



Public Hearing for the Westbard Sector Plan



John Marcolin, Planner/Coordinator, john.marcolin@montgomeryplanning.org, 301 495-4547



Robert Kronenberg, Chief, Area 1, Robert.kronenberg@montgomeryplanning.org, 301 495-2187



Marc DeOcampo, Supervisor, Area 1, Marc.deocampo@montgomeryplanning.org, 301 495-4556

Melissa Williams, Senior Planner, Melissa.williams@montgomeyplanning.org, 301 495-4642

Paul Mortensen, Senior Urban Designer, paul.mortensen@montgomeryplanning.org, 301 495-4523

Rick Liu, Economic and Development Specialist, rick.liu@montgomeryplanning.org, 301 650-5641

Michael Garcia, Planner/Coordinator, michael.garcia@montgomeryplanning.org, 301 495-4549

Matt Folden, Planner/Coordinator, matthew.folden@montgomeryplanning.org, 301 495-4539

David Anspacher, Planner/Coordinator, david.anspacher@montgomeryplanning.org, 301 495-2191

Katherine Nelson, Planner/Coordinator, Katherine.nelson@montgomeryplanning.org, 301 495-4622

Marco Fuster, Senior Planner, marco.fuster@montgomeryplanning.org, 301 495-4521

Mark Wallis, Planner Coordinator, mark.wallis@montgomeryplanning.org, 301 650-4389

Susanne Paul, Senior Planner, Susanne.paul@montgomeryplanning.org, 301 650-4392

Brooke Farquhar, Master Planner / Supervisor, Brooke.Farquhar@montgomeryparks.org, 301 650-4388

Completed: 9.17.15

Description

Westbard Sector Plan: Public Hearing

Summary

The Public Hearing provides a formal opportunity for the public to comment on the recommendations in the Westbard Sector Plan. The Staff will record all testimony and return to the Planning Board in the Fall/winter of 2015 for scheduled work sessions with responses to testimony and recommended actions.

Discussion

Project Authorization

The County Council approved the Westbard Sector Plan update for a start date of July 2014. The 1982 Westbard Sector Plan attempted to reconcile the desirability of providing industrial uses along an existing freight rail line with the need to preserve existing established residential communities

that were nearby. To further this goal, the Plan made land use and zoning recommendations that would:

- Eliminate heavy industrial uses throughout the Sector Plan area and allow limited commercial activity along River Road;
- Re-designate existing heavy industrial areas for light industrial uses, and provide improved access to businesses along the railroad right-of-way;
- Continue light industrial uses in the southwest portion of the Sector Plan area;
- Encourage planned development with a mix of mid-rise residential buildings and office uses on land north of River Road between Little Falls Parkway and the railroad right-of-way;
- Retain mixed-uses in existing high-rise buildings while restricting conversions to predominantly office uses;
- Encourage additional parkland and streetscape improvements in the Sector Plan area.

The most significant change in the intervening years has been the abandonment of the freight rail line that bisected the community and its replacement with the Capital Crescent Trail, which now includes a bridge over River Road. The trail is one of the lower County's most attractive amenities, allowing hikers and bikers to travel for leisure or commuting from Bethesda to points in the District of Columbia.

The mix of residential, office and industrial uses that characterized Westbard at the time of the 1982 Plan remains in place today. River Road is devoted largely to retail and residential uses, including Whole Foods and American Plant Food. Interior properties along the trail right-of-way are used for auto service, light industrial and other services. The Westwood Building on Westbard Avenue, used as offices when the 1982 Plan was completed, has been converted to residential apartments, and has been used for student housing in recent years. The Westwood Shopping Center remains a neighborhood shopping destination.

Planning Challenges

The Plan's goal of eliminating incompatible heavy industrial uses adjacent to the existing single-family homes and encouraging the types of uses that better served the residents and landowners of Westbard have been largely fulfilled over the thirty-two year life of the Plan. However, the recommendations for improving the public realm, as depicted below, were for the most part, not fulfilled. These recommendations include the following:

- Streetscape improvements on River Road and the side streets
- Gateway features into Westbard
- Improving the existing Willett Branch stream valley that runs through the Sector Plan area
- Creating an urban park at the corner of Westbard Avenue and Ridgefield Road
- Creating a major commercial/retail development on Westbard Avenue.

The fundamental reasons that these improvements did not occur is that they were mostly non-funded Capital Improvement Projects, and/or the market did not make major redevelopment feasible.

The Westbard Sector Plan seeks to allow development at a scale that will continue to provide the services that the community depends on while maintaining a lower scale that the community prefers, yet encourage the amenities listed in the 1982 Sector Plan and the new benefits that will enhance quality of life for the residents of today and the future.

Summary of Recommendations

The Westbard Sector Plan envisions a place in 2035 where the residents of and surrounding neighborhoods will enjoy a vibrant village center that provides the community with greatly improved quality of life. They will be able to walk and bike safely on tree-lined streets to stores, offices and their favorite restaurants. Residents will walk or ride the Capital Crescent Trail to do light shopping, drop off a library book and enjoy a cup of coffee or a meal at a sidewalk cafe.

The restored Willett Branch will lead past the stream's clean water and shaded banks to community recreation facilities. Private shuttle bus service will provide quick access to Metrorail and Purple Line light rail stations in Bethesda and Friendship Heights for commuting to jobs or regional destinations.

The Westbard community will be enhanced by building on its assets -- proximity to Downtown Bethesda, Friendship Heights and the District of Columbia; conveniently located shopping centers and industrial businesses; and established residential neighborhoods and civic institutions.

The neighborhood scale and amenities of Westbard will be retained and the community will be revitalized through a diversity of uses, transportation connections and environmental upgrades. Affordable housing, a variety of stores and restaurants, and numerous parks and open spaces will turn Westbard into a more vibrant, greener place in which to live, work and play.

Overarching Goals:

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. These recommendations include:

- Transforming existing streets into multi-modal transitways and adding new connections.
- Preserving and enhancing local retail.
- Retaining light industrial uses.
- Designing mixed-use buildings that offer residents a range of retail, office and housing options.
- Providing housing options that will allow residents to age in place.
- Adding a network of green open spaces connected by trails and bikeways that provides places for outdoor recreation, gathering and relaxation.
- Renovating the Willett Branch stream into a major amenity that will become a unifying feature of the community.
- Increasing affordable housing options.

Optional Method Density Public Benefits Projects:

- Provide a green open space (approximately ½-acre) within the Westwood Shopping Center site.
- Realign Westbard Avenue and Ridgefield Road to create a clear gateway into the retail area and protect single family neighborhoods.
- Create a green urban park at the intersection of re-aligned Westbard Avenue and Ridgefield Road.
- Restore Willett Branch as a stream amenity and provide a pedestrian trail connector within Westbard. Use easements to preclude further encroachment and an amenity fund to finance these projects.
- Provide private shuttle bus service between Westbard and Metrorail stations in Bethesda and Friendship Heights to supplement the existing public transit systems.
- Transform Westbard Avenue into a multi-use, pedestrian-friendly, tree-lined street with wide sidewalks and on-street parking where practicable.
- Create a road connection between River Road and Westbard Avenue, adjacent to the Capital Crescent Trail, to provide access to businesses and improve access to the Capital Crescent Trail.
- Transform River Road into a multi-use, pedestrian-friendly, tree-lined boulevard with consolidated entry points to properties fronting River Road.

Schools

There is concern among local residents that the Sector Plan will result in enrollment increases that will overcrowd the existing public school system that presently serves the Westbard Sector Plan area. Montgomery County Public Schools (MCPS) has several approaches for addressing increased student enrollment:

- Re-open closed school sites.
- Build additions to schools capable of expansion.
- Consider minor redistricting.
- Locate a new school site.
- Provide significant additional infrastructure to support MCPS recreation.

Outreach

Staff has conducted outreach with the various stakeholders in the Westbard Community. Beginning in August of 2014, staff conducted meet and greet opportunities at the Giant Food Store and Whole Foods in the community. On these occasions staff was present on site on Saturday mornings to allow local residents to stop in, ask questions and generally familiarize

themselves with the M-NCPPC planning process in relation to the Westbard Sector Plan. In November 2014, staff conducted a week long Charrette in the community. This planning workshop allowed all the major stakeholders to provide input on how they would like to see their community in the future. Over 200 people participated in this event, which resulted in the Concept Framework Plan; the basis for the Westbard Sector Plan Working Draft.

In addition, staff has been working with other agencies including the Maryland State Highway Administration, Montgomery County Department of Transportation, Department of Environmental Protection, Department of Permitting, Housing Opportunity Commission, Montgomery County Department of Housing and Community Affairs, and staff of the County Council. In addition to these agencies, staff has been reaching out to business owners, residents, and stakeholder to confirm goals and their alternatives, and discuss the progress of the plan with the community.

Schedule

10/26/2015	Planning Board Work Session 1
11/16/2015	Planning Board Work Session 2
12/03/2015	Planning Board Work Session 3
12/17/2015	Planning Board Work Session 4
12/30/2015	Anticipated transmittal of Planning Board Draft to County Executive and County Council

Conclusion

Following the September 24, 2015 Public Hearing, the staff will summarize the testimony and prepare recommendations for review by the Planning Board at the first work session in October. The Staff looks forward to completing the Westbard Sector Plan and transmitting the recommendations to the County Executive and County Council.

Attachments

- Letters / Correspondence
- Public Hearing Notice and Proof of Publication

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

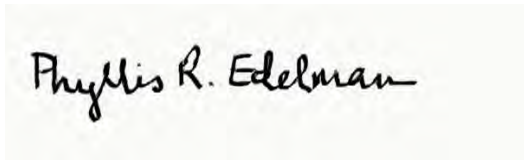
We want to know what can be done to retain our local, family-owned businesses prior to, during and after redevelopment. These businesses help make up the character and culture of the Westbard community and provide important services to us. **What can the community do to help these businesses stay during 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 rectangular box containing a handwritten signature in black ink that reads "Phyllis R. Edelman".

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.

(l) *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.

The additional FAR and height allowed by this subsection is limited to the FAR and height necessary to accommodate the number of MPDUs built on site plus the number of bonus density units.

(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); and

(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)
				Existing		2040 Vision Plan		
ID	E-W Road	N-S Road	Conditions	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.

MCP-CTRACK

RECEIVED

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

5206 Albemarle Street
Bethesda, MD 20816

301.229.4501
susanspk@verizon.net

RECEIVED
0703
JUL 31 2015

MCP-CTRACK

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; Marcolin, 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 Marcolin, 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

Pat Johnson

pdjohnson01@yahoo.com

Pam Bailey

Pamela.Bailey39@gmail.com

Ginny Voorhees

ginnyvoorhees@gmail.com

Edward Shapiro

edward.shapiro@lw.com

Edward Motsinger

ed@kenwoodcherrytree.com

Charles Levy

charlesmlevy@gmail.com

William Outman

william.outman@bakermckenzie.com

Shep Burr

sburr@asbcm.com

Robert Bein

rbein@verizon.net

Jenny Sue Dunner

jennysuedailey@aol.com

Robert Shaffer

robertshaffer@mris.com

Doris Matsui

sacramentodoris@yahoo.com

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

MCP-CTRACK

RECEIVED
0712
AUG 04 2015

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

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;
Councilmember.Floreen@montgomerycountymd.gov;
Councilmember.Leventhal@montgomerycountymd.gov;
Councilmember.Riemer@montgomerycountymd.gov;
Councilmember.Berliner@montgomerycountymd.gov;
Councilmember.Katz@montgomerycountymd.gov;
Councilmember.Navarro@montgomerycountymd.gov;
Councilmember.Rice@montgomerycountymd.gov;
Councilmember.Hucker@montgomerycountymd.gov
Subject: Additional question about the Westbard Sector Plan concerning the Kenwood neighborhood

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,

Doris Matsui
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 that 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 in 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
0726
AUG 05 2015

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

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

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 shortcutting 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

MCP-CTRACK

RECEIVED
0718
AUG 06 2015

From: Steven Johnson <steven.johnson1@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

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

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 would be forthcoming.

I have copied the members of the Montgomery County Planning Board on this note and . Council 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. "

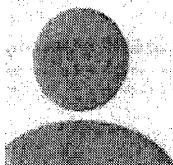
The President has indicated that a letter will be coming clarifying that position.

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 2,096 more residential units than what is allowed today.
- Proposed plan has 329,071 less retail s.f. than what is allowed today.
- Proposed plan has 22,896 more office s.f. than what is allowed today.
- Proposed plan has 637,925 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.shtml#http://www.montgomeryplanning.org/community/v-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

8/6/2015

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 providing this information

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

Steven,

8/6/2015

Please find 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

8/6/2015

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

Katherine.Nelson@montgomeryplanning.org



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 specify 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 an 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

RECEIVED

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

RECEIVED
0799

SEP 02 2015

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

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

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 material 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@americancapital.com>
Sent: Thursday, September 03, 2015 6:54 AM
To: MCP-Chair
Subject: Support The New Westwood

Sent from: justin.cressall@americancapital.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: Juliann 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

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:
wheres it going?
test

Name: Juliann Holbrook
City: Rockville
Zip: 20850

MCP-CTRACK

RECEIVED

0816
SEP 08 2015

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

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

Sent from: alisoncooper@yahoo.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:

Name: Alison Cooper
City: Bethesda
Zip: 20816

MCP-CTRACK

RECEIVED
0799

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 material and adversely affect the quality of life in the area immediately surrounding Westbard, increasing polluti!

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

RECEIVED
0807
SEP 03 2015

OFFICE OF THE CHAIRMAN

THE MOUNTAIN TOP COMMUNITY CENTER
PARK AND PLANNING COMMISSION

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
Cc: Wright, Gwen; Kronenberg, Robert; DeOcampo, Marc; Marcolin, John; Garcia, Michael; Michael Berfield (mberfield@equityone.net); Girard, Erin E. - EEG; Sears, Barbara A. - BAS
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

This e-mail message is intended only for the addressee and may contain confidential and/or privileged material. Any interception, review, retransmission, dissemination, or other use of, or taking of any action upon this information by persons or entities other than the intended recipient is prohibited by law and may subject them to criminal or civil liability. If you received this communication in error, please contact us immediately at the direct dial number set forth above, or at (301) 654-0504, and delete the communication from any computer or network system. Although this e-mail (including attachments) is believed to be free of any virus or other defect that might negatively affect any computer system into which it is received and opened, it is the responsibility of the recipient to ensure that it is virus free, and no responsibility is accepted by the sender for any loss or damage arising in any way in the event that such a virus or defect exists.

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

RECEIVED
SEP 04 2015
OFFICE OF THE CHAIRMAN
THE MONTGOMERY COUNTY PLANNING BOARD
MONTGOMERY COUNTY, MARYLAND

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.

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.

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.

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 ¼ 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 (Bowlmor), 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,

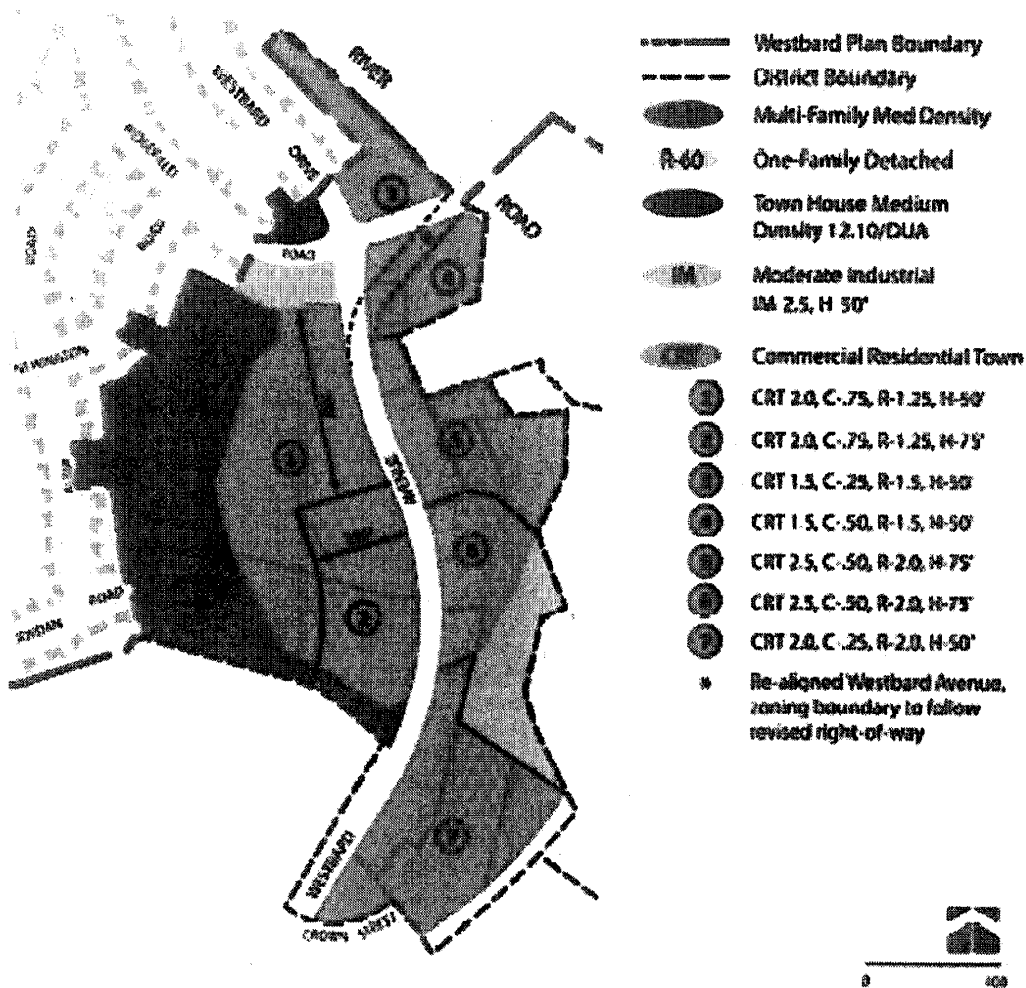
A handwritten signature in black ink that reads "Michael Berfield" with a stylized flourish at the end.

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 5018520v2/12441.0001

Exhibit "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 parcel 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.



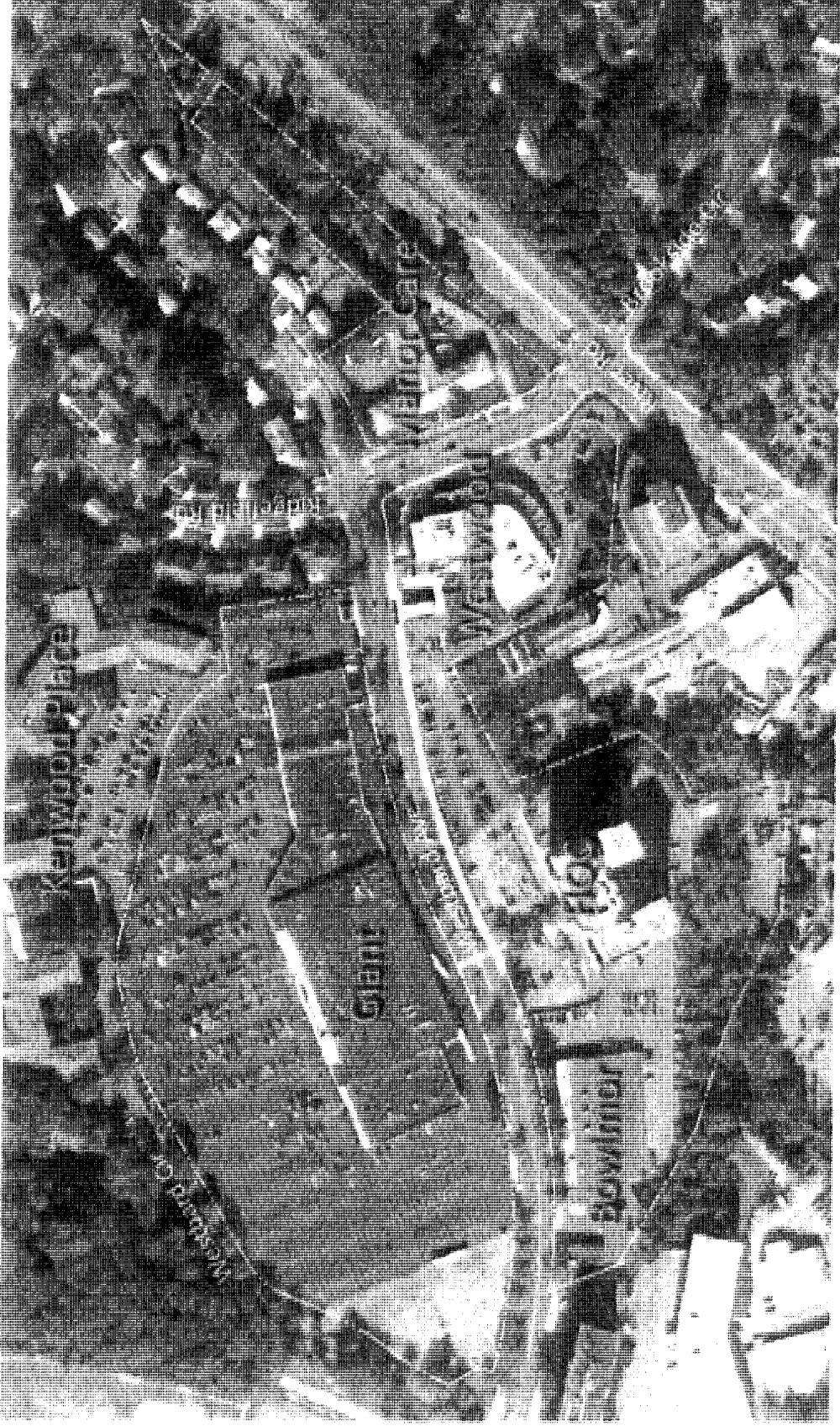
Michael Berfield
Executive Vice President

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

HEIGHTS STUDY

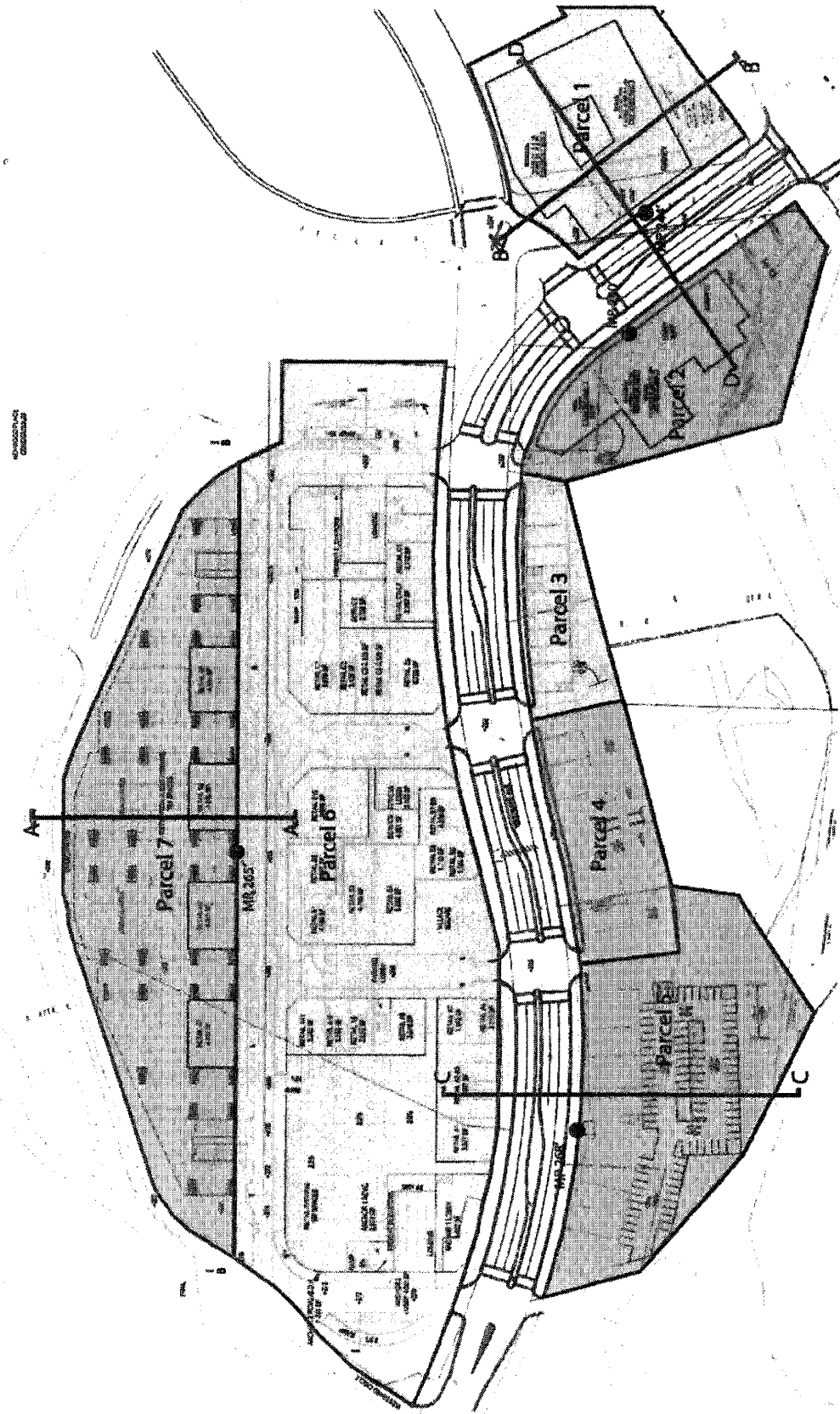
WESTBARD

EXHIBIT A-1



Perkins Eastman DC

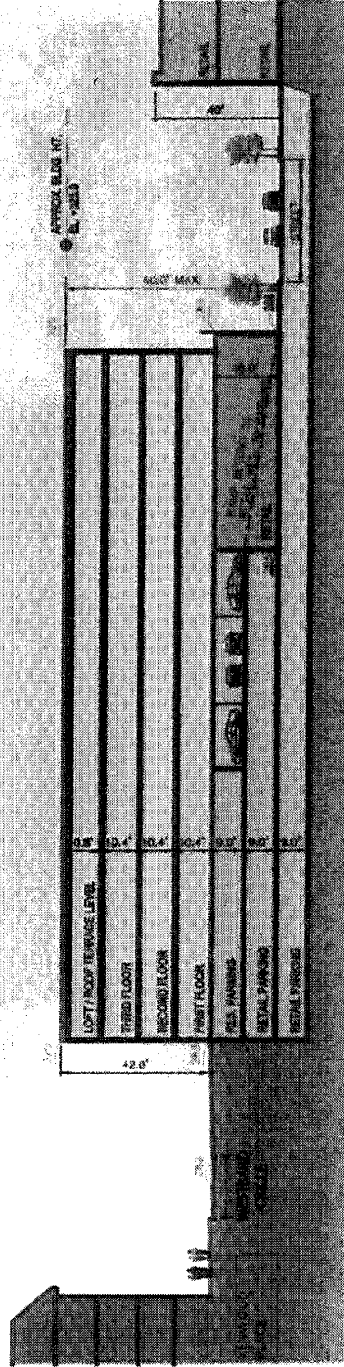
EXHIBIT A-2



Site Plan, Parcel Numbers and Section Cuts

Perkins Eastman DC

EXHIBIT B - SECTION A-A

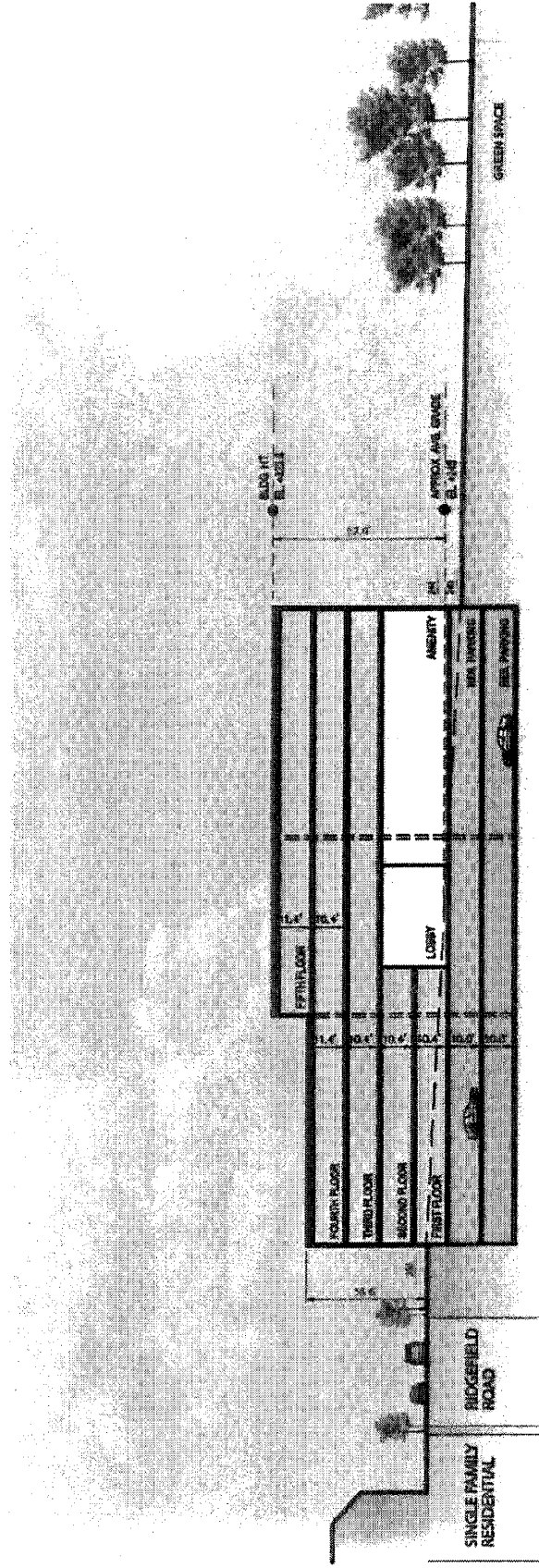


PARCEL 7

Row House Section
4

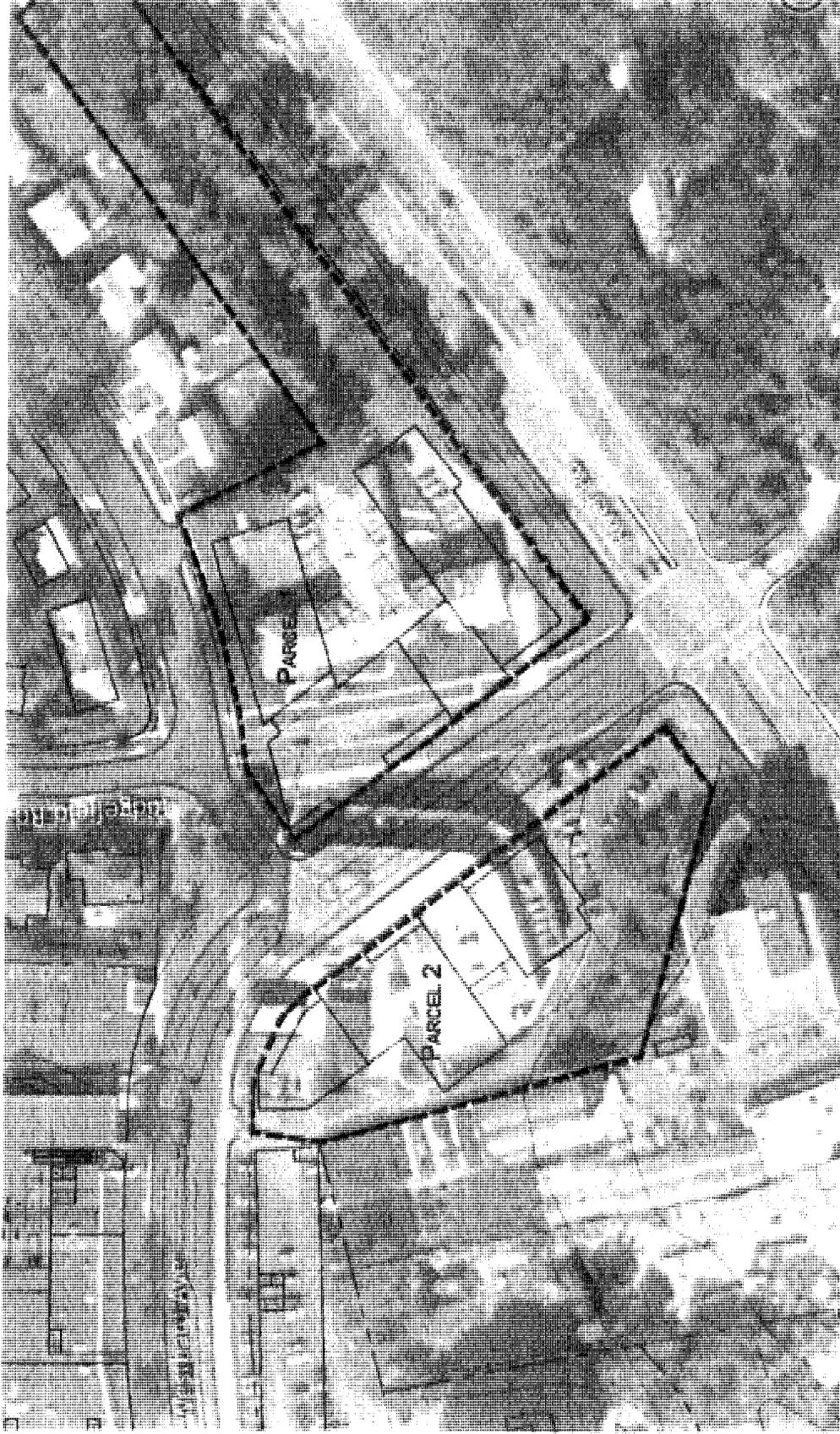
Perkins Eastman DC

EXHIBIT C - SECTION B-B



PARCEL 1

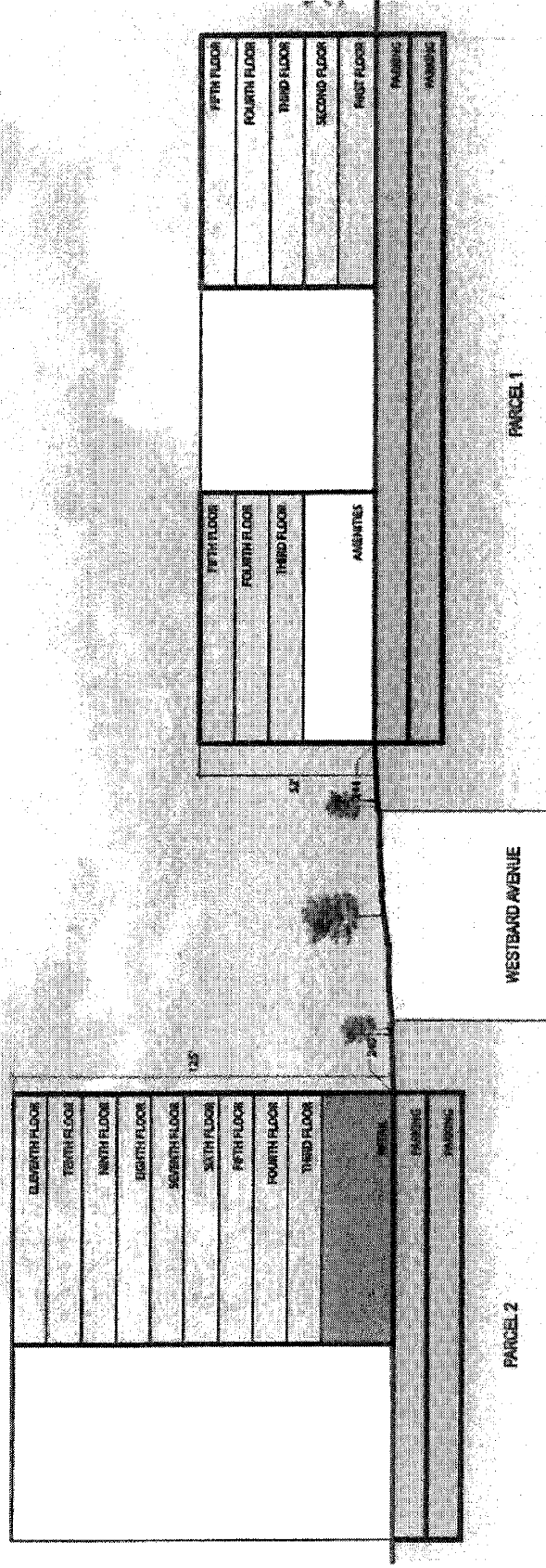
EXHIBIT D-1 - PROPOSED ROAD REALIGNMENT



Proposed Road Realignment: Westbard Ave & Ridgefield Rd

Perkins Eastman DC

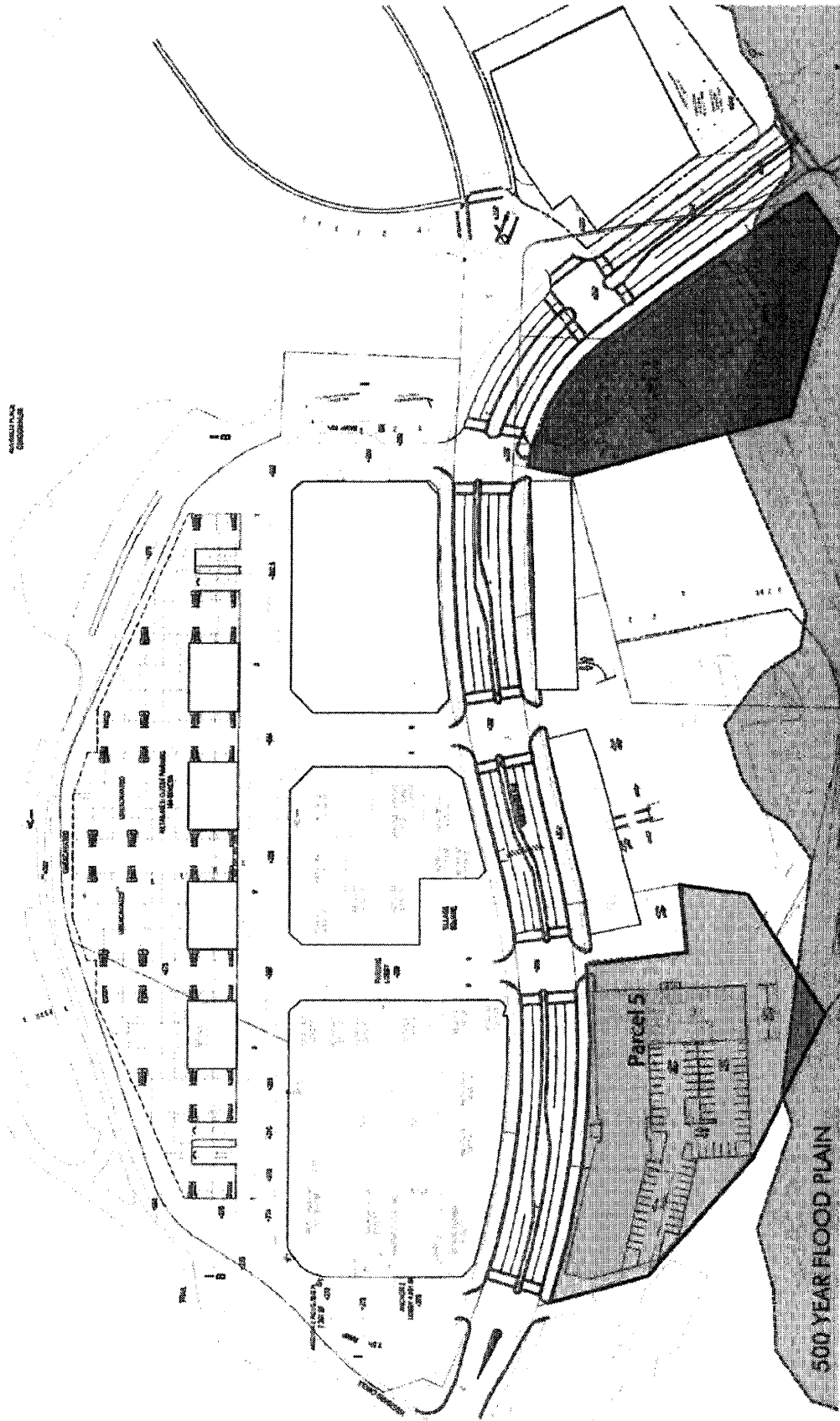
EXHIBIT D-2 SECTION D-D



Section through Westbard Realignment, Westwood 2 and Manor Care

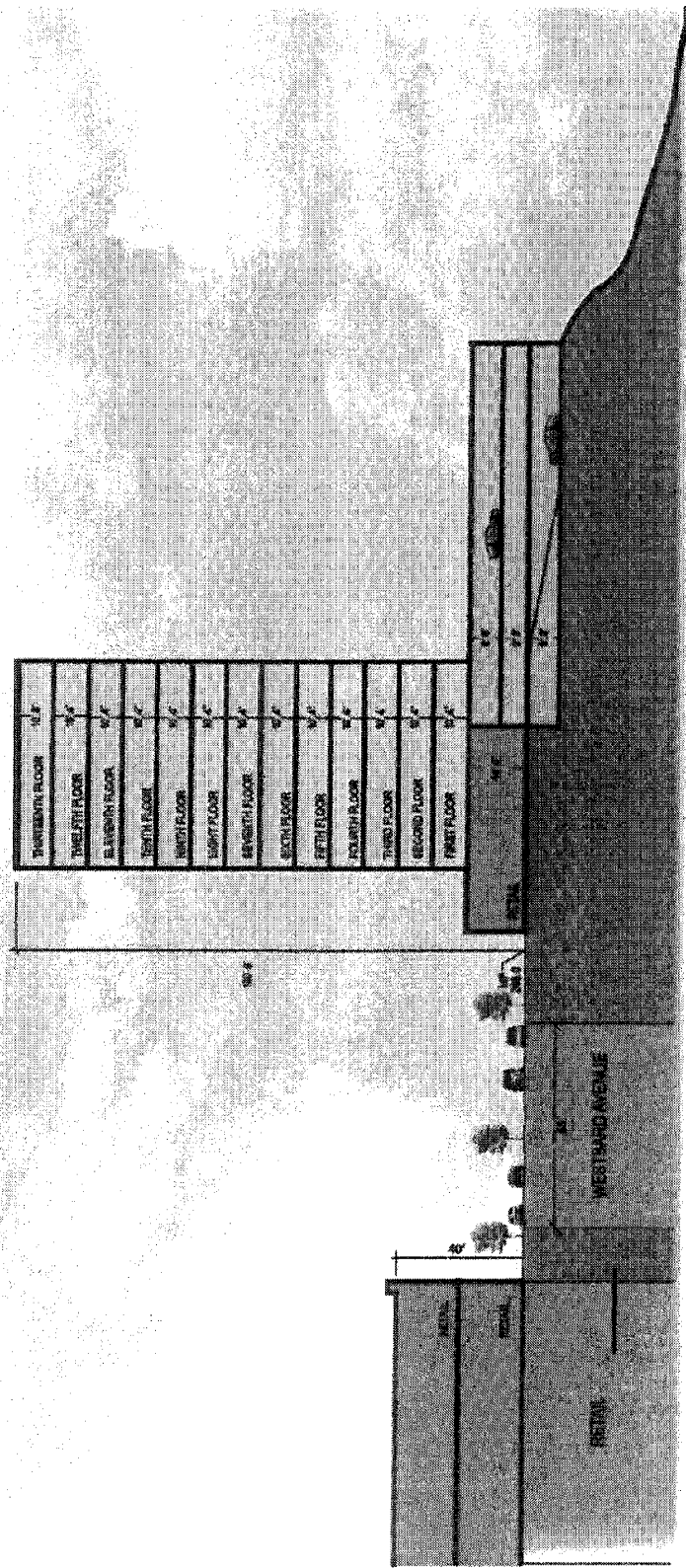
Perkins Eastman DC 7

EXHIBIT D-3 - 500 YEAR FLOOD PLAIN



Perkins Eastman DC

EXHIBIT E-1 SECTION C-C

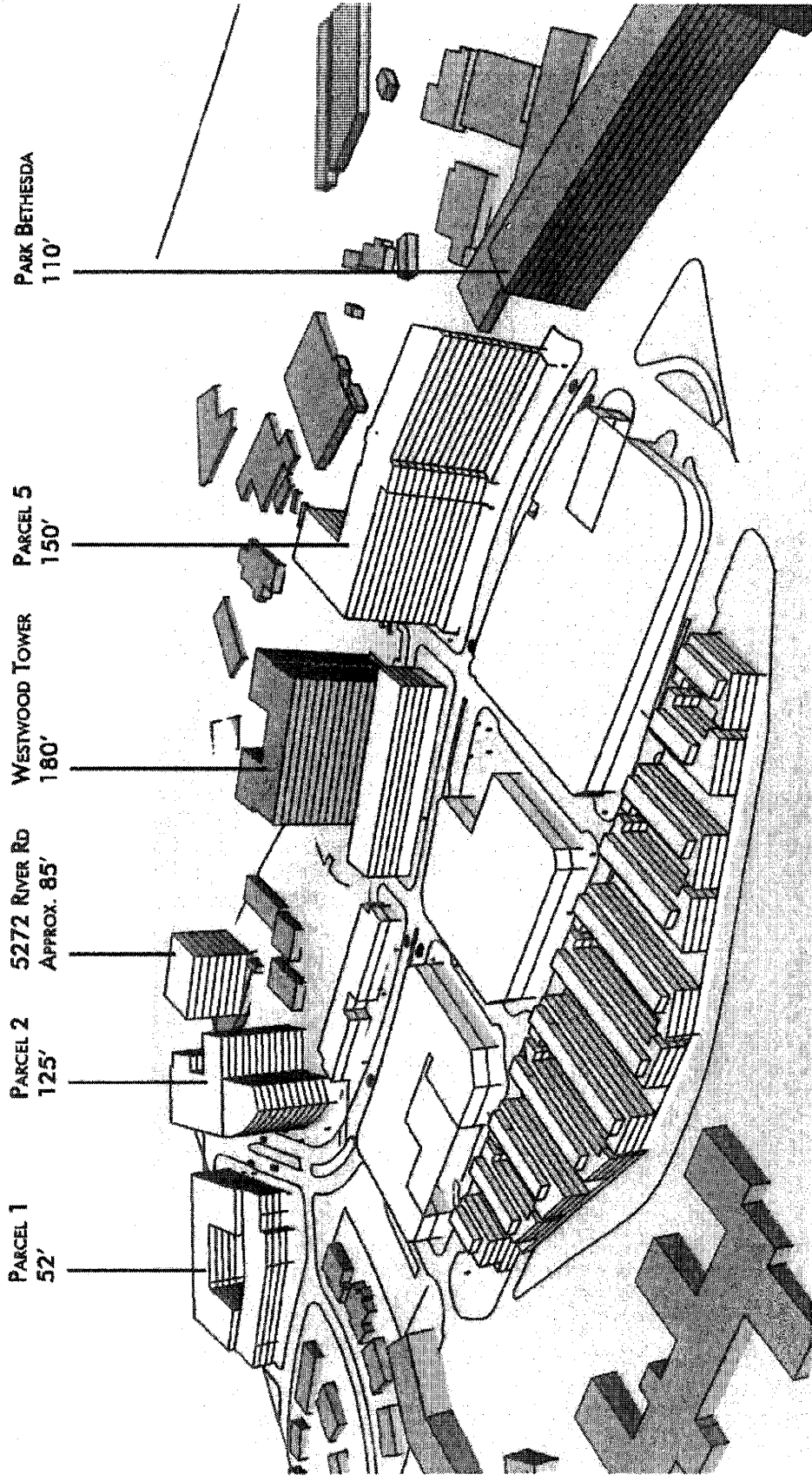


PARCEL 5

Bowlmor Section

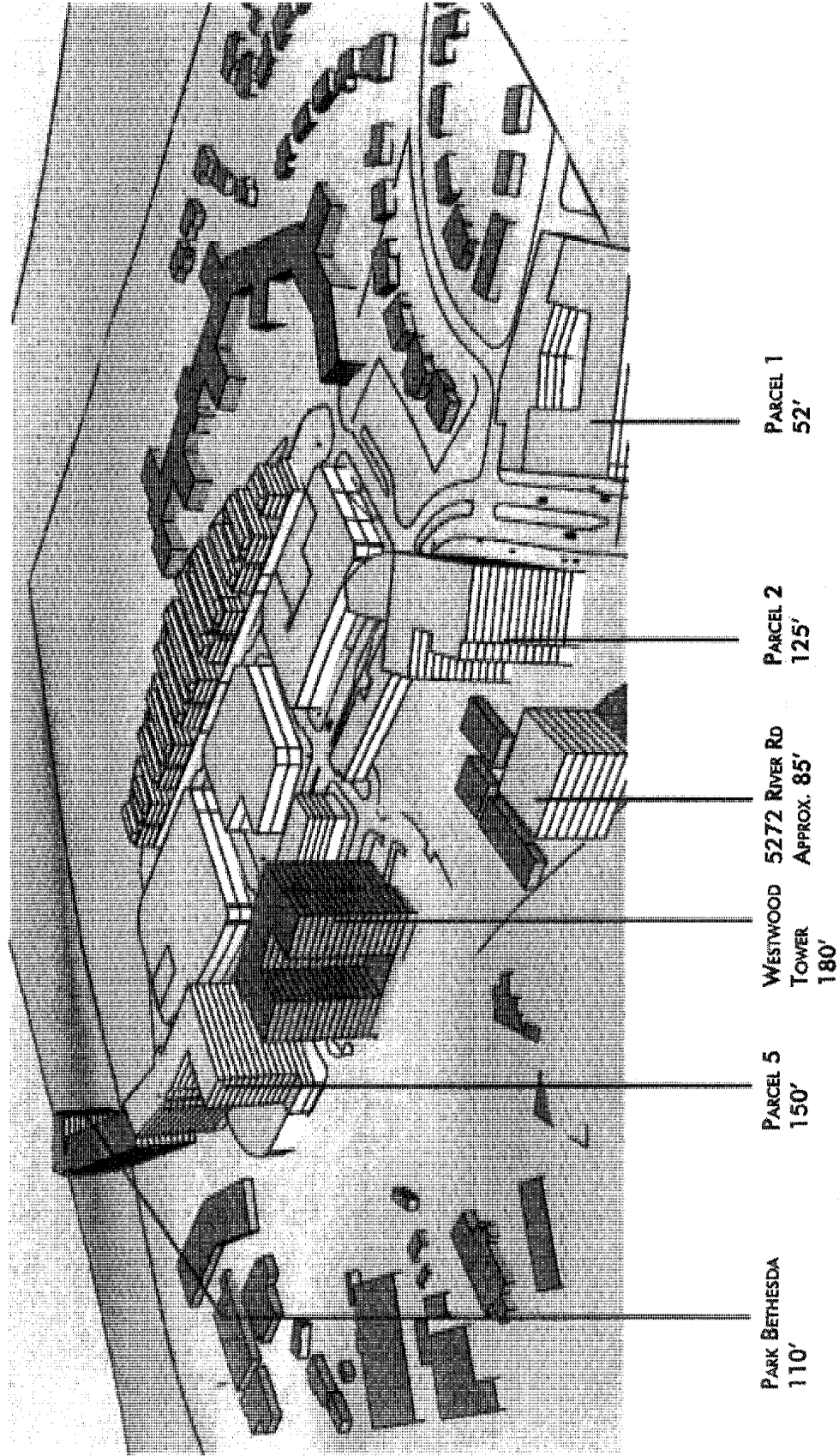
Perkins Eastman DC

EXHIBIT E-2 AERIAL VIEW



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

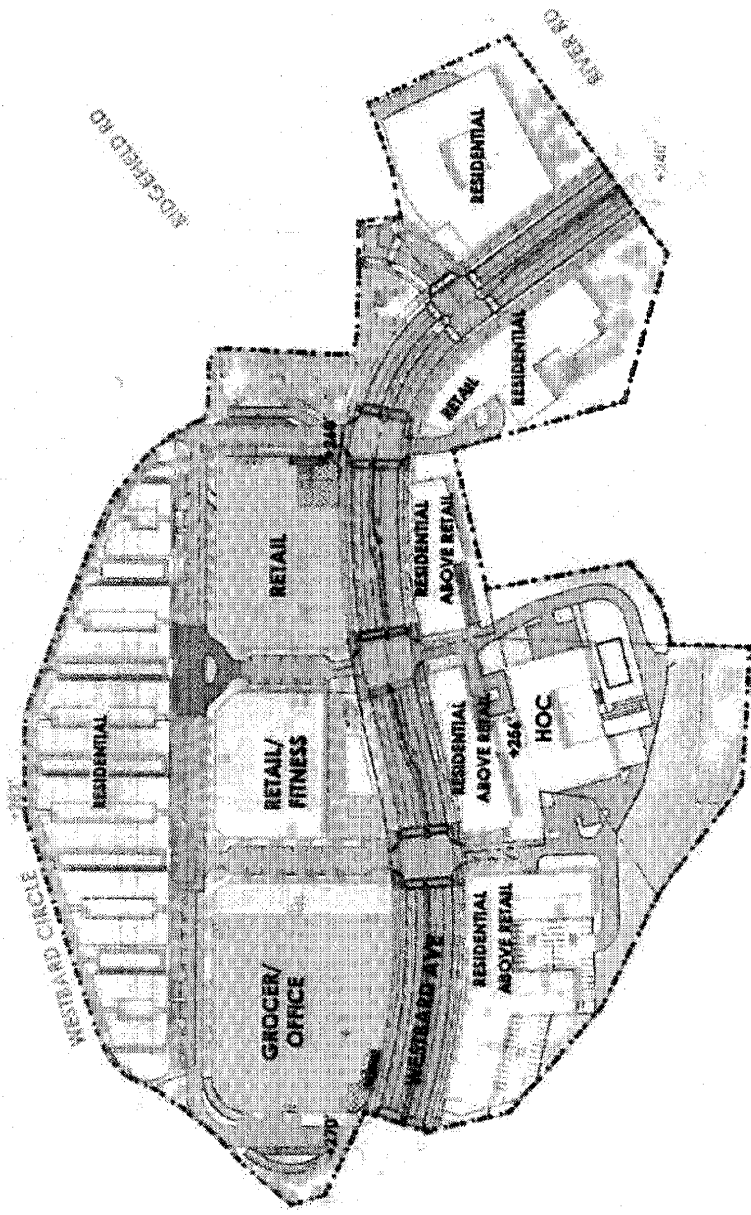
I
expanded on my personal experience.

I realize that you have already made your decision, but wish to submit this anyway.

Ellen Gordon

KENWOOD PLACE

NEWINGTON RD



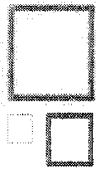
RETAIL
 RESIDENTIAL
 OFFICE
 FITNESS

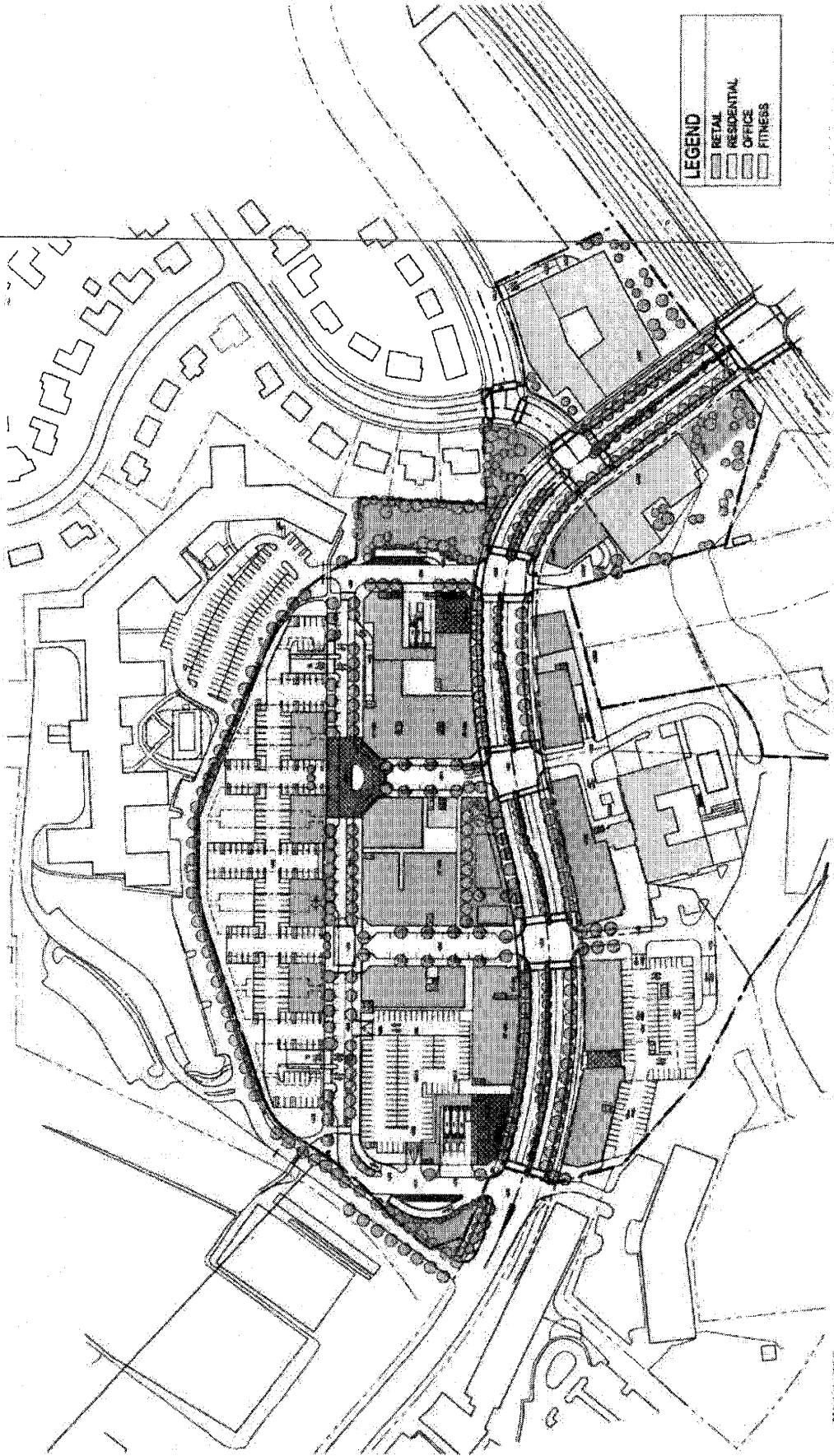
Westford Avenue
03/02/2015

Equity One

S9 an affiliate of
Parkins Eastman Architects, PC

RENDERED PLAN


 EQUITY ONE INC



LEGEND

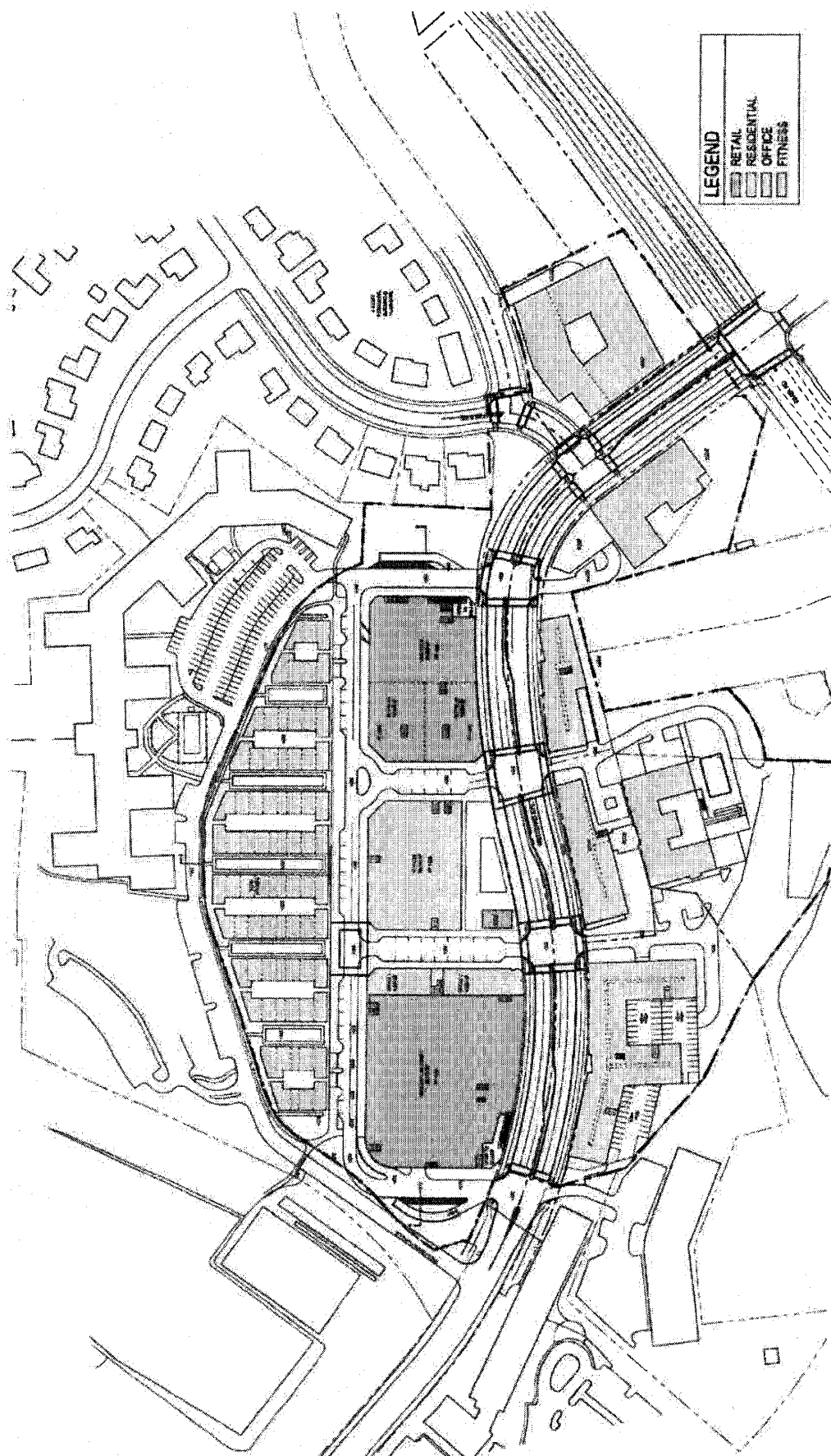
[Diagonal lines]	RETAIL
[Horizontal lines]	RESIDENTIAL
[Vertical lines]	OFFICE
[Stippled pattern]	FITNESS

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

SCALE 1" = 100'

S9 an affiliate of
Perkins Eastman Architects, PC



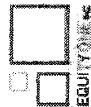


LEGEND	
[Pattern]	RETAIL
[Pattern]	RESIDENTIAL
[Pattern]	OFFICE
[Pattern]	FITNESS

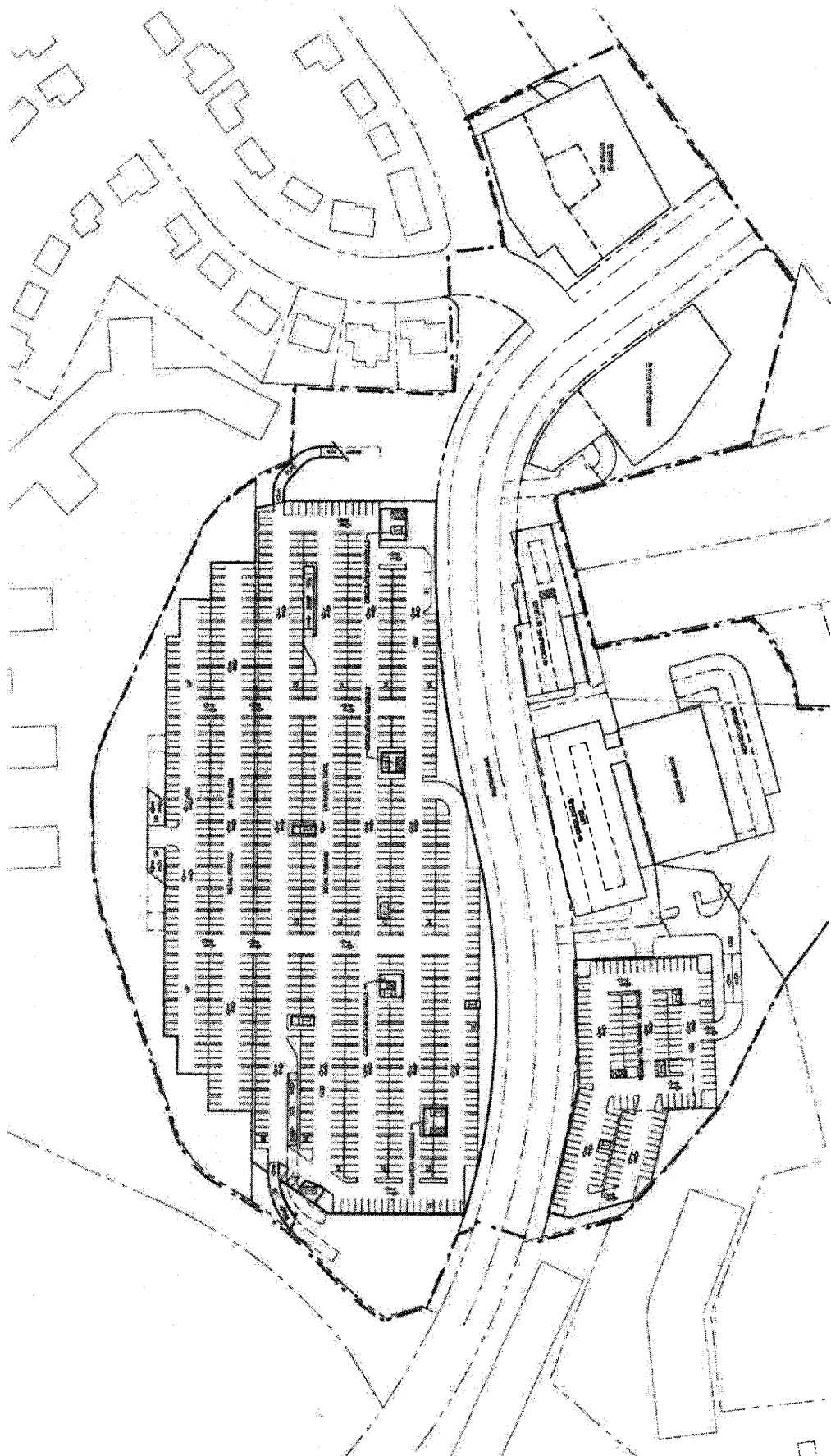
OVERALL PLAN (2nd LEVEL)
 WESTBARD AVENUE
 BETHESDA, MD
 SEPTEMBER 2, 2011

SCALE 1" = 100'

S9 an affiliate of
 Perkins Eastman Architects, PC



EQUITYONE INC

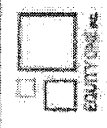


LOWER LEVEL PARKING PLAN
 WESTBOARD AVENUE
 BETHESDA, MD
 SEPTEMBER 2, 2011

SCALE 1" = 100'-0"



an affiliate of
 Perkins Eastman Architects, PC



EQUITY ONE INC.

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.

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.

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.
- **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.

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; ocmemail@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 Koepfel <erinkoepfel@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 Koepfel

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.

MCP-Chair

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.
- **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.

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.

- "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 into 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 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

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.

- *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 into 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 an urban city center.

Clare Garrick

5212 Belvoir Drive
Bethesda MD 20816

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

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.
- **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.

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: 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

From: Colin Helmer <colinhelmer2003@yahoo.com>
Sent: Monday, September 07, 2015 8:06 AM
To: MCP-Chair
Cc: oicemail@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 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

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

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

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

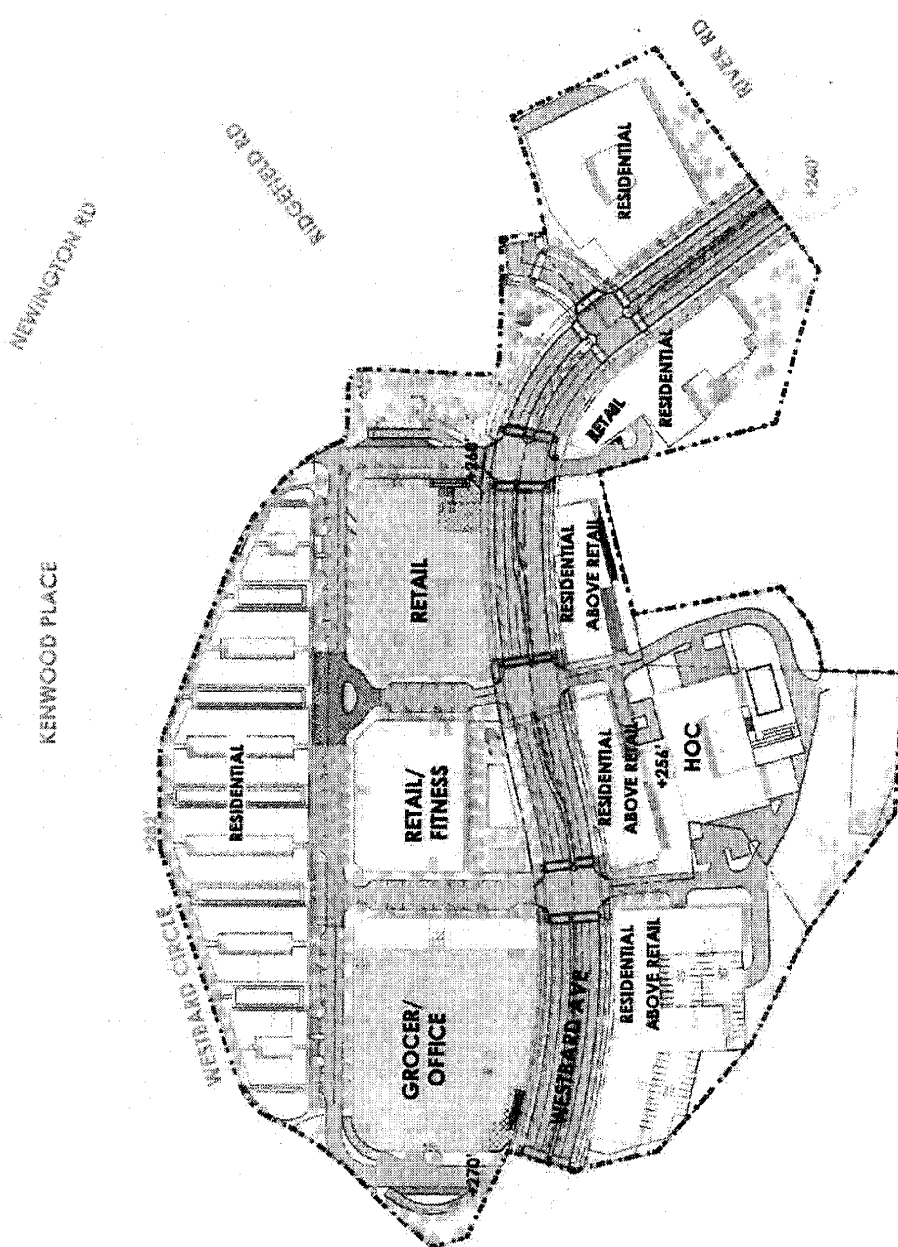
To:
Chair Casey Anderson and Planning Board members Montgomery County Planning Department

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



RETAIL OFFICE FITNESS

 RESIDENTIAL

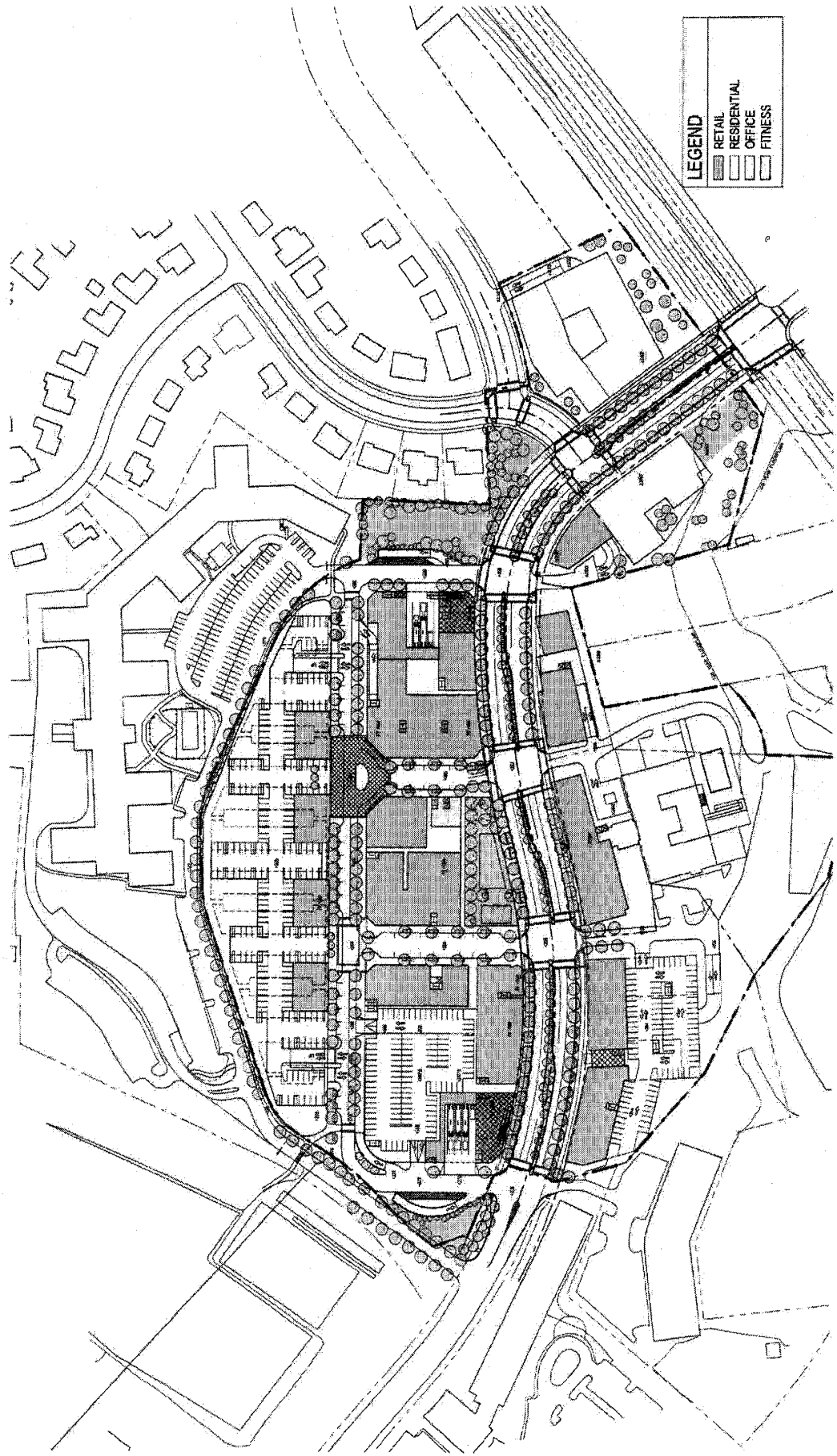
Westbard Avenue
08/02/2015

Exhibit "3"

RENDERED PLAN

an affiliate of
 Parkins Eastman Architects, PC

EQUITY ONE INC.

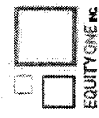


LEGEND	
[Hatched pattern]	RETAIL
[Dotted pattern]	RESIDENTIAL
[Horizontal lines]	OFFICE
[Vertical lines]	FITNESS

SCALE: 1" = 150'-0"

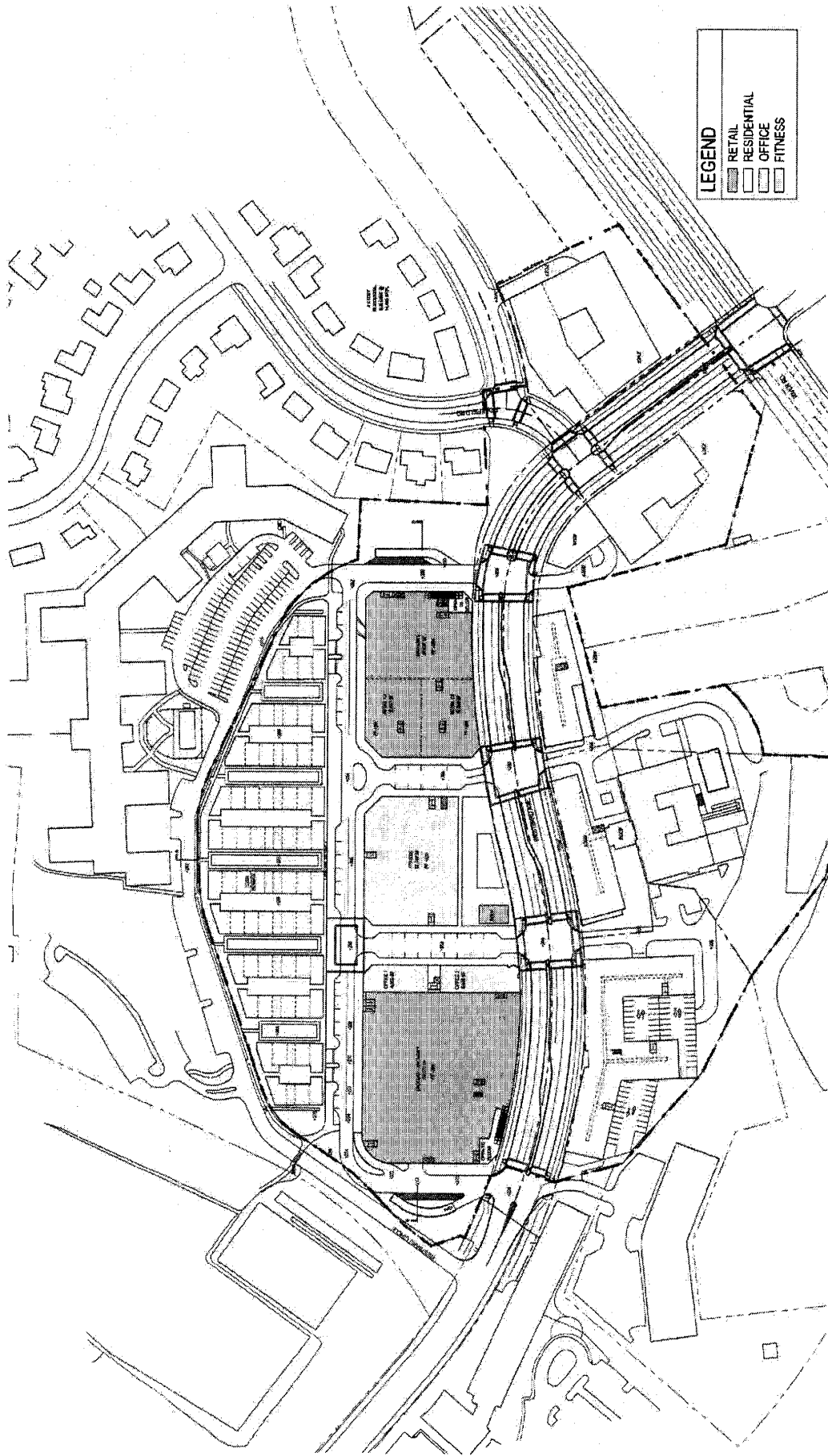
OVERALL PLAN (GRADE LEVEL)

WESTBARD AVENUE
 BETHESDA, MD
 SEPTEMBER 2, 2013



an affiliate of
Parkins Eastman Architects, PC





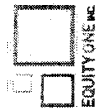
LEGEND	
[Stippled Box]	RETAIL
[Cross-hatched Box]	RESIDENTIAL
[Horizontal Lines Box]	OFFICE
[Vertical Lines Box]	FITNESS

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

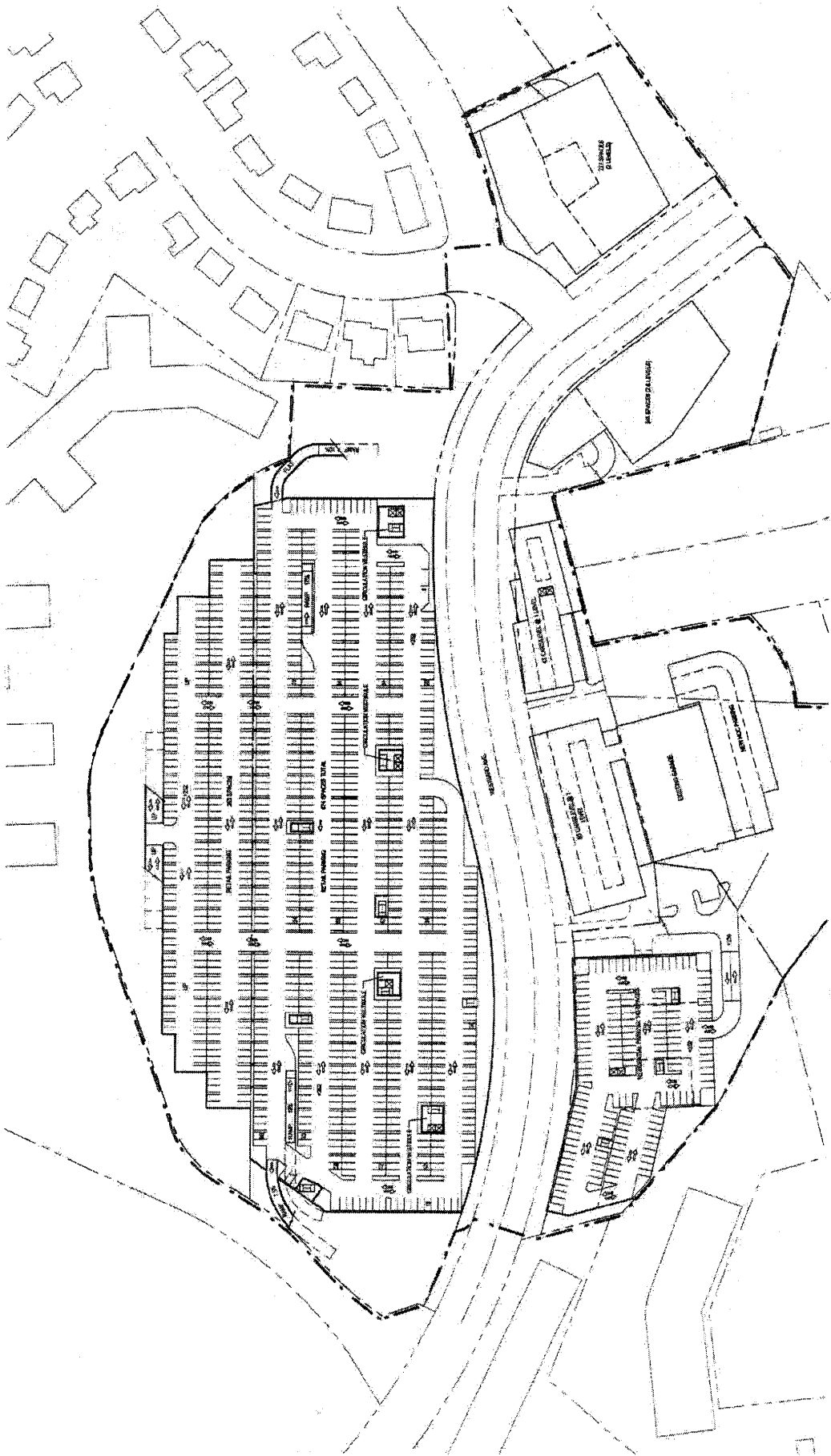
SCALE 1" = 150'-0"



an affiliate of
Perkins Eastman Architects, PC



EQUITY ONE INC



LOWER LEVEL PARKING PLAN
 WESTBARD AVENUE
 BETHESDA, MD
 SEPTEMBER 12, 2010

SCALE: 1/4" = 100'-0"

an affiliate of
S9 Perkins Eastman Architects, PC

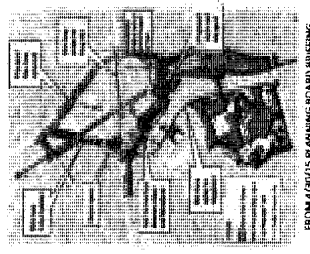


EQUITY ONE INC

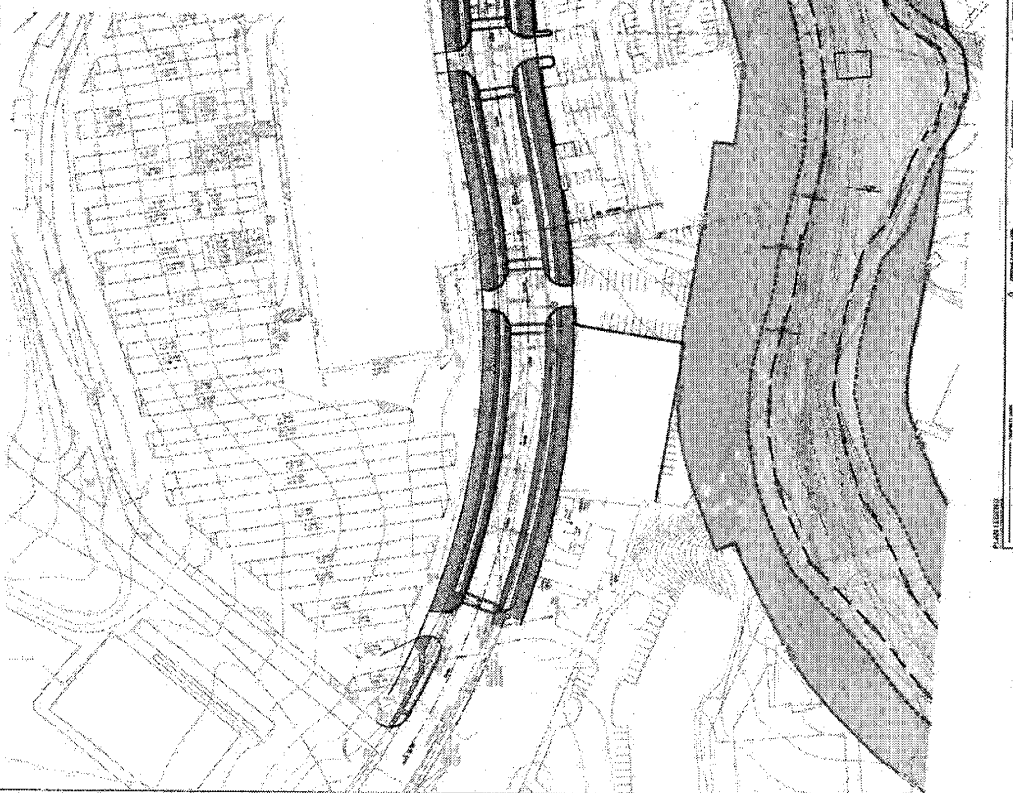
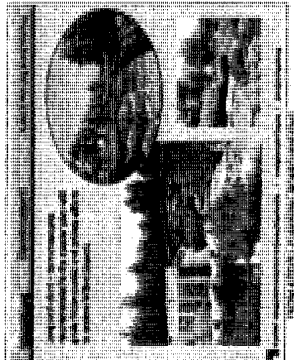
WESTBROOK AVENUE
 CITY OF WESTBROOK, VERMONT
 DATE: 1/20/13
 DRAWN BY: [Name]
 CHECKED BY: [Name]

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMITTING	1/20/13	[Name]

WESTBROOK AVENUE
 THEORETICAL
 STREAM VALLEY
 SHADING
 SHEET NO. 1 OF 1



FROM 4/29/13 PLANNING BOARD MEETING



PROPERTY INFORMATION	DATE OF ACQUISITION	TYPE OF ACQUISITION
1. [Property Description]	1/20/13	1. [Type]
2. [Property Description]	1/20/13	2. [Type]
3. [Property Description]	1/20/13	3. [Type]
4. [Property Description]	1/20/13	4. [Type]
5. [Property Description]	1/20/13	5. [Type]
6. [Property Description]	1/20/13	6. [Type]
7. [Property Description]	1/20/13	7. [Type]
8. [Property Description]	1/20/13	8. [Type]
9. [Property Description]	1/20/13	9. [Type]
10. [Property Description]	1/20/13	10. [Type]

NOTES:
 1. [Note 1]
 2. [Note 2]
 3. [Note 3]

PLANNING BOARD
 THE CITY OF WESTBROOK, VERMONT
 100 WESTBROOK AVENUE
 WESTBROOK, VERMONT 05780
 TEL: 802-885-1234
 FAX: 802-885-1234
 WWW.WESTBROOKVT.GOV

GRAPHIC SCALE
 1" = 100'

CITY OF WESTBROOK, VERMONT
 PLANNING BOARD
 100 WESTBROOK AVENUE
 WESTBROOK, VERMONT 05780

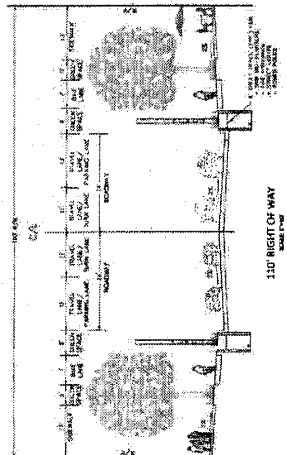
CONSULTING ENGINEERS
 100 WEST 10TH AVENUE
 SUITE 2200
 DENVER, COLORADO 80202
 TEL: 303.733.1100
 FAX: 303.733.1101
 WWW: WWW.CURRYENGINEERS.COM

NO.	REVISION	DATE
1	ISSUE FOR PERMIT	08/15/2011
2	ISSUE FOR CONSTRUCTION	08/15/2011
3	ISSUE FOR RECORD	08/15/2011

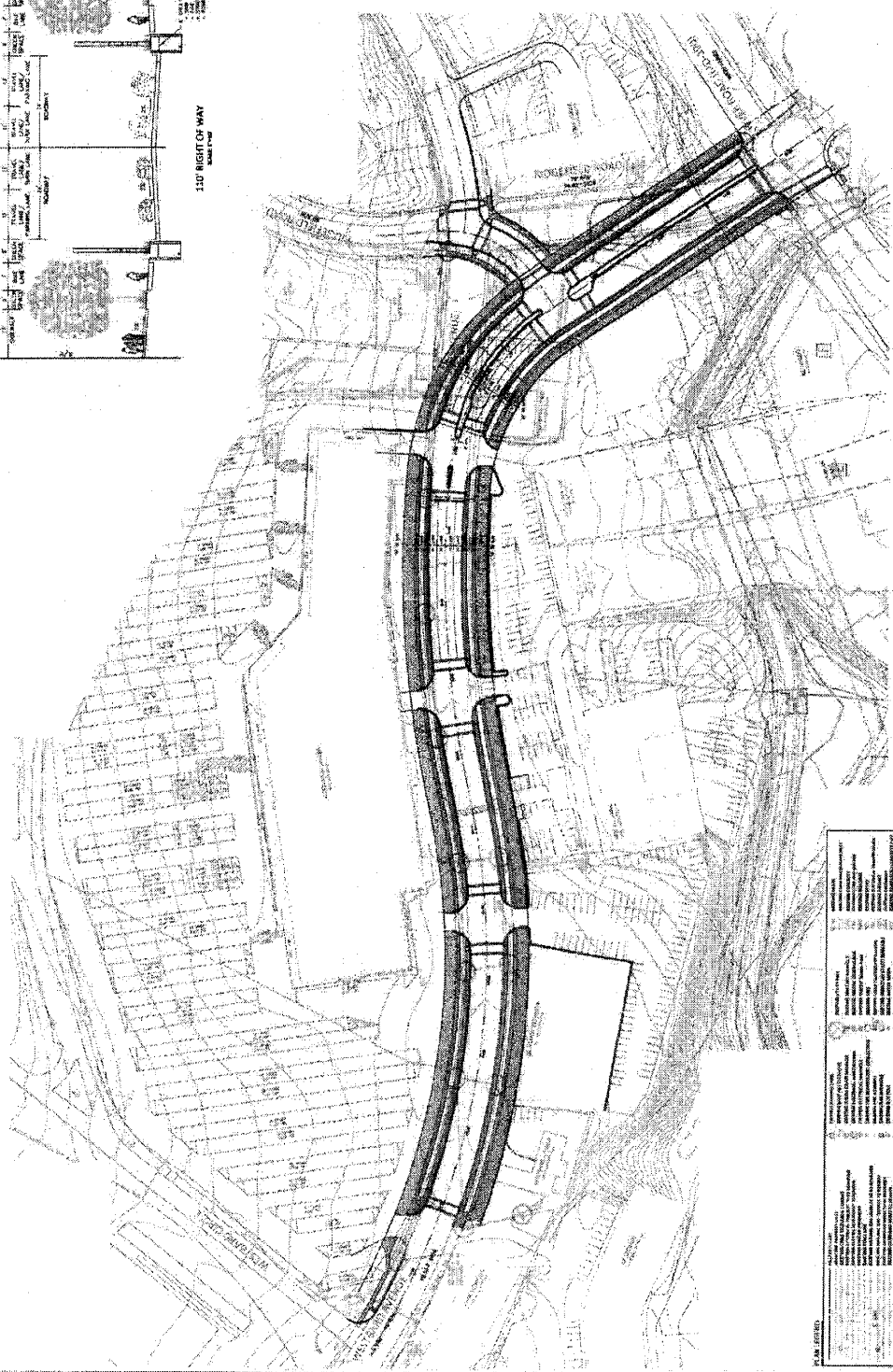
WESTBROOK AVENUE
 CONCEPTUAL
 110 FT
 RIGHT-OF-WAY
 EXHIBIT

SHEET NO. 110-1
 OF 110-1
 DATE: 08/15/2011

ALTERNATE 110 FEET RIGHT-OF-WAY SECTION



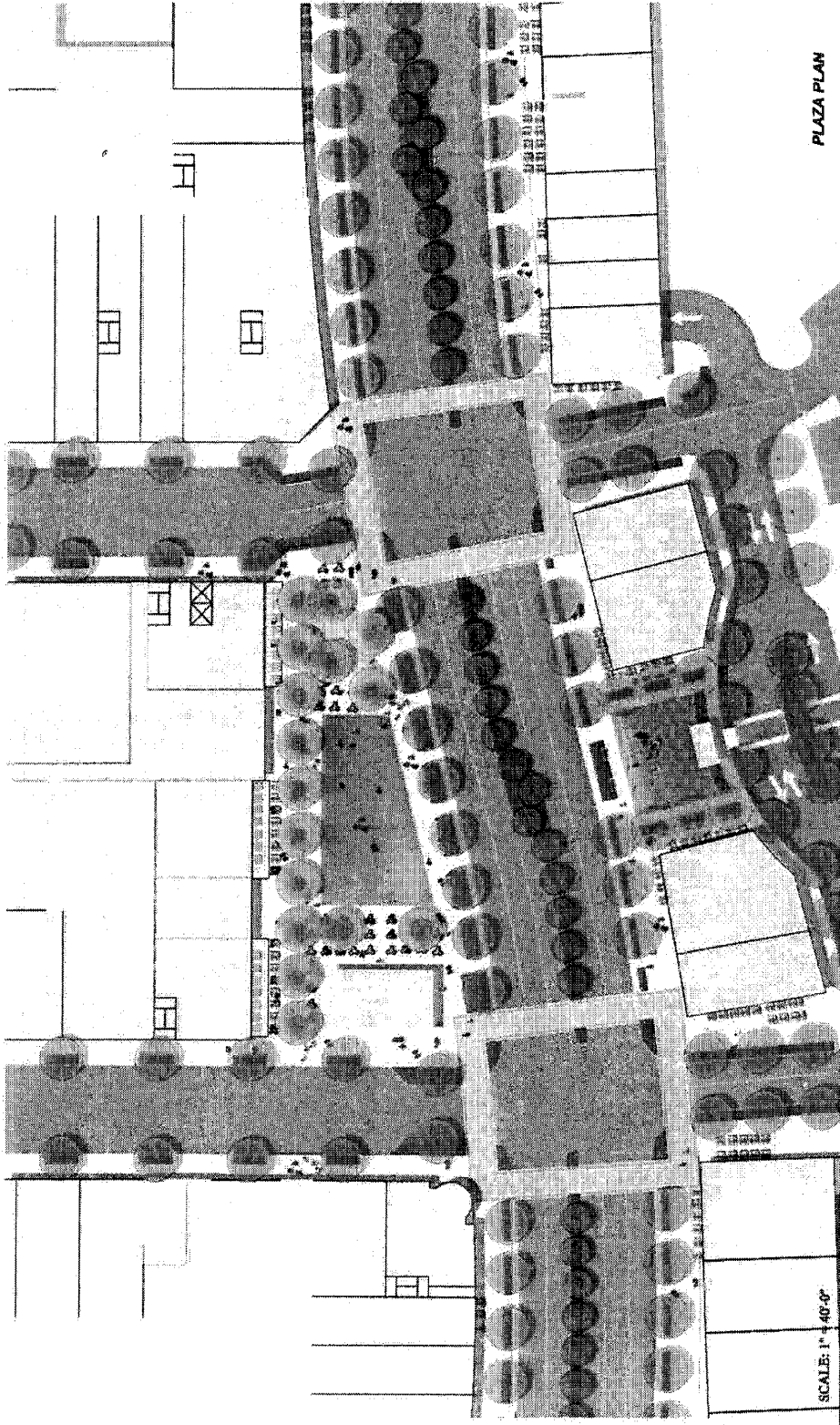
110' RIGHT OF WAY SECTION



NOTICE TO CONTRACTORS
 THE INFORMATION CONTAINED HEREIN IS FOR GENERAL INFORMATION ONLY. IT IS NOT TO BE USED AS A BASIS FOR CONTRACTING. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION CONTAINED HEREIN. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION CONTAINED HEREIN.

NOTICE TO CONTRACTORS
 THE INFORMATION CONTAINED HEREIN IS FOR GENERAL INFORMATION ONLY. IT IS NOT TO BE USED AS A BASIS FOR CONTRACTING. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION CONTAINED HEREIN. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATIONS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION CONTAINED HEREIN.

Exhibit "C"



PLAZA PLAN

LANDSCAPE ARCHITECTS
1000 WOODBURN AVENUE
BETHESDA, MARYLAND 20814
301.477.8800 (PAC)

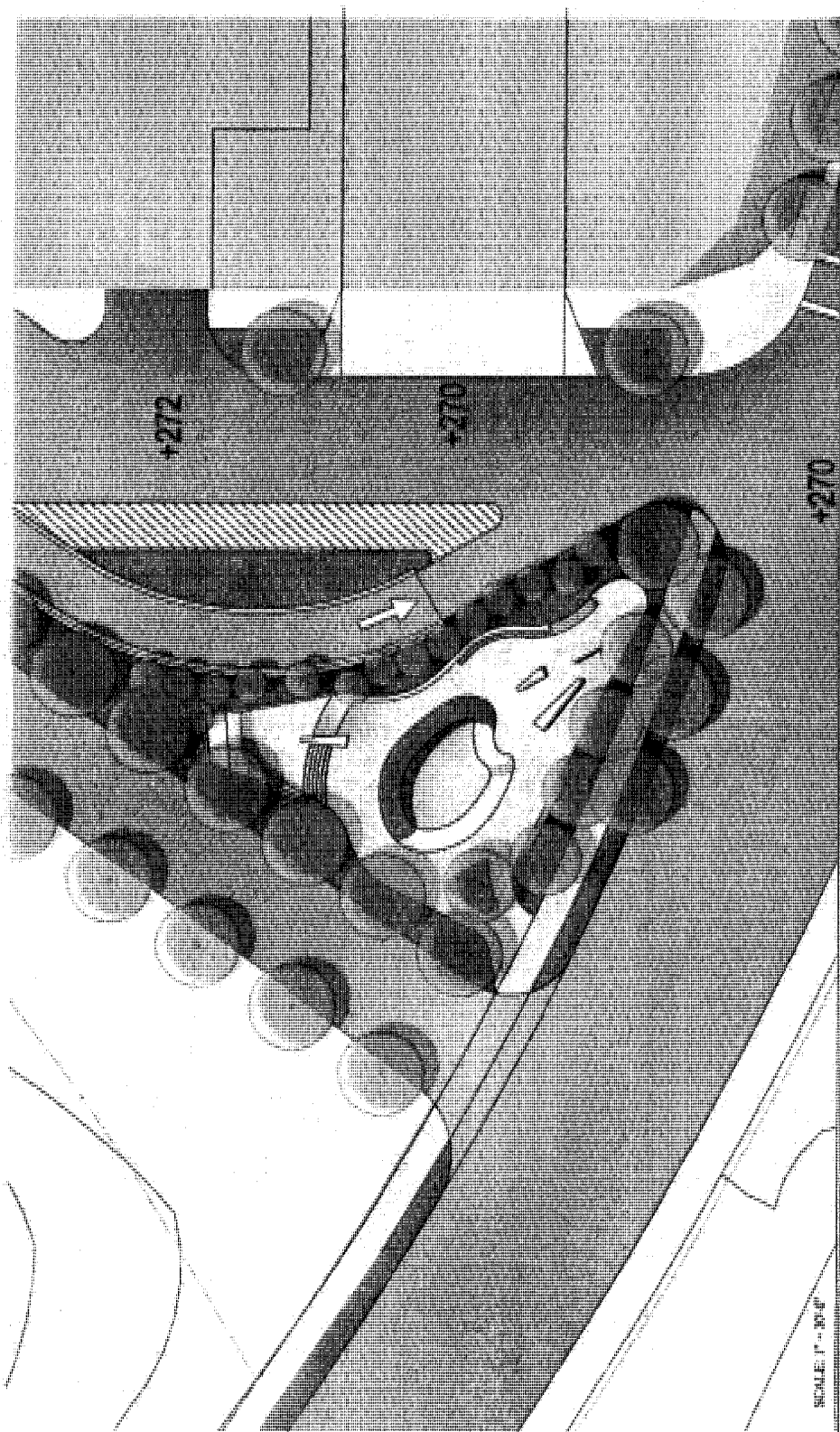
MASTER PLAN CONCEPT

March 31, 2015

WESTBARD SECTOR
BETHESDA, MD - 20816

SCALE: 1" = 40'-0"

Exhibit 677



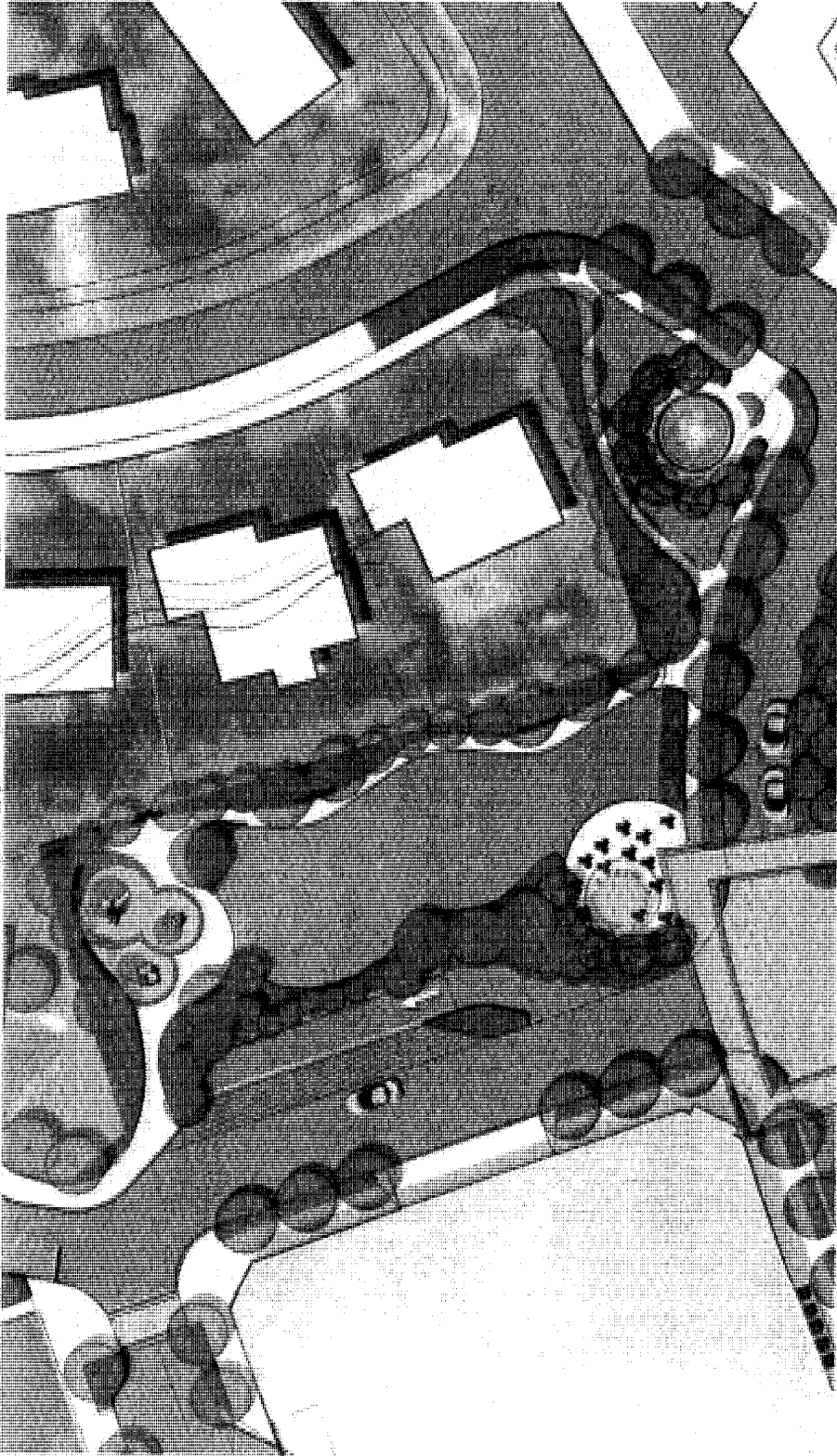
SCALE 1" = 10'

WESTBARD SECTOR
BETHESDA, MD - 20816

MASTER PLAN CONCEPT

March 25th, 2015

10 BROADWAY
New York, New York 10004
Tel: 212 677 8200 (Fax)



LANDSCAPE ARCHITECT
100 WASHINGTON
BETHESDA, MD 20814
TEL: 301 477 1000
FAX: 301 477 1001

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
<ul style="list-style-type: none"> • Central Civic Green on Westwood Shopping Center site (Parcels 1 and 2) 	<ul style="list-style-type: none"> • Realign Westbard Avenue and Ridgefield Road⁴ 	<ul style="list-style-type: none"> • Realign Westbard Avenue and Ridgefield Road (see footnote 3)
<ul style="list-style-type: none"> • Springfield urban park at intersection of realigned Westbard Avenue and Ridgefield Road⁵ (Parcel 1) 	<ul style="list-style-type: none"> • Restore Willet Branch as an amenity on those parcels adjacent to the stream 	<ul style="list-style-type: none"> • Restore Willet Branch as a stream amenity and provide pedestrian trail connector to Westbard
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Undergrounding of public utilities
	<ul style="list-style-type: none"> • Provide a civic space in the Westwood Shopping Center redevelopment 	<ul style="list-style-type: none"> • Transit hub on or near Parcels 1 and 2
	<ul style="list-style-type: none"> • Provide a pedestrian/bicycle 	

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 bikeshare facilities • Provide small business opportunities in the retail areas • Include moderately priced dwelling units in excess of 12.5%. Consider other affordable housing opportunities • Remove and reforest linear parking area on Manor Care site (Parcel 3) adjacent to River Road 	

RECEIVED
0833
SEP 11 2015

MCP-CTRACK

From: kiskawill@comcast.net
Sent: Friday, September 11, 2015 11:09 AM
To: county.council@montgomerycountymd.gov; oemail@montgomerycountymd.gov;
MCP-Chair
Subject: 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

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

SEP 14 2015
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

0838

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; oemail@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; oicemail@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@montgomerycountymd.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: predelman@gmail.com
CC: davidmuhlbaum@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 livable 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 livable 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, predelman@gmail.com writes:

Saturday, March 21, 2015 AOL: Fl vita

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

From: Francisca Helmer <francisca.helmer@yahoo.com>
Sent: Monday, September 14, 2015 11:10 AM
To: MCP-Chair
Cc: county.council@montgomerycountymd.gov; oicemail@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

RECEIVED
0852
SEP 16 2015

MCP-CTRACK

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

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

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



ideas that work

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

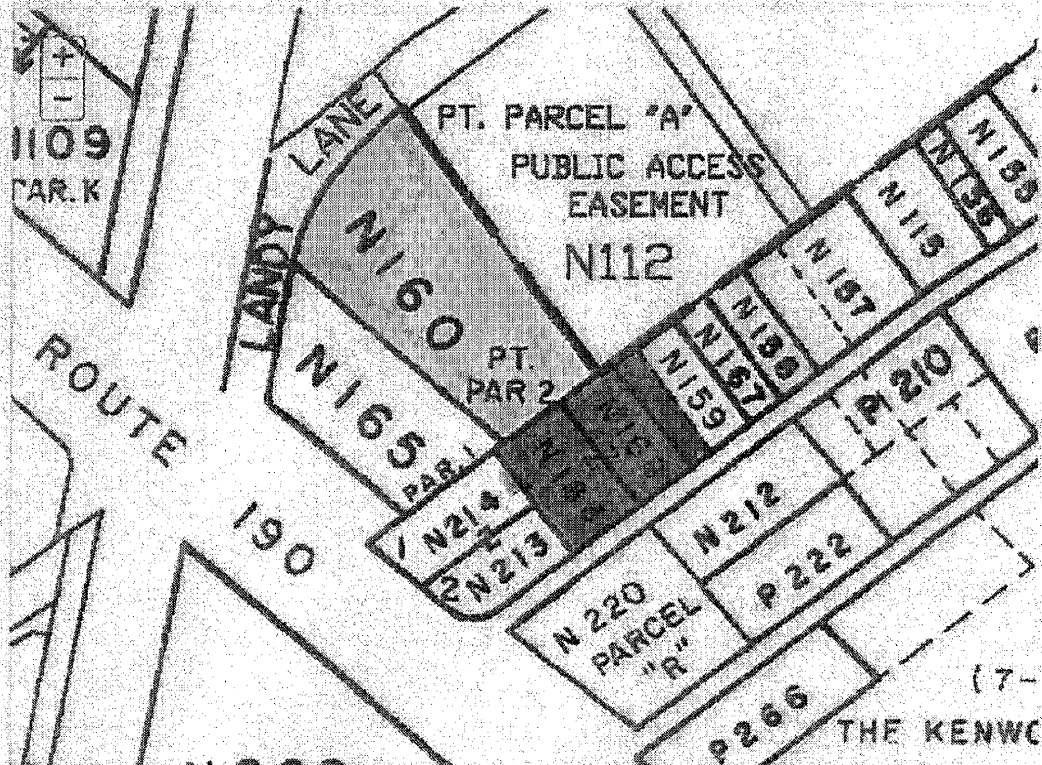
cc: Mr. Edmund Simpson
Mr. Matt Simpson
Mr. Robert Kronenberg
Mr. John Marcolin

EXHIBIT A
Tax Map Exhibit

Montgomery County

View Search Results at <http://sdats.montgomerycountymd.gov/RealProperty/>

District: 07 Account Number: 03050091

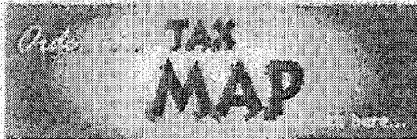


This real estate information has been compiled from best available data and is not a property survey. The map should not be used for legal descriptions. Users needing more information should contact the Maryland Department of Planning, 301 W. State Street, Baltimore MD 21201.

If a need for a property is needed, contact the local tax records office where the property is located. This map is also available online through the Maryland State Archives at www.sda.ms.net (<http://www.plans.net>)

Property maps prepared courtesy of the Maryland Department of Planning 22011.

For more information on GIS mapping applications, visit the Virginia Department of Planning website at www.virginiastat.gov/infocenter/arcgis/products.shtml (<http://www.montgomerycountymd.gov/arcgis/Products/Products.shtml>)



<http://www.get05.mcgraw-hill.com/wh/wh/realprop>

Loading... Please Wait... Loading... Please Wait... →

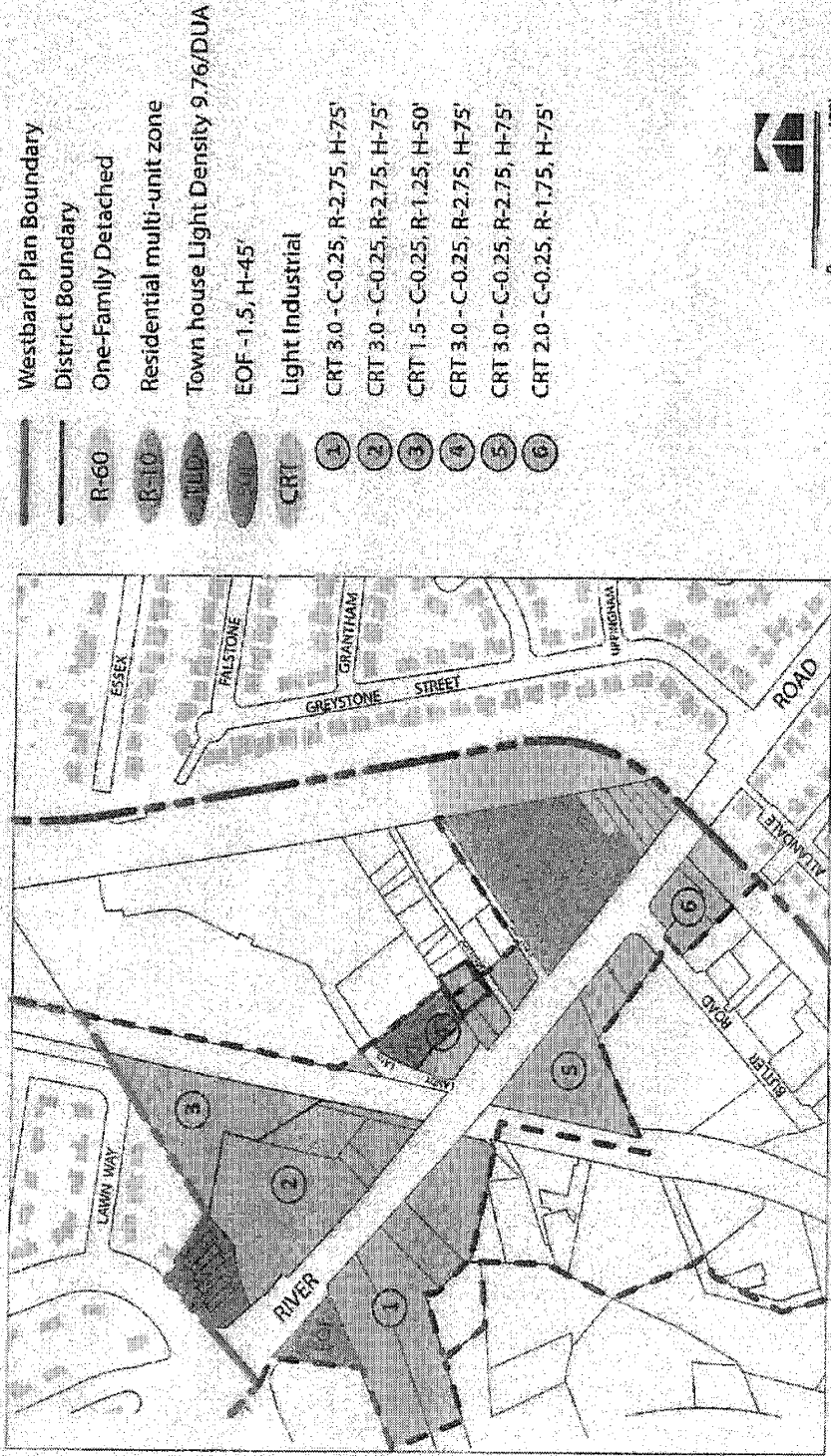
5521 LANDY LANE



5500 DORSEY LN (N1164)
5510/12 DORSEY LN (N1168)

EXHIBIT B
Excerpts from Public Hearing Draft

Figure 3.2.1: Proposed Zoning Map - River Road Corridor

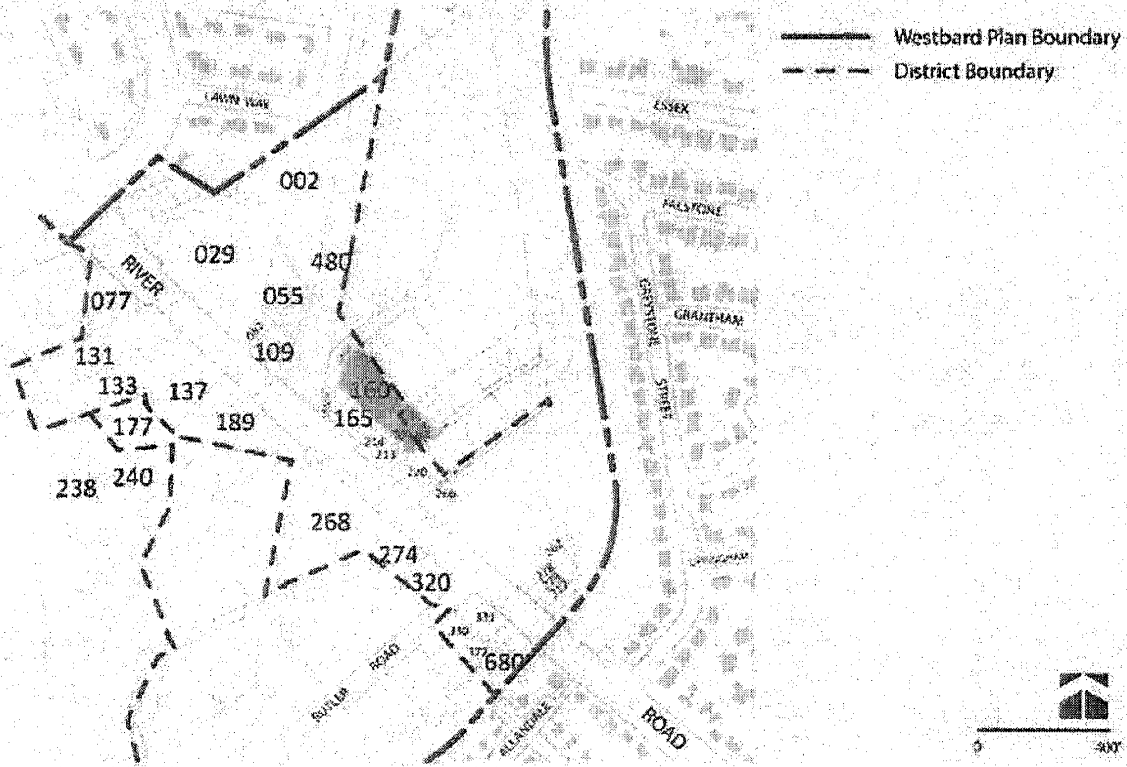



5521 LANDY LANE

5500 DORSEY LANE
5510/12 DORSEY LANE



Figure 3.2.2: [Redacted] Parcel File Map



 5521 LANDY LANE


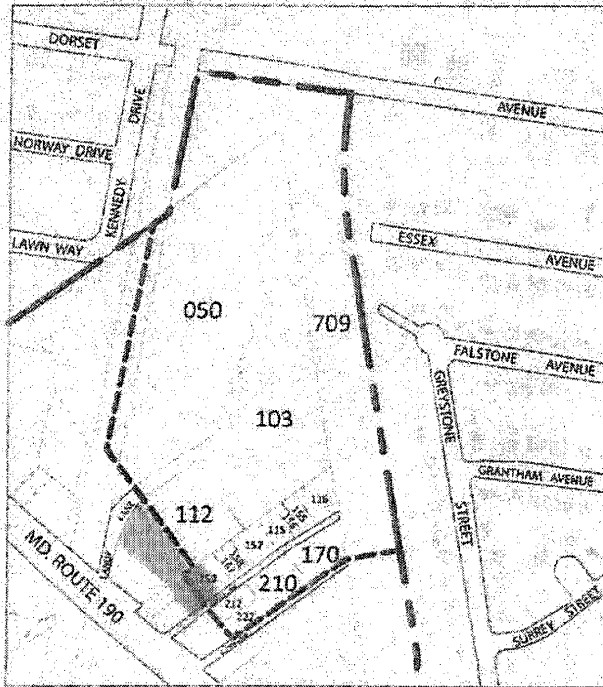
 5500 DORSEY LANE (Nilep)
5510/12 DORSEY LANE

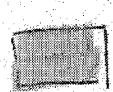
Figure 3.3.2: Westbard District - Parcel File Map



----- Westbard Plan Boundary
 - - - - - District Boundary



 5521 LANDY LANE

 5500 DORSEY LANE
 5510/12 DORSEY LANE

MCP-CTRACK

RECEIVED
0840
SEP 14 2015

From: Francisca Helmer <francisca.helmer@yahoo.com>
Sent: Monday, September 14, 2015 11:10 AM
To: MCP-Chair
Cc: county.council@montgomerycountymd.gov; oemail@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

RECEIVED
0856
SEP 16 2015

MCP-CTRACK

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

LEGAL NOTICES

PUBLIC HEARING

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION NOTICE OF PUBLIC HEARING

PUBLIC HEARING DRAFT OF THE WESTBARD SECTOR PLAN

Pursuant to the provisions of the Land Use Article, Annotated Code of Maryland and Chapters 24A and 33A of the Montgomery County Code, the Montgomery County Planning Board of THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION hereby gives notice that it will hold a public hearing regarding the Westbard Sector Plan Public Hearing Draft. When adopted, the Plan will also amend The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended.

Thursday, September 24, 2015, from 2:30-5 p.m. and 6:30-9:00 p.m.
at the Montgomery Planning Headquarters
8787 Georgia Avenue, Silver Spring, MD 20910

The Plan makes recommendations for land use and zoning within the Westbard Sector Plan area as well as recommendations intended to improve overall circulation, pedestrian connections and the network of bikeways for the Plan area, as determined by the County Council.

Copies of the Public Hearing Draft Plan are available online at www.montgomeryplanning.org/planwestbard or at the Commission's Montgomery Regional Office Building at 8787 Georgia Avenue, Silver Spring, Maryland 20910, or at Chevy Chase Library, Little Falls Library or Bethesda Library.

The purpose of the public hearing is to provide an opportunity for all interested persons to express their views. Persons wishing to testify in person at the public hearing are requested to notify the Planning Department's Public Information Line at 301-495-4605, or sign up to speak at the hearing using on-line registration at

http://www.montgomeryapps.org/planning_board/testify.asp.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of all individuals in the community, including those with disabilities, in the planning and review processes. In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Maryland-National Capital Park and Planning Commission (M-NCPPC) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. M-NCPPC works to make its facilities and materials accessible and to hold public meetings in locations that are, likewise, accessible. M-NCPPC will generally provide, upon request, appropriate aids and services and make reasonable modifications to policies and programs for qualified persons with disabilities (e.g. large print materials, listening devices, sign language interpretation, etc.) For assistance with such requests, please contact the M-NCPPC Montgomery County Commissioner's Office, at least a week in advance, at (301) 495-4600 or at mcp-chair@mncppc-mc.org. Maryland residents can also use the free Maryland Relay Service for assistance with calls to or from hearing or speech impaired persons; for information, go to www.mdrelay.org/ or call (866) 269-9006.

Written testimony may be submitted to: Chair, Montgomery County Planning Board, 8787 Georgia Avenue, Silver Spring, MD 20910. E-mail testimony may be submitted to MCP-Chair@mncppc-mc.org.

THE MARYLAND-NATIONAL CAPITAL PARK
AND PLANNING COMMISSION

Gwen Wright, Director

00020867 1t 08/20/15

SUBSTITUTE TRUSTEES SALE

McCabe, Weisberg & Conway, LLC
312 Marshall Avenue, Suite 800
Laurel, Maryland 20707
www.mwc-law.com

SUBSTITUTE TRUSTEES' SALE
OF IMPROVED REAL PROPERTY

**23515 FREDERICK RD.
CLARKSBURG, MD 20871**

Under a power of sale contained in a certain Deed of Trust from Phuong Nguyen, Tim Do and Anh Do, dated June 19, 2006 and recorded in Liber 32596, folio 604 among the Land Records of Montgomery Co., MD, default having occurred under the terms thereof and at the request of the parties secured thereby, the undersigned Substitute Trustees will offer for sale at public auction at the Circuit Court for Montgomery Co., at the Court House Door, 50 Maryland Ave., Rockville, MD 20850, on

AUGUST 26, 2015 AT 11:36 AM

ALL THAT FEE-SIMPLE LOT OF GROUND AND THE IMPROVEMENTS THEREON situated in Montgomery Co., Maryland and more fully described in the aforesaid Deed of Trust. The property is improved by a dwelling.

The property will be sold in an "as is" condition and subject to conditions, restrictions, easements, encumbrances and agreements of record affecting the subject property, if any, and with no warranty of any kind.

Terms of Sale: A deposit in the form of cashier's or certified check, or in such other form as the Substitute Trustees may determine, at their sole discretion, for \$43,000 at the time of sale. If the noteholder and/or servicer is the successful bidder, the deposit requirement is waived. Balance of the purchase price is to be paid within fifteen (15) days of the final ratification of the sale by the Circuit Court for Montgomery Co., Maryland. Interest is to be paid on the unpaid purchase price at the rate of 7.25% per annum from date of sale to the date the funds are received in the office of the Substitute Trustees, if the property is purchased by an entity other than the noteholder and/or servicer. If payment of the balance does not occur within fifteen days of ratification, the deposit will be forfeited and the property will be resold at the risk and cost of the defaulting purchaser. There will be no abatement of interest due from the purchaser in the event settlement is delayed for any reason. Taxes, water rent, and all other public charges and assessments payable on an annual basis, including sanitary and/or metropolitan district charges to be adjusted for the current year to the date of sale, and assumed thereafter by the purchaser. Condominium fees and/or homeowners association dues, if any, shall be assumed by the purchaser from the date of sale. The purchaser shall be responsible for the payment of the ground rent escrow, if required. Cost of all documentary stamps, transfer taxes, and all settlement charges shall be borne by the purchaser. If the Substitute Trustees are unable to convey good and marketable title, the purchaser's sole remedy in law or equity shall be limited to the refund of the deposit to the purchaser. Upon refund of the deposit, the sale shall be void and of no effect, and the purchaser shall have no further claim against the Substitute Trustees. Purchaser shall be responsible for obtaining physical possession of the property. The purchaser at the foreclosure sale shall assume the risk of loss for the property immediately after the sale. (Matter #2013-42633)

Laura H. G. O'Sullivan, et al., Substitute Trustees
00020684 3t 08/20/15

 **Alex Cooper**
AUCTIONEERS INC.
Towson, MD Washington D.C.
410-828-4838 800-272-3145
<http://www.alexcooper.com>

SUBSTITUTE TRUSTEES SALE

BWV Law Group, LLC
6003 Executive Boulevard, Suite 101
Rockville, MD 20852
(301) 961-6555

SUBSTITUTE TRUSTEES' SALE
OF REAL PROPERTY AND ANY
IMPROVEMENTS THEREON

**18514 GROUSE LA.
GAITHERSBURG, MD 20879**

Under a power of sale contained in a certain Deed of Trust dated July 2, 2009 and recorded in Liber 37806, Folio 235 among the Land Records of Montgomery Co., MD, with an original principal balance of \$197,863.39 and an original interest rate of 6.5% default having occurred under the terms thereof, the Sub. Trustees will sell at public auction at the Circuit Court for Montgomery Co., at the Court House Door, 50 Maryland Ave., Rockville, MD 20850, on

AUGUST 26, 2015 AT 11:00 AM

ALL THAT FEE-SIMPLE LOT OF GROUND, together with any buildings or improvements thereon situated in Montgomery Co., MD and more fully described in the aforesaid Deed of Trust.

The property, and any improvements thereon, will be sold in an "as is" condition and subject to conditions, restrictions and agreements of record affecting the same, if any, and with no warranty of any kind.

Terms of Sale: A deposit of \$21,000 in the form of certified check, cashier's check or money order will be required of the purchaser at time and place of sale. Balance of the purchase price, together with interest on the unpaid purchase money at the current rate contained in the Deed of Trust Note from the date of sale to the date funds are received by the Sub. Trustees, payable in cash within ten days of final ratification of the sale by the Circuit Court. There will be no abatement of interest due from the purchaser in the event additional funds are tendered before settlement. TIME IS OF THE ESSENCE FOR THE PURCHASER. Adjustment of all real property taxes, including agricultural taxes, if applicable, and any and all public and/or private charges or assessments, to the extent such amounts survive foreclosure sale, including water/sewer charges, to be adjusted to date of sale and thereafter assumed by purchaser. Purchaser is responsible for any recapture of homestead tax credit. All transfer taxes and recordation taxes shall be paid by Purchaser. Purchaser is responsible for obtaining physical possession of the property, and assumes risk of loss or damage to the property from the date of sale. The sale is subject to post-sale audit of the status of the loan with the loan servicer including, but not limited to, determination of whether the borrower entered into any repayment agreement, reinstated or paid off the loan prior to the sale. In any such event, this sale shall be null and void, and the Purchaser's sole remedy, in law or equity, shall be the return of the deposit without interest. If purchaser fails to settle within ten days of ratification, subject to order of court, purchaser agrees that property will be resold and entire deposit retained by Sub Trustees as liquidated damages for all losses occasioned by the purchaser's default and purchaser shall have no further liability. The defaulted purchaser shall not be entitled to any surplus proceeds resulting from said resale even if such surplus results from improvements to the property by said defaulted purchaser. If Sub. Trustees are unable to convey either insurable or marketable title, or if ratification of the sale is denied by the Circuit Court for any reason, the Purchaser's sole remedy, at law or equity, is the return of the deposit without interest.

PLEASE CONSULT WWW.ALEXCOOPER.COM
FOR STATUS OF UPCOMING SALES

Howard N. Bierman, Carrie M. Ward, et al., Substitute Trustees
00020670 3t 08/20/15

 **Alex Cooper**
AUCTIONEERS INC.
Towson, MD Washington D.C.
410-828-4838 800-272-3145
<http://www.alexcooper.com>