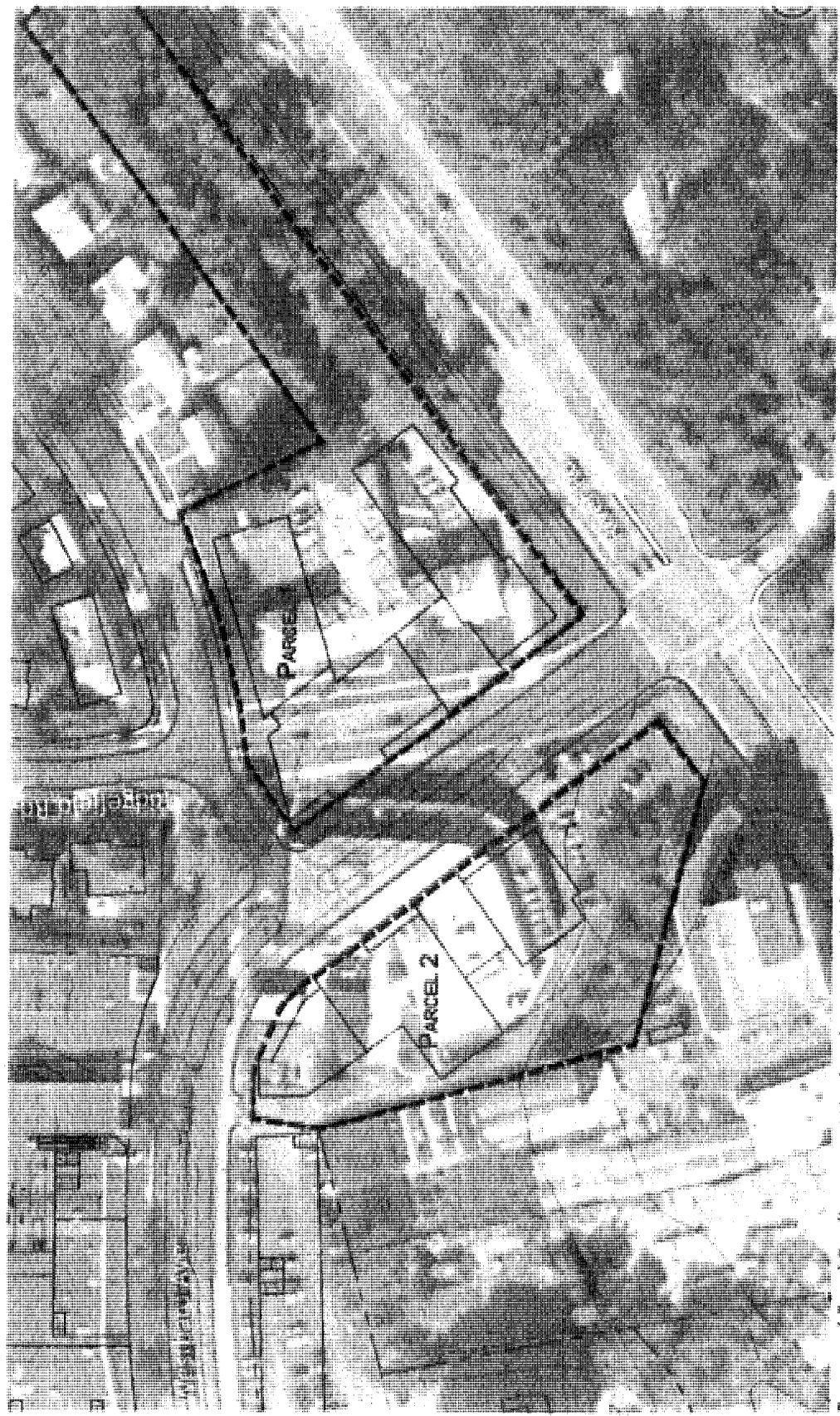


PARCEL 1

Manor Care Section

Perkins Eastman DC

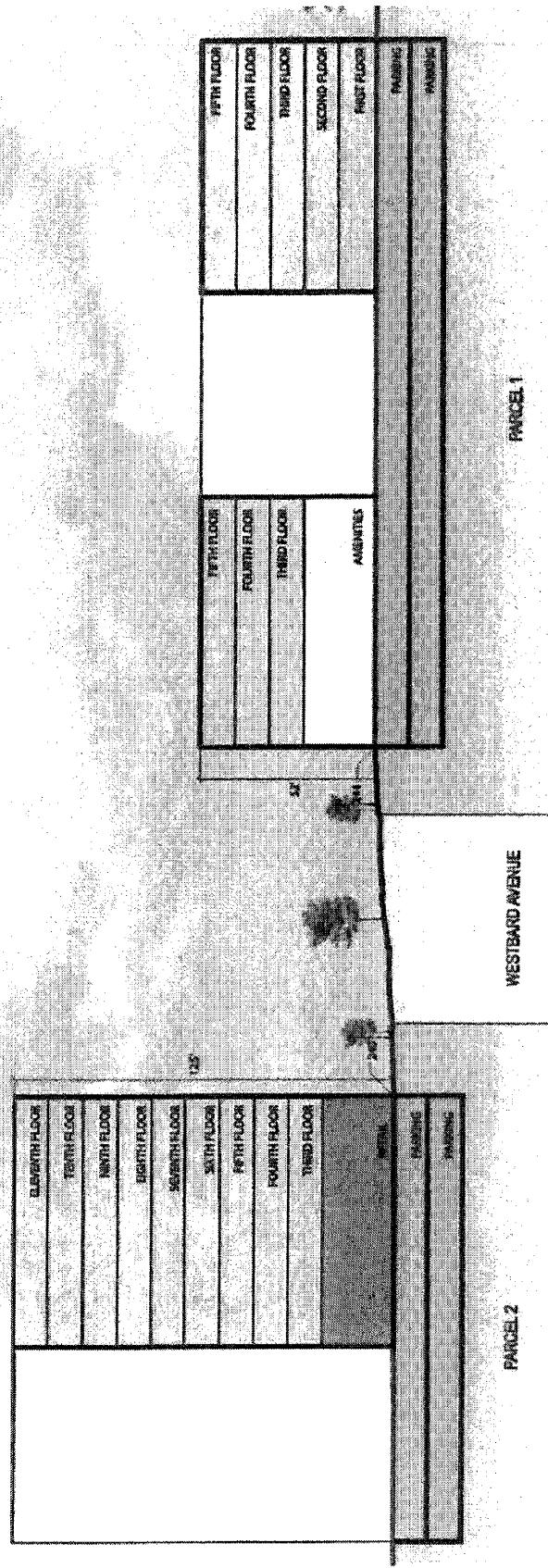
EXHIBIT D-1 - PROPOSED ROAD REALIGNMENT



Proposed Road Realignment: Westbard Ave & Ridgefield Rd

Perkins Eastman DC

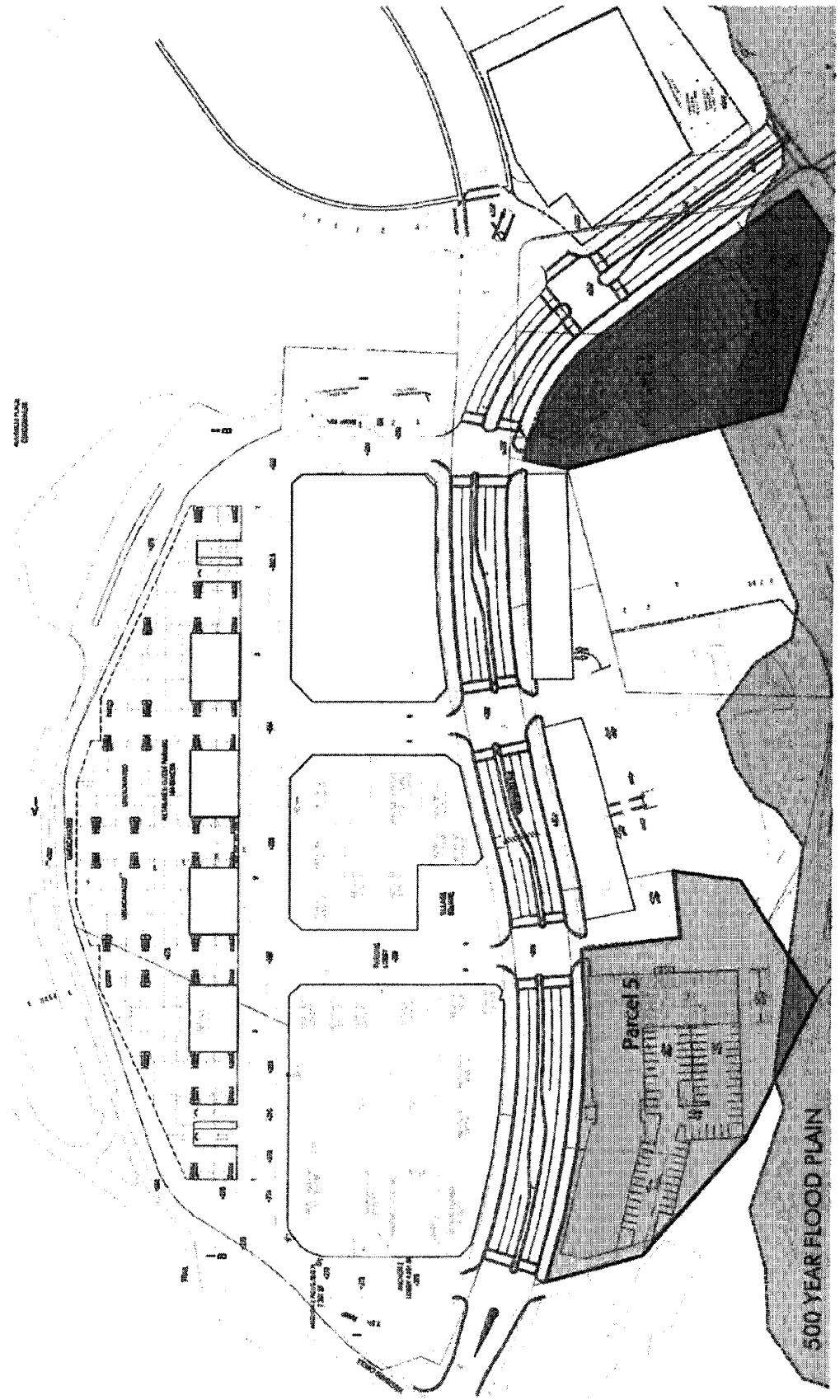
EXHIBIT D-2 SECTION D-D



Section through Westbard Realignment, Westwood 2 and Manor Care

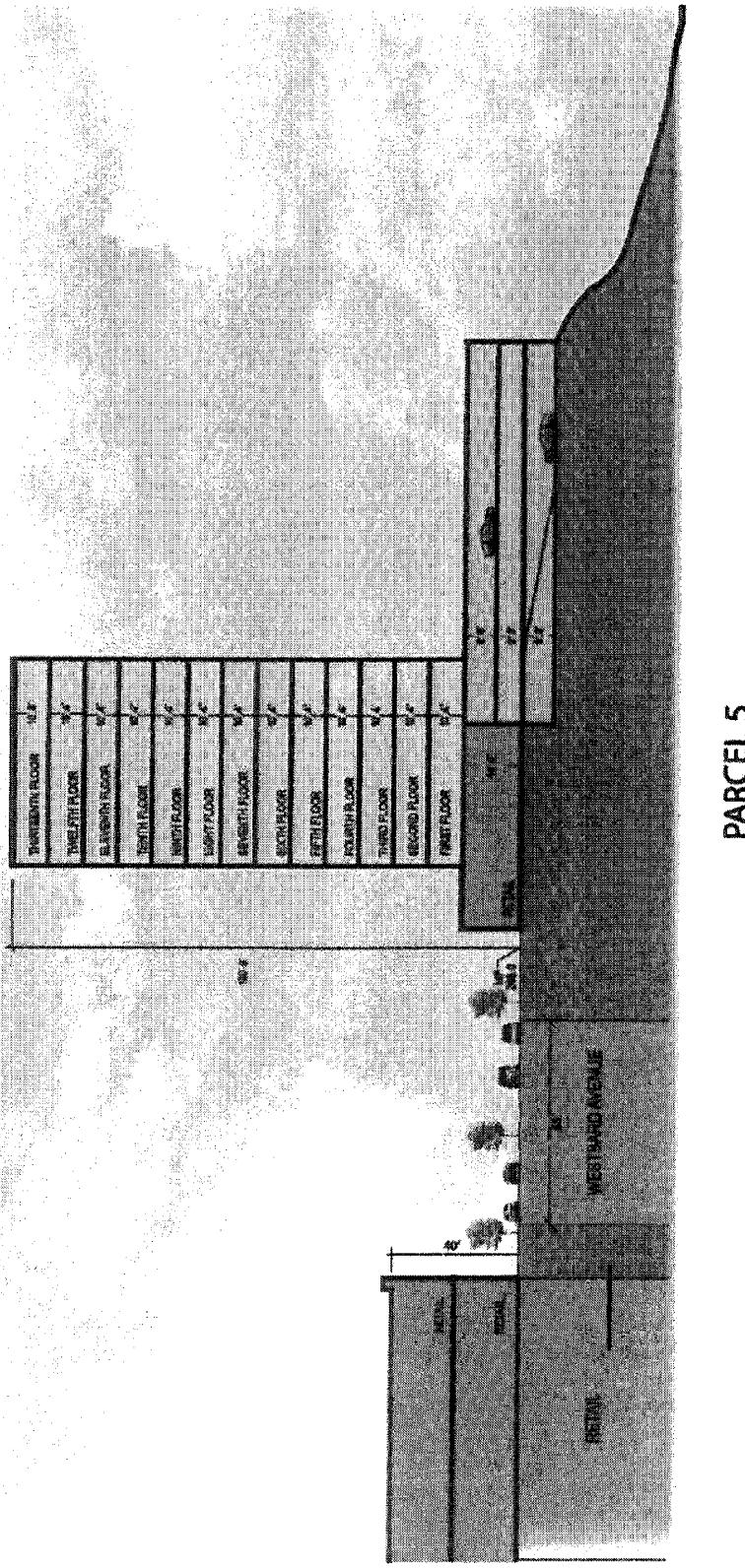
Perkins Eastman DC

EXHIBIT D-3 - 500 YEAR FLOOD PLAIN



Perkins Eastman DC

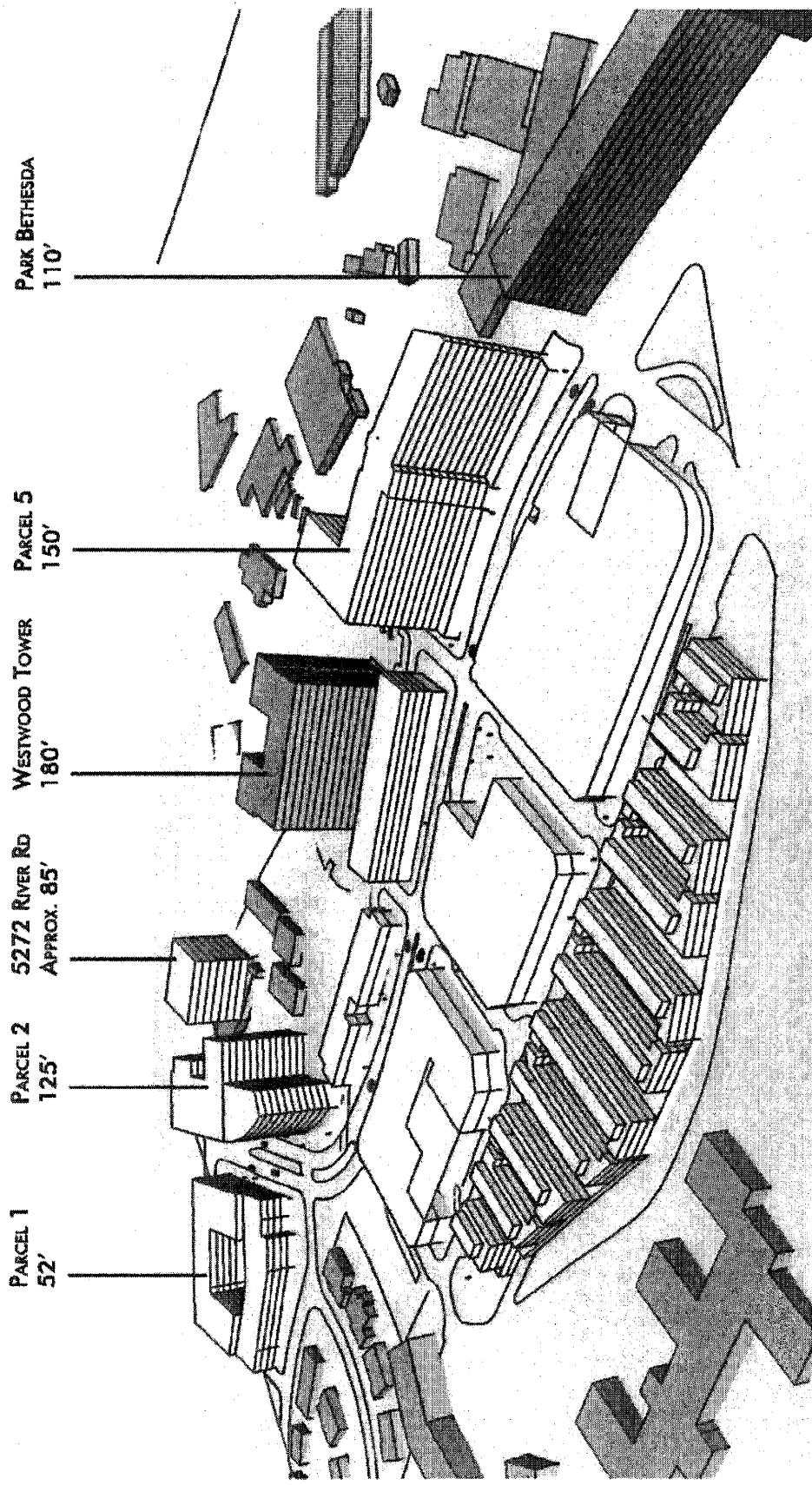
EXHIBIT E-1 SECTION C-C



Bowlmor Section

Perkins Eastman DC

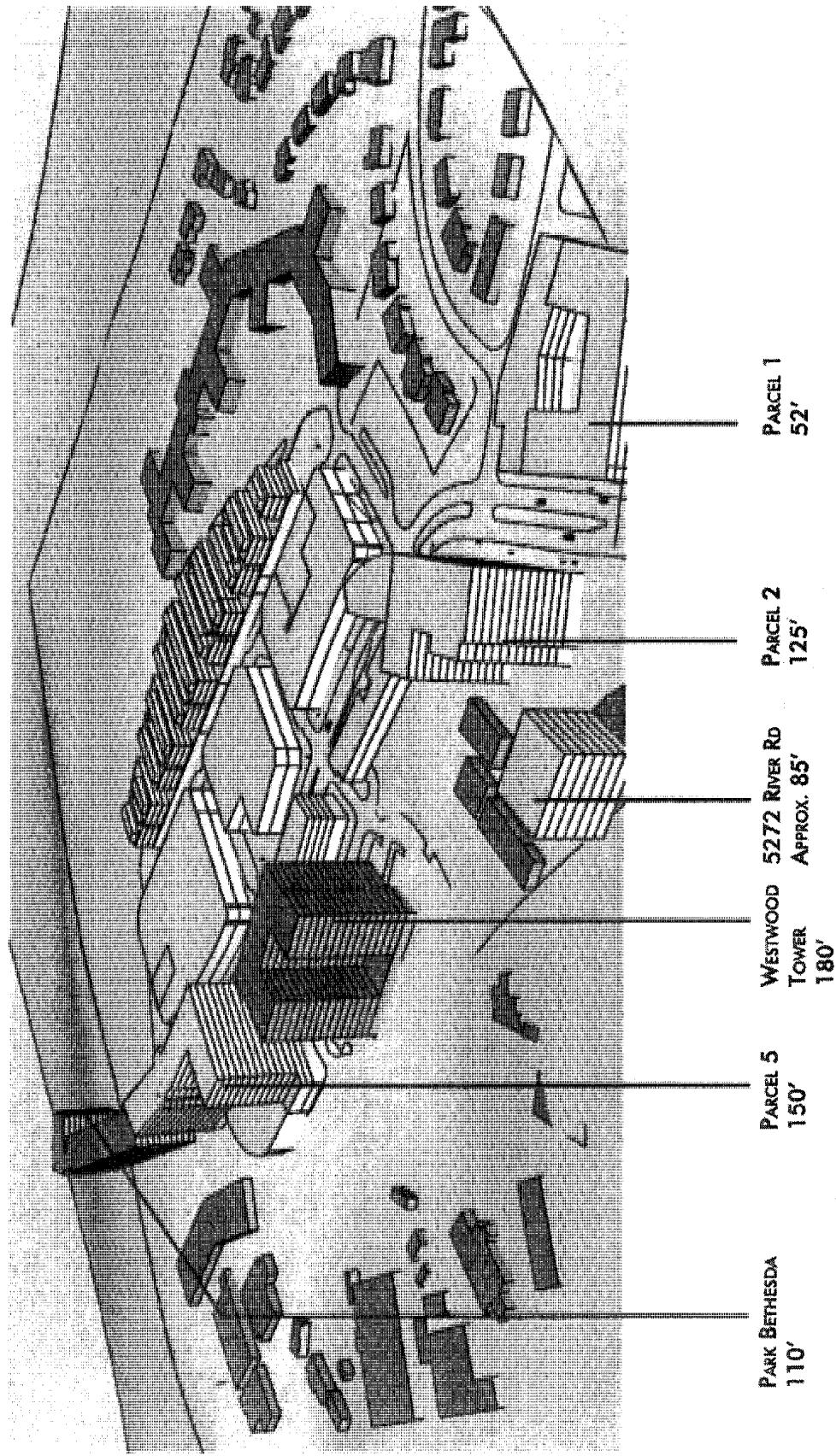
EXHIBIT E-2 AERIAL VIEW



10

Perkins Eastman DC

EXHIBIT E-3 AERIAL VIEW



Perkins Eastman DC

MCP-CTRACK

From: Ellen Gordon <ellen@gordonballard.com>
Sent: Thursday, September 03, 2015 4:46 PM
To: MCP-Chair
Subject: Greentree Farm public trail
Attachments: Greentree Farm easement grantee testimony_eg.docx

Dear Planning Board Chair and Members:

Despite my best efforts to arrive in time to testify today, I was defeated in my journey down 270 from the Ag Reserve by worse-than-usually appalling traffic. I had submitted a brief email prior to the hearing, stating my position but in this testimony

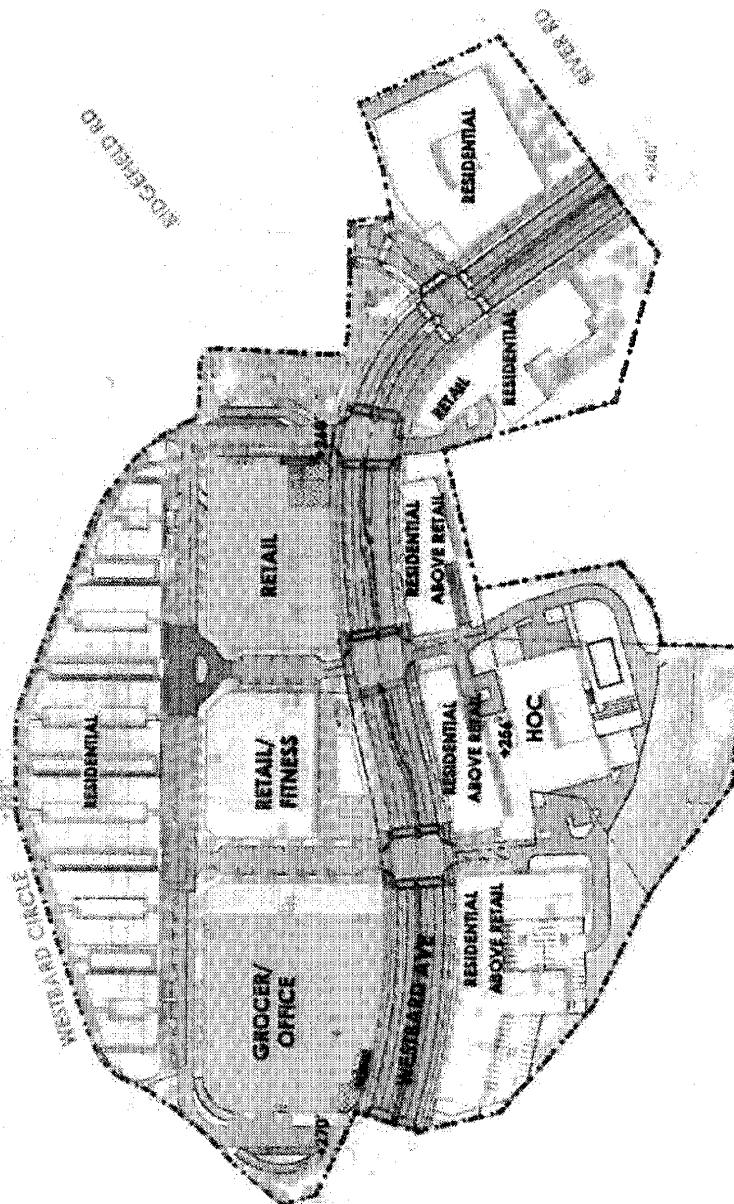
I expanded on my personal experience.
I realize that you have already made your decision, but wish to submit this anyway.

Ellen Gordon

KENWOOD PLACE

Kenwood Place

Woodland Rd.



RETAIL
RESIDENTIAL
OFFICE
FITNESS

RENDERED PLAN

EQ
EQUITY ONE INC.

SS
are缩写 of
Perkins Eastman Architects, PC

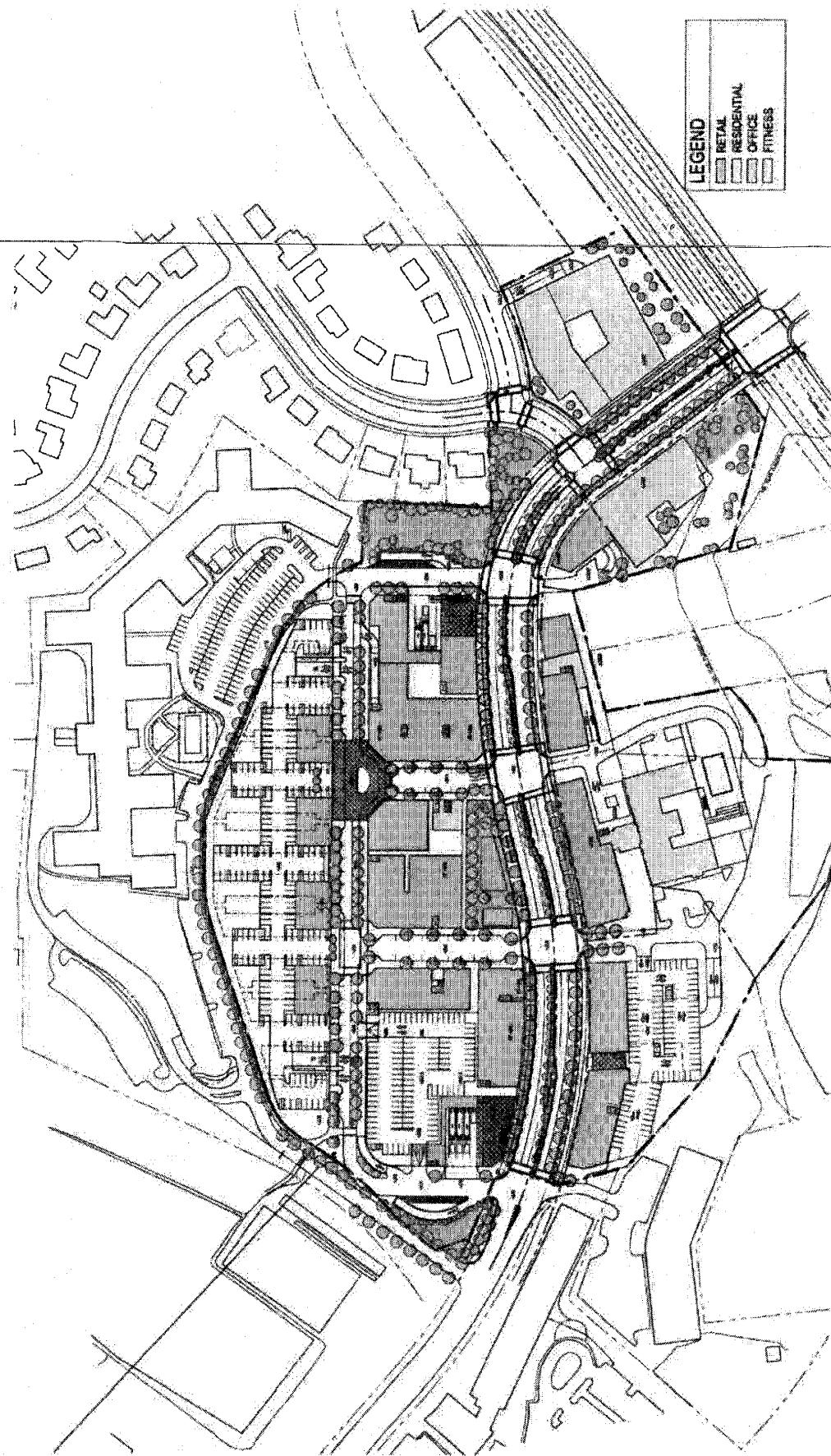
Westward Avenue
03/02/2015

Exhibit 3"

OVERALL PLAN (GRADE LEVEL)

WESTBARD AVENUE
BETHESDA, MD
SEPTEMBER 2, 2013

LEGEND	
■	RETAIL
■	RESIDENTIAL
■	OFFICE
■	FITNESS

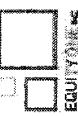
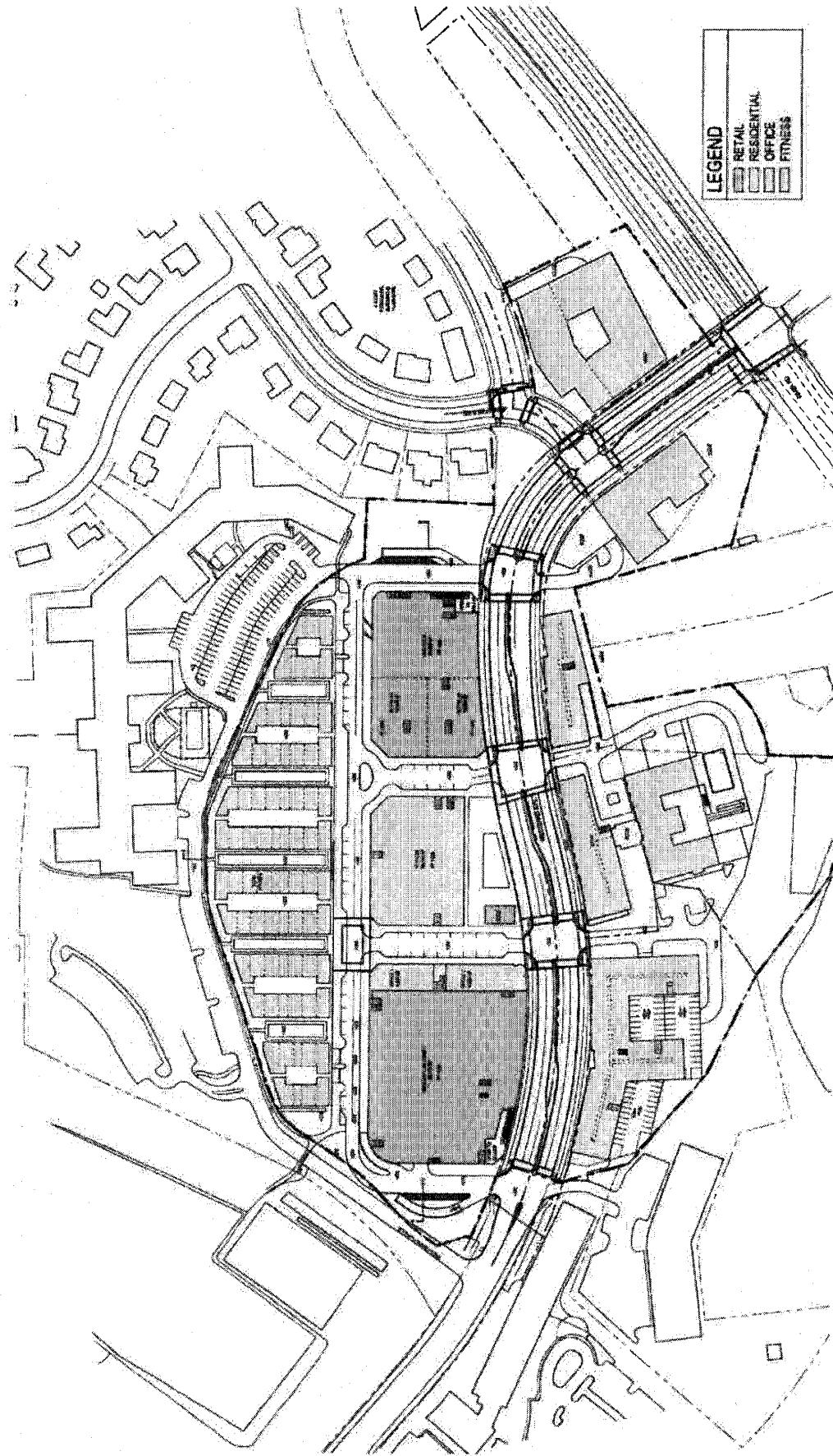


Perkins Eastman Architects, PC
© 2013 Perkins Eastman Architects, PC

scale 1:1000

OVERALL PLAN (2nd LEVEL)
WESTBARD AVENUE
BETHESDA, MD
SEPTEMBER 2, 2011

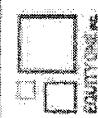
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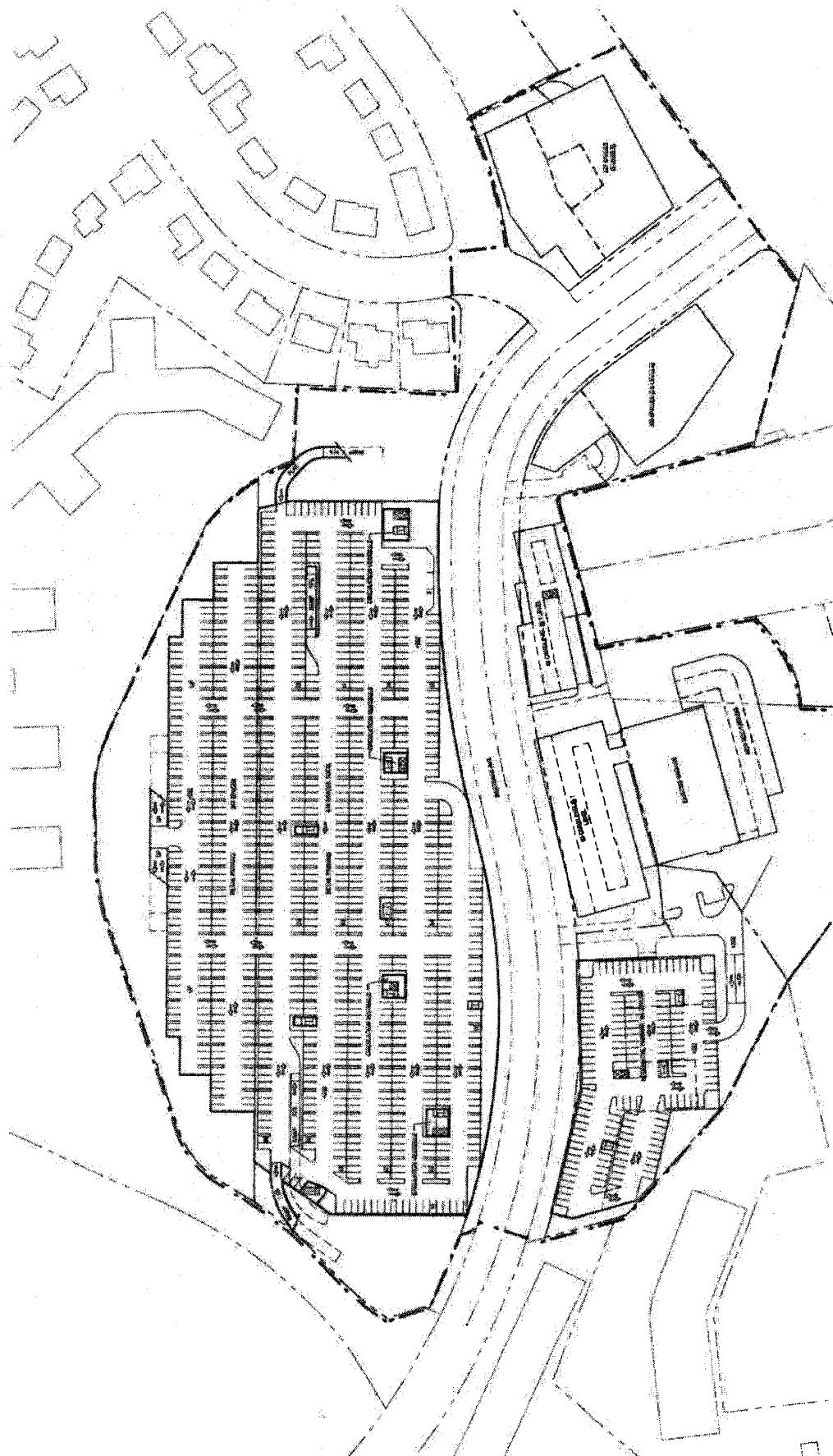
59 on behalf of
Perkins Eastman Architects, PC

SCALE 1" = 100'

LOWER LEVEL PARKING PLAN
WESTBARD AVENUE
BETHESDA, MD
SEPTEMBER 2, 2011



© 2011 Perkins Eastman Architects, PC.
Scale 1" = 100'



MCP-CTRACK

From: Nick Marcou <nickmarcou@gmail.com>
Sent: Friday, September 04, 2015 4:08 PM
To: MCP-Chair; county.council@montgomerycountymd.gov;
ocemail@montgomerycountymd.gov
Subject: I Oppose Excessive Densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient.
- **Guarantee that traffic within the area will always be congested.** Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
- Add **75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities.** Adding additional 75-80-foot buildings will transform the sector to an urban center. Westbard is a village – not a TOWN CENTER.
- **Burden our already overcrowded schools in the Whitman Cluster.** The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%).

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Sincerely,

Nick Marcou

5602 Knollwood Rd., Bethesda, MD 20816

MCP-CTRACK

From: Liz Muhlbaum <lizmuhlbaum@gmail.com>
Sent: Friday, September 04, 2015 4:53 PM
To: MCP-Chair; county.council@montgomerycountymd.gov; ocemail@montgomerycountymd.gov
Subject: I Oppose Excessive Densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

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I oppose the plan as it will add up to 2,000 residential units which will:

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Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Liz Muhlbaum
5702 Marengo Road
Bethesda, MD 20816

MCP-CTRACK

From: Joan & Roger Ishimoto <jodomoto@verizon.net>
Sent: Friday, September 04, 2015 6:38 PM
To: MCP-Chair; county.council@montgomerycountymd.gov;
ocemail@montgomerycountymd.gov
Subject: We oppose the Densities at Westbard!!!!

Dear Chair Anderson,

We are writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

We are residents of the Burning Tree Neighborhood in Bethesda that is just down the street from the Westbard development. River Road is already overly used. People are constantly cutting through our neighborhood to avoid all the bad traffic. Adding 2,000 more residential units to an already over crowded area will destroy Bethesda. Our children go to Pyle and Whitman and their class sizes now are 30 plus.

We oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient.
- **Guarantee that traffic within the area will always be congested.** Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
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Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Joan and Roger Ishimoto
7704 Beech Tree Road
Bethesda, Maryland 20817

MCP-CTRACK

From: cristinagfv@aol.com
Sent: Saturday, September 05, 2015 11:03 AM
To: MCP-Chair
Cc: county.council@montgomerycountymd.gov; ocemail@montgomerycountymd.gov
Subject: We Oppose Excessive Densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard area as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Glen Mar neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is *not a major county employment center and has limited mass transit.* Metrobus and Ride-On—are limited and inefficient.

- *Guarantee that traffic within the area will always be congested.* With the addition of approximately 5,000 new residents, traffic within our area will always be clogged. This development will add to the congestion which is expected to arise after the completion of the renovation of the Intelligence Community Campus on Sangamore Road, which will negatively affect all traffic in the area. This is of great concern as there are no sufficient sidewalks in many parts of Sangamore and many of the adjacent streets as well as traffic safety measures.

- Add *75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center. *Westbard is a village – not a TOWN CENTER.

- *Burden our already overcrowded schools in the Whitman Cluster*. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%). In 2006 Wood Acres had around 400-500 students. Now it has almost 1000.

Neither our schools nor our roads can accommodate this development.

Please revise the Sector plan to reduce the number of residential units and lower the building heights.

Our community is a suburban village, not a urban city center.

Augusto and Cristina Ruiz

5217 Sangamore Rd, Bethesda, MD 20816

From: Erin Koeppel <erinkoeppel@aol.com>
Sent: Friday, September 04, 2015 2:14 PM
To: MCP-Chair
Subject: I oppose excessive Westbard densities

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Westmoreland Hills neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient.
- **Guarantee that traffic within the area will always be congested**. Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
- Add **75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center**. Westbard is a village – not a TOWN CENTER.
- **Burden overcrowded schools in the Whitman Cluster**. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%).

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Erin Koeppel

5302 Falmouth Rd

MCP-Chair

From: mgiles22@verizon.net
Sent: Friday, September 04, 2015 1:23 PM
To: MCP-Chair; county.council@montgomerycountymd.gov;
ocemail@montgomerycountymd.gov
Subject: Westbard planning

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

Double density an area that is not a major county employment center and has limited mass transit. Metrobus and Ride-On—are limited and inefficient.

Guarantee that traffic within the area will always be congested. Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic—commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.

Add 75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center. Westbard is a village—not a TOWN CENTER.

Burden our already overcrowded schools in the Whitman Cluster. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%).

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Tim and Megan Giles
5602 Ridgefield Road
Bethesda, Md

MCP-Chair

From: JK Satt <sttgun@gmail.com>
Sent: Friday, September 04, 2015 1:22 PM
To: MCP-Chair; county.council@montgomerycountymd.gov; ocemail@montgomerycountymd.gov
Subject: Opposition to increased density at Westbard

Dear Chair Anderson,

Please add our voices to those who oppose an overly dense Westbard as proposed in the Draft Sector Plan submitted in July 2015. We are residents of Bethesda's Springfield neighborhood, directly adjacent to the Westbard redevelopment site.

We are strongly against the plan's addition of up to 2,000 residential units which will:

- Double density in an area that is **not a major county employment center and has limited mass transit**. The existing Metrobus and Ride-On routes are limited and inefficient.
- **Guarantee that traffic within the area will always be congested**. Now, much of the traffic along River Road and Massachusetts Avenue is pass through traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will become dishearteningly clogged.
- Add **75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule** -- a sector surrounded by single-family homes and townhouse communities. Adding additional 75 to 80 foot buildings will transform the sector to an urban center. Westbard is a small suburban village – not a town center.
- **Burden our already overcrowded schools in the Whitman Cluster**. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) as is the Whitman High School (101%).

Please revise the Sector plan to reduce the number of residential units and lower the building heights. We would very much like to see Westbard remain a suburban village, not a urban center.

Thank you for your consideration,

Julie Satterfield
Robert Girouard
5500 Westbard Ave.

From: Kari Irvine <kariirvine@yahoo.com>
Sent: Friday, September 04, 2015 1:06 PM
To: MCP-Chair
Subject: I OPPOSE Excessive Densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient.
- **Guarantee that traffic within the area will always be congested**. Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
- **Add 75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center**. Westbard is a village – not a TOWN CENTER.
- **Burden our already overcrowded schools in the Whitman Cluster**. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%).

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Kari Irvine
5804 Ogden Court
Bethesda, MD 20816

MCP-Chair

From: T. Reid Lewis <treidlewis@gmail.com>
Sent: Friday, September 04, 2015 12:23 PM
To: MCP-Chair; county.council@montgomerycountymd.gov; ocemail@montgomerycountymd.gov
Subject: I Oppose Excessive Densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient.
- **Guarantee that traffic within the area will always be congested.** Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
- **Add 75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center.** Westbard is a village – not a TOWN CENTER.
- **Burden our already overcrowded schools in the Whitman Cluster.** The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%).

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

- Reid mobile +1.703.855.4502

T. Reid Lewis
5804 Ogden Ct
Bethesda, MD 20816

From: Patricia E. Kolesar <pkoles@verizon.net>
Sent: Friday, September 04, 2015 1:45 PM
To: MCP-Chair; county.council@montgomerycountymd.gov;
ocemail@montgomerycountymd.gov
Subject: I oppose excessive density at Westbard

Subject: I Oppose Excessive Densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a long-time resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site. I am 48 years old. I was born and raised in this neighborhood and have lived here my entire life (minus a brief time during and after law school).

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient.
- **Guarantee that traffic within the area will always be congested**. Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
- Add **75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center**. Westbard is a village – not a TOWN CENTER. We DO NOT want to be MoCo’s newest URBAN area. We are a suburb and wish to remain as such.
- **Burden our already overcrowded schools in the Whitman Cluster**. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%).

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Sincerely,

Patricia E. Kolesar
pkoles@verizon.net
cell: 301-503-4109

ADDRESS: 5508 Jordan Road, Bethesda, MD 20816



This email has been checked for viruses by Avast antivirus software.
www.avast.com

MCP-CTRACK

From: Robert Lang <dcbob_2000@yahoo.com>
Sent: Saturday, September 05, 2015 12:35 PM
To: MCP-Chair; county.council@montgomerycountymd.gov;
ocemail@montgomerycountymd.gov
Subject: I oppose excessive densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Green Acres neighborhood in Bethesda that is near the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient.
- **Guarantee that traffic within the area will always be congested.** Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
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Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

In short, this will be a nightmare for local traffic. We don't want to turn into Northern Virginia!

Thank you

Bob Lang

4905 Greenway Dr

Bethesda

MCP-CTRACK

From: Clare Garrick <claregarrick@yahoo.com>
Sent: Saturday, September 05, 2015 5:33 PM
To: MCP-Chair
Subject: Excessive Densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Glen Mar Park neighborhood in Bethesda near the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double the density of an area that is *not a major county employment center and has limited mass transit.* Metrobus and Ride-On—are limited and inefficient.
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Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not an urban city center.

Clare Garrick

5212 Belvoir Drive
Bethesda MD 20816

MCP-CTRACK

From: Heidi Henning <heidihenning13@yahoo.com>
Sent: Saturday, September 05, 2015 7:32 PM
To: county.council@montgomerycountymd.gov; MCP-Chair;
ocemail@montgomerycountymd.gov
Subject: Proposed Westbard Development is Too Dense - Reduce Number of Units

Dear Chair Anderson,

As a resident of Kenwood Park in Bethesda, near Westbard, I am writing to oppose the Draft Sector Plan for Westbard due to the high density of the proposed development there.

I have looked at the current draft Plan and do not believe the Westbard area can accommodate the large number of proposed additional units while still maintaining any kind of reasonable traffic flow. The Plan talks about additional bus lines and service but it seems to me the reality is that this is and will remain an area with a high volume of car traffic, since it is not on the Metro and is on roadways that are heavily used by car commuters who are not going to switch to other modes of transportation. Even on weekends, the roads around Westbard are full of cars already. The amenities contemplated in the Plan are nice but will not make up for the worsening traffic that will result from the density the Plan envisions.

Also, the schools that serve the Westbard area, Wood Acres, Pyle, and Whitman, are already over capacity. The Plan talks about additional schools but it is not clear how and when this can occur. Overcrowding in these schools, and other elementary schools in the area, is already a serious problem.

For these reasons I oppose the Plan and ask that you reduce the number of residential units.

Heidi Henning
6120 Robinwood Road
Bethesda, MD 20817

MCP-CTRACK

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Neither our schools nor our roads can accommodate this development.

Please revise the Sector plan to reduce the number of residential units and lower the building heights.

Our community is a suburban village, not a urban city center.

Augusto and Cristina Ruiz

5217 Sangamore Rd, Bethesda, MD 20816

MCP-CTRACK

From: Robert Lang <dcbob_2000@yahoo.com>
Sent: Saturday, September 05, 2015 12:35 PM
To: MCP-Chair; county.council@montgomerycountymd.gov;
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Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

In short, this will be a nightmare for local traffic. We don't want to turn into Northern Virginia!

Thank you

Bob Lang

4905 Greenway Dr

Bethesda

MCP-CTRACK

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To: county.council@montgomerycountymd.gov; MCP-Chair,
ocemail@montgomerycountymd.gov
Subject: Proposed Westbard Development is Too Dense - Reduce Number of Units

Dear Chair Anderson,

As a resident of Kenwood Park in Bethesda, near Westbard, I am writing to oppose the Draft Sector Plan for Westbard due to the high density of the proposed development there.

I have looked at the current draft Plan and do not believe the Westbard area can accommodate the large number of proposed additional units while still maintaining any kind of reasonable traffic flow. The Plan talks about additional bus lines and service but it seems to me the reality is that this is and will remain an area with a high volume of car traffic, since it is not on the Metro and is on roadways that are heavily used by car commuters who are not going to switch to other modes of transportation. Even on weekends, the roads around Westbard are full of cars already. The amenities contemplated in the Plan are nice but will not make up for the worsening traffic that will result from the density the Plan envisions.

Also, the schools that serve the Westbard area, Wood Acres, Pyle, and Whitman, are already over capacity. The Plan talks about additional schools but it is not clear how and when this can occur. Overcrowding in these schools, and other elementary schools in the area, is already a serious problem.

For these reasons I oppose the Plan and ask that you reduce the number of residential units.

Heidi Henning
6120 Robinwood Road
Bethesda, MD 20817

MCP-CTRACK

From: Colin Helmer <colinwhelmer2003@yahoo.com>
Sent: Monday, September 07, 2015 8:06 AM
To: MCP-Chair
Cc: ocemail@montgomerycountymd.gov; county.council@montgomerycountymd.gov
Subject: Excessive Density in the Westbard Sector Plan

Dear Chair Anderson,

I am writing to oppose the excessive densities proposed in the Draft Sector Plan for the Westbard neighborhood submitted in July 2015. I am a resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan's call for up to 2,000 residential units. Cramming so many new residents in the area will:

- Greatly increase the number of people living in and moving in and out of an area that has limited public transit. It is too distant from the Red Line corridor for Metro to be much help.
- This will ensure that traffic within the area will always be congested. Now, much of the traffic along River Road and Massachusetts Avenue is "pass through" traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, roads within our area will always be clogged.
- Add to the crowding of the already overcrowded schools in the Whitman Cluster. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%). Lack of open space means that building new schools is not an option.
- Add to the stresses on the limited green space in the area. The few green areas are worn from too much human impact. The Capital Crescent Trail is so crowded that it is becoming dangerous for the elderly and families with small children to use it during busy periods.

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is and should remain a suburban village, not a urban city center.

Colin S. Helmer
5608 Cromwell Drive
Bethesda, MD 20816

MCP-CTRACK

From: Brian Mattes <bmattes2@gmail.com>
Sent: Monday, September 07, 2015 5:12 PM
To: MCP-Chair
Subject: Opposition to Proposed Westbard Expansion

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Glen Mar Park neighborhood in Bethesda that is nearby and virtually adjacent to the Westbard redevelopment site.

My opposition is based on the fact that the plan would add up to 2,000 residential units in an area that is already overburdened.

In addition, the out-of-town developers will reap enormous profits while not having to deal with the negative consequences of their actions.

For example, the plan will make perpetual traffic congestion on area roads a certainty. Adding some 5,000 new residents in a limited area with already overstressed roads is irresponsible and an affront to current citizens.

Bethesda sight lines will be forever ruined. Many of this country's best cities have requirements that limit damage to sight lines -- the beauty of an area. Bethesda should count itself among such cities. Adding 75 to 100 foot buildings in a sector where taller buildings do not exist will be an irreparable tear in the beautiful fabric of our city and its surrounding neighborhoods.

The increased burdens the plan would place on already overcrowded schools in the Whitman Cluster are unacceptable. The quality of education, which has attracted many to this area, must be maintained -- and approval of this plan will do the opposite.

Please revise the Sector plan to reduce the number of residential units and lower the building heights. And require the developer to shoulder the cost burden of improving area roads and schools that will be the primary result of this plan. Well, that and huge profits at the expense of our quality of life.

Brian Mattes
5912 Carlton Lane
Bethesda, MD 20816

MCP-CTRACK

From: Annika Vaughan <Annika.vaughan@gmail.com>
Sent: Monday, September 07, 2015 8:07 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: Annika.vaughan@gmail.com

Date: 09-08-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

Please have the redevelopment start as soon as possible! We cannot wait to have modern amenities.

Name: Annika Vaughan

City: bethesda

Zip: 20816

MCP-CTRACK

RECEIVED
0831
SEP 11 2015

From: WordPress <jeevg@yahoo.com>
Sent: Monday, September 07, 2015 9:28 PM
To: MCP-Chair
Subject: Support The New Westwood

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Sent from: jeevg@yahoo.com

Date: 09-08-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

This is a no brainer! Why in the world would we want to keep an outdated 50+year old development with no aesthetic or community interest. We can make the entire Westwood area so much better with this new development. I am completely supportive and so are my neighbors. We look forward to the redevelopment of this outdated space.

City: Bethesda

Zip: 20816

MCP-CTRACK

From: Cameron Moody <cameronmoody@yahoo.com>
Sent: Tuesday, September 08, 2015 12:16 PM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: cameronmoody@yahoo.com

Date: 09-08-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,

I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

This part of B-CC is a 1st class community that deserves businesses and amenities that match it's needs. The Westbard plan adds cohesion, connectivity and a since if place that is currently missing.

Name: Cameron Moody

City: Chevy Chase

Zip: 20815

MCP-CTRACK

From: Shailla Cardon <swcardon@msn.com>
Sent: Tuesday, September 08, 2015 7:41 AM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: swcardon@msn.com

Date: 09-08-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

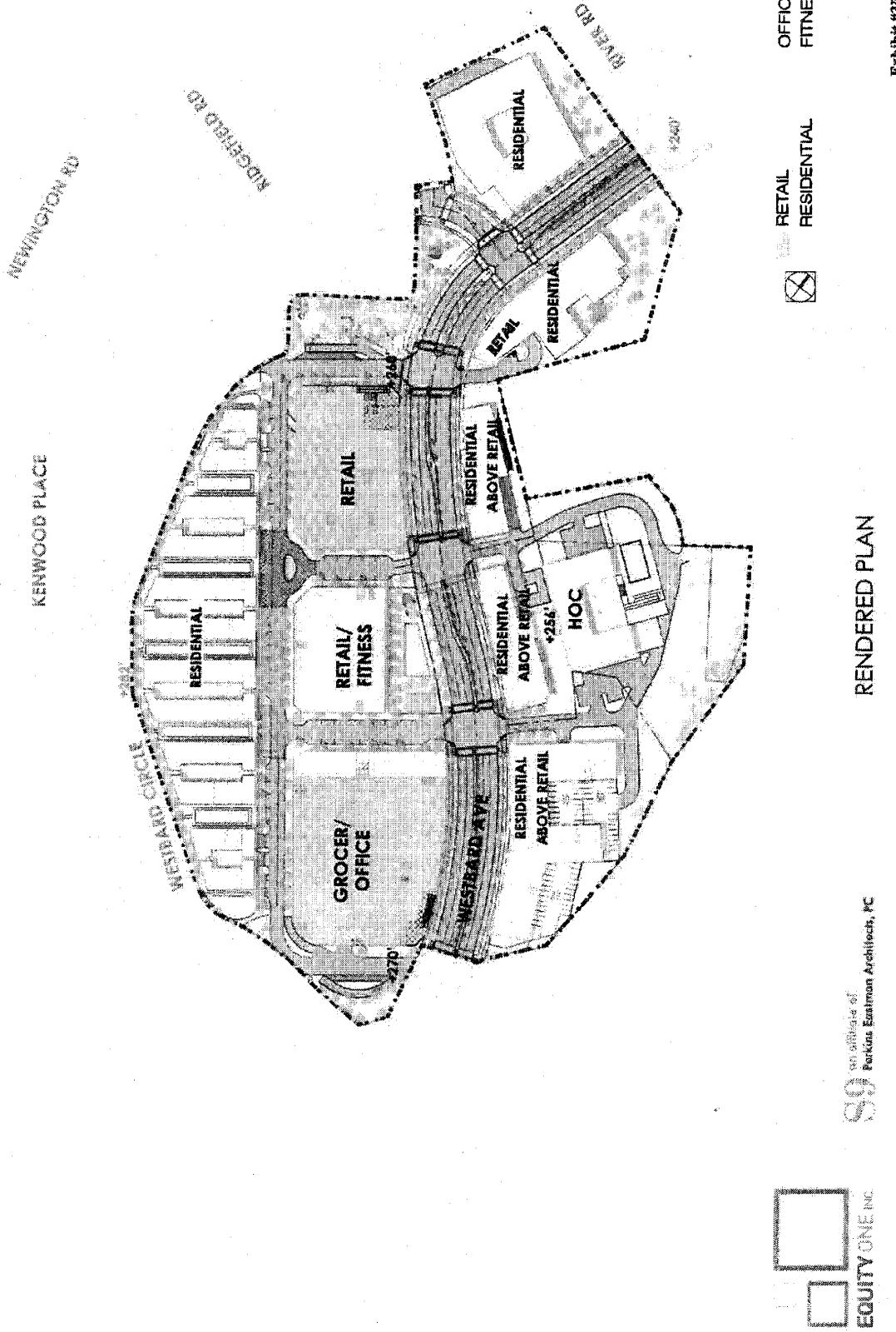
Dear Chair Anderson and Planning Board,

I support the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

I support a revised Westbard Sector Plan. This development is much overdue and needed by surrounding communities that are cut off from the main downtown Bethesda retail and restaurant opportunities. I believe the developers offer modernization and enhancement of this property with walkable access, which will only increase the value and desirability of the area.

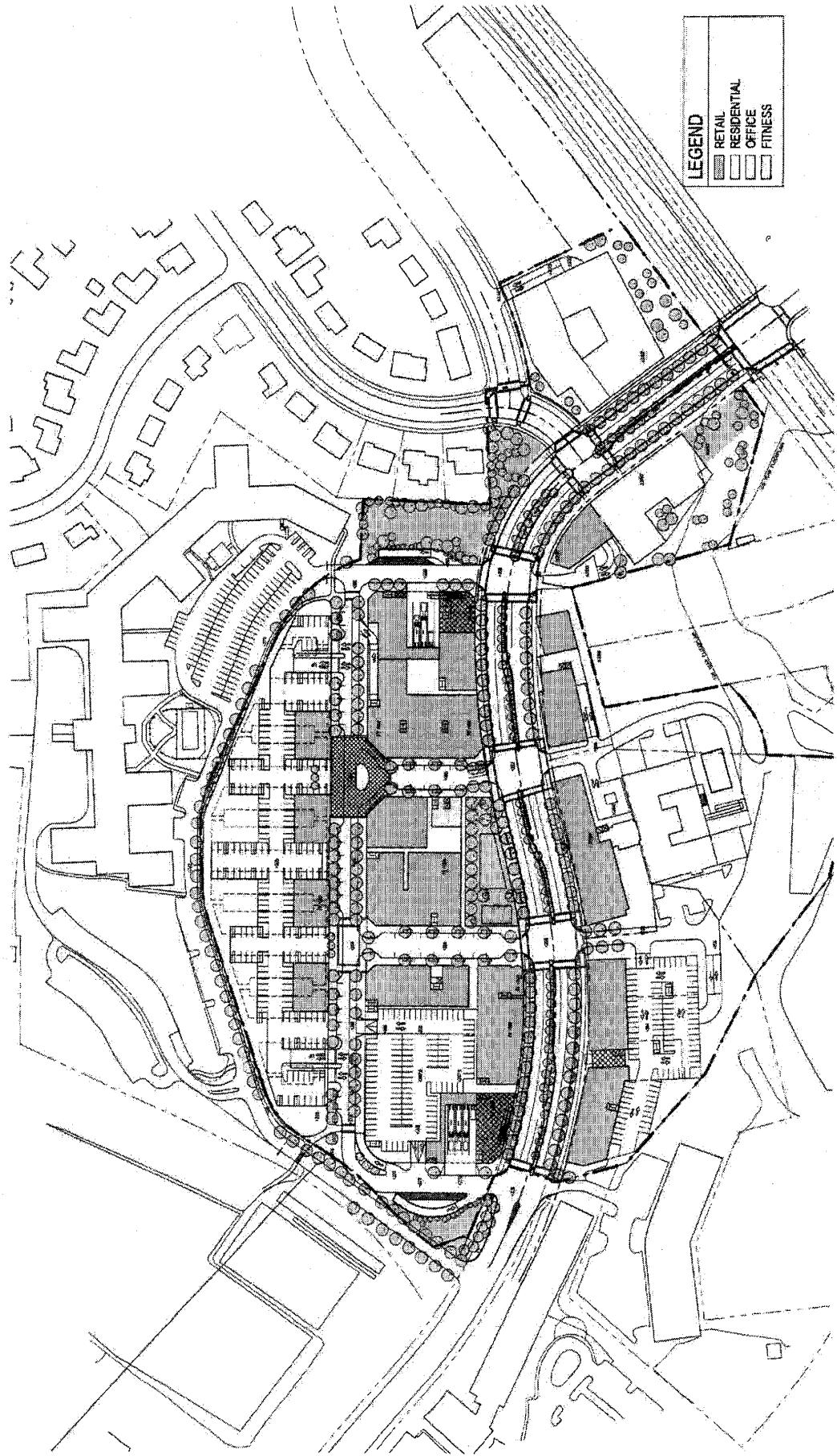
Name: Shailla Cardon
City: Bethesda
Zip: 20816



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An affiliate of



EQUITY ONE, INC.



OVERALL PLAN (GRADE LEVEL)

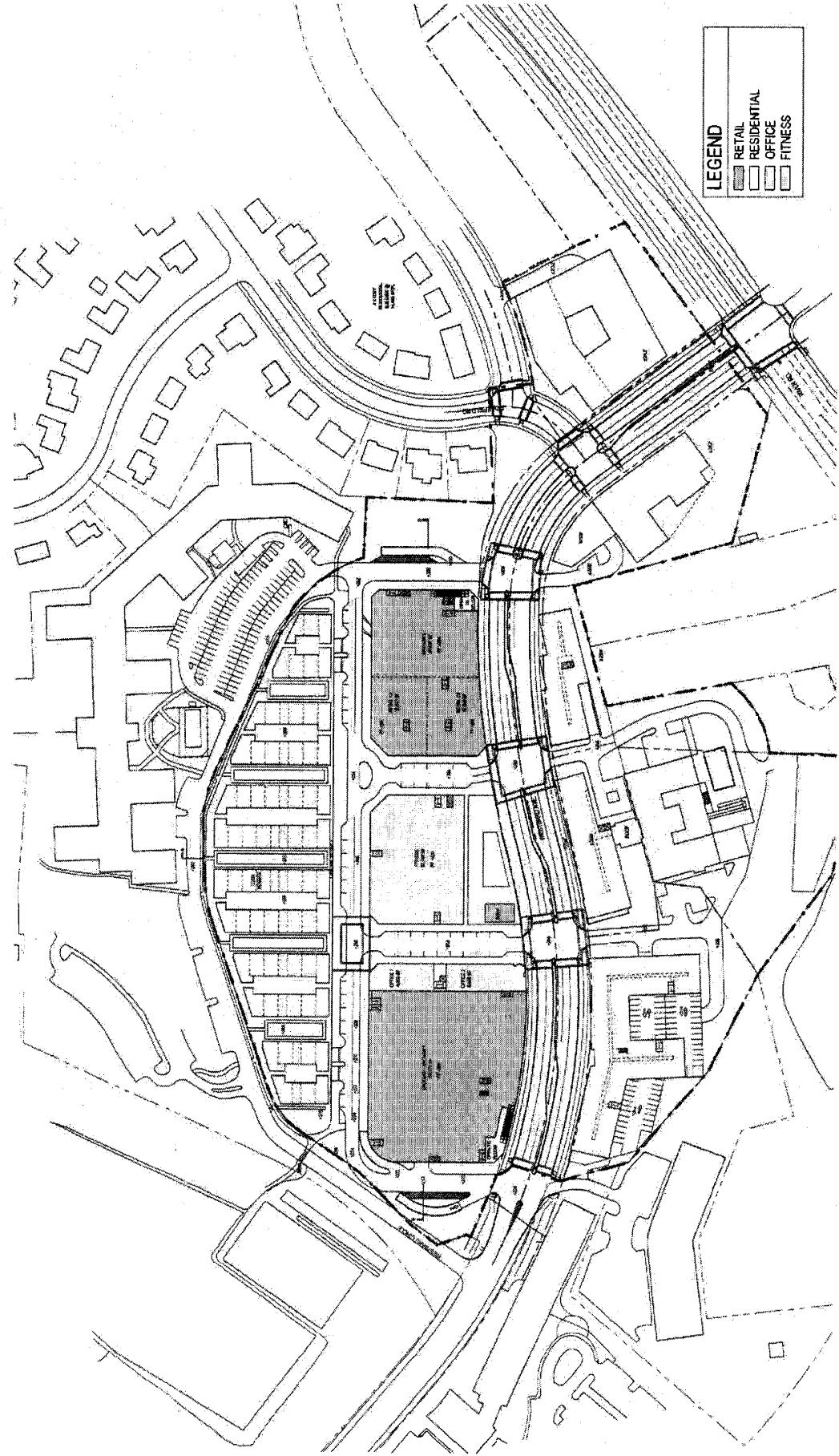
WESTBARD AVENUE

BETHESDA, MD

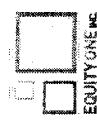
September 2, 2015

ON BEHALF OF
Perkins Eastman Architects, PC
EQUITY ONE, INC.

SCALE: 1/8" = 150'
1/8" = 100'

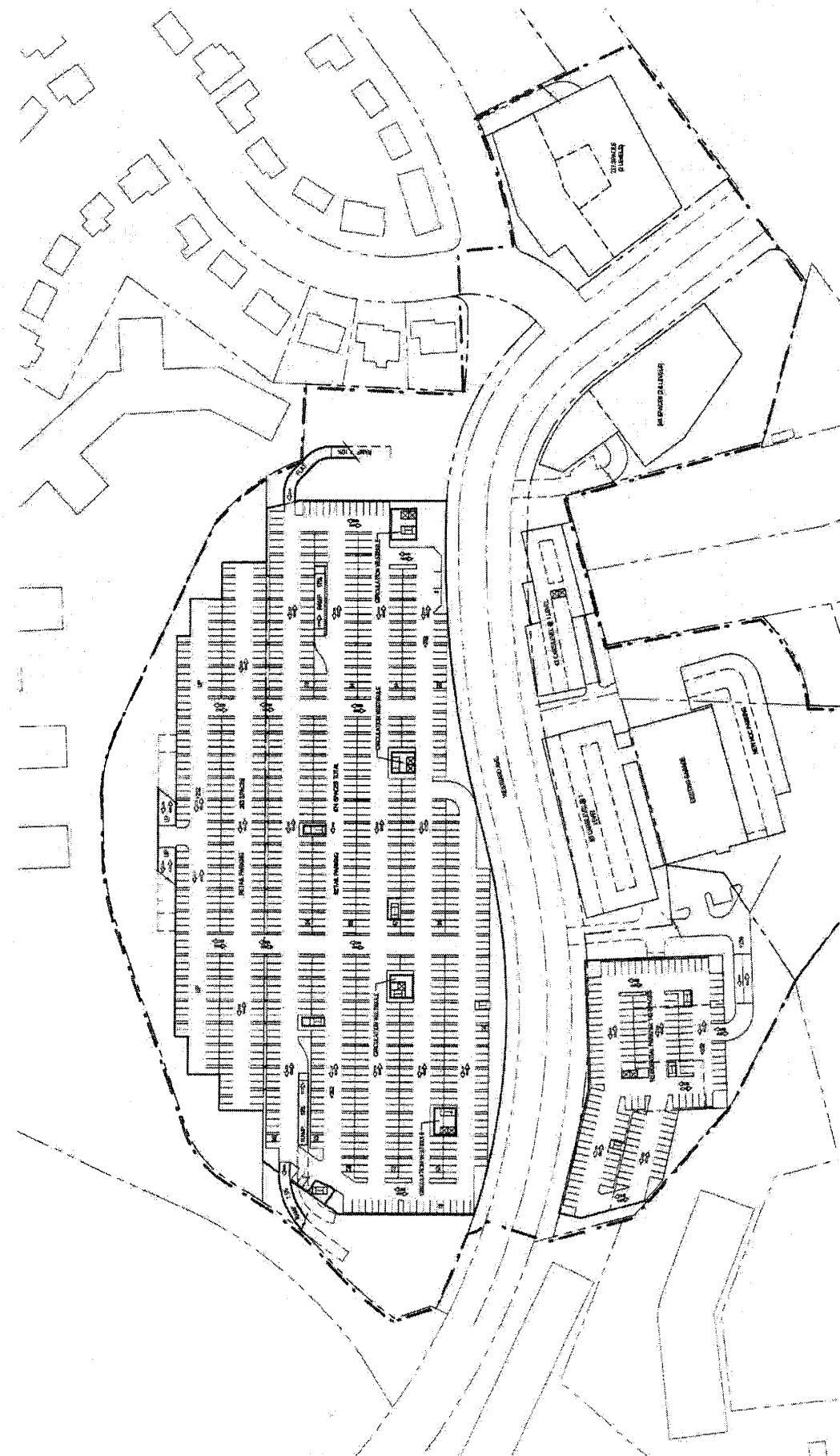


OVERALL PLAN (2nd LEVEL)
WESTBARD AVENUE
BETHESDA, MD
SEPTEMBER 2, 2015



Perkins Eastman Architects, PC
S9

SCALE: 1" = 150'



LOWER LEVEL PARKING PLAN

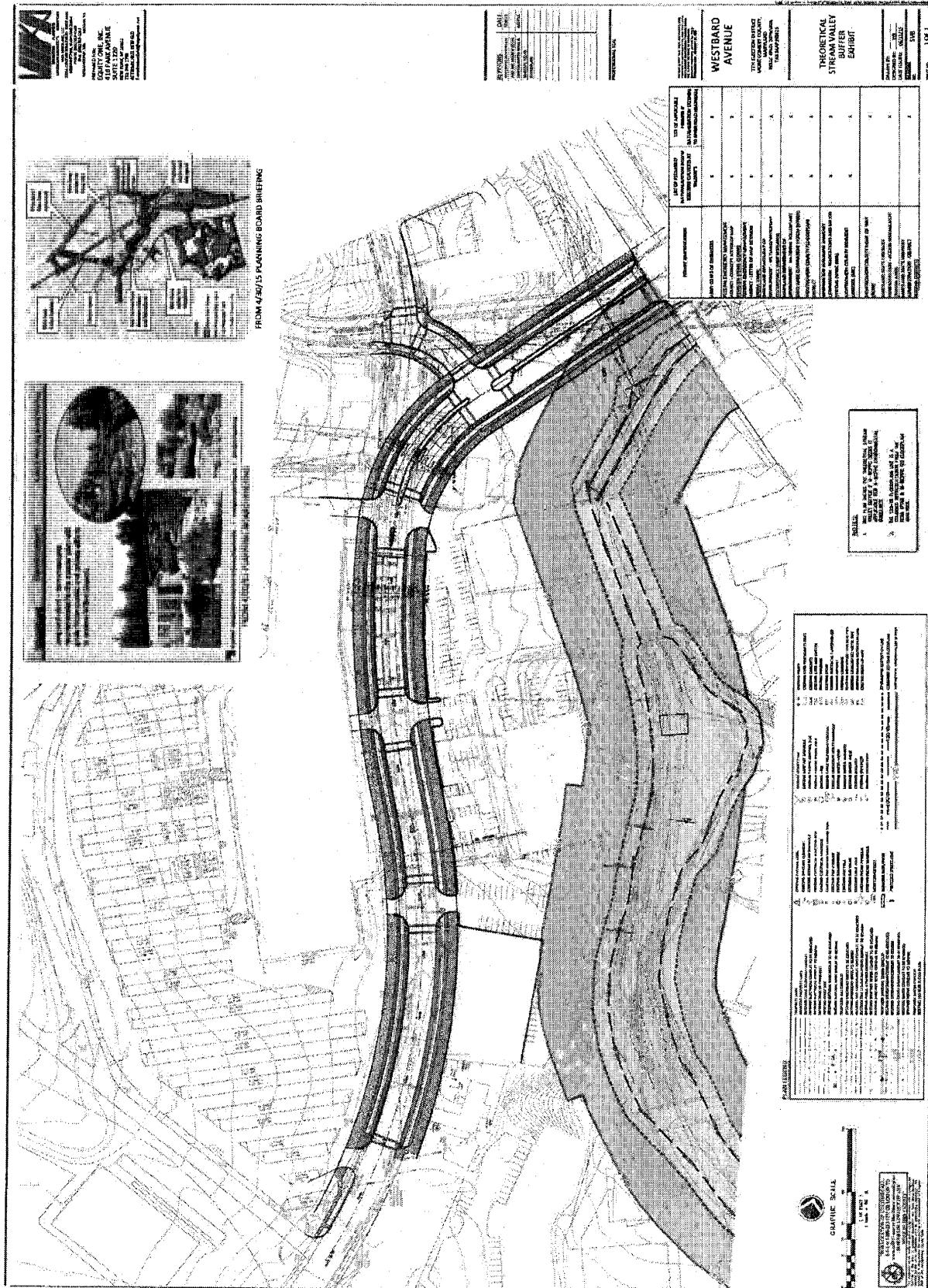
WESTBARD AVENUE
BETHESDA, MD
SEPTEMBER 2, 2015

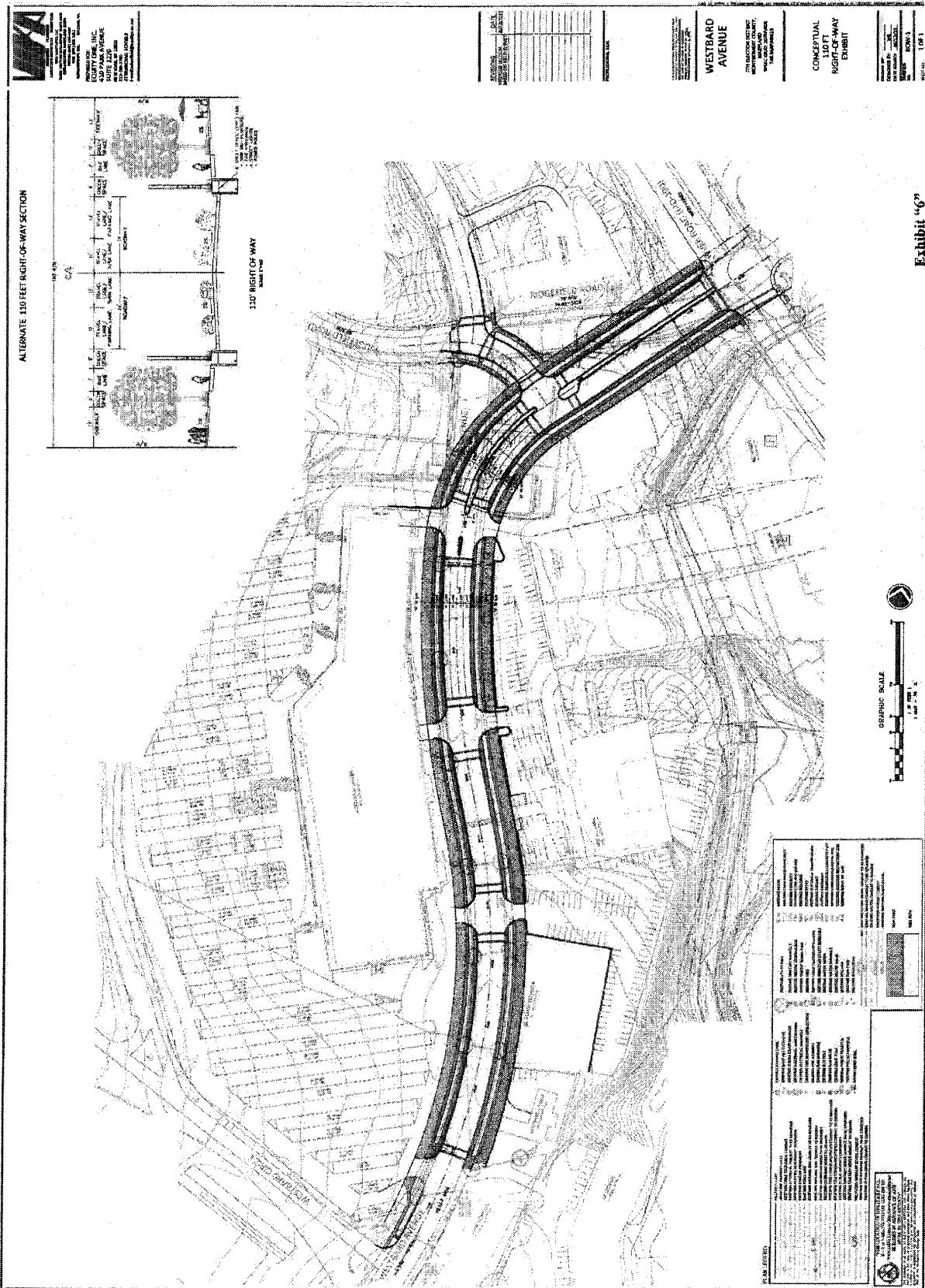
BETHESDA, MD

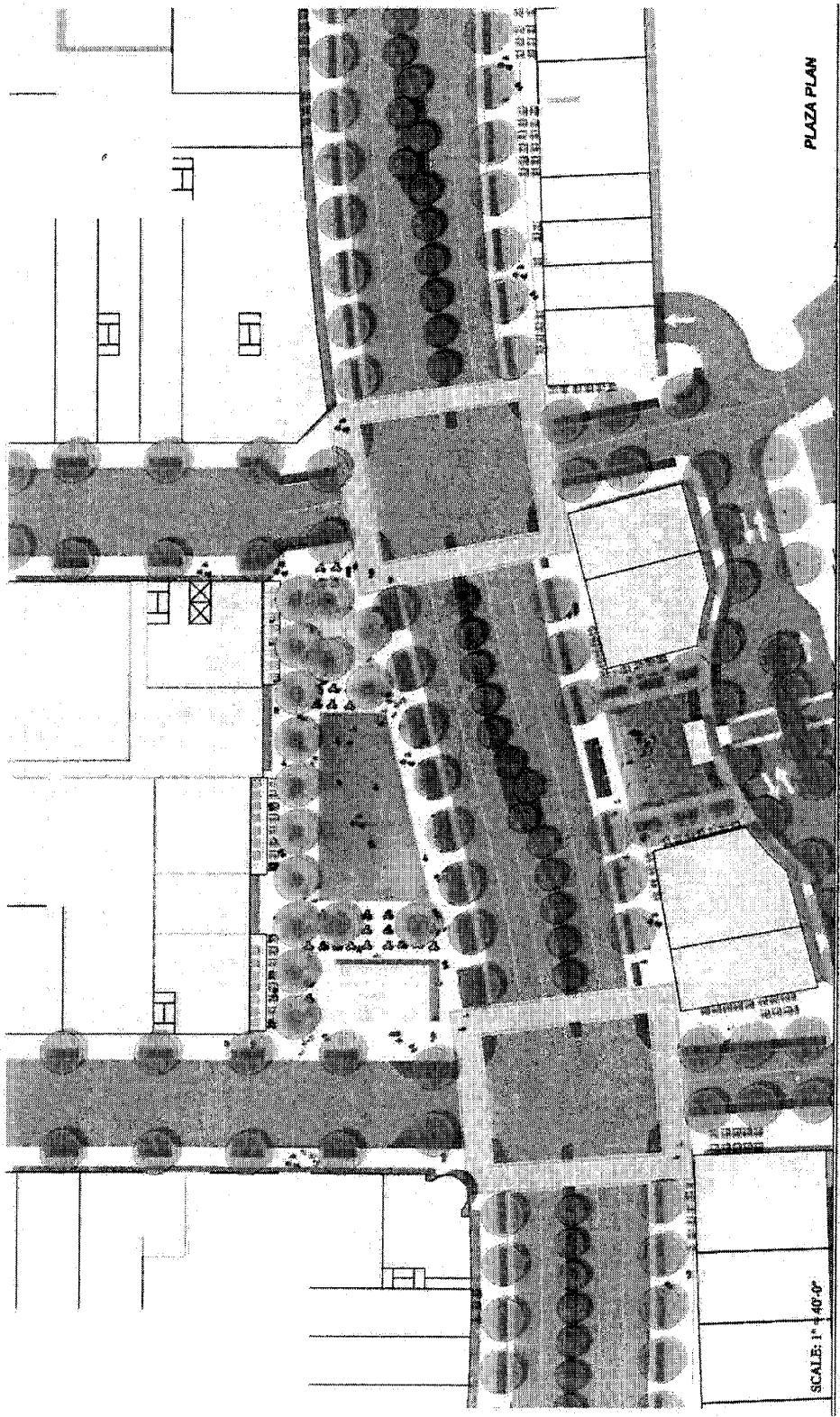


Markins Ecosystem Architects, PC









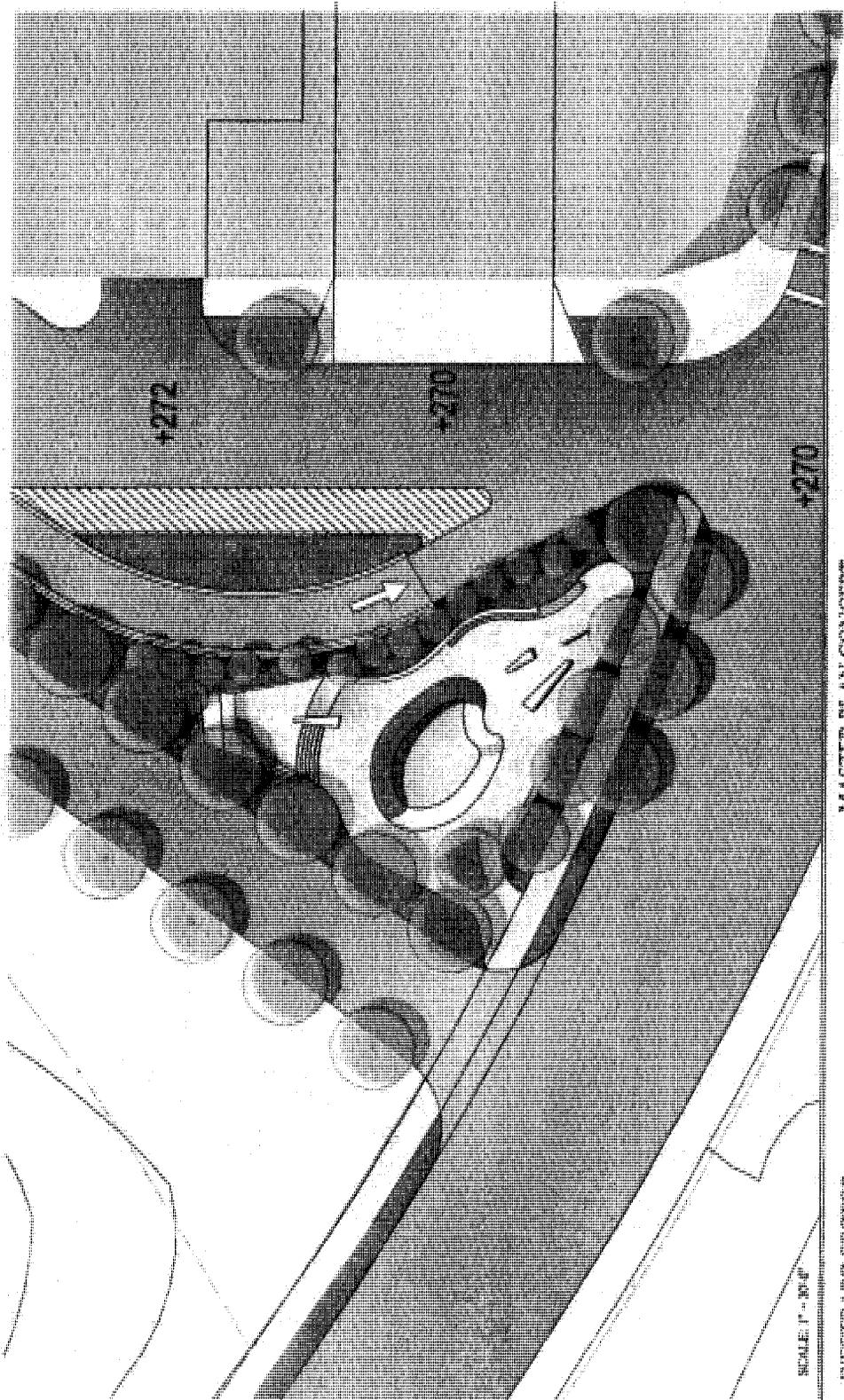
WESTBARD SECTOR
BETHESDA, MD - 20816

MASTER PLAN CONCEPT
March 31, 2015

Landscape Architects
Urban Designers
Planning & Urban Design
Site Development

PLAZA PLAN

Exhibit "7"



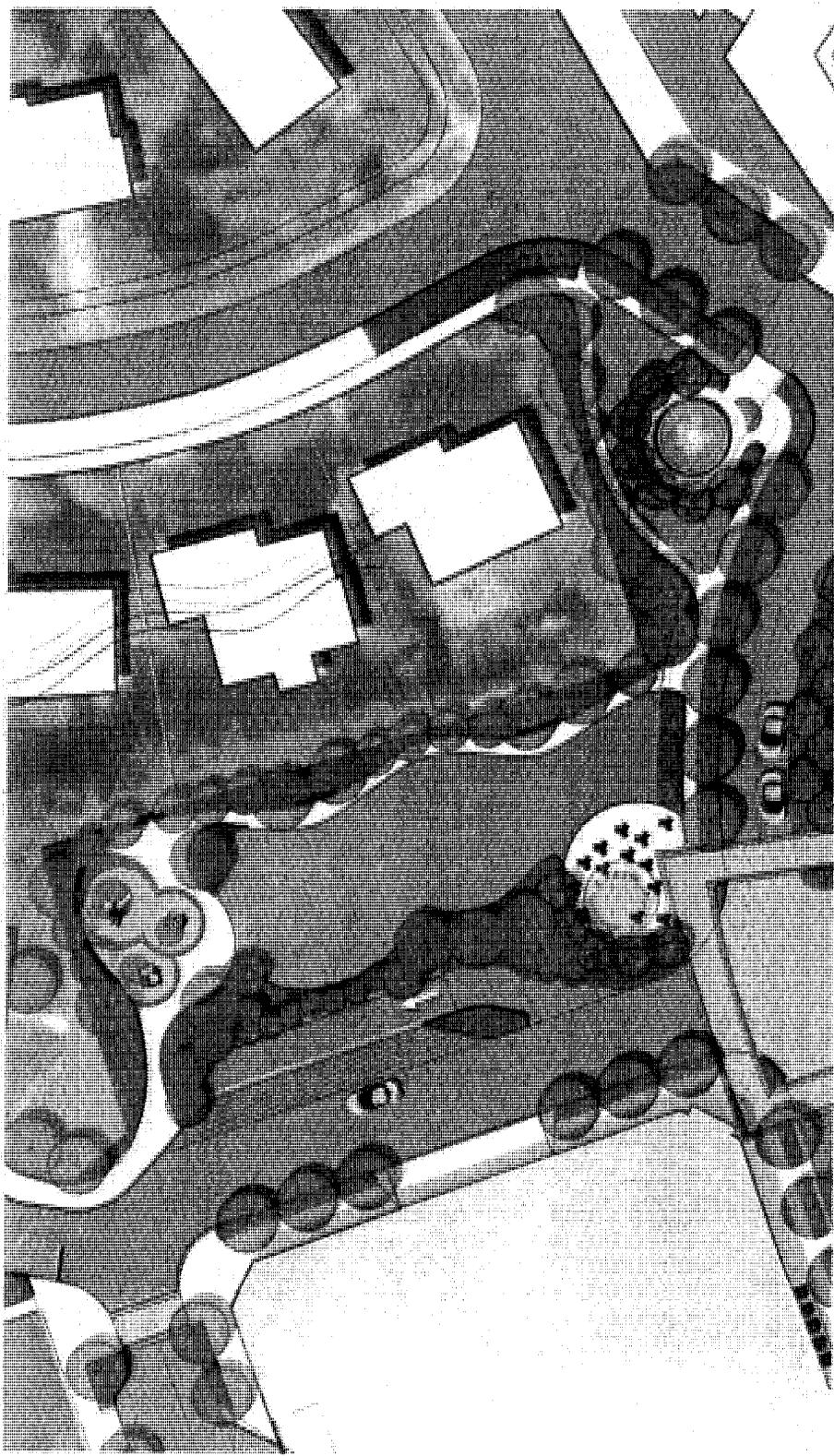
WEST END SECTOR
BETHESDA, MD - 20816

MASTER PLAN CONCEPT

March 25th, 2015

SCALE: 1" = 300'

INTERIM
PROPOSAL
Version 1.0
(Rev. 03/25/2015)
210-477-5401



NEW VILLAGE PARK

WESTBARD SECTOR
BETHESDA, MD - 20816



**Westbard Sector Plan Improvements and Optional Method Public Benefits
For Equity One Properties¹**

Required for Sketch Plan Approval for Equity One Properties ²	Desired Public Benefits ³	Public Sector Improvements
• Central Civic Green on Westwood Shopping Center site (Parcels 1 and 2)	• Realign Westbard Avenue and Ridgefield Road ⁴	• Realign Westbard Avenue and Ridgefield Road (see footnote 3)
• Springfield urban park at intersection of realigned Westbard Avenue and Ridgefield Road ⁵ (Parcel 1)	• Restore Willet Branch as an amenity on those parcels adjacent to the stream	• Restore Willet Branch as a stream amenity and provide pedestrian trail connector to Westbard
• Westbard Avenue streetscape frontage improvements, per Equity One's cross-section	<ul style="list-style-type: none"> • Provide a private shuttle between Westbard and Metro • Provide a civic space in the Westwood Shopping Center redevelopment • Provide a pedestrian/bicycle 	<ul style="list-style-type: none"> • Undergrounding of public utilities • Transit hub on or near Parcels 1 and 2

¹ The listing of public benefits below does not prevent an applicant for an optional method project from obtaining public benefits otherwise available pursuant to Sections 59.A.4.7.2 and 59.A.4.7.3 of the Zoning Ordinance.

² These improvements are required to be included in an overall sketch plan for the Equity One properties. Public benefit points will be permitted for their inclusion in the project.

³ Recommended as options for inclusion in a sketch plan for public benefit points.

⁴ Development of Parcels 3 and 4, or other Equity One properties, is not contingent upon the construction of the road realignment. This is a public sector project that may be constructed by an applicant as part of a project. Construction by an applicant or the county is not required for development to proceed on the Equity One properties.

⁵ Final area of Springfield urban park will be affected by whether Westbard Avenue and Ridgefield Road are realigned and, accordingly, the existing right-of-way area at Ridgefield Road and Westbard Avenue included in the park.

		link to connect future development on American Plant Food/ Roof Center properties (Parcel 5)
		<ul style="list-style-type: none"> • Provide bike/share facilities
		<ul style="list-style-type: none"> • Provide small business opportunities in the retail areas
		<ul style="list-style-type: none"> • Include moderately priced dwelling units in excess of 12.5%. Consider other affordable housing opportunities
		<ul style="list-style-type: none"> • Remove and reforest linear parking area on Manor Care site (Parcel 3) adjacent to River Road

MCP-CTRACK

RECEIVED
0833
SEP 11 2015

From: kiskawill@comcast.net
Sent: Friday, September 11, 2015 11:09 AM
To: county.council@montgomerycountymd.gov; ocemail@montgomerycountymd.gov;
Subject: MCP-Chair
Opposition to increased density at Westbard

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Anderson,

As a seventeen year resident of the Bethesda Springfield neighborhood, I oppose the overly dense Westbard as proposed in the Draft Sector Plan submitted in July 2015. My home, on the corner of Westbard and Ridgefield, is directly adjacent to the Westbard development site.

- 1) Double density in an area that is not a major county employment center and has limited mass transit.** The existing Metrobus and Ride-On route are limited and inefficient. A metro station is not within walking distance to encourage ridership versus adding more cars to the roadways.
- 2) Guarantee that traffic within the area will always be congested.** Much of the traffic, especially during rush hours, along River Road and Massachusetts Avenue is pass through traffic from far outside our area. With the addition of up to 5,000 new residents, traffic within our area will come to a virtual stop during rush hours and could remain clogged during the rest of the day.
- 4) Add 75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities.** Adding additional 75-80 foot buildings will transform the sector into an urban center. Westbard is a suburban village. It is not a town center.
- 5) Burden our already overcrowded schools in the Whitman Cluster.** The Wood Acres Elementary School was so far over capacity that it is undergoing an expansion which will only accommodate the pre-renovation population of the school. Pyle Middle School is already over capacity (115%) as is the Whitman High School (101%).

Specific issues I want to address:

- Townhouses on the former Manor Care site at the corner of Ridgefield Road and Westbard Avenue should not be higher than 45'. The 5500 block of Westbard, which includes the Manor Care site, is comprised of single family homes and one triplex. All of Ridgefield Road is comprised of single family homes and one duplex. Already, a large percentage of available street parking is used by residents, especially after work and on the week-ends.

- In a new Westbard Shopping Center, retain basic retail stores: grocery, bank(s), drugstore, pet store, liquor store. Additional retail space should conform to the family oriented community. It is vital to retain at least one gas/service station on Westbard Avenue.

Please revise the Sector Plan to reduce the number of residential units and to lower the building heights. I want to see Westbard ultimately retain the enhanced characteristics of a suburban village, not an urban center.

Thank you for your consideration and all the work that has gone into this project.

Kiska Williams
5500 Westbard Avenue

MCP-CTRACK

From: Mary Morrissey <Maryeileenm@aol.com>
Sent: Saturday, September 12, 2015 10:17 AM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

Sent from: Maryeileenm@aol.com

Date: 09-12-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

We do need an upgrade of stores and restaurants and some green space. However, one major flaw in this plan is the lack of plentiful, accessible above ground parking! As it is now, Westbard shopping center is the main source of daily shopping for the neighborhoods surrounding the area as well as those passing through. It is by far the most convenient place to shop and that is why it is so successful. There are many seniors who don't require handicapped spaces but can't navigate underground garages and can't walk very far, especially with groceries.

Turning this into a largely car-free pedestrian area with limited street and above ground parking is not acceptable. People need to be able to get their groceries, dry cleaning, coffee, etc...quickly and easily. Please don't try to turn our convenient shopping center into another downtown Bethesda or Rockville. I avoid both if I at all possible!

Name: Mary Morrissey
City: Chevy Chase (Kenwood)
Zip: 20815

MCP-CTRACK

RECEIVED

SEP 14 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

0838

From: Pablo Acosta <acostapablo@gmail.com>
Sent: Saturday, September 12, 2015 9:33 AM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

Sent from: acostapablo@gmail.com

Date: 09-12-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

Y

Name: Pablo Acosta

City: Bethesda

Zip: 20816

MCP-CTRACK

From: Elizabeth Haile <elizabeth_haile@hotmail.com>
Sent: Saturday, September 12, 2015 10:00 AM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

Sent from: elizabeth_haile@hotmail.com

Date: 09-12-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

Bethesda has no sense of community, no gathering space. We are desperate for such a green, family friendly area. We are sick of the concrete. Please support the new Westwood.

Name: Elizabeth Haile

City: Bethesda

Zip: 20817

MCP-CTRACK

From: Tannaz Rahman <tannazkr@gmail.com>
Sent: Saturday, September 12, 2015 1:32 PM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

Sent from: tannazkr@gmail.com

Date: 09-12-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

As a permanent Kenwood Condominium resident, I fully support the envisioned facelift to our shopping center and the surrounding area to upgrade our off-site amenities and bring them in line with our residential sophistication by creating environmentally sustainable community-centered spaces!

Name: Tannaz Rahman
City: Bethesda
Zip: 20816

MCP-CTRACK

From: Jennifer <Jennyliebler@gmail.com>
Sent: Saturday, September 12, 2015 10:24 PM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

Sent from: Jennyliebler@gmail.com

Date: 09-13-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

I am very excited to had Westbard shopping center revitalized. I love the idea of having a nearby area of shops , restaurants and a grocery store

Name: Jennifer
City: Bethesda
Zip: 20816

MCP-CTRACK

From: Janine Silvola <jhs.home@verizon.net>
Sent: Sunday, September 13, 2015 9:16 AM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

Sent from: jhs.home@verizon.net

Date: 09-13-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

ditti - I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Name: Janine Silvola

City: Bethesda

Zip: 20817

MCP-CTRACK

From: Pete Salinger <pete.sal@verizon.net>
Sent: Sunday, September 13, 2015 11:02 AM
To: MCP-Chair, Mont. Co. County Council; ocemail@montgomerycountymd.gov; Mont. Co. County Council
Subject: I Oppose Excessive Densities at Westbard

Dear Montgomery County Planners -

I am writing to oppose excessive densities in the Westbard Draft Sector Plan draft submitted in July 2015.

I am a resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 additional residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient. Metro-rail is NOT close by.
- **Guarantee that traffic within the area will always be congested**. Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west and north of Westbard. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
- **Add 75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule; our sector is surrounded mostly by single-family homes, with a few townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center**. Westbard is a village – not a TOWN CENTER.
- **Burden our already overcrowded schools in the Whitman Cluster**. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the previous population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%). Moreover, there is little land available in the southern part of the county to enable building new schools.

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Sincerely,

Peter Salinger (a member of the Springfield Civic Association Board of Directors and a representative to the CCCFH)
5801 Ridgefield Rd
Bethesda, MD 20816

MCP-CTRACK

From: Elizabeth Kellar <elizkellar@gmail.com>
Sent: Sunday, September 13, 2015 2:39 PM
To: MCP-Chair
Subject: Westbard Sector Plan Draft -- Transportation and Density concerns

I applaud Montgomery County's general approach to increase development around Metro stops where good transportation options exist. However, the Westbard Sector is not located close to a Metro stop. The draft plan suggests that lack of public transportation can be addressed by relying on private bus service to transport people to and from the closest Metro stop at Friendship Heights.

Lacking a credible public transportation plan, this neighborhood cannot reasonably accommodate the level of density that is contemplated. A congested area will become even more congested. It's also unclear that there is an adequate plan to address the need for additional schools in the area, though it is noted. Existing schools are at capacity now.

I strongly urge adjustments to the plan to (1) reduce the density that is contemplated (fewer high story apartments & condos) and (2) improve the public transportation options. Counting on the private sector to provide transportation does not strike me as realistic.

The green space in the plan is attractive as is the attention to bicyclists. That said, I am concerned about how well it will work to have another busy road (River Road) trying to accommodate more bicyclists unless there is adequate protection for bike lanes. We are seeing more and more bicycle accidents (and a recent death on Massachusetts Avenue) along busy commuter corridors where there is not enough separation between bicyclists and cars.

Thank you for your consideration.

Elizabeth Kellar
7109 Braeburn Place
Bethesda, MD 20817

MCP-CTRACK

From: Flvita@aol.com
Sent: Sunday, September 13, 2015 9:31 PM
To: MCP-Chair; ocemail@montgomerycountymd.gov
Subject: Fwd: SCAN0253.PDF Springfield Association - Opposition to Draft Westbard Plan
Attachments: Scan0253.pdf

From: Flvita@aol.com
To: treidlewis@gmail.com, county.council@montgomerycountymd.gov, councilmember.berliner@montgomerycontymd.gov, predelman@gmail.com
Sent: 9/13/2015 9:07:47 P.M. Eastern Daylight Time
Subj: SCAN0253.PDF Springfield Association - Opposition to Draft Westbard Plan

From: Frank and Lise K. Vita, residents of Beacon Hill, members of Springfield Civic Association(SCA). The attached statement of opposition previously presented to the SCA, forms the basis for my 3 minutes of testimony at the Hearing on September 24.

As a general proposition, the Westbard Plan proposed by Equity One is a thoroughly excessive and oversized program for this modest parcel. While few would oppose new residential housing of a nature and scope consistent with the existing configuration and environment, this proposed plan ignores the character and settled nature of the surrounding communities that depend upon the Westbard commercial center. The plan is unrealistically ambitious, providing no tangible benefits to existing communities. It would tear down existing well built infrastructure. Even reducing by half the proposed number of new residential units will cause significant problems for currently overburdened local schools and traffic density. The real human and commercial impact to the communities will exceed any scenario we can presently contemplate (such as the one playing out at White Flint). Disruptions, a decade of chaos, and the permanent loss of our commercial infrastructure are what we can anticipate. The outcome of the so-called Westbard Sector Plan will be tantamount to social and economic destruction of the subdivisions comprising this segment of Lower Montgomery Country.

We firmly concur with the position set forth by the SCA. Our own view goes further in that we are concluding that a rigorous assessment of the so called 'redevelopment plan' gives the distinct appearance of an all out assault on the existence of our neighborhoods.

It is shocking and deeply disturbing that our own elected County officials have failed to resist this type of radical and destructive program being proposed for Westbard. We are equally dismayed by the appearance of acquiescence of our own Planning authorities to this Equity One proposal. We wonder who is officially representing and protecting the citizens of our locale, other than our volunteer groups such as the CCCFH and SCA...

Frank and Lise K. Vita
Searl Terrace, Beacon Hill
20816

Subj: Re: [Springfield SCA] Feedback on Equity One Presentation
Date: 3/5/2015 5:58:33 P.M. Eastern Daylight Time
From: Flvita@aol.com
To: pradelman@gmail.com
CC: davidsmuhlbaum@gmail.com

A project of this size and scope for this limited area is untenable, and without social or economic benefits for the neighboring communities. We have no objection to the introduction of new homes within the context of a rational plan, as long as it does not involve reconfiguration of existing roads and removal of the existing essential services. The worst outcome of the plan would be what appears as an inevitable and permanent loss of current businesses on which our lives and routines currently depend. The elimination of these establishments appears irreversible, despite the developer's vague promises of replacements.

This aspect of the plan will constitute the greatest source of disruption in our communities. Reestablishing the small and medium enterprises after their physical dislodgement would prove an excessively expensive proposition for these types of businesses. The project intends to eliminate existing businesses *per se*, which in effect will render their sites too costly to permit their return. The 'excuses' will sound as bogus as the explanations concerning the intended demolition of Manor Care Nursing Home.

The project as presented could not possibly be sustained by current county and state infrastructure without significant public expenditures. The proposed reconfiguration of the roads should tell us all that Westbard is the wrong site for such an ambitious project. If the developer's plan is approved in its present form, the surrounding communities will be confronted with at least a decade of chaos and acrimony, and elimination of our essential services. There appears to have been very little rigorous assessment of the resources required beyond the actual building costs to support the enormous influx of people into a relatively small compact area. The estimated impact on State and local taxes have yet to be put forward. Unfortunately, the overall reduction in the quality of life during and after the project has been misrepresented in a model of a dreamlike fantasy. The objectives of the project are unrealistic in this land area, and will create an economic and social burden on existing residents.

Developers such as Equity One will have done only enough calculations or other preparatory planning required to justify their own pay back, which bears no relation to the ultimate formation of a liveable and comfortable community. The sheer extent and reach of the project should be sending up 'red flags'. In effect, what is being proposed can only create chaos in the area.

If the bombastic salesmanship preceding the project itself does not forewarn the public of an impending physical calamity, the nature of the infantile presentation by M. Berfield should have settled our collective opinion. His insultingly self serving presentation should be more than sufficient to understand Equity One has absolutely no intention of improving the sites, or create a more liveable or comfortable environment. The financial benefits will accrue to Equity One and those officers of the company, and have the opposite effects on the local neighborhood or the community. Their unambiguous plan will involve uprooting the existing vital businesses and destroying the very nature of social structures that serve the surrounding communities.

The project is aimed at tearing down current economic structures. The developers should be obliged to focus on their plans for building their new housing, upgrading existing structures, putting them into full use while retaining current business sites and road patterns. They should be required to fulfill their own pronouncements to enhance the present stability. The citizens groups must focus on engaging government and environmental authorities to support a rational and socially viable form of development for the Westbard property .

Frank and Lise Vita
301-229-2528

In a message dated 3/1/2015 3:35:29 P.M. Eastern Standard Time, pradelman@gmail.com writes:

MCP-CTRACK

From: Mary Morrissey <Maryeileenm@aol.com>
Sent: Saturday, September 12, 2015 10:17 AM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

Sent from: Maryeileenm@aol.com

Date: 09-12-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

We do need an upgrade of stores and restaurants and some green space. However, one major flaw in this plan is the lack of plentiful, accessible above ground parking! As it is now, Westbard shopping center is the main source of daily shopping for the neighborhoods surrounding the area as well as those passing through. It is by far the most convenient place to shop and that is why it is so successful. There are many seniors who don't require handicapped spaces but can't navigate underground garages and can't walk very far, especially with groceries.

Turning this into a largely car-free pedestrian area with limited street and above ground parking is not acceptable. People need to be able to get their groceries, dry cleaning, coffee, etc...quickly and easily. Please don't try to turn our convenient shopping center into another downtown Bethesda or Rockville. I avoid both if I at all possible!

Name: Mary Morrissey
City: Chevy Chase (Kenwood)
Zip: 20815

MCP-CTRACK

RECEIVED
0840
SEP 14 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Francisca Helmer <francisca.helmer@yahoo.com>
Sent: Monday, September 14, 2015 11:10 AM
To: MCP-Chair
Cc: county.council@montgomerycountymd.gov; ocemail@montgomerycountymd.gov
Subject: I Oppose Excessive Densities at Westbard

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is **not a major county employment center and has limited mass transit**. Metrobus and Ride-On—are limited and inefficient.
- **Guarantee that traffic within the area will always be congested**. Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
- Add **75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule**, a sector surrounded by single-family homes and townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center. Westbard is a village – not a TOWN CENTER.
- **Burden our already overcrowded schools in the Whitman Cluster**. The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%). Furthermore, there are no appropriate sites in the area to build new schools.

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Francisca Thomas Helmer
5608 Cromwell Drive
Bethesda, MD 20816

RECEIVED
0852
SEP 16 2015

MCP-CTRACK

From: C. Adam Stifel <astifel@gmail.com>
Sent: Tuesday, September 15, 2015 5:30 PM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Sent from: astifel@gmail.com
Date: 09-15-2015

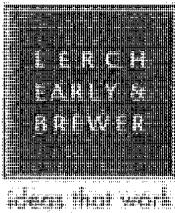
To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

I strongly support this endeavor. Westbard is long overdue for such development. I have lived within a mile of this site since I was born and have long thought that it was underserved with retail, restaurants, etc for the surround community. It is time for the sad 60 architecture and concrete fields of parking to go!

Name: C. Adam Stifel
City: Bethesda
Zip: 20816



Attorneys at Law

3 Bethesda Metro Center, Suite 460
Bethesda, MD 20814

Tel. (301) 986-1300
www.lerchearly.com

September 15, 2015

VIA E-MAIL & OVERNIGHT DELIVERY

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Westbard Sector Plan
5521 Landy Lane, 5500 Dorsey Lane and 5510 Dorsey Lane

Dear Chair Anderson and Members of the Planning Board:

On behalf of 5521 Landy Lane Limited Partnership and the Landy Lane Management Corporation (collectively, the "Owners"), please accept this letter for inclusion in the public record for the Westbard Sector Plan (the "Sector Plan"). The Owners own and operate The Ballroom, a small indoor recreation and entertainment facility located at 5521 Landy Lane in Bethesda ("Parcel N160") that provides rental space for private meetings, functions and events. The Owners also own two adjacent parcels – 5500 Dorsey Lane ("Parcel N166") and 5010 Dorsey Lane ("Parcel N168") – that support The Ballroom's operations by providing surface parking and space for accessory functions. Parcels N160, N166, and N168 are shown on the attached Tax Map Exhibit (Exhibit A), and are referred to collectively herein as the "Properties."

The Owners actively participated in the Planning Department's community outreach meetings for the Sector Plan, and are pleased that the August 2015 Public Hearing Draft substantially reflects their input concerning the Properties. In particular, the Owners support the Public Hearing Draft's recommendations to (i) rezone Parcel N160 and N166 from the currently applicable Moderate Industrial ("IM") Zone to the Commercial/Residential Town ("CRT") Zone; and (ii) include Parcel N160 and N166 within the River Road Corridor District. At the same time, the Owners would like to request the following revisions and corrections to the Sector Plan, which they believe to be in their best interests:

1. Consider an Industrial Moderate Floating Zone for the Property in order to preserve flexibility in the future as market conditions evolve.

While the Owners support the application of the CRT Zone to the Properties, the Owners are concerned that a market for mixed-use development may not emerge at this location (given that the Properties are sited at the periphery of the North River District, without direct frontage on River Road and adjacent to properties – *i.e.*, Ridgewells – that will remain in the IM Zone). If the transitions envisioned by the Sector Plan do not actually come to fruition, the Owners believe that there will be a continued need to support certain light to moderate industrial uses at this location that cannot otherwise be accommodated in the CRT Zone. To provide maximum flexibility for this untested market, the Owners request rezoning all of the Properties to the CRT Zone as a "base" zoning classification, with a recommendation for an Industrial Moderate – Floating ("IMF") Zone to be applied via a Local Map Amendment in the future if market conditions so evolve. The IMF Zone would provide flexibility for the Owners if moderate industrial uses rather than mixed uses prove to be the highest and best uses for the Properties over time, as

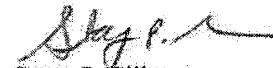
are anticipated for the adjacent properties on Dorsey Lane. In this way, the Sector Plan would be able to facilitate the emergence of a future mixed-use community should there be market support, while simultaneously providing assurances that industrial options could be pursued if the market evolves differently than anticipated (subject to the requisite Local Map Amendment review process, which would provide appropriate safeguards for compatibility, etc.).

2. Correct the recommended rezoning and District boundaries maps to ensure that all of the Owners properties are zoned CRT and included within the River Road Corridor District.

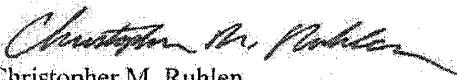
The Public Hearing Draft inadvertently excludes Parcel N168 – part of the overall Properties – from these recommendations for CRT rezoning and inclusion in the River Road Corridor District. As shown on the attached excerpts from the Public Hearing Draft (Exhibit B), the proposed zoning line and the proposed boundary for the River Road Corridor District run to the western side of Parcel N168 and effectively sever the Properties. We have discussed the exclusion of Parcel N168 with Planning Department Staff and believe this to be an inadvertent oversight, rather than a purposeful alignment. In order to ensure that the Sector Plan treats the Properties consistently, and to better facilitate future assembly for any potential redevelopment, the Owners specifically request that all of their Properties – including Parcel N168 – be recommended for CRT zoning and included within the River Road Corridor District.

We thank you for your consideration of the above issues, and trust that you will not hesitate to contact us if you have any questions or need additional information.

Very truly yours,



Stacy P. Silber



Christopher M. Ruhlen

Enclosures:

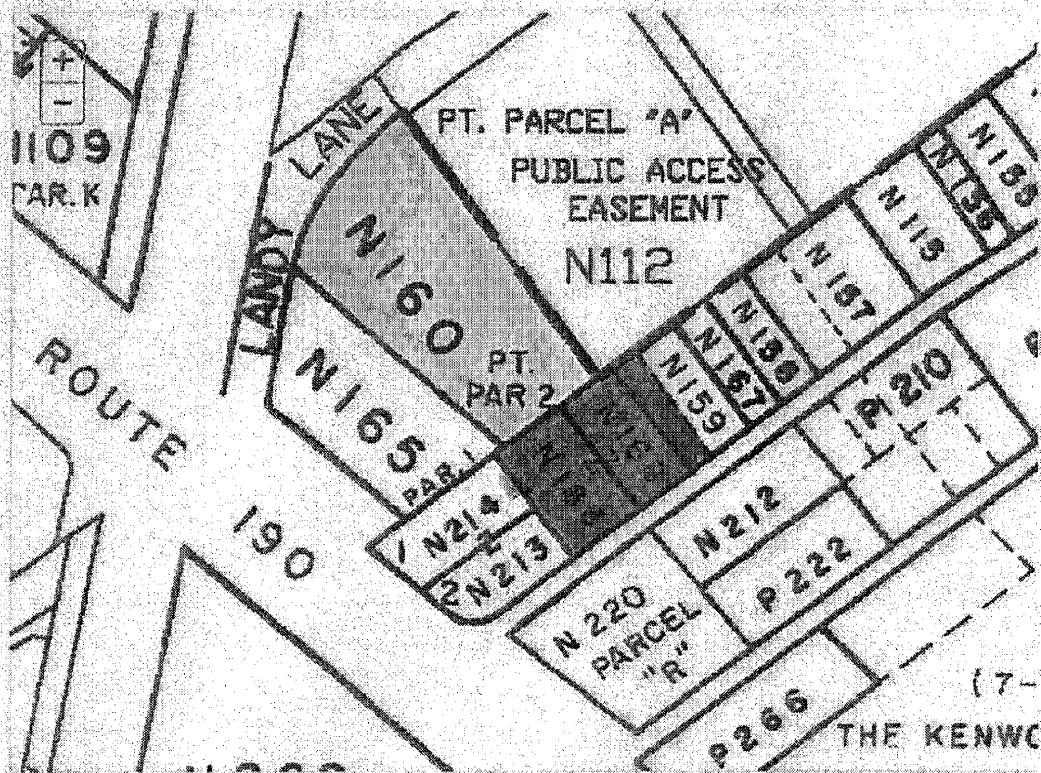
cc: Mr. Edmund Simpson
Mr. Matt Simpson
Mr. Robert Kronenberg
Mr. John Marcolin

EXHIBIT A
Tax Map Exhibit

Montgomery County

District: 07 Account Number: 03050091

How Search handles data types on the Property



The contents of this map have been compiled from data descriptions and maps maintained by property owners. The map should not be used as a legal description. Users under no circumstances are urged to consult the Maryland Department of Planning, Maryland, 301 W. Preston Street, Baltimore MD 21201.

If a suitable property is needed, contact the local, i.e., Phoenix office, where the property is located. Plans are also available online through the Maryland State Archives at www.msa.maryland.gov/mgs/plans/. These plans may not reflect current plans or needs.

Property rights protection survey of the European Capitalist Cities of Piraeus 2011



For more information about RSE services, visit [http://www.rse.vt.edu](#) or contact [rse@vt.edu](#).

 Loring Photo Art

6521 Landy Lane

5500 DORSEY LN (N164)
5610/12 DORSEY LN (N168)

EXHIBIT B
Excerpts from Public Hearing Draft

6

Figure 3.2.1: Proposed Zoning Map - River Road Corridor

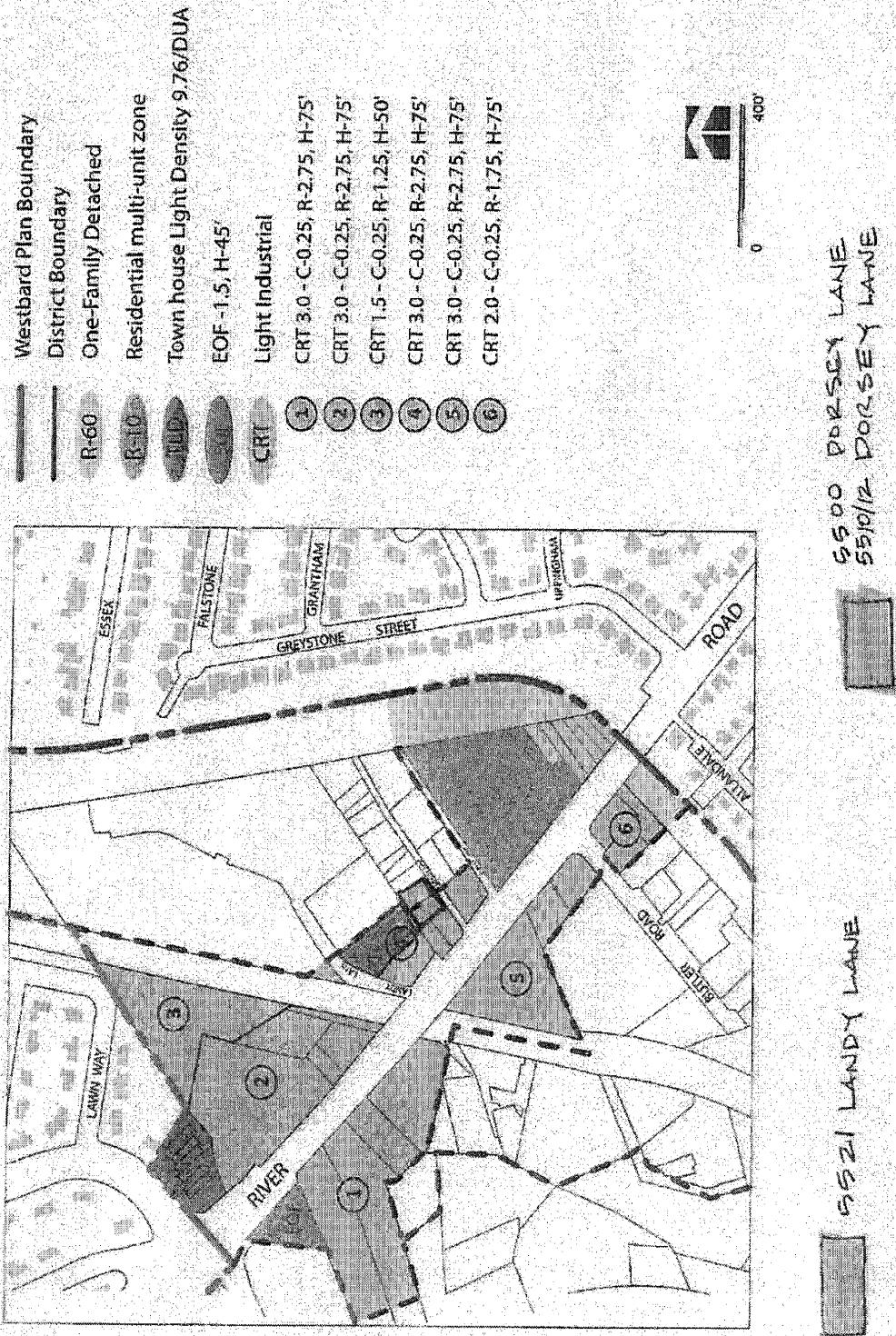
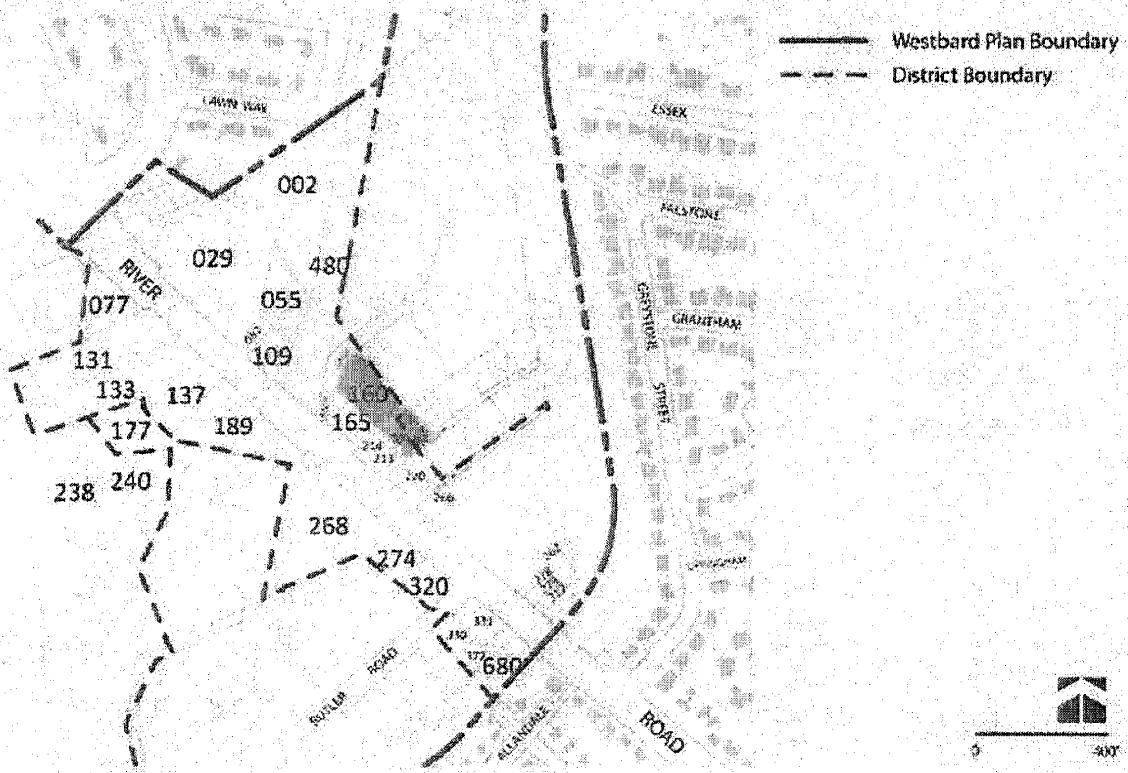
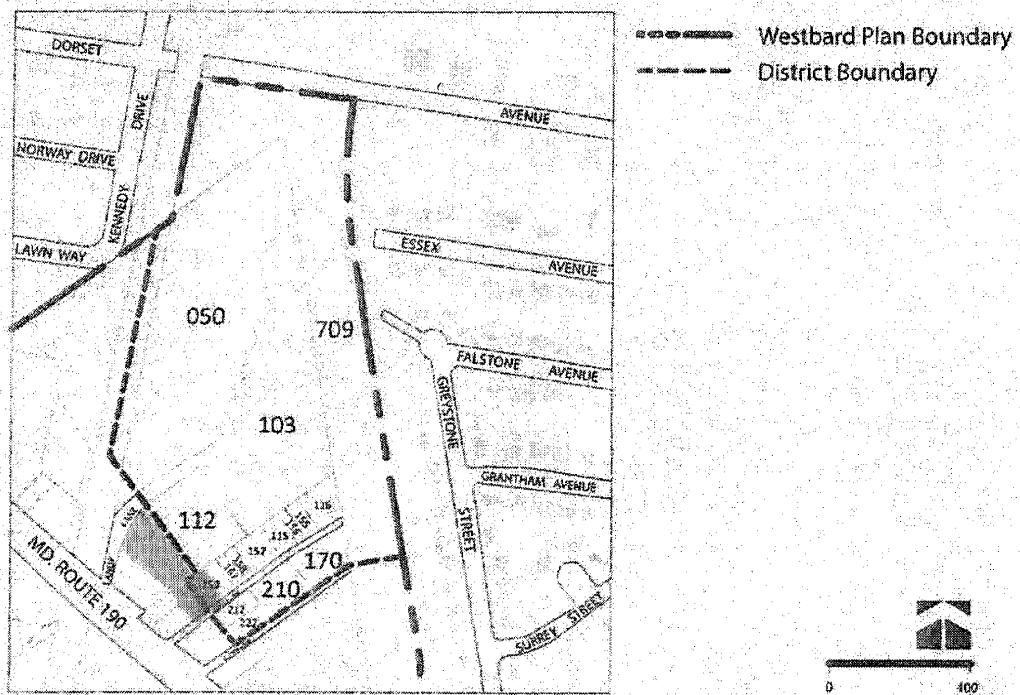


Figure 3.2.2. Dorset Lane - Parcel File Map



5521 LANDY LANE
5500 DORSET LANE (Nide)
5510/12 DORSET LANE

Figure 3.3.2: [REDACTED] District - Parcel File Map



5521 LANDY LANE

5500 DORSEY LANE
5510/12 DORSEY LANE

RECEIVED
0840
SEP 14 2015

MCP-CTRACK

From: Francisca Helmer <francisca.helmer@yahoo.com>
Sent: Monday, September 14, 2015 11:10 AM
To: MCP-Chair
Cc: county.council@montgomerycountymd.gov; ocemail@montgomerycountymd.gov
Subject: I Oppose Excessive Densities at Westbard

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Anderson,

I am writing to oppose excessive densities at Westbard as proposed in the Draft Sector Plan submitted in July 2015.

I am a resident of the Springfield neighborhood in Bethesda that is adjacent to the Westbard redevelopment site.

I oppose the plan as it will add up to 2,000 residential units which will:

- Double density an area that is not a major county employment center and has limited mass transit. Metrobus and Ride-On— are limited and inefficient.
- **Guarantee that traffic within the area will always be congested.** Now, much of the traffic along River Road and Massachusetts Avenue is “pass through” traffic – commuters who live in areas west of Westbard and in Virginia. With the addition of approximately 5,000 new residents, traffic within our area will always be clogged.
- Add 75 to 80 foot buildings into a sector where taller buildings are the exception, not the rule, a sector surrounded by single-family homes and townhouse communities. Adding additional 75-80-foot buildings will transform the sector to an urban center. Westbard is a village – not a TOWN CENTER.
- **Burden our already overcrowded schools in the Whitman Cluster.** The Wood Acres Elementary School was so far over capacity that it is currently undergoing an expansion which will only accommodate the pre-renovation population of the school. The Pyle Middle School is already over capacity (115%) and the Whitman High School is already over capacity (101%). Furthermore, there are no appropriate sites in the area to build new schools.

Please revise the Sector plan to reduce the number of residential units and lower the building heights. Westbard is a suburban village, not a urban city center.

Francisca Thomas Helmer
5608 Cromwell Drive
Bethesda, MD 20816

MCP-CTRACK

RECEIVED
O 856
SEP 16 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Greg Tomasso <greg.tomasso@avisonyoung.com>
Sent: Wednesday, September 16, 2015 10:10 AM
To: MCP-Chair
Subject: Please support a Westbard plan that favors redevelopment

Sent from: greg.tomasso@avisonyoung.com

Date: 09-16-2015

To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

Dear Chair Anderson and Planning Board,
I support a revised Westbard Sector Plan that includes the envisioned redevelopment of Westwood Shopping Center and surrounding properties. The Westbard community will benefit from the modern retail, numerous community gathering and open spaces, enhanced environmental design, and improved connectivity this redevelopment will provide.

Additional Message:

The plan will significantly enhance the walkability of the Mass Avenue corridor, home to thousands of residents that have never had the benefit of a truly convenient, substantial and modern amenity base. Additionally and as a direct result of the enhanced amenity base, residents should expect their home values to rise. Finally, much needed enhancements to the River road traffic pattern between Ridgefield Road and Little Falls Parkway will be a welcome improvement our local commute.

Name: Greg Tomasso

City: Bethesda

Zip: 20816

MCP-CTRACK

RECEIVED
0892
SEP 22 2015

From: Dennis B. Collins <dennisb.collins@verizon.net>
Sent: Tuesday, September 22, 2015 4:14 PM
To: MCP-Chair
Cc: Donna Fey Collins
Subject: Comments on Public Hearing Draft of Westbard Sector Plan
Attachments: Brief Against Westbard Sector Plan 22Sep2015.pdf

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

The attached Brief is for the Planning Board's consideration as part of its Public Hearing on 24 Sep 2015 concerning the currently proposed revisions to the Westbard Sector Plan.

A Case Study in Stupid Growth: The Currently Proposed Revision of the Westbard Sector Plan

The Question is Why?

Why is the Montgomery County Planning Department recommending a dramatic three-fold increase in population density within the Westbard Sector? ¹

Why has the Project Manager for the Westbard Sector stated that the heights of buildings and densities of population being discussed for the Sector are in line with the heights and densities recommended for communities like **Kensington**? ²

Why has the Director of the Planning Department made it quite clear that increasing the population density within the Westbard Sector is priority one for the Department because Montgomery County is going to have to accommodate population growth — 200,000 more people on top of the 1 million already residing in the County? ³

Why is it being recommended that the Westbard Sector Plan area be designated as an **Urban Area** for the application of New Road Code Standards? ⁴

Why has the Planning Department clearly shown itself to be a formidable advocate for: (1) increased traffic congestion; (2) school overcrowding; (3) the loss of many small service industries; and (4) increased competition for access to the commercial and retail services within the Westbard Sector?

The Answer?

It would seem that these experts have chosen not to understand that Montgomery County already has in place the plans, the places, and the courses of action by means of “Smart Growth” and “Regional Activity Centers” to accommodate the County’s anticipated population growth.

The Problem

The Westbard Sector is NOT a “Regional Activity Center” as they are defined and identified. Recommending a three-fold increase in population within the Westbard Sector is NOT “Smart Growth” as it is clearly defined.

What is a “Regional Activity Center”?

As of October 2013, there were 139 Regional Activity Centers in the National Capital Region.⁵ **Regional Activity Centers** are designated as hubs that will support and promote the majority of the region’s growth over the next thirty years. They are all located along existing (or planned) high capacity transit, or major highways. They include existing urban centers, priority growth areas, traditional towns, and transit hubs.⁶ By focusing population growth in Regional Activity Centers, the intent is to improve connections between housing and jobs, reduce environmental impact, and

make better use of limited funds. There are 24 Regional Activity Centers in Montgomery County; for example: Rockville, Twinbrook, White Flint, Grosvenor, **Kensington**, Glenmont, Wheaton, Bethesda, Silver Spring, Friendship Heights, and 14 more. The Westbard Sector is not shown as a “Regional Activity Center”.⁷

What is “Smart Growth”?

In order for a development plan or project to be considered to be smart growth it must, among other considerations, include these characteristics:⁸

- high-density mixed land use must be located at a node or in a corridor with efficient, high-capacity transit that either currently exists or is programmed for construction.
- development must be staged so that it occurs only when alternative transportation is in place.
- the project’s density must be appropriate for its proposed location.

A second tier consideration is that a project should positively contribute to the livability of the neighborhood, while working within the scale and architecture of its community.

The Westbard Sector is a special case among Sector areas in the County:

1. Westbard is not located at a node or in a corridor with efficient, high-capacity transit that either currently exists or is programmed for construction.
2. Although Westbard contains businesses and light industry, it does not have a “central business district” or “town center”.
3. Westbard is a relatively small area not (as yet) characterized by “intense development”.

Because the Westbard Sector is a special case, it is not unreasonable to insist that maintaining the fabric of our community should be the paramount consideration in developing a positive new plan for the Sector. The businesses and light industries currently in the Westbard Sector are effectively serving the surrounding communities. There is no groundswell of motivated citizens seeking a dramatic change in the character of the Westbard Sector. Change in the form of reasonable amenity and infrastructure improvements would be welcomed. What would not be welcomed is a dramatic upward change in the density of population within Westbard. Residents in the surrounding communities are not interested in having Westbard used as a dumping ground for population growth and intense retail / commercial development.

The Triple Threat to Westbard:

The total number of existing residential units in the Westbard Sector is 1,104. The current Sector Plan for Westbard allows for an addition of 580 residential units for a total of 1,684. The Planning Department is recommending raising the total residential

units permitted within Westbard to 3,200!⁹ That would allow for an additional 2,096 residential units, essentially **tripling** the existing population density!

Proposing to Designate the Westbard Sector an Urban Area:

The Director of the Planning Department has laughingly told citizens that, “I know that you will not want to hear this,” but Traffic Analysis shows that the road network can support up to 3,200 residential units within the Westbard Sector.¹⁰ Of course, by proposing that Westbard be designated an **Urban Area**, traffic congestion that would otherwise be rated at best a “C” can be rated an “A”. We are not interested in more traffic resulting from the number of people generated by tripling the number of residential units within the Westbard Sector.¹¹

Ignoring Ridiculously Increased Public School Overcrowding:

The Planning Department is aware of the demographic shift that is occurring in the neighborhoods surrounding the Westbard Sector: Single-family homes are being sold by elderly empty-nesters to young families with children.¹² By itself this adds to the already overcrowded neighborhood schools, quite apart from the number of school age children that will come from an additional 2,096 residential units within Westbard.

Proposed Increased Building Heights are Off The Scale:

A stated goal of the Planning Department is to accommodate its planned dramatic increases in population within the Westbard Sector by allowing for new buildings to be up to 75 feet in height (approximately six stories).¹³ Given that the Westbard Sector is NOT a Regional Activity Center, how is such an increase in density of population and scale of buildings in any way compatible with the existing residential neighborhoods that surround Westbard?¹⁴

Equity One, a principal and currently active developer within the Westbard Sector, has presented a generally attractive building plan. However, when asked if Equity One would be willing to limit the heights of its proposed residential buildings to 50 feet, Michael Berfield, Executive Vice President of Development stated that Equity One will follow the Planning Department’s much higher suggested building heights of 75 feet. He said that Equity One did not purchase the property in Westbard looking for later handouts (in the form of permission to build high density residential buildings) in order to make money on its investment. According to Mr. Berfield, Equity One purchased the property within Westbard with full confidence that it would be profitable under the then existing zoning limitation of 45 feet for building heights.¹⁵ (Apart from any changes in the Westbard Sector Plan, a new zoning code and zoning map, adopted by the County Council in the Spring of 2104, became effective on 30 October 2014 revising the 45-foot limitation to 50 feet.¹⁶)

Majoring in a Minor:

The Planning Department uses the cost of daylighting and naturalizing the Willet Branch Stream as an argument for permitting developers to make higher profits by building high density residential buildings within Westbard in order to assess them for that cost — otherwise known as making changes to the Westbard Sector Plan that will “incentivize property owners” to make desired investments.¹⁷

While daylighting (uncovering) and naturalizing (eliminating concrete stream beds) any stream is a commendable goal, doing so for a very small stream (the Willet Branch) while ignoring the major stream that it flows into (the Little Falls Branch) is obviously a misplaced priority. While it is just outside the bounds of the Westbard Sector; nevertheless, the very large concrete-lined stream bed of the Little Falls Branch that runs from River Road to Little Falls Parkway should be the focus of corrective attention to eliminate thermal water pollution (water in concrete ditches heated by the sun), not the Willet Branch.¹⁸ The pictures that the Planning Department shows of before and after stream naturalizing closely fit the topography and general appearance of the Little Falls Branch, not the Willet Branch.¹⁹

Most of the approximately 2,700 feet of Willet Branch stream bed between River Road and Little Falls Parkway is already piped and covered-over (1,550 feet). From a map inspection, it appears that:²⁰

- the first 200 feet of stream bed emerging from under River Road is concrete ditch
- the next 300 feet of stream bed is piped and covered-over
- the next 950 feet of stream bed is concrete ditch
- the last 1,250 feet of stream bed is piped and covered-over

Thermal pollution would be mitigated if all of the approximately 2,700 feet of Willet Branch stream bed between River Road and Little Falls Parkway were to be piped and covered-over. Why? Because the piped water would be cooled by the surrounding ground fill which would be approximately 55 degrees year-round.

If the 950 foot section of concrete ditch were piped and covered-over:

- erosion from the steep slopes surrounding the current concrete ditch would be eliminated
- the land above the course of the pipe could be transformed into a bicycle and pedestrian trail link to the Capital Crescent Trail with the opportunity to plant trees and add other amenities along the new trail link

Using the CRT Zone Designation to “Incentivize Property Owners”:

By recommending that more areas within the Westbard Sector be designated CRT (Commercial Residential Town) zones, coupled with the recommendation that essentially triples the permitted population density, the Planning Department can reliably expect that commercial property owners so “incentivized” will flip their commercial property to residential use.

The Planning Department recognizes that the Westbard Sector serves the surrounding residential community as a center for retail activity for neighborhood goods and services. It is home to a diverse mix of businesses involved in many light industrial uses; such as, food catering, veterinarians and dog kennels, several self-storage facilities, building/maintenance, automotive sales and repair, landscape contractors, electronics repair, and metalworking shops — which provide important services that support the local economy. Given Westbard's inside-the-Beltway location, local businesses are able to be in close proximity to their customers in the County and District of Columbia. As a result, both vacancy rates and tenant turnover have been low; certain businesses have called Westbard home for several decades and even expanded their operations there.²¹

However, given the Planning Department's overall population cramming agenda for the Westbard Sector, the Department also recognizes that because many of the light industrial businesses currently serving the surrounding communities have few local relocation opportunities, they will probably remain in place only in the short term.²² Thus, the Department's recommendations will only allow the existing Moderate Industrial zones to remain, while providing flexible options for properties in the future if requested.²³ In short, CRT Zoning will be used to easily convert from commercial to residential property use.

Moreover, a long-term recommendation included in the Department's Plan is a street connection between River Road and Westbard Avenue at what is currently the American Plant Food Company and the Roof Center property.²⁴

If the surrounding communities like the current mix of businesses serving their neighborhoods, that is too bad. As the Planning Department's Plan unfolds, residents will have to travel long distances in their automobiles to find the diverse mix of businesses that at one time conveniently served their needs within the Westbard Sector. Thus, the Department's paramount agenda is **Stupid Growth**, which can be defined as pulling growth (population increases and large businesses) away from the designated places (Regional Activity Centers) already designed for such growth.

What Ought to be in any new Westbard Sector Plan:

Recognizing that anything that is not clearly spelled-out in the new Westbard Sector Plan will not happen, we seek relief from the vision of Westbard that the Planning Department intends to impose on our communities.

1. It should be explicitly stated that the Westbard Sector is not, nor is it intended to be a "Regional Activity Center" subject to "Smart Growth".
2. It should be explicitly stated that the Westbard Sector is not to be designated as an "Urban Area" for any purpose.
3. It should be explicitly stated that because the Westbard Sector is a special case among other Sectors in the County, the paramount consideration in developing any

new Sector Plan for Westbard must be to enhance the livability, quality, and character of the neighborhood by working within its existing population density and building scale.

4. There should be no change from the current Sector Plan for Westbard which allows for an addition of 580 residential units for a total of 1,684. Equity One (as well as any other property owner within Westbard) should be required to do its development within that limit.
5. All new building heights should be limited to a maximum of 50 feet. Equity One (as well as any other property owner within Westbard) should be required do its development within that limit.
6. Complete the piping and covering over of the approximately 2,700 feet of Willett Branch stream bed between River Road and Little Falls Parkway in order to eliminate thermal water pollution and erosion from the steep slopes surrounding the current concrete ditch that serves as a stream bed.
7. Transform the new land above the Willet Branch stream bed into a bicycle and pedestrian trail link to the Capital Crescent Trail with the opportunity to plant trees and add other amenities along the new trail link.
8. All zoning within the Westbard Sector should promote the retention of the many light industrial businesses currently serving the surrounding communities.

Endnotes

¹ Presented to the Planning Board on 30 Apr 2015 by the Planning Department.

² In an email to the author dated 22 Jan 2015, John Marcolin, Project Manager for the Westbard Sector Plan revisions stated, “We are not recommending building heights or densities that are like Bethesda. The heights and densities we have been discussing are much more in line with heights and densities recommended for communities like Kensington.”

³ Public statements by Gwen Wright, during Community Meeting on 22 Apr 2015.

⁴ See page 26 of Westbard Sector Plan, Public Hearing Draft August 2015 (<<http://www.montgomeryplanning.org/community/westbard/documents/WestbardPublicHearingDraft.pdf>>), Maryland-National Capital Park and Planning Commission:

“It is recommended that the Westbard Sector Plan area be designated as an Urban Area for the application of New Road Code Standards.”

⁵ Regional Activity Centers: Keys to Stakeholder Engagement (<<http://www.mwcog.org/ire/projects/IREProj3.pdf>>)

⁶ Regional Activity Centers Definition (<<http://www.mwcog.org/planning/planning/activitycenters/>>)

⁷ Regional Activity Centers Map as of 13 Jan 2013 (<<http://www.mwcog.org/uploads/pub-documents/oV5cXVc20130813171550.pdf>>)

⁸ What is Smart Growth? (<<http://maryland.sierraclub.org/groups/montgomery-group/what-smart-growth>>)

⁹ See page 10 of PowerPoint presentation (“4.30.15 Planning Board Briefing”) from the Community Meeting on 22 Apr 2015 (<http://www.montgomeryplanning.org/community/westbard/documents/Westbard%20Recommendations%20to%20the%20Community%204-22-15_GLMW%20edits%20Print%20Version%20reduced.pdf>) Also, on page 70, “Max proposed in Plan with **Floating Zone: Up to 3,600” residential units!!** (Bolding and underscoring added.)

¹⁰ Public statements by Gwen Wright, during Community Meeting on 22 Apr 2015.

¹¹ Westbard Sector Plan, Public Hearing Draft August 2015, 3-4: “River Road and Massachusetts Avenue, major arterials, funnel thousands of cars each day through the Sector Plan area.” “More development will challenge the existing road network and require additional transportation options.” “Public transit options within Westbard are limited.” So, why is there **any** consideration for deliberately planning for dramatic increases in population within the Westbard Sector?

¹² Public statements by Gwen Wright, during Community Meeting on 22 Apr 2015. See also Westbard Sector Plan, Public Hearing Draft August 2015, 3-4: “Additional residential units inhabited by families with children could put stress on local public schools already constrained by increased student enrollment generated by the existing neighborhood.” So, why is there **any** consideration for deliberately planning for dramatic increases in population within the Westbard Sector?

¹³ Westbard Sector Plan, Public Hearing Draft August 2015, 16: “In general, the Sector Plan aims to create a new land use vision for Westbard [that includes] responsibly planning for future growth . . .” (Bolding added.) See also 44: “**Goal 1:** Accommodate future growth in Westbard by allowing building height increases . . .” *Translation: Incentivize property owners to construct new residential six-story buildings (up to 75 feet in height) in order to accommodate the deliberate planning for dramatic increases in population within the Westbard Sector.* See ¹⁷ below re “incentivize property owners”.

¹⁴ Westbard Sector Plan, Public Hearing Draft August 2015, 9: The words “Appropriate density and scale” appear here but have a dramatically different meaning than how the neighborhood residential communities surrounding the Westbard Sector understand the words.

¹⁵ Comments by Michael Berfield at a presentation and meeting with Sumner citizens on 17 Mar 2015.

¹⁶ <<http://www.montgomeryplanning.org/development/zoning/>>

¹⁷ Westbard Sector Plan, Public Hearing Draft August 2015, 8: “The goals of the Sector Plan are to provide the land use, zoning and urban design recommendations that will **incentivize property owners** to make investments and improve the quality of life in Westbard.” [Bolding added.]

¹⁸ See page 28 of Westbard Sector Plan, Briefing Book September 2014, Montgomery County Planning Department.

¹⁹ Westbard Sector Plan, Briefing Book September 2014, 17

²⁰ Westbard Sector Plan, Public Hearing Draft August 2015, 51 (Figure 2.5.1: Westbard Watershed)

²¹ Ibid., 3, 18 and 19.

²² Ibid., 4.

²³ Ibid., 18. Also in the Department’s scheme, in cases of redevelopment where businesses do not own their properties, some existing businesses could be displaced by larger retailers.

²⁴ Ibid., 34. *Translation:* Bye-Bye two retail establishments that are important to the surrounding communities.

RECEIVED
SEP 22 2015

MCP-CTRACK

From: Tina <tinakenwood@yahoo.com>
Sent: Tuesday, September 22, 2015 4:43 PM
To: MCP-Chair
Subject: Comments on the Public Hearing Draft of the Westbard Sector Plan on 9/24/15
Attachments: Letter to Montgomery Planning Board re Westbard Sector Plan, 9-22-15, PDF format.pdf

OFFIC-
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

The attachment below is from The Kenwood Condominium in Bethesda. Please include this in the testimony for the public hearing on the Westbard Sector Plan on September 24, 2015.

If possible, please respond to this e-mail so I know The Kenwood's testimony was received.

Thank you.

Tina Lurie-LoTenero
Vice President
The Kenwood Condominium

The Kenwood

Tina Lurie-LoTenero
Vice President

September 22, 2015

Casey Anderson
Chair, Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910

The following is to be included as testimony for the Montgomery County Planning Board agenda, items 8 and 9, for Thursday, September, 24, 2015.

Dear Chairman Anderson:

I am writing on behalf of The Kenwood Condominium located at 5101 River Road, Bethesda, MD 20816. The Kenwood is a high-rise condominium at the corner of River Road and Little Falls Parkway, and we will be greatly impacted by the Westbard Sector Plan.

The Kenwood has recently undergone a multi-million dollar renovation to our outside grounds, lobby, interior and garage. We are committed to providing our residents and commercial unit owners with a safe and comfortable place to live. We hope this will continue with the improvements made for the Westbard Sector, but our community is deeply concerned with respect to certain aspects of the proposed Westbard Sector Plan.

The sector plan for River Road, in the Westbard Public Hearing Draft, Aug. 2015 version, includes a key section of the River Road thoroughfare that has the potential to adversely affect The Kenwood residents and guests. The Kenwood's entrance and exit are off River Road. We have had concerns about vehicular ingress and egress to and from our property for years. It is very difficult to make a left turn out of our property onto River Road, heading towards DC. This is challenging during light traffic periods and even more so during rush hour. All cars exit our property directly opposite Butler Road. When exiting our building in either direction, we not only have to watch for oncoming traffic from River Road, but we also have to look for cars coming out of Butler Road, and cars turning onto River Road from Little Falls Parkway. We have repeatedly asked for a street light or stop sign so that residents and guests can safely enter and exit, and it has always been denied.

We are very concerned about what could happen when hundreds of additional housing units are added, as well as additional commercial space. With sidewalks being widened, two dedicated bike paths constructed, a center island for trees, and redesigned road space for traffic, River Road has the potential to become overused, highly congested, and impassable. The addition of bike lanes in particular will make turning into our entrance and exiting our building even more difficult, and perhaps more importantly, will pose a potential safety hazard for motorists and cyclists. Furthermore, these changes have the potential to adversely impact our unit property resale values, as potential buyers could be dissuaded from buying at The Kenwood due to the dangerous ingress and egress conditions.

We understand the Westbard Sector Plan is designed to create a more pedestrian friendly neighborhood, and help encourage the use of public transit. While we fully support the spirit of these goals, we hope you will consider the needs of the current housing community, in relation to traffic patterns on River Road. To that end, we respectfully request that this section of River Road, as it relates to The Kenwood and the immediate surrounding area, be re-evaluated and further studied to ensure the safety of motorists and cyclists and the safety of our residents and guests.

The Kenwood wishes to express its support for efforts aimed to reduce vehicular congestion and we recognize the challenge that poses. The Kenwood additionally supports many aspects of the Westbard Sector Plan, including the Westbard Shopping Center redevelopment project. We welcome new businesses to our neighborhood and believe growth is a positive for our community and property values. However, the safety of our residents and guests are vitally important to us, and accordingly, The Kenwood must strongly oppose the proposed plan for this section of River Road. The Kenwood respectfully requests that you take the safety and traffic concerns described herein into consideration and we urge you to re-evaluate this section of the plan.

Thank you for the opportunity to share our thoughts.

Sincerely,

Tina Lurie-LoTenero

Tina Lurie-LoTenero
Vice President of the Board of Directors
The Kenwood Condominium

RECEIVED

SEP 22 2015

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

September 22, 2015

Casey Anderson, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Westbard Sector Plan

Dear Chairman Anderson and Commissioners,

As a resident of Kenwood, I submit the following comments on the draft Sector Plan. Please make these comments and the attachments, including photographs, part of the September 24th hearing record and have them distributed to the other board members and staff. My comments are in three parts. First, I discuss the basic planning principles that should govern the entire sector plan. Second, I discuss the application of these principles to the properties lining the River Road corridor generally and to parcels adjoining Kenwood specifically. Third, I discuss the goals and principles advanced by the Citizens Coordinating Committee and the Kenwood Citizens Association to show that my position is consistent with theirs.

I. GOVERNING PLANNING PRINCIPLES

The Sector Plan should be governed by several basic planning principles.

1. Suburban neighborhood type center, not urban downtown/regional type center. The Westbard area is intended to serve and be developed as a suburban neighborhood center, not a type of urban “downtown” or regional center. In other words, it is to serve the needs of the neighborhood and not be a destination point attracting persons from a wide geographic area. Two very large destination centers already are in existence very close to the Westbard area -- the Friendship Heights CBD and the Bethesda CBD. Another one is not needed. What is needed are stores and services that fulfill a neighborhood need, e.g., grocery stores, drug stores,

restaurants, dry cleaners, gas stations and car repair shops. These types of stores and services exist now, and at the outset of the planning process and throughout the process to date, the community has been assured the principal goal of the plan is that the area continue to serve neighborhood needs and NOT to have the type and size of establishments that will draw people from outside of the neighborhood.

Restricting the development to a neighborhood center is particularly appropriate here, not only because of the existence of the two nearby regional/urban centers, but because Westbard is not serviced by Metro and already has extensive traffic congestion.

2. Compatibility. The development provided by the plan must be compatible with the existing single family residential development which literally surrounds the commercial area. As I discuss in detail in the next part, compatibility with the homes of the Kenwood community requires that the height limit of 75 feet proposed for almost all the properties on the Kenwood side of River Road be lowered. On one parcel adjoining Kenwood, 002 (see page 73 of the August 2015 Sector Plan Draft), the staff recommended a 50 feet height limit. However, compatibility for this property and others adjoining Kenwood requires a further reduction to 35 feet and the 002 parcel development should be zoned solely for townhouses.

3. Limits on size and uses. To create a neighborhood-type center and to keep it from evolving into yet another regional/urban-type center, the plan must (but presently does not) place effective limits on the size and uses of the buildings, *including the size of the stores*. With a few exceptions, such as a grocery or drug store, the square footage of the store should be limited in size, such as 5,000 square feet, which will be most suitable to attract and financially accommodate neighborhood-type stores and service establishments. Limitations on size and use may be achieved by express language in the plan, or if the Board feels that is not sufficient, by a Zoning Text Amendment making even clearer the authority of the Board to impose such conditions as part of development under the CRT zone.

As noted above, to achieve compatibility with nearby existing single family homes, such as those in Kenwood that are near the commercially zoned land on the Kenwood side of River Road, the buildings permitted, especially on parcels adjoining Kenwood homes, must be sufficiently low in height, e.g., lower than 50 feet, to prevent a “walling” effect overwhelming Kenwood homes.

Similarly, to create a development compatible with a neighborhood-type center requires buildings of modest size and height. The 75 feet high buildings proposed along both sides of River Road, right up to the sidewalk, create a “canyonization” effect more characteristic of an urban downtown area rather than of a suburban neighborhood center. Although the plan purports that its goal is to achieve a neighborhood center, the heights and FAR proposed are not compatible in scale with this concept.

This over-arching goal of a neighborhood center compatible with existing development and the guiding principles applicable to achieve this goal have been adopted by the Citizens Coordinating Committee on Friendship Heights and the Kenwood community. I urge the Planning Board to implement them. This will assure that the neighborhood scale and amenities of the area will be retained and that the community will be revitalized, as is eloquently discussed in your vision of *Westbard Tomorrow*.

II. SPECIFIC PROPERTIES, PARCELS 002, 029, 082, 109 AND 055

I now address specific properties on the Kenwood side of River Road. I first explain, with the help of photographs attached to this paper, that the height limits proposed by the plan are too high for compatibility with the nearby single family homes. A height limit of 75 feet is too high and for parcels immediately adjacent to Kenwood, even a 50 feet height limit creates an obtrusive “walling” effect. A 35 feet height is more appropriate. Similarly, for at least parcel 002, development should be limited solely to townhouses.

A. The height limits proposed by the plan are too high for compatibility with the nearby single family homes.

At the end of this part, I explain how the history of planning and zoning of the Westbard area further demonstrates the inappropriateness of the height and uses proposed in the draft Sector Plan.

My comments and photos specifically deal with the issues regarding parcels 002, 029, 082, 109, and 055. (See page 73 of the August 2015 Sector Plan Draft.) These parcels are currently occupied by Whole Foods, a service station and two storage units that constitute the area along River Road up to the Capital Crescent Trail, and adjoin single family detached homes and townhouses of the Kenwood community.

The following photos show the adverse effects from current development, which is at a lower height than the heights proposed by the Sector Plan draft (page 69 of the August 2015 draft). The plan's raising the height to 50 feet on parcel 002 and to 75 feet on all other parcels will exacerbate the existing adverse conditions.

Photo No. 1 -- Storage building viewed from the corner of Kennedy Drive and Lawn Way.
The storage building is on parcel 002 which was developed under a zone which had a 42 feet height limit.

Photo No. 2 -- View of storage building from rear of home on Lawn Way.

Photo No. 3 -- Storage building as seen from Lawn Way standing in the street.

Photo No. 4 -- Another view from Lawn Way.

Photo No. 5 -- Storage Building from the rear yard of a home on Lawn Way.

The obtrusive and oppressive "walling" effect is obvious even at the height of the summer foliage, when all of these photos were taken. Imagine the winter views.

The following photos illustrate the current status of the Whole Foods and storage buildings on Kenwood homes:

Photo No. 6 -- View of Whole Foods and storage buildings from deck of Lawn Way home.

Photo No. 7 -- Side of Whole Foods building and storage buildings from another Lawn Way home.

Photo No. 8 -- View of Kenwood Station (Whole Foods building) from second floor Kenwood townhouse.

Photo No. 9 -- Street level view of Kenwood Station from a Kenwood townhouse driveway.

The building containing the Whole Foods store was developed under a zone providing for a 30 feet height limit. Imagine the view if development were permitted on this site at 75 feet, which is proposed by the Sector Plan draft.

In short, although the staff and Board deserve sincere thanks for responding to the concerns expressed by the citizens in reducing the height limit on 002 from 75 feet to 50 feet, we continue to believe that height is unacceptable that close to single family homes. The height on 002 should be reduced to 35 feet and the height on the Whole Foods and other sites adjacent to Kenwood reduced to that 35 feet height. With regard to parcel 002, compatibility requires it be zoned for townhouse use only.

In support of my request, I note that the draft plan, page 45, recommends:

Limit building heights to 50' on the west side of Westbard Ave.
and adjacent to existing single family homes.

Why is the same standard not applied to River Road? Indeed, given this recommendation and the fact that Kenwood is the only single family neighborhood adjacent to River Road in the River Road-Westbard area, at the very least the 50 feet height limit and not the 75 feet limit should apply to land on the Kenwood side of River Road. But as I discussed above and the photos show, even 50 feet is too high for parcels adjacent to the Kenwood homes. A lower height limit would not only be more compatible with the single family homes but would mitigate the "canyonization" effect on the River Road corridor which would result if it is permitted to be developed to 75 feet up to the sidewalk on both sides of River Road. As Commissioner Dreyfuss noted at the meeting at the briefing on the concept framework plan on December 18th, high buildings should be located in the core and not on the edges.

B. A review of the history of zoning and planning of the Westbard area supports the lowering of heights and density to better achieve a neighborhood center.

In June 2014, early concerns were raised regarding parcels 029, 082, and 109 when they were rezoned during the map conversion process from C-4 to CRT (see attached letter). At that time, assurances were made that issues regarding density, height and potential uses of the CRT zone would be addressed during the Sector Plan process.

Specifically, although the C-4 zone is now history, it did set a tone for the area that allowed it to remain a "limited neighborhood commercial area." The stated purpose of the C-4 zone (page 109 of the 1982 Plan) was "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." In contrast, the CRT

zone is intended for small downtown, mixed use, pedestrian-oriented centers and transitional edges. This stated intent of the CRT zone, however, should not apply to a short strip of road in a suburban setting that has no significant public transit.

Indeed, the explanation and need for the CRT zone is explained on page 88 of the Draft Plan: The CRT zone is needed because it permits an optional method of development in order to achieve public benefits. Some of the benefits that are described in the Draft Plan for the River Road area are a tree lined boulevard, a park on the Whole Foods site, preservation of the Willett Branch, and storefronts of various designs. These amenities are all worthy public benefits and are strongly supported by the citizens. They are also supported by the Draft Plan itself, which states that the optional method of development should be approved **only if it provides the recommended benefits.**

C. My comments are consistent with the position of the Citizens' Coordinating Committee and the Kenwood Citizens Association

Finally, I note that following the June meeting between representatives from the Citizens' Coordinating Committee on Friendship Heights (CCCFH) and the Planning Board Staff, the River Road/Westbard Committee of CCCFH developed an over-arching goal and guiding principles, which were approved in August 2015 at the CCCFH meeting. The overarching goal is that the River Road-Westbard Sector Plan specifies community-oriented development that serves the needs of the surrounding neighborhoods. Guiding principles are listed below.

- Residential housing and retail buildings should be low-density, e.g., town houses and low-rise buildings.
- Any new residential development must have minimal impact on local public school enrollment.

- Development plans must curtail any increases in traffic congestion, cut-thru traffic and also improve pedestrian and bicyclist safety.
- Commercial development must focus on retail services for surrounding communities.
- Plans should include significant public amenities including generous green spaces and improved access to the Capital Crescent Trail.
- All new development should improve the environment by using previous surfaces, green areas that offset hardship and other measures that improve water quality in the Little Falls Watershed.

In the Kenwood Citizens' position paper to the Planning Board of March 2015, the community accepted and endorsed this goal and principles. That position paper also pointed out similar goals in the Concept Framework Plan as approved by the Planning Board:

The redevelopment of the River Road-Westbard sector, if planned with appropriate focus on stated public planning goals/principles and needs of the surrounding neighborhoods, enhance the community. These goals/principles have been stated in the Concept Framework Plan developed by the Montgomery County Planning Department, and include preservation of the smaller suburban scale of the low density River Road-Westbard sector, maintenance of the now characteristic Westbard sector area (including Westbard and adjacent areas of River Road, Sumner, Wood Acres, Springfield, Kenwood and Somerset), and maintenance/enhancement of community retail and services. These goals also specifically include the maintenance of height limits that foster neighborhood scale, and the reduction of cut-through traffic in residential neighborhoods.

I hope that in its further consideration of the Westbard Sector Plan, the Commissioners and staff will prepare a plan that not only states these principles and goal but has express provisions to implement them. This is essential if the CRT zone is to be applied in a manner that is to be compatible with the surrounding communities. Montgomery County is a county of diverse and unique neighborhoods, and the new zoning code must be flexible and adapted to the specific and different features of each neighborhood to maintain the quality of life that is so vital to it.

Thank you.

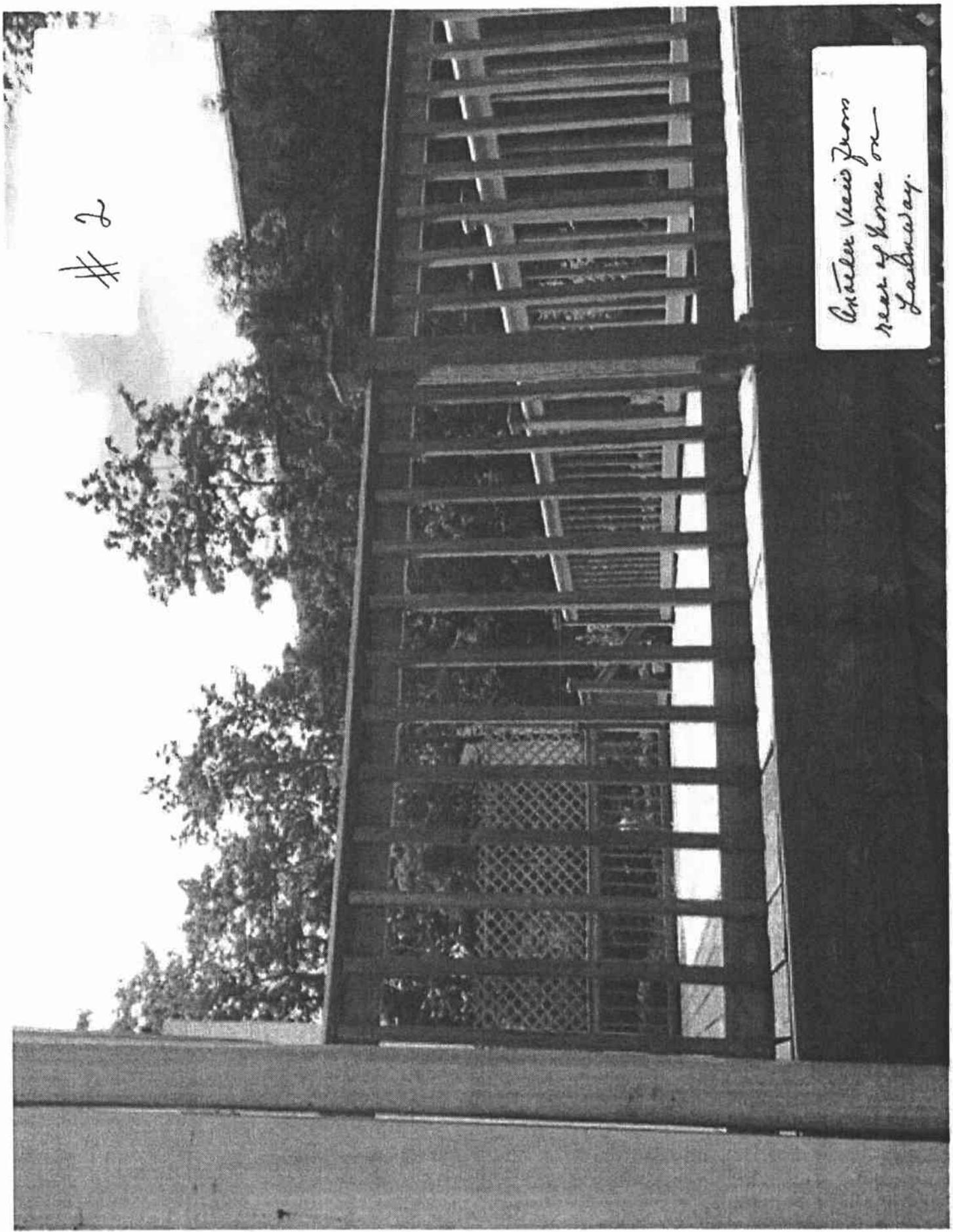
Jenny Sue Dunner
Jenny Sue Dunner



1

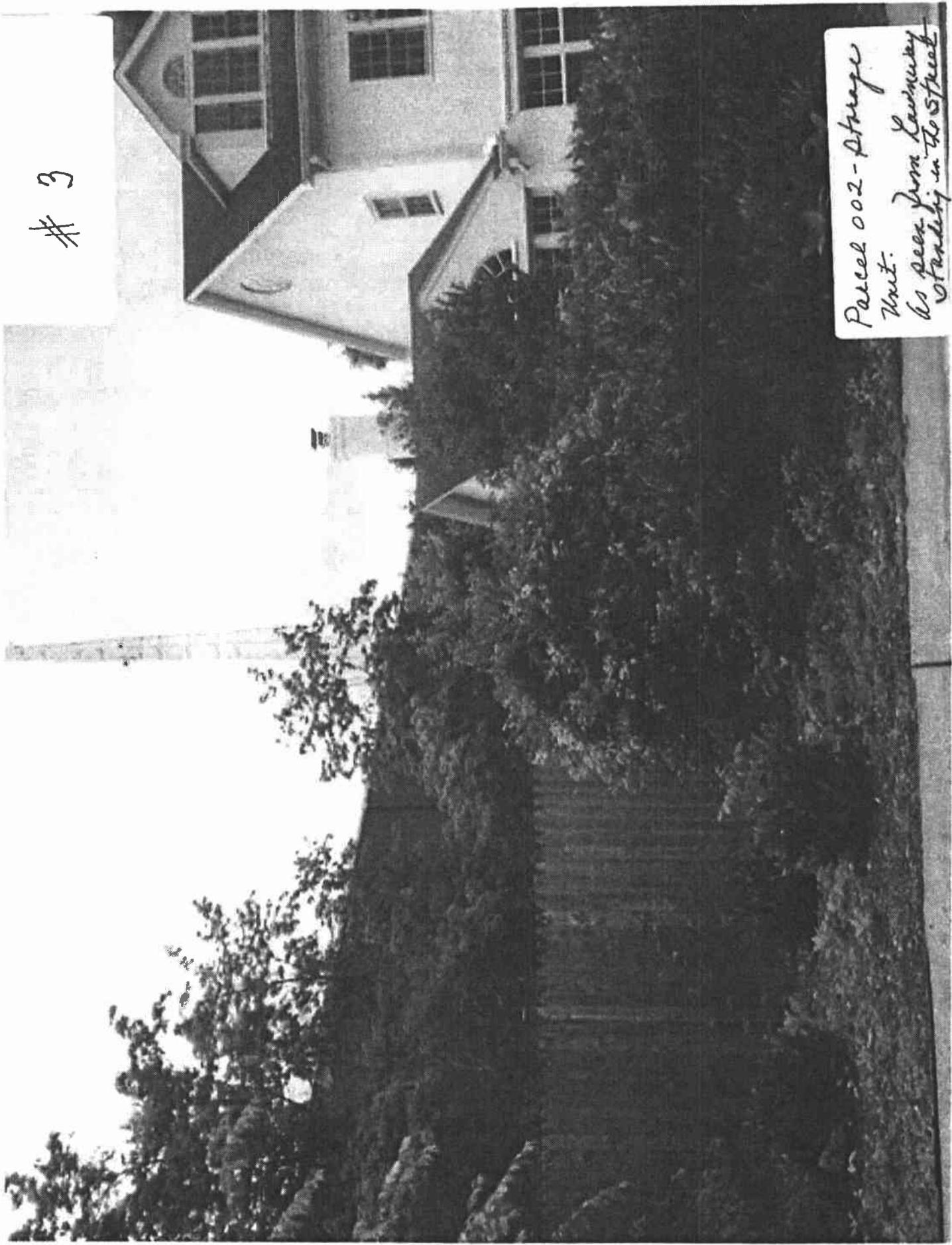
Corner of Kennedy
Dr. & Lawrence.
Plantings by broken
planks along Lawrence

2



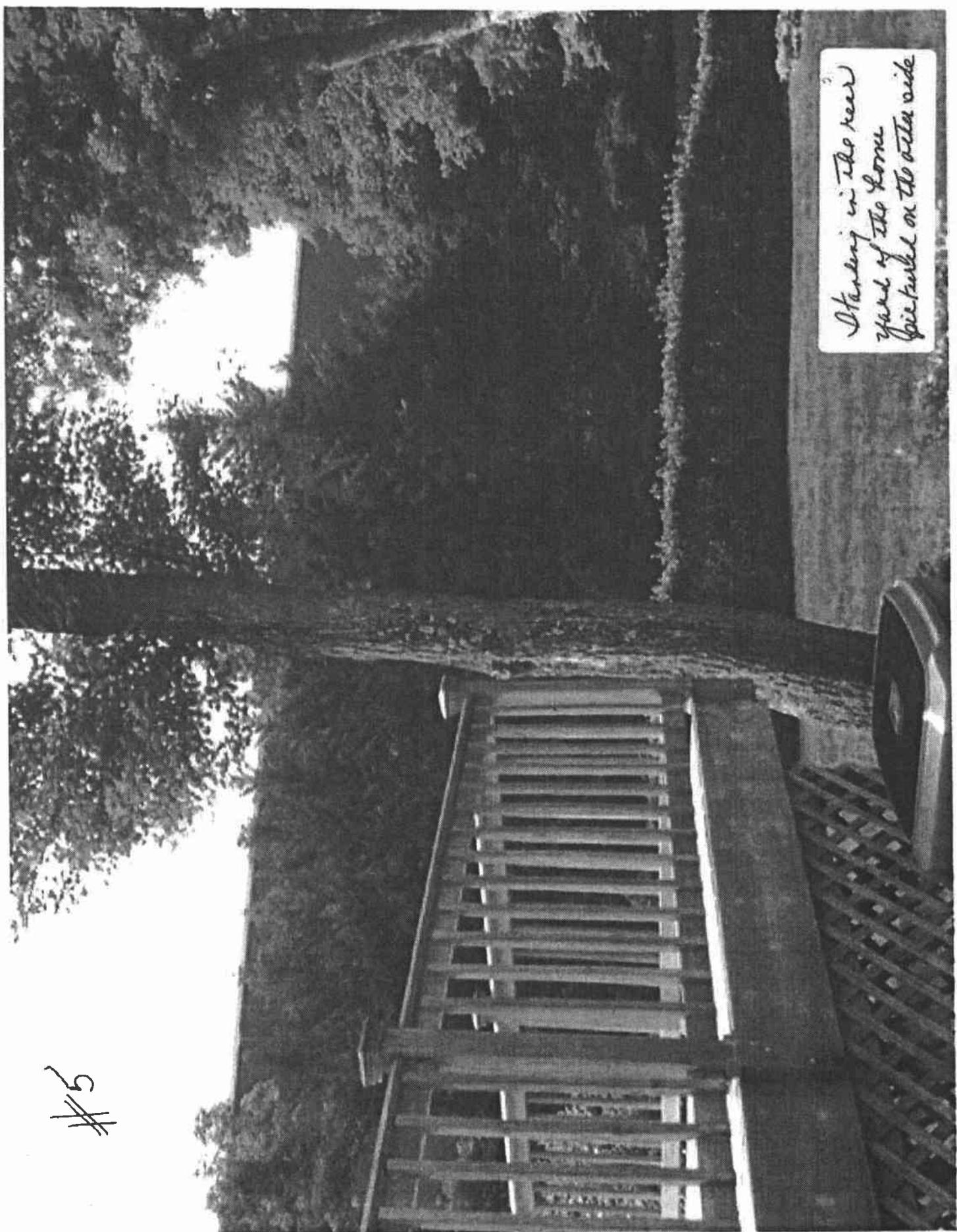
Another view from
near of home on
Ladue way.

3



Parcel 002 - Strange
Unit:
As seen from laundry
standing in the street





Standing in the rear
yard of the home
picture on the other side

#5



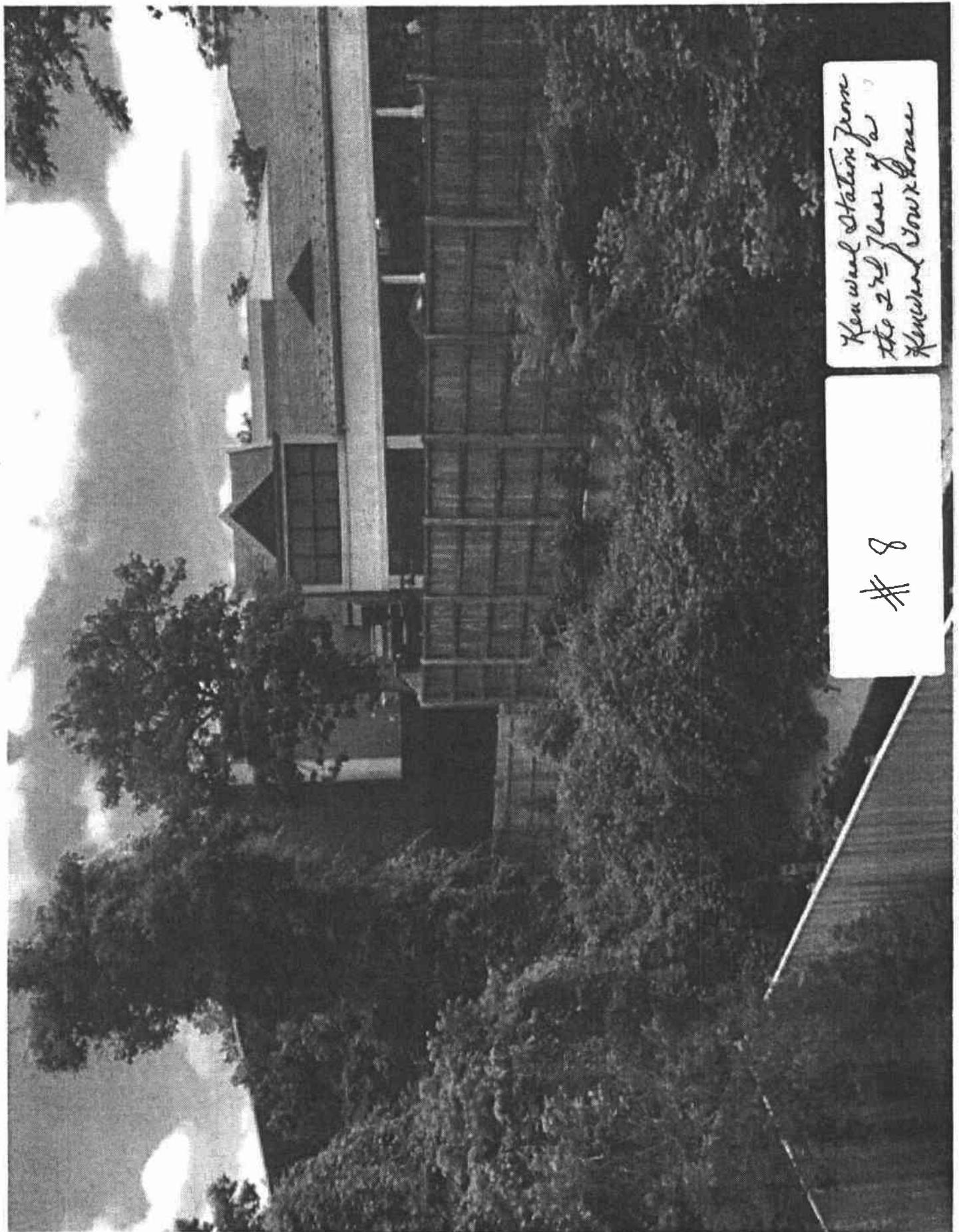
4

Japan from deck 10
of a Laminway Loran.
All trees & plants & plants
by ocean.



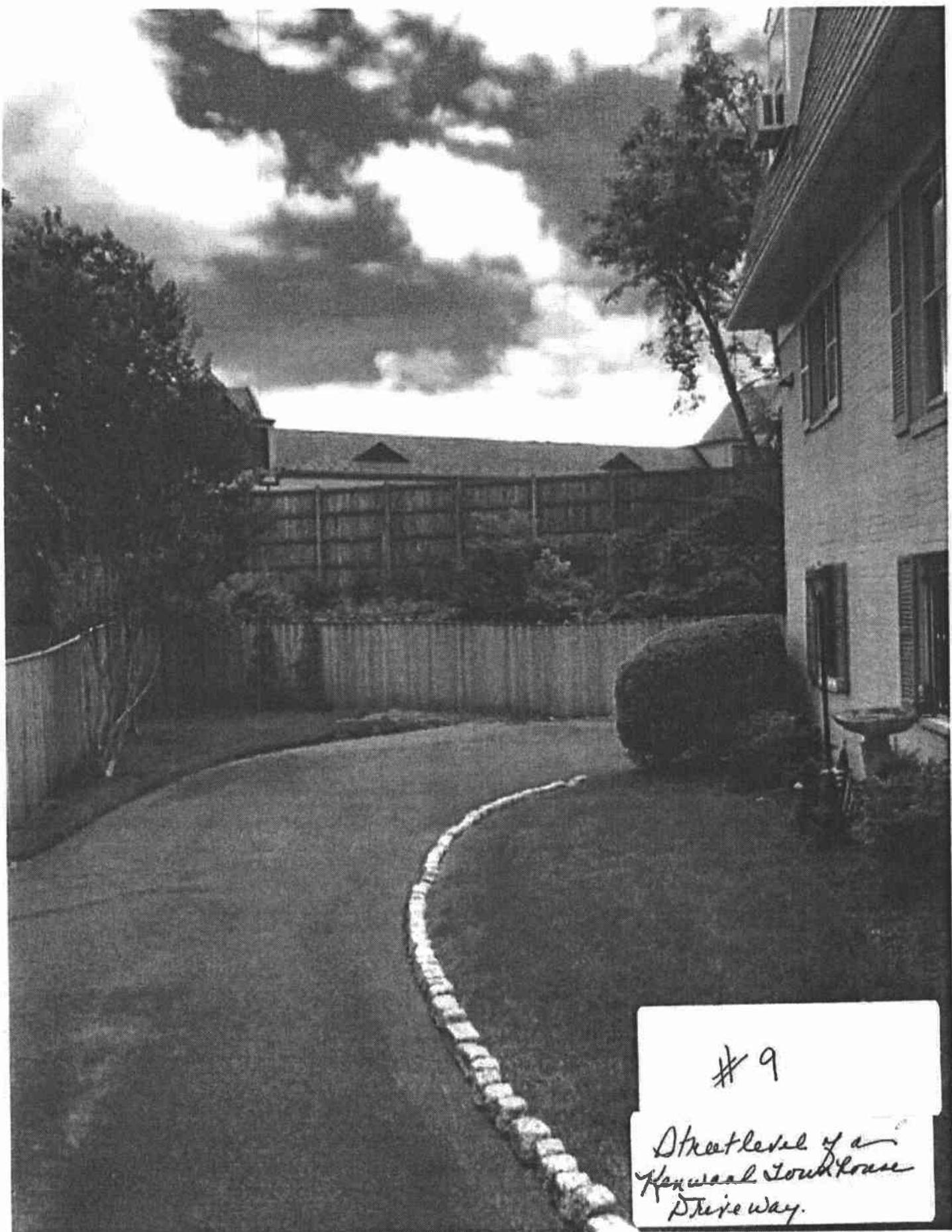
Side of whale track
y heel of otter's right
foot scratches home on
Laurey Cliffs & Brookside

11



Keweenaw Station from
the 2nd floor of a
Keweenaw house

8



#9

Street level of a
General Storehouse
Driveway.

early June 2014

Citizens Coordinating Committee on Friendship Heights

Dear Ms. Floreen,

This letter is about some concerns we have with the zoning conversion map in the Westbard area. I am writing you on behalf of the Citizens Coordinating Committee on Friendship Heights, which has been active in monitoring and shaping development in our area for decades, and its' River Road-Westbard Committee. We represent 18 communities in the area.

Last week our Committee met with Planning Department staff who were very helpful in explaining the conversion of zones. However, we continue to have several major concerns. First, the remapping process is supposed to retain the FAR, densities, and heights specified in current master plans. Adjustments, if any, are to be made through sector or master plan reviews. Despite the planning staff's best efforts, this guiding principle has not been completely followed in converting the current C-4 zones in the Westbard Sector. Specifically, we believe using the CRT zone as a replacement for the C-4 zone inadvertently represents a significant "back door" change in the current Westbard Sector zones by increasing the amount of development and its height.

The design principles used to codify the 1982 Westbard Sector plan called for neighborhood focused businesses and for low structures to avoid creating a "canyon effect" on River Road. To ensure this outcome, a special zone—C-4—was created for the plan. It had a 30 foot height and .25 FAR. The zoning conversion along River Road changes the C-4 zone to CRT, which is described in the Intent as being "for small downtown, mixed use, pedestrian-oriented centers and transitional edges" and has higher limits of 40 feet and .75 FAR. So, the new proposed zone is "downtown focused" rather than "neighborhood focused". The area near River Road (from Ridgefield to Little Falls Parkway) is residential, including single family homes, so it seems especially important to maintain the neighborhood focus. It seems like the CRN zone, which has a height of 30 feet and .25 FAR, is more consistent with the current zone and the adjacent residential character.

Another concern is the conversion along Butler Road. The current I-1 zone has a height of 42 feet and the conversion to IM has a height of 50 feet. Why should the height be increased under the zoning map conversion? Higher structures will overshadow Little Falls Parkway and potentially change a park-like setting to one with building roofs. As a final example, why switch the Westbard Shopping Center's average height limit of 30' to a NR-1.0 with a 45' height limit?

We realize that you have many things to consider over these next weeks. Our goal is to advise you of our concerns now and to request an opportunity to talk with you further before final decisions are made.

Thank you for your consideration.

William H. Freund, Chairman
Citizens Coordinating Committee on Friendship Heights
5807 Devonshire Drive
Bethesda, MD 20816
301-229-0799 (H)
301-706-7388 (C)

Representing the Citizens Associations of Brookdale, Chevy Chase Village, Chevy Chase West, Drummond, Green Acres-Glen Cove, Kenwood, Kenwood Condominium, Kanwood House Cooperative, Kenwood Place Condominium, Somerset, Springfield, Sumner, Sumner Square Condominium, Sumner Village Condominium, Westmoreland, Westbard Mews, Westwood Mews, and Wood Acres

October 2, 2015

Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Whitman Cluster Comments on the Westbard Sector Plan

Chairman Anderson and Planning Board Commissioners:

The seven schools in the Whitman Cluster open their doors daily to more than 6,100 students. The cluster serves largely suburban residential communities characterized primarily by detached single family homes. Families across the cluster have a wide range of opinions on the current content of the draft Westbard sector plan, but stand united in our concern over the plan's impact on schools.

Throughout the last 15 months, local residents have been extremely vocal about the importance of the Westbard sector plan's impact on schools. Yet the public hearing draft of the sector plan, which is 94 pages long, only includes 2 paragraphs about schools:

- Section 2.2.2 includes a bullet that ambiguously refers to the Montgomery County Public School system (MCPS) having "several options for addressing increases in student enrollment" (page 22).
- Section 1.2.4 lists the standard options that MCPS generically considers when addressing enrollment burdens across the county.

In March of this year, County Councilmember Roger Berliner hosted a public forum in conjunction with the Planning Department on the topic of Infrastructure and Growth. The main purpose of this forum was to address disconnects between county agencies, in particular the county Planning Department, MCPS, and the County Council. Planning staff and Planning Board members were active participants in the event, as were many PTAs leaders from across the county, including many of us from the Whitman Cluster. It was our hope that a new planning paradigm would emerge from the forum – one in which planning for schools was fully integrated in the sector planning process. The Westbard sector plan provided an opportunity to demonstrate this new coordinated planning effort, but the current draft falls disappointingly short. Considering all the discussion about schools and planning working closer together, it's a shame to see so little emphasis given to the plan's impact on schools and potential solutions.

At one point, the plan referred to an appendix related to schools. That reference, and the appendix itself, have since been struck from the plan. We strongly urge the Planning Board to reincorporate the appendix language into the main text of the plan. Further, we implore the Board to work with MCPS to identify specific solutions to the enrollment burden this plan will have on our schools. Challenge MCPS to answer questions such as:

- Which school(s) in the Whitman Cluster could absorb Westbard's enrollment burden?
- Will it be necessary to redraw the boundaries within our cluster? If so, how would they likely be redrawn?