



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Staff Report: Site Plan 820090170, Safeway Store #2848

ITEM #: _____

MCPB HEARING DATE: July 23, 2009

REPORT DATE: July 13, 2009

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RAK*
Robert Kronenberg, Supervisor *RAK*
Development Review Division

FROM: Elza Hisel-McCoy, Assoc. AIA, LEED-AP *cm*
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APPLICATION

DESCRIPTION: Expansion of the Safeway supermarket at the intersection of Bradley Boulevard and Arlington Road, increasing the size from 25,568 sf. to 43,097 sf., an increase of 68 percent, on 1.98 gross acres of C-2 and Arlington Road District Overlay-Zoned land in the Bethesda CBD Master Plan.

APPLICANT: Safeway, Inc.

FILING DATE: April 13, 2009

RECOMMENDATION: Approval with conditions

EXECUTIVE

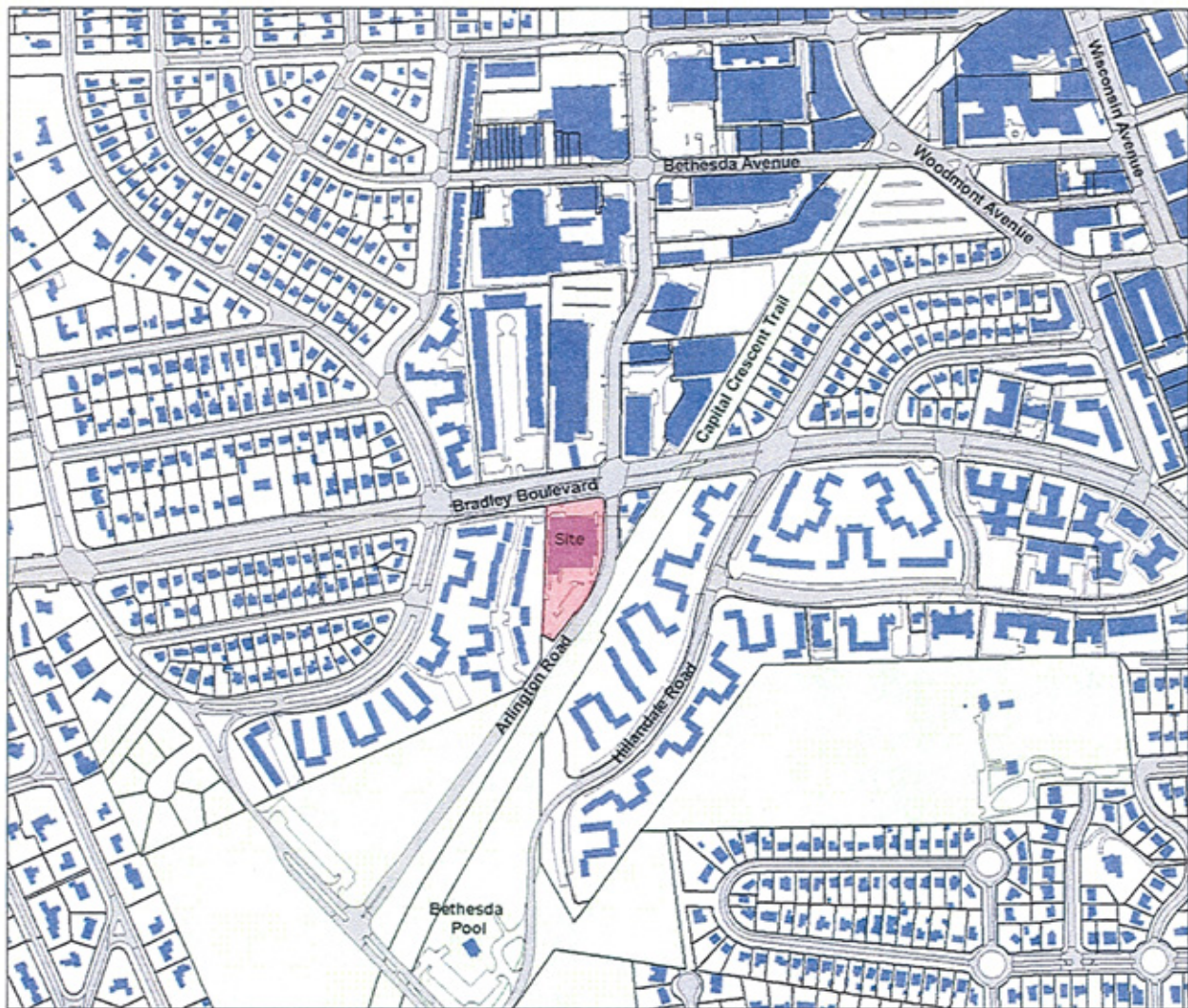
SUMMARY: The proposed development replaces an obsolete single-story supermarket building surrounded by surface parking with a larger two-story structure with parking located beneath an elevated sales floor. The building defines and activates the street edges on Bradley Boulevard and Arlington Road, and the project as a whole contributes significantly to the manifestation of a Master-Planned Gateway to the Bethesda CBD.

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SITE DESCRIPTION

Vicinity

The subject site is located on the southern edge of Bethesda's Central Business District (CBD), in the southwest quadrant of the intersection of Bradley Boulevard and Arlington Road. The site is flanked on the east and west by two- and three-story residential buildings, including a mix of single-family, rowhouse, and garden apartment units. Immediately to the west is the Kenwood Forest community, select members from which provided staff with concerns about the project. Across Arlington Road at the intersection with Bradley Boulevard is a gas station and a concrete or masonry retaining wall that extends from the gas station to just past the Safeway property. This retaining wall rises from about two feet at either end to about 12-15 feet at its zenith. Moving further into the CBD across Bradley Boulevard, astride Arlington Road there is an existing strip shopping center, with surface parking in front of single-story retail buildings, and more urban office and retail development of up to four stories. The Capital Crescent Trail runs along Arlington Road opposite the site, but does not have direct access. The nearest trail access is provided around the corner on Bradley Boulevard, next to the gas station.



Vicinity Map

Site Analysis

The subject site is fully developed and currently occupied by a single-story Safeway supermarket with surface parking. Loading is currently accessed from either Arlington Road or Bradley Boulevard.



Aerial Photo

There are no known rare, threatened, or endangered species on site; there are no forests, 100-year floodplains, stream buffers, wetlands, or steep slopes on site. There are no known historic properties or features on site.

PROJECT DESCRIPTION

Previous Approvals

No previous approvals encumber this site. A plat was recorded for this property in December 1954 and the property has not since been subdivided. The existing store was constructed in the 1950s, before Site Plan approval was required.

Proposal

The proposed development would replace an existing single-story, 25,568 sf. supermarket with surface parking with a new 43,097 sf. supermarket, with an elevated sales floor and structured parking at ground level and below.



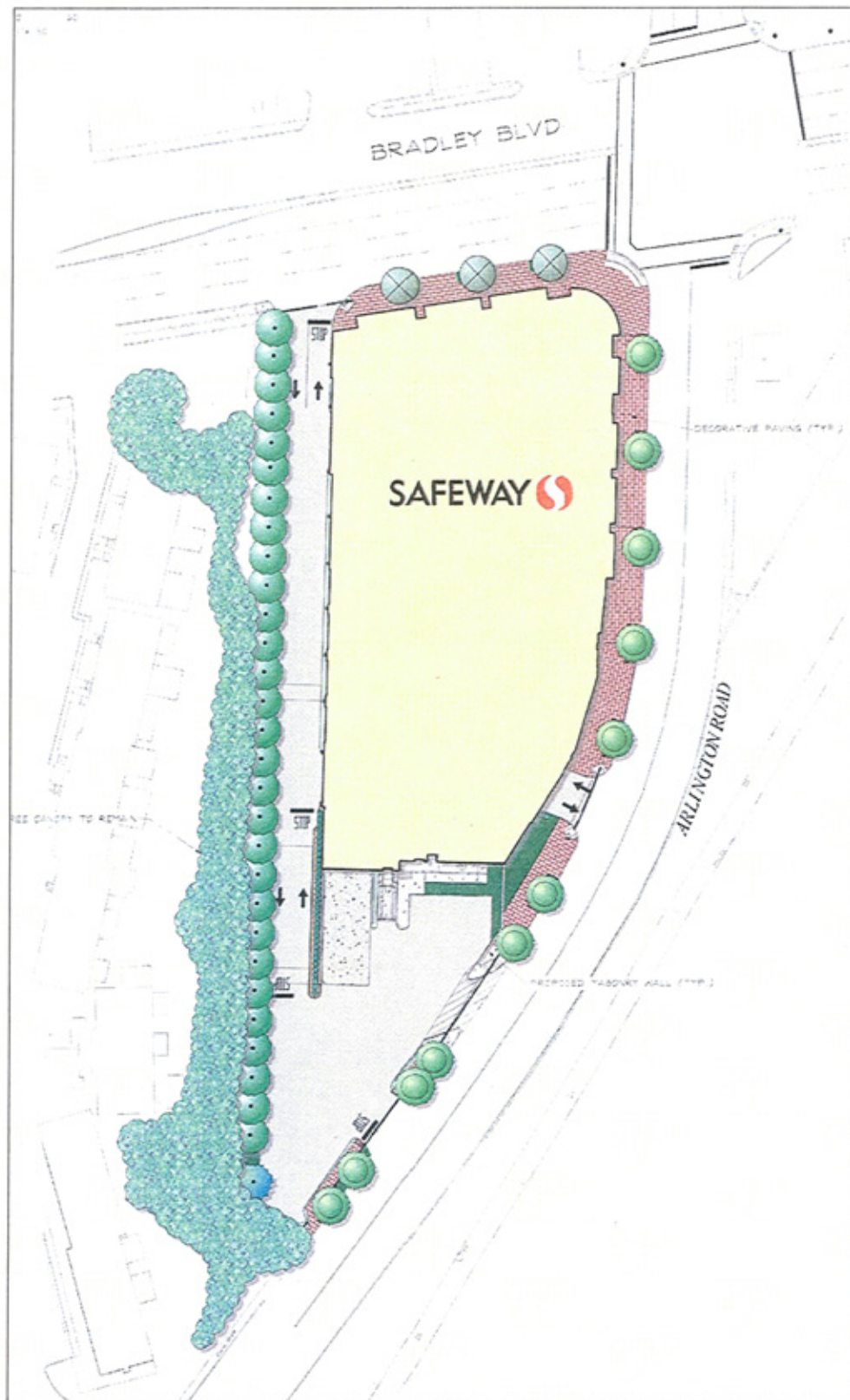
Building Entrance at Corner of Bradley Boulevard (on the right) and Arlington Road

Pedestrians may access the site from the sidewalk network, which the Applicant is upgrading per the Bethesda Streetscape Standard. The store itself may be entered from several points along Arlington Road and at the corner of Arlington Road and Bradley Boulevard (pictured above).

Given the store's proximity to the Capital Crescent Trail, to afford improved bicycle access to the store the Applicant is providing a "bike station" area off Arlington Road, which will feature covered bicycle parking as well as a drinking fountain and an air pump.

Customers' vehicular access to the parking garage is provided both directly from Arlington Road and via a right-in/right-out driveway off Bradley Boulevard. Service access is accommodated

solely from dedicated points along Arlington Road. The site design includes signage and lane control to separate service and customer traffic.



Illustrative Site Plan

The project's architecture, designed by Rounds Vanduzer Architects, successfully breaks up the massing of what is in essence a large unfenestrated internally-focused building type by alternating a coordinated palette of materials – a brick base with stone, steel, “stucco” (EIFS), and glass accents – to create a series of integrated pavilions along the street. This provides both visual interest and relief, both suggesting a variety of functions (entry, stair, seating) and celebrating the building's role as civic gateway to the CBD (e.g., highlighting and illuminated entrances).



Main Pedestrian Entrance, at Bradley Boulevard and Arlington Road



Arlington Road Main Façade

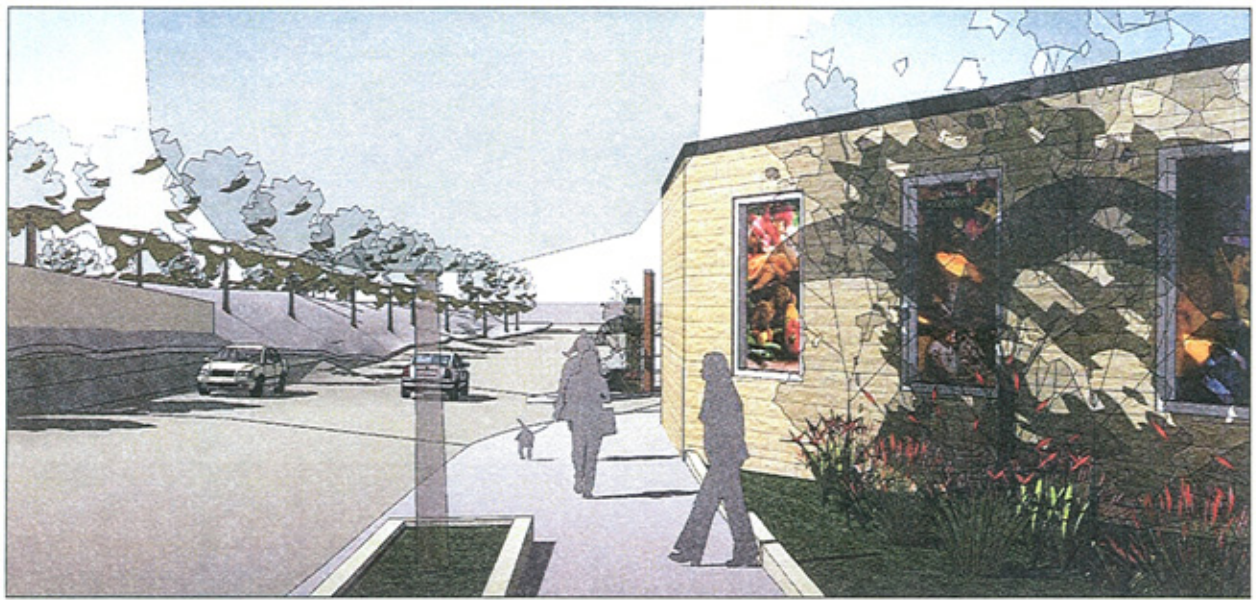
The design carries through to the more service-oriented façades, both by breaking up the massing of this large building with openings and architectural detail – as seen in the parking drive elevation below – and with the use of integrated screen walls for the loading areas at the back of the store.



Customer Driveway Elevation



Aerial View of Loading Area



Street-Level Detail of Loading Area Screening Wall

The proposed plan includes several public amenities, designed to activate the sidewalk and create an attractive “gateway” into the Bethesda CBD. In addition to Bethesda Streetscape upgrades and the Bike Station described above, the project will include two additional community amenities.



Bike Station Detail

The building façade along Bradley Boulevard will feature storefront public art display panels. These panels, integrated into the design of the building, will be programmed by the Bethesda Arts and Entertainment District through the Bethesda Urban Partnership (BUP) and will feature revolving displays.



Bradley Boulevard Storefront Public Art Display Panels

The Applicant will also provide to BUP a financial contribution towards the beautification of the Capital Crescent Trail retaining wall located across Arlington Road. The final design of the beautification will be coordinated by BUP and the Bethesda Arts and Entertainment District, through the Parks Department, Planning Department, and Public Arts Trust.



Arlington Road Retaining Wall, Looking North



Arlington Road Retaining Wall, Looking South (Existing Safeway Parking Lot at Right)



Arlington Road Retaining Wall, Detail

PROJECT ANALYSIS

Sector Plan

With the provision of animating street level art, gathering spaces, and gateway features, the proposed site plan will be consistent with the urban design guidelines in the Bethesda CBD Sector Plan, which recommends:

- The provision of street-activating uses (p. 36)
This project has parking at street level which is interrupted only by lobbies for reaching the sales floor on the second level. While this may not be optimal for street activation, the features proposed at street level provide adequate activation as follows:
 - Public Art Display Panels along Bradley Boulevard
 - A gathering area with seats and tables for outdoor eating, a drinking fountain, bike rack and air pump. This area is located along Arlington Road near the Capital Crescent Trail.
- This area is a Gateway to Bethesda, from the south and from the west (p. 38)
This project creates a more attractive entry into Bethesda through the provision of new Bethesda Streetscape on both Arlington Road and Bradley Boulevard. There are also attractive walls that screen the loading area from view on the southern approach. The location and design of the new building will also contribute to the entry. The corner is emphasized and the building lines the street.

The Applicant has also agreed to contribute money to create art work on the long white retaining wall on the east side of Arlington Road. This is an excellent opportunity and will be a great contribution to this entry to Bethesda. The art on the retaining wall should be designed to meet the Sector Plan recommendation that this area include a focal point that terminates a view from north of Bradley Boulevard down Arlington Road.
- That the height limit be 42 feet (p. 39)
The proposal meets the height limit.

Safety

Staff and the Applicant team met with the CPTED (Crime Prevention Through Environmental Design) Officer at the Montgomery County Police Bethesda barracks to review the proposed design for conformance with best practices. The Officer made recommendations about improving security within the structured parking garage, which the Applicant has integrated into the design of the building design as well as their security protocols.

Transportation and Circulation

The subject site is located in the southwest corner of the intersection of Bradley Boulevard (MD 191) and Arlington Road. The two vehicular access points for the parking garage are from Bradley Boulevard and Arlington Road. A third vehicular access point is from Arlington Road for deliveries to/from the loading dock.

In accordance with the *Local Area Transportation Review and Policy Area Mobility Review Guidelines*, a traffic study was required to satisfy Local Area Transportation Review (LATR) because the proposed land use generates 30 or more peak-hour trips within the weekday morning

and evening peak periods. For all analyzed intersections, the CLV values are less than the applicable congestion standards for the Bethesda CBD Policy Area or Bethesda/Chevy Chase Policy Area in all three traffic conditions and, thus, LATR is satisfied.

Under the *Growth Policy*, the Policy Area Mobility Review (PAMR) test requires the applicant to mitigate 30% of the net new peak-hour trips generated by the proposed land uses within the weekday morning and evening peak periods. A site located in a Metrorail Station policy area, Bethesda CBD, has an inherent PAMR trip reduction credit because transit service is better than other parts of Montgomery County. The resultant trip reduction is the difference between the vehicular peak-hour trips calculated using the higher Countywide trip-generation rates and the trips calculated using the lower Bethesda CBD rates. PAMR is satisfied simply by being located in the Bethesda CBD Policy Area because the trip credit is larger than the number of PAMR trips to be mitigated.

Environment

A Simplified Natural Resources Inventory/Forest Stand Delineation (NRI/FSD), plan number 420091460, was approved on March 16, 2009. The site drains to the Little Falls Branch watershed, designated as Use I/I-P waters. There are no environmentally sensitive features or forest on the subject site however there are two trees greater than 30 inches diameter at breast height (dbh) and two other trees 24 inches and greater at dbh.

The Applicant will have to resubmit the FFCP to include all the elements of section 109.B. of the forest conservation regulation, clearly identify the LOD with consistent identifiers, indicate no credit for the on-site 10-foot wide landscape panel, correct the forest conservation worksheet show no existing forest onsite, and indicate how and where the forest conservation planting requirements will be met offsite.

Development Standards

The subject site is zoned C-2 and is located within the Arlington Road District Overlay Zone (ARDOZ). The purpose of the C-2 Zone is to provide locations for general commercial uses representing various types of retail trades, businesses, and services for a regional or local area. Both the C-2 and with the Overlay Zone allow the proposed use. The proposed development meets the purpose and requirements of the zone as detailed in the Findings section of this report.

The following data table indicates the proposed development's compliance with the Zoning Ordinance.

Project Data Table for the C-2 Zone (as modified by the ARDOZ)

Development Standard	Permitted/Required	Proposed for Approval
Gross Tract Area (square feet)	not specified	86,193
Previous Dedication (square feet)	not specified	11,363
Net Lot Area (square feet)	not specified	74,830
Max. Building Height (feet)	42	42

Min. Building Setbacks (feet)		
Bradley Boulevard	0	12
Arlington Road	0	8
Rear (per adj. R-30 Zone)	30	170
Side (per adj. R-30 Zone)	30	34
Min. Green Area (% of lot)		
	10	12
Floor Area Ratio (FAR)		
	0.5	0.5
Building Area (square feet)		
	43,097	43,097
Max. Parking Spaces		
	197	160*
* The site is located within the Bethesda Parking Lot District, and will be contributing to the PLD fund for the balance of the required parking.		

COMMUNITY OUTREACH

The Applicant has met all proper signage, noticing, and submission meeting requirements. On May 13, 2009, staff met with three residents from the adjacent Kenwood Forest community to discuss concerns about the development. Staff relayed those concerns to the Applicant. Staff received a follow-up letter from these residents on June 11, 2009, wherein they formalized several issues, including building height, parking, vehicular access to the site, screening, and the retaining wall on Arlington Road. Staff responded to the commenters' recommendations on June 18, 2009, as summarized below.

- The C-2 Zone allows and the Bethesda CBD Sector Plan recommends a maximum building height of 42' on the property, consistent with stepping down height away from the CBD to the residential edge. Based upon the definition of building height referencing measurement to the highest point of the flat roof, the proposed building will be less than the maximum 42 feet, and all accent elements will be no taller than that maximum.
- The commenters recommended pushing all of the parking below grade to allow the store portion of the building to remain at one story above grade. Staff is not prepared to recommend the parking be pushed underground. There is dubious urban design benefit, as staff finds the proposed building height appropriate and desirable to define the relatively major streets bounding the site. The considerable additional construction cost would yield little public benefit.
- Another concern was the potential use of the driveway off Bradley Boulevard as a short-cut to avoid the traffic light at Arlington Road. In response to this comment, which staff echoed in its DRC comments, the Applicant has revised the plan to include speed bumps, signage, and a narrowing of the roadway after the garage entrances. Staff is satisfied that the measures taken will deter cut-through traffic.

- There is also concern that the existing barrier between the Kenwood Forest units and the Safeway supermarket, located on Kenwood Forest property (see Appendix A for images of the existing condition), will be insufficient and that the proposed additional mitigation to be placed on the supermarket property, in the form of additional tree planting and a partial retaining wall, will not address the issue. The existing fence and trees on the Kenwood Forest property would remain untouched. Providing a second fence on Safeway property would seem to create between the fences an un-maintainable area that could be a haven for trash and vermin. Staff feels the Applicant has adequately addressed this issue.
- The residents wanted to make sure that the street-level design of the project would be safe, attractive, and inviting. Staff also conveyed this concern to the Applicants, who have met with staff from the Planning Department, BUP, and the Bethesda Arts and Entertainment District in an effort to address this concern. As described above, the results are most satisfactory and staff is recommending approval.
- The residents shared staff's concern that the current state of the retaining wall on the east side of Arlington Road was not in keeping with the Civic Gateway feature envisioned in the Sector Plan for this location. Staff has coordinated with the Applicant, BUP, the Bethesda Arts and Entertainment District, and Parks Department for the beautification of this retaining wall and is confident an arrangement can be reached.
- There were other requests addressing improvements to the private property of the Kenwood Forest community which staff found outside the scope of public benefit. Staff suggested the residents coordinate directly with Safeway.

After completing their review of the Applicant's revised proposal, one of the three residents wrote a separate letter, received June 26, 2009, outlining continuing reservations. Issues not already discussed above include:

- *It would be much closer to the Kenwood Forest Lane houses and would have a very adverse impact on their light.* As illustrated in the photographs in Appendix A, the existing building is approximately 15 feet away from the wooden fence on the western boundary of Kenwood Forest, whereas the proposed building would be approximately 40 feet from that fence. The Applicant has prepared shadow studies on the impact of the proposed building (see Appendix B), which demonstrate that the plan will have negligible shadow impact on the Kenwood Forest Lane property.
- *The local infrastructure will not support a commercial structure of this scale at this location.* The proposal has been reviewed and approved by County agencies and Transportation Planning staff.

FINDINGS

1. *The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project*

plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan.

Neither a development plan, diagrammatic plan, schematic development plan, nor a project plan were required for the subject site.

2. *The site plan meets all the requirements of the Arlington Road District Overlay Zone as well as the applicable requirements of the underlying C-2 Zone.*

The proposed use is allowed in the C-2 Zone as modified by the Arlington Road District Overlay Zone and the site plan fulfills the purposes of the zone by expanding the variety of retail services available to the local area while maintaining compatibility with surrounding development within the maximum building height and density allowed by Zoning and recommended by the Sector Plan.

As the project data table on page 13 indicates, the site plan meets all of the development standards of both of the applicable zones. With respect to building height, setbacks, and density the proposed development is under all the maximum standards allowed. With respect to green space the proposed development provides greater than the minimum required.

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

The buildings and structures of the proposed development are located so as to clearly define the street edges and public space along Bradley Boulevard and Arlington Road, providing attractive and activated streetscapes as envisioned by the Sector Plan. The location provides easy access to the building from adjoining sidewalks and parking. The architectural design successfully breaks up the massing of what is in essence a large unfenestrated, internally-focused building type by alternating a coordinated palette of materials to create a series of integrated pavilions along the street. This provides both visual interest and relief, both suggesting a variety of functions and celebrating the building's role as civic gateway to the CBD as envisioned in the Sector Plan. Staff finds the locations of the buildings and structures to be adequate and efficient.

The primary open space for this urban infill supermarket is the sidewalk bounding the site on the north and east. This open space has been designed not only in the three dimensions of sidewalk treatments and attractive architecture previously discussed, but also in the fourth dimension that facilitates and rewards movement along the site by pedestrians, cyclists, and automobiles: storefront Public Art Display Panels on Bradley Boulevard will feature a revolving showcase of local artists' work; a bike station, featuring extra cycle parking, drinking fountains, and air pumps, along Arlington Road will provide a meeting place for Capital Crescent Trail users; and a financial contribution towards the beautification of the existing retaining wall on the opposite side of Arlington Road to help welcome visitors to the Bethesda CBD. These improvements to the open spaces on and around the site are very desirable, and more than adequate, safe, and efficient.

The project's landscaping consists primarily of street trees along the site boundaries on both Bradley Boulevard and Arlington Road, in accordance with the Bethesda Streetscape

Standard, including the brick pavers, street lighting, and the undergrounding of utility lines. Additionally, along the site's western boundary with an existing residential development, the proposal will augment the existing significant tree screening and wooden fence with a solid border of evergreen trees. On-site lighting will create enough visibility to provide safety but not so much as to cause glare on the adjacent roads or properties. There are no recreation facilities required for this site plan, but benches and bicycle facilities are provided. The landscaping and site details adequately and efficiently address the needs of the proposed use and the recommendations of the Master Plan, while providing a safe and comfortable environment.

The adjacent sidewalks, expanded to a minimum width of 15 feet, provide pedestrian access and adequately and efficiently integrate this site into the surrounding area. Bicycle access to the site, particularly from the adjacent Capital Crescent Trail, is encouraged through the location of a sheltered "bike station", with bike racks, drinking fountains, and air pumps. The vehicular circulation design efficiently directs traffic into the site with minimal impacts to pedestrian circulation, while specifically discouraging cut-through traffic at the nearby intersection. This balance of design with the site, the recommendations of the Sector Plan, and the needs of the use is an efficient and adequate means to provide a safe atmosphere for pedestrians, cyclists, and vehicles.

4. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

The proposed two-story supermarket is compatible with the adjacent and confronting commercial as well as residential uses. The existing commercial development around the intersection of Bradley Boulevard and Arlington Road consists of a single-story service station, a three-story commercial building with ground-floor retail, a four-story office building, and a one-story front-loaded strip shopping center. The residential uses, located behind this initial ring of commercial development, range from two- to three-story buildings, including one-family detached, one-family attached, and multi-family dwelling units. The intersection at the center of this Arlington Road District is a commercial intersection and the proposed expansion of the existing supermarket use is both appropriate and desirable.

For the most proximate residential units, to the west, the proposed building height, in concert with the proposed setback from that property, will have a negligible impact on the residential property's continued access to light and air. Noise generated by customers accessing the site by car will be mitigated not only by the existing board-on-board fence on that residential development's property, but also by enclosure and partial burial of the structured parking and a new retaining wall on the supermarket property to help to deflect and contain the noise. Visual impacts of the new building on the adjoining development, which some may deem adverse, will continue to be mitigated by a line of tall trees on the residential development's property and will be bolstered by another layer of quick-growing evergreen trees on the subject property.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

As conditioned, the Site Plan will meet all applicable requirements for Forest Conservation.

The stormwater management concept consists of on-site water quality control. On-site recharge is not required because this is a redevelopment project.

RECOMMENDATION AND CONDITIONS

Staff recommends approval of site plan 820090170, Safeway Store #2848, for a 43,097 sf. supermarket on 1.98 gross acres. All site development elements shown on the site and landscape plans stamped "Received" by the M-NCPPC on June 19, 2009, are required except as modified by the following conditions.

Environment

1. Forest Conservation & Tree Save

The proposed development must comply with the conditions of the approved forest conservation plan. The Applicant must satisfy all conditions prior to the recording of a plat(s) or to the issuance of sediment and erosions control permits by the Montgomery County Department of Permitting Services.

2. Stormwater Management

The proposed development is subject to Stormwater Management Concept approval conditions dated May 6, 2009, unless amended and approved by the Montgomery County Department of Permitting Services.

3. LEED Certification

The Applicant must achieve a LEED (Leadership in Energy and Environmental Design) Certified Rating Certification at a minimum. The Applicant must make good faith efforts to achieve a LEED Silver rating. Before the issuance of any use and occupancy certificate, the Applicant must inform M-NCPPC staff of the LEED Certification Level for which they are applying. If this level is less than a Silver rating, before the issuance of the final use and occupancy certificate the Applicant must provide to staff a written report for public record purposes only from the Applicant's LEED consultant analyzing the feasibility of achieving a LEED-Silver rating, to include an affidavit from a LEED-Accredited Professional identifying the minimum additional improvements required to achieve the LEED Silver rating, including their associated extra cost.

Parks, Open Space, & Recreation

4. Maintenance of Public Amenities

- a. The Applicant is responsible for maintaining all publicly accessible amenities, except as modified below.
- b. The Applicant must coordinate with the Bethesda Urban Partnership and the Bethesda Arts and Entertainment District for the programming of the storefront Public Art Display Panels on the Bradley Boulevard façade.

Transportation & Circulation

5. Transportation

- a. The Applicant must limit the site plan to a supermarket of up to 43,097 square feet.
- b. The Applicant must replace the bike racks proposed in the ground-level garage with at least 3 bike lockers for employees located in a safe, well-lit area.
- c. The Applicant must enter into a Traffic Mitigation Agreement with the Montgomery County Department of Transportation (MCDOT) and the Planning Board to participate in the Bethesda Transportation Management Organization. The Agreement must include providing shower facilities in the building for employees who commute by bicycle. The Traffic Mitigation Agreement must be fully executed prior to certification of the site plan.

6. Pedestrian Circulation

- a. The Applicant must provide the full Bethesda Streetscape Standard improvements, including brick pavers, street lighting, and street trees, along the site frontage on Arlington Road.
- b. The Applicant must provide the full Bethesda Streetscape Standard improvements, including brick pavers and street trees, along the site frontage on Bradley Boulevard, as well as, subject to SHA approval, street lighting and undergrounding of utility lines.
- c. The Applicant must provide benches and incidental street furniture along the sidewalk of both Bradley Boulevard and Arlington Road, as illustrated on architecture sheets A1.01 and A1.02.

Site Plan

7. Public Amenity

- a. As illustrated on the Certified Site Plan, the Applicant must provide an on-site Bike Station along the Arlington Road building frontage and storefront Public Art Display Panels along the Bradley Boulevard façade. Final location and details will be determined at Certified Site Plan.
- b. The Applicant must participate actively with Bethesda Urban Partnership in a public/private effort to beautify the Capital Crescent Trail retaining wall opposite the site on the east side of Arlington Road.
 - i. No later than the issuance of the final use and occupancy permit, the Applicant must make a contribution of seed capital to the Bethesda Urban Partnership (BUP), in an amount not less than \$5,000, towards BUP's initial administration of the solicitation of public art proposals and the selection of an artist and design.
 - ii. The Applicant will coordinate with BUP regarding continued active participation in the realization and maintenance of this public art work, providing appropriate additional financial or in-kind contributions.
 - iii. The Applicant will not be responsible for the solicitation of a design, the selection of an artist, or obtaining the necessary approvals through the Bethesda Arts and Entertainment District, Parks Department, Arts Trust, and/or other regulating agencies.

8. Architecture

- a. The constructed architectural elevations must be substantially similar to those included in the architectural drawing sheets received on June 19, 2009, as determined by Development Review, Montgomery County Planning Department, at the time of Building Permit review.
- b. By Certified Site Plan, the Applicant must provide, for staff review and approval, the final design layout and details for the:
 - i. Storefront Public Art Display Panels on Bradley Boulevard
 - ii. Bike Station located off Arlington Boulevard
 - iii. The covered seating area off Arlington Boulevard.
- c. The building entrance on the southern end of the Arlington Road façade must, as illustrated in the architecture drawings reference above,:
 - i. project from the building and
 - ii. be articulated in translucent material.

9. Lighting

- a. The lighting distribution and photometric plan with summary report and tabulations must conform to IESNA standards for commercial development.
- b. All onsite downlighting fixtures must be full cut-off fixtures.
- c. Deflectors shall be installed on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential properties.

10. Community Liaison Council

The Applicant must establish a Community Liaison Council (CLC), to include Safeway representatives, representatives of the residential communities adjacent to this site, and a representative from the People's Counsel, to meet at regular intervals to discuss the progress of the development and any issues arising therefrom.

11. Development Program

The Applicant must construct the proposed development in accordance with Development Program. A Development Program shall be reviewed and approved by M-NCPPC staff prior to approval of the Certified Site Plan. The Development Program shall include a phasing schedule as follows:

- a. All streetscape improvements, including site furnishings, to Bradley Boulevard and Arlington Road, as illustrated on the Certified Site Plan, must be completed before issuance of the project's use and occupancy permit.
- b. On-site public amenities, including the Bike Station and the Public Art Display Panels must be constructed and installed prior to use and occupancy permit.
- c. On-site lighting must be installed before issuance of the project's use and occupancy permit.
- d. All on-site landscaping must be completed within six months of the issuance of the project's use and occupancy permit, except the trees included in the landscape buffer along the western site boundary, which must be installed before the project's use and occupancy permit.
- e. The Applicant must specify phasing of pre-construction meetings, dedications, sediment/erosion control, or other features must be specified by Certified Site Plan.

12. Certified Site Plan

Prior to approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a. Include the final forest conservation approval, stormwater management concept approval, development program, inspection schedule, and site plan resolution on the approval or cover sheet.
- b. Add a note to the landscape plan stating that "M-NCPPC staff must approve all substitutions".
- c. Modify data table to reflect development standards enumerated in the staff report.
- d. Ensure consistency off all details and layout between site plan and landscape plan.
- e. Provide confirmation of agreement with the Bethesda Urban Partnership for programming of the storefront Public Art Display Panels.
- f. Provide LEED-NC checklist.
- g. Coordinate with SHA regarding the feasibility of undergrounding the utility lines along the site frontage on Bradley Boulevard.

APPENDICES

- A. Site Photos
- B. Shadow Studies
- C. Correspondence
- D. Agency Letters



Existing Service Drive w/ Kenwood Forest Fence



View of Safeway from Kenwood Forest Parking Lot on Bradley Boulevard



Existing Tree Screening & Fence
on Kenwood Forest Site

Appendix B: Shadow Studies

June 21, 9AM



June 21, Noon



June 21, 3PM



December 21, 9AM



December 21, Noon



December 21, 3PM



MEMORANDUM TO: Mr. Elza Hisel-McCoy, Senior Planner
Montgomery County Planning Department

Cc: Mr. Robert Kronenberg, Supervisor
Ms. Margaret Rifkin, Planning Staff

Date: June 11, 2009

Subject: Safeway Site Planning Application #820090170

Dear Elza,

As discussed this is follow-up to our meeting of May 13, 2009 with yourself, Mr. Kronenberg and Margaret Rifkin to discuss the concerns of myself, Mr. John Adamovich and Isobel Murray, Kenwood Forest homeowners, regarding the Safeway site plan on the corner of Bradley Blvd., and Arlington Road.

Please recall our concerns centered around Safeway's site plans and its environmental impacts on the "quality of life" in the immediate vicinity and surrounding areas. The issues and concerns raised in the May 13th meeting centered around parking and traffic flow and congestion, Safeway's proposed building "height" and relocation, environmental impacts on interior and exterior of KF homes, and first among equals how the Safeway site plan relates to and enhances the Bethesda Gateway Master Plan, also known as the Bethesda Central District Plan.

Thanks to you and your colleagues we were grateful to be able to thoroughly discuss these issues and others during our meeting on May 13th. We also mentioned and can appreciate that Safeway would like to have a decision on or before the MCPPB's August recess. However, we have had no feedback from Safeway on our concerns and realize that you are expecting a modified or revised "site plan", sometime in the week of June 15th. This leaves, at best, only about 4 to 6 weeks for further negotiating and we are not even certain about "who" Safeway is negotiating with, or if "homeowner" concerns might very well be left on the cutting-room floor.

I, personally am concerned, that our interests may not have been taken seriously by Safeway. Therefore, please let me take this opportunity to list specific proposed changes and/or modifications to the Safeway plan, with limited justification, since it was discussed in depth on May 13th, that we seek.

I - Upon researching the Bethesda Central Business District Sector Plan (Bethesda CBD), we find Safeway's architectural building height and parking arrangements, not in compliance with Bethesda's CBD, as well as the report's "cultural District theme", and identify the following instances:

"Step down building heights" ...with other commercial and existing properties "to achieve desirable and compatible transitions to adjacent areas. Buildings that are located at the edge of a district where taller buildings are allowed should step down with intermediate heights toward the adjacent district with lower allowable heights". And, further "Provide street-activating uses, such as retail stores with storefront display windows or building entrances; and further ... "to maximize social interaction, .. and encourage walking, special attention should be given to the design of streetscapes to help maintain human scale..." ((BCBD – pages 40, Item 2, pg.36, Items 3, and 4.) (Store front windows will be discussed in a later paragraph.

We strongly object to inside parking facilities at ground level, and therefore propose a two-level underground parking arrangement. Additionally, and of equal importance, the requested 42' height for the Safeway Building is totally unacceptable, nor is it compatible with the cultural theme district's urban design objectives to encourage "Bethesda as a garden and cultural district". "Stepping down" the allowed building height of 42' will certainly demonstrate good faith on the part of Safeway to comply with its surrounding commercial and residential neighbors.*

* We recognize that MC Police and Crime Prevention have concerns with safety and criminal activity with underground parking. However, Safeway is required to take safety measures for underground employee parking. The same measures can and must be in place for customer parking. Additionally, studies have shown "easy access to parking, means easy egress". Regardless of parking locations, the MC Police and Crime Prevention rules and regulations for safety and crime prevention must be adhered to.

II - A "new two-way" roadway, sans driveway, is proposed for access to and egress from parking facilities.

Clearly we are not qualified engineers to suggest alternative changes in the width or traffic configuration for pedestrian safety and/ or safe traffic flow. Nor, are we qualified to make suggestions on how to avoid misuse of a private road being used as a "cut-thru" to avoid a traffic signal.

However, as homeowners with private property immediately adjacent to the proposed "new roadway", we propose a dual structure—two sided to minimize and control noise and to serve as an environmental barrier to protect privacy and control carbon dioxide emissions.

The two sides: The side facing Safeway's new road, located on Safeway's property to serve as a noise control measure may perhaps be built from Bethesda stone or another concrete type element; the other side still on Safeway property, facing private properties such as, backyards and gardens, must consist of tall evergreens to obscure private property owners' view of traffic and serve as an air-quality control measure.

III - Private Kenwood Forest Residences - All located on Kenwood Forest Lane and Bradley Blvd.

Much has been said about the age of KF homes—exteriors are over 60 years and most interiors are close to 35. There is no need to elaborate on damages frequently caused by major construction activity and its impact on properties which are virtually situated immediately adjacent to the Safeway construction.

It is proposed that it is Safeway's obligations to take pictures of the interior and exterior walls of each individual Kenwood Forest Lane home and each KF home on Bradley Blvd. Any homes experiencing cracks, damages and or broken windows which do not appear in pictures, prior to construction, shall be Safeway's obligation and responsibility to make timely repairs and necessary replacements following completion of construction.

IV - Proposed Architectural and Community Amenities in compliance with the "Bethesda CBD Cultural District" theme and Urban Design Objectives:

The existing and planned Safeway site includes inside first floor parking which does nothing to enhance the concept of Arlington Road as a major gateway to Bethesda. (pg., 37, Item 4)

Safeway's first floor architecture must achieve compatible building styles with existing commercial structures on Arlington Road from Bradley Blvd., to two blocks North, to Elm Street, as encouraged in the Bethesda CBD report.

It is proposed that the first floor of a new Safeway Bldg., shall include large "floor to ceiling windows to enhance the pedestrian environment at the sidewalk level to take advantage of views inside and outside the store". (pgs.36 &37, CBD., Urban Design Objectives).

(It should be noted that one block North on the East side of Arlington Rd. a new building was constructed with three retail stores, each, one story with floor to ceiling windows. On the West side of Arlington Rd, still just one block North of Safeway, a major automobile dealer renovated its building with floor to ceiling windows. On both sides of Arlington these stores used different architectural window styles to enhance the pedestrian views and encourage walking. At Arlington & Bethesda, a major restaurant raised the foundation wall about 4ft.. above sidewalk level to allow for dining alongside open floor to ceiling windows and still limit entrance or egress thru the front door. On Arlington between Bethesda & Elm, on both sides of the street, major retail stores, restaurants and a grocery chain used compatible architecturally designed floor to ceiling windows to take advantage of pedestrian views and encourage walking)

V - To further enhance pedestrian environment with a wider sidewalk on the East side of Arlington Blvd., Safeway must replace an old, deteriorating cement wall running alongside the Capitol Walk, with either Bethesda fieldstone or a large mural covering the whole wall. (Perhaps Safeway might consider commissioning a high school or community college art student contest to submit entries for use.) Either a fieldstone wall or a mural would most certainly bring Arlington Blvd., more in line as a major Gateway to Bethesda.

VI - KF Homeowners will experience major inconvenience from demolition equipment, blocked sidewalks and roadways, noise and traffic congestion, as well as likely water cut offs and lose of power and lights. Additionally, over the years with growth, there has been a large lose of trees from increased carbon emissions and foliage diseases.

It is proposed that Safeway consider replacing at least 10 to 12 tall, fast growing trees in front of KF homes that lost the original trees, from construction and drainage backups from surrounding commercial buildings.

VII - To further enhance the Bethesda CBD recommendations to encourage pedestrian environment, to maximize social interaction, encourage walking and design streetscapes, to help maintain human sale, viewing Arlington Rd., as a major gateway to Bethesda, it is proposed that Safeway may find it is in its interest to replace the old deteriorating children's playground equipment situated on Arlington Rd. closer to Little Falls and serves as a buffer between Kenwood Forest properties and Bethesda's hockey field.

Thank you for your consideration and immediate attention. I look forward to hearing from you.

Sincerely,
Shelly Weinstein

6726 Kenwood Forest Lane
Chevy Chase, Maryland 20815
Tele – 301-654-1447/ cell 240-350-4087

Cc; Mr. John Adamovich
Ms. Isobel Murray

Hisel-McCoy, Elza

From: Shelly Weinstein [sweinstein@netoedsat.org]
Sent: Thursday, June 25, 2009 3:08 PM
To: Hisel-McCoy, Elza; Kronenberg, Robert; Rifkin, Margaret
Cc: john.Adamovich@yahoo.com; Isobelm@comcast.net
Subject: RE: Of High Importance!

Importance: High

Dear Elza,

Thank you for the June 18th report on your meeting with the Safeway team and their response to the MCP staff and our concerns. Shortly after hearing from you, I received a letter from the Safeway team, along with the revised maps and materials. Safeway requested a meeting with us on Monday evening, June 29th at the offices of their law firm in Bethesda. John, Isobel and I have agreed to meet them and it is my understanding that they have also invited Attorney Klauber, MC Office of the People's Counsel.

Additionally, please note that I have been in contact with MC Council Members Trachtenberg and Berliner. And, at this time, I have apprised Chairman Royce Hanson, MCPPB of our concerns and interests in the Safeway Site Plans.

Most of us were not satisfied with Safeway's responses or the revisions in their plans. However, be that as it may, please know that on behalf of the participating KF homeowners, we want to extend our deep appreciation and gratitude for the time and information, along with the responsiveness that you, Robert Kronenberg and Margaret Rifkin extended to us. We were very pleased and grateful to you and your colleagues for your willingness to meet with us, explain the status of Safeway's plans and the efforts you extended on our behalf. Speaking for myself, someone who has a long history as a "citizen activist", to use your term, in Baltimore City and Baltimore and Montgomery Counties, it was a pleasure to find MC planning staff so receptive to listening and working to address homeowners concerns, in this matter. You can be sure that as I have contacted other MC officials with our information, I've expressed our appreciation for all your expertise, time and work.

I'll follow up the Monday, June 29th meeting with a brief report to you to be sure to keep you up to date on our efforts. Thank you and the others, again for all your help and interest.

Shelly Weinstein

-----Original Message-----

From: Hisel-McCoy, Elza [mailto:Elza.Hisel-McCoy@mncppc-mc.org]
Sent: Thursday, June 18, 2009 9:31 AM
To: Shelly Weinstein; Kronenberg, Robert; Rifkin, Margaret
Cc: john.Adamovich@yahoo.com; Isobelm@comcast.net
Subject: RE: Of High Importance!

Hello Shelly, Isobel, and John,

Margaret and I met with earlier this week with the architect and engineer for the Safeway team to see where they are. I provided them with a copy of your June 11, 2009, memo. Here's where I think we are.

On the building height, the Sector Plan allows a height of 42' on that property, consistent with the stepping down of height to the residential areas at the CBD edge. Montgomery County DPS (Dept. of Permitting Services, who enforces the zoning code) measures the building height at highest point of the flat roof. The architect tells me that by that measure, their building height is more like 37'. They are limiting the their accent elements, the tower and the overhangs to 42'. This seems reasonable and staff is prepared to support this.

Staff is not prepared to recommend the parking be pushed underground. Given the relatively low density imposed on this project by the overlay zone, we do not feel this is something we are in a position to leverage that result.

On the driveway off Bradley, they have revised the plan to include speed bumps, signage, and a narrowing of the roadway after the garage entrances. They have a diagram showing the revisions, which you will receive. This looks reasonable, but let me know what you think after you see it.

For the barrier between the properties, they are proposing trees and a retaining wall for the driveway, all of which is located on Safeway Property. The existing fence and trees on the Kenwood Forest property would remain untouched. Providing a second fence on Safeway property would seem to create between the fences an un-maintainable area that could be a haven for trash and vermin. Again, this looks reasonable, but let me know what you think.

The design has made great strides in improving the pedestrian environment, providing public art, a bike station, seating areas, and other amenities. Take a look and let me know.

The Safeway team seemed amenable to participation in the beautification of the retaining wall on the opposite side of Arlington Road and we will be working out the details of how that might work.

The other issues you raise are outside the scope of the Board's action and I would leave it to you to negotiate with Safeway on these points.

I have asked them to provide you with drawings for review by the end of the week. Please take a look at them and get any comments back to me by Friday, June 26.

I will be starting my report next week, which will go online July 6. I look forward to hearing your reactions.

Sincerely,

Elza

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
Planner Coordinator
Development Review Division
Montgomery County Planning Department
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910
301.495.2115 p
301.495.1306 f
elza.hisel-mccoy@mncppc-mc.org
www.mcparkandplanning.org

MEMORANDUM

To: Robert Kronenberg, Elza Hisel-McCoy and Margaret Rifkin,
Montgomery County Planning Department; cc: Shelly Weinstein

From: Isobel M. Murray, 6711 Kenwood Forest Lane, Chevy Chase MD 20816
Isobelm@comcast.net, (301) 399-1219

Re: Proposed Expansion of Safeway at corner of Arlington Road and Bradley
Boulevard, Bethesda

Date: June 26, 2009

First I would like to thank each of you for meeting with Shelly Weinstein and myself on May 13, 2009 at your offices. We have had an opportunity to review the proposed changes Safeway's architect has made to the original submission and I would like to have the following observations recorded in objection.

1. The proposed development remains too large for this site. The amended plans do not change the proposed scale.

Safeway's proposed plan calls for almost the entire lot to be almost completely covered with a building structure replacing the existing one, which covers about sixty percent.

The proposed new building would be nearly forty feet tall instead of the current structure, which is about twenty feet at its tallest point. It would be much closer to the Kenwood Forest Lane houses and would have a very adverse impact on their light. It would also bring the inevitable noise issues much closer to those houses. The Kenwood Forest Lane homes are less than twenty-five feet tall. Recreational use of their rear gardens will be severely compromised by shadowing and noise.

Safeway has rejected the suggestion of a noise barrier on the grounds that this would create an unmaintained area between the back of the store and the existing fence at the rear of the Kenwood Forest Lane properties. Their proposal to put a line of trees is simply inadequate to address inevitable noise problems from traffic at the back of these homes.

The proposed structure would have no surface parking whatsoever – not even for disabled customers. Inevitably customers will use the limited parking for Kenwood

Forest Lane residents to avoid the inconvenience of using a subterranean lot. Women particularly dislike underground parking if alternatives are available.

The building would come out to the sidewalk, with only a sidewalk between the outer wall and the street. This will put the building less than fifty feet from the capital Crescent Trail and is quite at odds with the purpose of that facility.

2. The local infrastructure will not support a commercial structure of this scale at this location.

There is tremendous traffic congestion at the corner of Arlington Boulevard and Bradley Boulevard already. There have also been a number of water main breaks and sewer/drainage problems. The aging county infrastructure cannot support the additional burdens of greatly increased traffic, water and sewer needs.

The proposed plan envisages adding hundreds of additional cars per day to this intersection. The resulting backups on Arlington Road will cause even worse congestion outside Bradley Shopping center as well as traffic jams on Bradley Boulevard itself. The proposed means of ingress would be very close to the Kenwood Forest Lane Houses at the Bradley Blvd./Arlington Road intersection. The egress would be very close to the Kenwood Forest Lane intersection which is already very busy and has very poor visibility.

Furthermore, the proposed design brings the front wall of the store very close to Arlington Boulevard. The Kenwood Forest Lane intersection with Arlington Lane is already quite difficult to use because visibility is compromised by a curve in the road as drivers look left. If the proposed plans go ahead visibility will be seriously diminished by the presence of a very large building as drivers look left to view traffic coming down Arlington Road from Bethesda. This is a serious road safety hazard.

3. The scale of this development would substantially change the predominantly residential nature of this block.

Presently this block is primarily residential with a reasonably sized commercial corner where the current Safeway stands. The proposed plan would make it a predominantly commercial development with incidental residential use. The area is already more than adequately served with comparable services. From the site of this Safeway it is less than .25 miles from a large Giant grocery store on Arlington Road. The distance to Whole Foods on River Road is just over a mile and Trader Joes on Wisconsin Avenue is less than a mile away. There are already drugstores on each northern corner of the Arlington Road junction with Bradley Boulevard as well as another at the Giant. The proposed development does not bring anything positive to the neighborhood that is not already easily and conveniently located nearby.

4. The proposed development seriously threatens the structural integrity of nearby dwellings.

As outlined above, this area is predominantly residential with 117 dwellings in the Kenwood Forest development alone. More than sixty of the dwellings are in this precise block. The development is nearly seventy years old and the houses were not constructed to withstand the kinds of structural threat that blasting and excavating significantly below ground level could cause. Some of the houses are less than fifty feet from where this blasting and digging will be taking place. There is a very serious possibility of structural damage to these homes. Safeway has not indicated any plans to protect homeowners from this eventuality and seemed surprised to have the matter raised at a public meeting raising the concern that neighbors' safety and security is not a high priority for Safeway.

Even at this point, several months along in the planning process, Safeway, has not, to my knowledge, provided any solid reassurance to residents that possible structural damage will be addressed fairly by the corporation. Their casual verbal assurances are inadequate in view of the fact that they have taken the precaution of providing that their own landscaping subcontractors will be contractually obligated to repair any damage caused to Safeway during landscaping work. It is unnerving to Kenwood Forest Lane residents that Safeway is already insisting on this in the written landscaping plans but sees no need to provide its nearest neighbors with any similar assurances for damage to their homes caused by construction at Safeway. We are really counting on your Board to protect our residential interests against this very powerful corporation.

Respectfully submitted,

Isobel M. Murray



Isiah Leggett
County Executive

DEPARTMENT OF PERMITTING SERVICES
ZONING
DRC - Monday, May 11, 2009

Carla Reid
Director

Project Name: Safeway Store
Site Plan # 820090170
Applicant: Safeway, Inc.
Engineer: Loiderman, Soltesz Associates
Zone: C-2
Number of Lots (Acres): 1 lot, 1.72 ac.
Zoning Reviewer: Laura Bradshaw

Development Standards on Submitted Plan(s):

Standard	Required	Proposed
Front: (N & E)	0	14.5 (N) & 10.0 (E)
Side (W & S) abutting res. zoning	30'	36 (W) & 171.9 (S)
Height:	42' Max	42' Max
Parking (on site)	197	160
FAR	0.5	0.5

- ☒ Plan(s) meets zoning requirements.
☐ Plan(s) meets zoning requirements, but see comments below.
☐ Plan(s) do not meet zoning requirements. See comments below.

Comments:

No Comments.

****Note-**When applying for a building permit please identify both the BRL approved on the certified site plan and the dimensions from the structure to the property lines on all four sides.

Mark Beall: (240) 777-6298 or Laura Bradshaw: (240)777-6296
255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850-4166.

**MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES
WATER RESOURCES SECTION**

255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850-4153

Date: May 6, 2009

MEMO TO: Robert Kronenberg, Supervisor
Development Review Committee, MNCPPC

FROM: David Kuykendall
Senior Permitting Services Specialist
Water Resources Section, MCDPS

SUBJECT: Stormwater Management Concept Plan/100-Year Floodplain Review
Site Plan # 820090170, Safeway Store #2848
Project Plan #
Preliminary Plan # , DPS File # 235223
Subdivision Review Meeting of May 11, 2009 DPS Reviewer David Kuykendall

The subject plan has been reviewed to determine if it meets the requirements of Executive Regulation 7-02AM for stormwater management and Executive Regulation 108-92 AM for a 100year floodplain. The following summarizes our findings:

SM CONCEPT PLAN PROPOSED:

- ☒ On-site: ☐ CPv ☒ WQv ☐ Both
☐ CPv < 2cfs, not required
☐ On-site/Joint Use ☐ Central (Regional): waived to
☐ Existing ☒ Concept Approved April 1, 2009
☒ Waiver: ☒ CPv ☐ WQv ☐ Both
☒ Approved on April 1, 2009

☐ Other

Type Proposed:

- ☐ Infiltration ☐ Retention ☐ Surface Detention ☐ Wetland ☐ Sand Filter
☐ Separator Sand Filter ☐ Non Structural Practices ☒ Other

FLOODPLAIN STATUS: 100 Year Floodplain On-Site ☐ Yes ☒ No ☐ Possibly

- ☐ Provide source of the 100Year Floodplain Delineation for DPS approval:
☐ Source of the 100-Year Floodplain is acceptable.
☐ Submit drainage area map to determine if a floodplain study (> or equal to 30 acres) is required.
☐ Dam Breach Analysis: ☐ Approved ☐ Under Review:
☐ 100-Year Floodplain study: ☐ Approved ☐ Under Review:

SUBMISSION ADEQUACY COMMENTS:

- ☐ Provide verification of Downstream notification.

RECOMMENDATIONS:

- ☒ Approve ☐ as submitted ☒ with conditions (see approval letter)
☐ Incomplete; recommend not scheduling for Planning Board at this time.
☐ Hold for additional information. See below
☒ Comments/Recommendations: Landscape plan and the forest conservation plan are not showing the fiterra structure with a tree properly.

cc: Steve Federline, Environmental Planning Division, MNCPPC

bll DRC site plan.03/01



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

TO: Cathy Conlon, Development Review Division

VIA: Mark Pfefferle, Environmental Planning Division *mw*

FROM: Lori Shirley, Environmental Planning Division *LS*

SUBJECT: Site Plan #820090170
Name: Safeway Store #2848
DRC date: Monday, May 11, 2009
NRI/FSD) 420091460 approved on March 16, 2009

DATE: May 11, 2009

The above-referenced plan has been reviewed to determine if it meets requirements of the Guidelines for Environmental Management of Development in Montgomery County, Forest Conservation and other regulations that may apply. The following comments are made on the plan:

1. Environmental Planning does not support meeting the forest planting by planting landscape trees in a 10-foot wide landscape strip.
2. Planting requirements to be met by either using an off-site forest mitigation bank, in-lieu fee payment, or planting and protecting new clearly forest within the watershed.
3. The forest conservation plan drawing and legend do not use the same symbols to delineate the limits of disturbance. Please correct.
4. Please provide a table indicating each significant and specimen tree that indicates the disposition of each tree.

cc: Renee Montgomery, Safeway Real Estate
Robert G. Brewer, Lerch, Early and Brewer
Paul Mawicke, Mawicke and Associates Partnership
820090170 Safeway Store #2848 file



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 9, 2009

TO: Elza Hisel McCoy, AIA, LEED, AP
Move Division

VIA: John Carter, Chief *JC*
Urban Design Division

FROM: Margaret K. Rifkin, Urban Designer *MR*
Urban Design Division

SUBJECT: Safeway Site Plan in Bethesda CBD- 820090170 Store Number 2848
Design Division Review Comments

The proposed site plan will be consistent with the urban design guidelines in the Bethesda CBD Sector Plan with the provision of animating street level art, gathering spaces and gateway features. This project is being developed under the C-1, Standard Method Zone. The Sector Plan recommends:

- The provision of street-activating uses. (page 36-Urban Design Objectives)
This project has parking at street level, which is interrupted only by lobbies for reaching the sales floor on the second level. While this is not desirable, the features proposed for street level provide adequate activation as follows:
Art panels of animated digital art along Bradley Boulevard
A gathering area with seats and tables for outdoor eating, a water fountain, bike rack and air pump. This area is located along Arlington Road near the Capital Crescent Trail.
- That this area be treated as a Gateway to Bethesda, from the south and from the west. (Framework Concept for Bethesda page 38, Figure 3.1)

This project creates a more attractive entry into Bethesda thru the provision of new Bethesda Streetscape on both Arlington Road and Bradley Boulevard. There are also attractive walls that screen the loading area from view on the southern approach. The location and design of the new building will also contribute to the entry. The corner is emphasized and the building lines the street.

The applicant has also agreed to contribute money to create artwork on the long white retaining wall on the east side of Arlington Road. This is an excellent opportunity and will be a great contribution to this entry to Bethesda. The art on the retaining wall should be designed to meet the Sector Plan recommendation that this area include a focal point that terminates a view from north of Bradley Boulevard down Arlington Road. (Views and Focal Points Figure 3.3 page 41)

- That the height limit be 42 feet. (Building Height Limits Figure 3.2 page 39.)

The proposal meets the height limit.

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor



Maryland Department of Transportation

Beverley K. Swaim-Staley, Acting Secretary
Neil J. Pedersen, Administrator

June 9, 2009

Re: Montgomery County
MD 191
Bethesda Safeway

RECEIVED
JUL 11 2009
DEVELOPMENT REVIEW

Mr. Shahriar Etemadi
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Etemadi:

Thank you for the opportunity to review the Traffic Impact Study Report prepared by Wells & Associates, LLC. dated February 25, 2009 (received by the EAPD on May 5, 2009) that was prepared for the proposed Bethesda Safeway Store in Montgomery County, Maryland. The major report findings and the Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Access to the existing Safeway supermarket that will be expanded from 25,568 square feet to 43,097 square feet is proposed from one (1) existing right-in/right-out site access driveway on MD 191 and one (1) existing full movement site access driveway on Arlington Road.
- The traffic report determined that the proposed development would not cause any intersection to exceed the congestion standard as established by the M-NCPPC within the Bethesda CBD Policy Area (CLV less than or equal to 1,800) or the Bethesda/Chevy Chase Policy Area (CLV less than or equal to 1,600).

SHA concurs that the proposed development will not cause any studied intersection to exceed the Bethesda CBD Policy Area or Bethesda/Chevy Chase Policy Area congestion standard thresholds as established by the M-NCPPC. The SHA policy regarding intersection level of service requires that all intersections function at a level of service "D" or better in the design year with full build-out of the given project. Given that the Montgomery County policy differs from that of SHA regarding the need for mitigation at off-site intersections, the SHA will defer to the local criteria. However, any proposed mitigating roadway improvements impacting a State-controlled roadway must be reviewed and approved by the SHA.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Shahriar Etemadi
Page 2 of 2

Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this development application. If there are any questions on any issue requiring a permit from SHA on this application, please contact Corren Giles at (410) 545-5595 or cgiles@sha.state.md.us. If you have any questions or comments regarding the enclosed traffic report comments, please contact Larry Green at (410) 995-0090 x20.

Sincerely,



Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. Edward Axler, M-NCPPC Montgomery County
Ms. Corren Giles, SHA EAPD
Mr. Larry Green, Daniel Consultants, Inc.
Mr. Ken Harn, SHA Office of Traffic & Safety
Mr. Chris Kabatt, Wells & Associates, LLC
Mr. Morteza Tadayon, SHA Travel Forecasting Section
Mr. Errol Stoute, SHA Traffic Development & Support Division
Mr. Jeff Wentz, SHA District 3 Office



FIRE MARSHAL COMMENTS

DATE:

TO: William Howe
CPH Engineers, Inc.

FROM: Patsy Warnick

RE: Safeway #2848
820090170

PLAN APPROVED

1. Review based only upon information contained on the plan submitted 11-May-09. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
 2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.
-
1. Show adequate fire department water supply (hydrant).
 2. Show fire department connection within 100' of a hydrant.