

WESTBARD
REPORT ON COMMENTS RECEIVED
ON REGENCY PRELIMINARY SITE PLAN FOR WESTWOOD I

COMMENT PARAMETERS:

From the solicitation email:

Limit comments to the preliminary plan and the Phase I site plan, i.e., that part of the Regency property that is addressed in the conceptual plans. There are no site plans for the balance of the property beyond Westwood I at present and any thoughts that we have on the details of what might be built are purely speculation.

NEXT STEPS:

The comments have been summarized (see below) and have been sent to Regency's Sam Stiebel who presented the plans to the last CCCFH meeting. Bob Cope, Lynne Battle, Phyllis Edelman, Lloyd Guerci and Harold Pfohl are planning to meet with Mr. Stiebel at the earliest possible date to ensure that he fully understands the comments.

At the earliest possible date we will hold a special CCCFH meeting solely for extensive discussion of the Regency plan with Mr. Stiebel.

WESTBARD PRELIM PLAN AND SITE PLAN PRE FILING
THE CITIZEN COMMENTS 3.12.18

WESTWOOD I

Central Green, Circulation and Internal Roads

During your presentation to us at our Citizens Coordinating Committee on Friendship Heights meeting of February 21 you heard that there are concerns about the size of the central green, which the area residents would like to be larger. Could you tell us the dimensions of the central green and where each of the measurements is from/to?

The traffic circulation in the draft proposal is very troubling. We are particularly troubled by a major entrance to Westwood I with a road adjoining the central green. (And, if there were a traffic light with Regency's draft proposal, we believe that this would be the major access way into Westwood I) This road and its attendant traffic would make the central green less than inviting including for people with young children, would divide and be a disincentive for walks

between the two buildings' shopping areas, and, for those who would cross the two-way traffic, would be dangerous.

We propose an alternative circulation plan. There would be three entrances: (1) near Springfield Park (similar to Regency's proposed location), (2) into the parking lot in the supermarket building (similar to Regency's proposed location) and (3) at the southern end adjacent to the proposed Regency loading dock. Where this new and expanded southern intersection connects to Westbard Ave, we propose that there would be a traffic light. What traffic light(s) is Regency planning? In addition, an internal perimeter road would go from the entrance at Springfield Park, behind the two new buildings and to the new southern intersection with Westbard Ave. The townhouses would be above this new internal perimeter road, and there would be turnoffs from it to parking in the two new buildings.

In any event, does Regency plan to have on street parking on the internal Westwood I streets? We would also like dimensions (e.g., cross sections with widths) for Regency's proposed internal roads.

Regency's Plan Changes

Regency's board "Plan Changes" stated the number of trips. We would like to know how this was calculated, including data and assumptions. Also, what is the total traffic count, counting both traffic to/from Westwood I and traffic on Westbard Avenue that does not go into Westwood I. Will Regency conduct a traffic study in the future?

We would also like the "Plan Changes" data under "Previous 2017 Plans" to be revised to exclude the Bowlmor data so the figures under "Change" will be accurate apples to apples comparisons.

Heights

Where is the height for each of the two new big buildings measured from? We believe that it should be at their feet facing Westbard Avenue? Where are the heights of the townhouses measured from?

Community room

Will there be an inside community room and, if so, where?

Commercial and other tenants

What types of businesses is Regency planning to have? What will be done to retain existing tenants? In light of interest, will there be an effort to locate a retail post office in Westwood I?

Townhouses and apartments

What is the total square footage and configuration of townhouses and of apartments (affects student generation)? Where will visitors to the townhouses park?

Storm water runoff

Chesapeake Bay pollution has become a serious environmental issue. The source of the problem is the accumulation of innumerable small pollution sites. We feel strongly that Regency should obtain a permit that is not dependent on a waiver for obvious reasons.

WESTBARD AVENUE AND RIDGEFIELD ROAD

Westbard Avenue is a critical artery between River Road and Massachusetts Ave. The River Rd-Mass Ave. connections are very limited. They consist of:

- Goldsboro Rd – two lanes
- Westbard Avenue – four lanes
- Little Falls Parkway – two lanes (restricted turns from Mass. Ave. during peak hours)
- Western Ave. – two lanes

The agreement with the Planning Dept. and incorporated into the Westbard Sector Plan is for Westbard Ave. to have four lanes open during peak traffic hours with parking permitted in off-peak hours.

To offer a plan with retail lining Westbard Ave. raises serious concerns about the propensity of customers to park illegally for five or ten minutes to rush into the cleaners or to grab a cup of coffee, etc. Tenants solicited for the area along Westbard Ave., should be chosen to be of a nature where such stops as noted above during peak hour traffic would be unlikely. Absent that, we would anticipate demands for harsh parking enforcement during those hours which is not conducive to a positive experience for either retailer or customer.

We understand the role of traffic exposure in attracting retail customers, but why not have retail on the west side of the plan providing, e.g., coffee and a cleaners? i.e., get the short term destination commuter service retail and coffee off of Westbard and into the interior of the site?

Secondly, Westbard Ave. is already burdened with a lot of traffic, before the added traffic of construction over the numerous years of Regency's development program, plus increased trips to the new Westwood I for shopping and trips to new residential units. With this in mind note that the Sector Plan calls for the realignment of Westbard Avenue. This is essential to a reasonable flow of traffic. The Westbard Ave., Ridgefield Rd., and River Rd. connection is already badly congested during peak hours. It is apriori obvious that all of the factors associated with the implementation of the Regency plan will seriously aggravate this problem.

Absent realignment as part of planning for the initial reconstruction at Westwood I, and in advance of the commencement of construction Regency needs to widen Ridgefield Road at the intersection of River Road and Ridgefield to add a lane so dump trucks (to say nothing of semis) can properly make a 90 degree turn from eastbound River Road to enter the area.

This is also necessary because construction vehicles must be prohibited from using the extended Westbard Avenue between River Road and Ridgefield Road. The community along Westbard Ave. (extended) has been making every effort to convert that street into a cul-de-sac. Conversation with Montgomery Co. DOT confirms that has become a DOT plan for that street.

Where would school buses stop in the morning and in the afternoon? What student populations is Regency projecting (not counting HOC)?

WILLETT BRANCH AND GREENWAY

The preliminary plan needs to show dedications and improvements on Willett Branch, including for the Greenway, in the areas of Westwood II and the former Manor Care site. In this regard, we note the plans that Equity One put forth in December 2017 - January 2017.

MANOR CARE

In view of the presence of vagrants in Manor Care last year, Regency should demolish Manor Care soon, but not use the land as a construction staging area.