

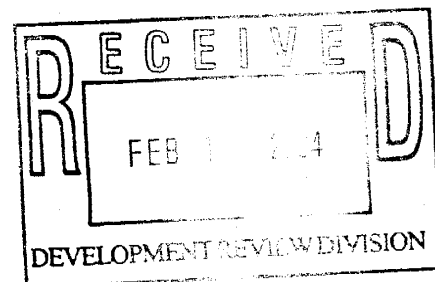
Action Committee for Transit

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

January 29, 2004

Mr. Derick Berlage, Chair
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910



Subject: Arlington Road East Development

Dear Mr. Berlage:

The Action Committee for Transit strongly supports the mixed-use development project proposed by Federal Realty for the east side of Arlington Road between Elm Street and Bethesda Avenue.

ACT has always believed that transit is a way to create better communities as well as a means to get from place A to place B. Indeed, one of the primary reasons that we believe the Inner Purple Line deserves a higher priority than other transit projects is its value in promoting smart growth. As we say in our Purple Line flyer, "Throughout the world, light rail brings people to vibrant, mixed-use centers **without** overwhelming them with cars and parking lots."

This objective cannot be achieved unless development that occurs in the areas around Metro stations is transit-oriented. Unfortunately, our master plans and zoning ordinance permit, and often even require, our neighborhoods to be defaced by ugly suburban sprawl. The Arlington Road corridor, as it now exists, is almost a museum of bad urban design: a strip mall near Bradley Boulevard, the rebuilt Bethesda library with no front door, Bethesda Elementary School facing the world with asphalt and a chain link fence, pedestrian-hostile intersections at Bradley Boulevard and Old Georgetown Road, and of course the former Giant building surrounded by surface parking.

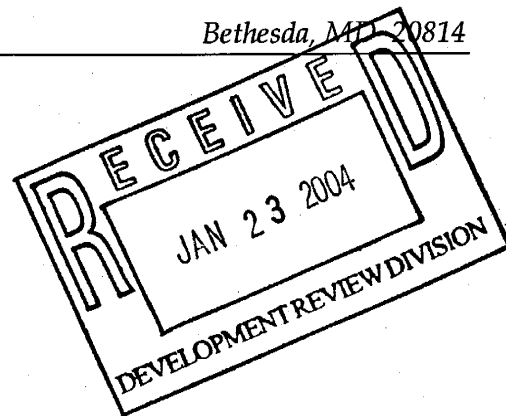
In the debate about Arlington Road, much has been said about compatibility. In reality, the sprawl that now lines Arlington Road is utterly incompatible with the wonderful neighborhoods that adjoin it on both sides — the leafy walkable suburb to the west and the vibrant urban center to the east. With the rebuilt Giant and Arlington East, Federal Realty has done a genuine service to the community by beginning the re-creation of Arlington Road in a form that is genuinely compatible with the Bethesda environment. We urge you to approve this project as expeditiously as possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Ross".

Ben Ross
President

January 21, 2004



The Honorable Derick Berlage
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Arlington East, File Number 1-04041 and 8-04014

Dear Chairman Berlage:

At the monthly meeting of the Battery Park Citizens' Association Board on Wednesday, January 14, the Board reviewed this application and unanimously agreed to forward to you our recommendation of disapproval.

With the exception of the proposed parking addition below, the plan is unchanged from February 15, 2002 when our Association first recommended by letter its disapproval to the County Council and the Planning Board. Our strong sentiment of disapproval is based on three reasons:

- (1) The predominant use, the density, and the height are all contrary to the Adopted Bethesda Central Business District Sector Plan which our Association strongly endorsed.
- (2) The addition of 230 more spaces in the project's underground garage brings the parking capacity of that facility to 470. That garage will sit next to the County garage that is also accessed by Elm Street, but has a secondary access on Bethesda Avenue. In short, that means close to 1,000 cars with access to those urban streets, each of which has on-street parking which narrows the travel way. We envision terrible congestion and interference with pedestrians in peak periods and on weekends, especially because of people going to the movie theatres and restaurants.
- (3) If this project is approved, other C-2 land in the Arlington Road District will be vulnerable to interests encouraged to tear down the low-rise commercial buildings and redevelop at densities not countenanced by the Sector Plan. ZTA 01-08 was not in effect when the Sector Plan was conceived and approved. If the domino effect occurs, the whole Sector Plan concept of gradual transition to adjacent single-family residential areas is violated.

Please do not approve this application.

Sincerely,

A handwritten signature in cursive script that reads "Lori J. Palmer".

Lori J. Palmer
President
Battery Park Citizens' Association

Cc: Charles R. Loehr, Director of Planning
✓ Joseph R. Davis, Chief, Development Review Division

WASHINGTON REGIONAL NETWORK FOR LIVABLE COMMUNITIES

1777 CHURCH STREET, NW, WASHINGTON, DC 20036
PHONE: 202/667-5445 FAX: 202/667-4491
EMAIL: staff@washingtonregion.net
WEB: www.washingtonregion.net

January 28, 2004

Mr. Derick Berlage
Chair
MNCPPC Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

RECEIVED
01/28
JAN 28 2004

RE: Support for the Federal Realty Project
– Preliminary Plan No. 1-04041 and site Plan no. 8-04014

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

Dear Mr. Berlage:

The Washington Regional Network For Livable Communities (WRN) advocates transportation investments, land use policies, and community designs that enhance existing communities and the environment of the Washington, D.C. region. WRN's goal is to create and sustain a network of walkable communities linked by quality transit and surrounded by greenbelts, with the District of Columbia as the economic and cultural hub of the region. Complementing public policy and private sector initiatives, WRN assesses and promotes better land use policies around Metrorail stations and important infill sites that facilitates community-enhancing development and take full advantage of regional transit services. Accommodating more of the region's growth – meaning more people and activities close to transit and in well-designed, walkable/bikable neighborhoods, can significantly benefit these communities and is essential to improve the region's air and water quality, protect farm and forest lands, and restore the health of the Chesapeake Bay.

Bethesda Row, the high quality mixed-use redevelopment by Federal Realty Investment Trust, has been lauded – deservedly – for its urban, streetscape based approach. Bethesda Row is a model for retail development throughout the region and the nation. We are now presented with an opportunity to improve on the Federal Realty retail formula with the addition of a residential building. We welcome the missing component and consider it a necessary step toward creating a true mixed-use, livable neighborhood at one of the region's critical transit oriented developments. More housing at this location and others in the Bethesda CBD will benefit the surrounding area by fostering a more pedestrian-oriented environment, where more residents can walk to stores, Metro, and services. We support the project that provides residential development in the C-2 zone and adds a 12.5 percent MPDU requirement. We believe that it is essential to encourage more housing choices close to the Metro stations. Allowing residential uses at the Arlington East Project will also provide important, new opportunities to meet County goals for housing production, and placing MPDUs on site.

Mr. Berlage
Support Preliminary Plan No. 1-04041 and site Plan no. 8-04014
January 28, 2004

We are, however, disappointed that the project offers significant amounts of parking despite its proximity to a rich variety of shops, jobs, services and transit, in a pedestrian-friendly environment. In general, structured parking adds approximately 20 percent to the cost of a housing unit, and reduces the overall number of units by 20 percent. Reducing parking, and adding options like FlexCar or ZipCar, are important ways to reduce housing costs in walkable, transit-accessible town centers like the Bethesda CBD. We ask that the Planning Board consider substantial reductions in parking in order to reduce project costs, that can be reallocated to an increased number of MPDUs or deeper reductions in prices for these units. At a minimum, we ask that the County require that the leasing or sale of parking spaces be separated from the cost of housing, so that moderate income families occupying the MPDUs can avoid the costs of owning and storing a car if they choose. Too often families who do not own cars are forced to subsidize the storage of other people's cars. If neighbors are concerned about spillover parking demand, the County should manage on-street parking. The need for more affordable housing in such a desirable location is too great to allow other interests to drive up housing costs, and exclude reasonable levels of housing with excessive parking.

Understanding the importance of residential development and density in transit-oriented development, we also recognize that transitions to surrounding lower density residential neighborhoods must be thoughtfully designed. We ask that the Planning Board carefully review the architecture of the proposal, including massing, lines of sight from the neighborhood, and building height in light of the goals of creating a more vibrant pedestrian environment, creating more housing choices in the CBD, and providing appropriate transitions to surrounding neighborhoods.

Thank you for your consideration.

Sincerely,



Cheryl Cort
Executive Director

Action Committee for Transit

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

January 29, 2004

Mr. Derick Berlage, Chair
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910

Subject: Arlington Road East Development

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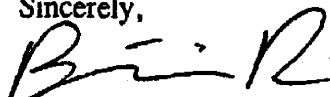
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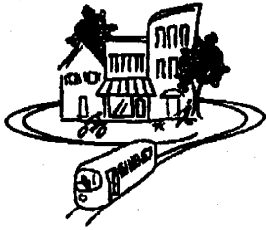
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Sincerely,



Ben Ross
President



Coalition for Smarter Growth

Better Communities...Less Traffic

RECEIVED
0107
JAN 27 2004

January 22, 2004

Mr. Derick Berlage, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

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

RE: Support residential uses and Federal Realty project in C-2 zone

Dear President Silverman:

The Coalition for Smarter Growth is a network of forty civic, environmental, transit and taxpayer groups working in Virginia, Washington DC and Maryland. Our member groups include the Chesapeake Bay Foundation, the Sierra Club, Surface Transportation Policy Project, Audubon Naturalist Society, and Action Committee for Transit. We have long Advocated for a better way to grow in our regions, one that creates more walkable communities and better links between development and transit in order to reduce traffic congestion, save open space, reduce air and water pollution, and create more livable communities.

We have completed an extensive review of the proposed Federal Realty Investment Trust project for the old Giant supermarket site in Bethesda's Central Business District, including a full tour of the site and surrounding neighborhoods. We support the proposed project.

Federal Realty's Bethesda Row project is one of the best examples of a mixed-use, pedestrian friendly town center projects anywhere in the nation. In contrast to the sterile, strip shopping centers of past decades, it has created a community-gathering place and brought life to the Central Business District. The proposed design for the Giant site meets the same high standards using stepped back upper stories, ground floor retail, and a design that creates a pedestrian friendly environment.

A primary concern of the community is the proposed building height. In this case, the exception to the area plan is reasonable. The existing parking garage is 60 feet and unsightly. The proposed 65 - foot Federal Realty building will shield the community from this garage. However, we think it appropriate and feasible that the height of the Federal Realty project be reduced to address neighborhood concerns. According to conceptual drawings the proposed first story is 23 feet high, leaving room for this height reduction.

We strongly support the Arlington East Project that provides for residential uses and moderately priced dwelling units in the C-2 zone. A mixed-use residential building is an appropriate buffer between the single-family home neighborhoods and the large office buildings in the CBD. Adding residential to a business district like Bethesda not only will add life to the CBD, but it will allow residents to walk, bike or use transit to get to work. Based upon the experience of other communities near transit in Maryland, DC, and Virginia, it will enhance the property values of nearby single-family neighborhoods.

1777 Church Street, NW, Washington, DC 20036
(202) 588-5570 fax: (202) 667-4491
www.smartergrowth.net

We strongly support including 12.5% moderately priced dwelling units as part of the project. Providing a mix of housing will enable people with a range of incomes and working in a range of jobs within Bethesda and inner core communities to live closer to where they work, further reducing traffic congestion.

In sum, we think that this mixed-use, residential project is fully appropriate for the site and that a building height of 60-62 feet will provide a well-designed buffer to the parking garage and office buildings beyond. The project will increase the amount of pedestrian traffic and neighbors who can provide "eyes-on-the-street," increasing the safety and livability of the neighborhood. It will enhance property values. We urge that you support the planned site plan with community input and the same attention to good design seen in the earlier phases of the Bethesda Row project.

Sincerely,

A handwritten signature in black ink, appearing to read "Stewart Schwartz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Stewart Schwartz
Executive Director



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

January 28, 2004

RECEIVED
FEB 02 2004

The Honorable Derick Berlage, Chair
Planning Board
MNCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

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

Re: Arlington East- Preliminary Plan No. 1-04041 and Site Plan No. 8-04014

Dear Chairman Berlage:

On June 11, 2002 the Chesapeake Bay Foundation wrote the County Council to support a zoning text amendment and site plan for Federal Realty Investment Trust's mixed use project at the old Giant Food site on Arlington Road. The one change we recommended at the time was a reduction in height from seventy-five feet to sixty feet to help address neighbor concerns about transition from the CBD to the surrounding neighborhood. We understand there is a current offer to reduce the height to sixty-five feet.

Kindly accept this reiteration of support, in this case for the Preliminary Plan and Site Plan noted above, for the same reasons as were originally cited.

Sincerely,

Lee Epstein
Director, Lands Program

cc: Patrick Harris, Esq., Holland & Knight LLP

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January 21, 2004

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JAN 23 2004

The Honorable Derick Berlage
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL
PARK AND PLANNING COMMISSION

RE: Arlington East, File Number 1-04041 and 8-04014

Dear Chairman Berlage:

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Please do not approve this application.

Sincerely,



Lori J. Palmer
President
Battery Park Citizens' Association

Cc: Charles R. Loehr, Director of Planning
Joseph R. Davis, Chief, Development Review Division

January 19, 2004

Mr. Derick Berlage, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

RECEIVED
JAN 22 2004

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

Re: Support of Arlington East Project Preliminary Plan No. 1-04041 and
Site Plan No. 8-04041

Dear Mr. Berlage:

The Advocates for Affordable Housing would like to record our support for the Arlington East Project. Providing this predominantly housing use endorses modern zoning concepts of mixed use in urban areas, one of the few zoning advances in decades.

Our group is very supportive of the Federal Realty Investment Trust proposal to include four residential stories in the old Giant Food site in Bethesda. There is no other multi-family housing in close proximity to this newly developed Bethesda Row area that is one of the premier commercial and office mixed-use developments in the Washington area. We find the addition of 23 affordable MPDU units in this location a particularly compelling argument to retain this use at this location. Without the increase in height from 42 to 65 feet, office space will replace the apartments, a considerably less enlivening use.

We believe this location and this use is an especially appropriate employment of "Smart Growth" principles. With the Metro Station within walking distance, and shopping and employment equally near, this is as close to a perfect spot for increased density as we can imagine. It will also help reach the distant goal of 2,00 new residential units proposed in the Bethesda Master Plan.

We encourage the Planning Board's support of this project.

Sincerely,



Tad Baldwin, President
Advocates for Affordable Housing
3507 Morrison St., N.W., Washington, D.C. 20015

EDGEMOOR CITIZENS ASSOCIATION

Len Simon, President
Julie Doll, Vice President
Lisa Stevenson, Vice President
Lisa Heaton, Secretary
Chiyo Kobayashi, Treasurer

P.O. Box 30459
Bethesda, MD 20824

October 13, 2003

The Honorable Howard Denis
Member of Council
Montgomery County Government
Stella Werner Council Building
100 Maryland Avenue
Rockville, MD 20850

Dear Councilman Denis:

The Edgemoor Citizens Association is pleased that you are attending our community meeting on October 16.

We thank you for assisting us in addressing the development challenges to our neighborhood. We especially thank you for your efforts to strengthen the zoning text amendment (ZTA) process, whose shortcomings became apparent in the redevelopment of the Old Giant site in the Bethesda Central Business District (CBD).

ECA's Land Use and Development Committee has prepared the attached paper on strengthening three key aspects of the ZTA process -- notifying neighborhood groups and other affected parties, assessing the impact of ZTAs on master (or sector) plans, and monitoring the implementation of ZTAs. The paper makes three suggestions for County Council action to strengthen the ZTA process:

Noticing parameters? boundary? interested parties
Master Plan monitoring

1. direct the Planning Board to send a ZTA public notification to each neighborhood association and other affected groups on proposed ZTAs, along with a short explanation of the proposed zoning change and a copy of the ZTA;
2. direct the Planning Board to prepare a master plan impact statement on each ZTA that assesses its impact on master plans across Montgomery County and to distribute it to each neighborhood association and other affected groups in advance of any public hearings; and
3. create master plan monitoring groups to monitor the implementation of master plans and test this approach with a monitoring group, representing the Bethesda CBD and surrounding neighborhoods, that explores options for meeting the housing targets in the Bethesda CBD, within the parameters of the master plan, and reports to County Council.

We welcome your response to these suggestions, along with your thoughts on strengthening the ZTA process, at the October 16 meeting. We believe that quick action by the County Council will strengthen the ZTA process and help assure that future growth provides the kind of community in which all citizens will want to live, work, and play.

Sincerely yours,

Len Simon

Len Simon

~~Len Simon~~

Questions

1. noticing incl. all ECA members? my me w/ correspondence?
2. impact on site? still?
3. need for... Freeman contribution \$...

a. check 01-08 in zoning ordinance if not, then attach

my mail

EDGEMOOR CITIZENS ASSOCIATION

Land Use & Development Committee

Thoughts on Strengthening the Zoning Text Amendment Process

The redevelopment of the Old Giant site in the Bethesda Central Business District (CBD) has exposed the shortcomings of the current zoning text amendment (ZTA) process.

It has wasted the valuable time of County government officials and employees who need to be addressing the critical economic, environmental, and equity challenges facing citizens. It has encouraged aggressive developers to seek approval of projects that override master (or sector) plans, rather than building the best projects possible to achieve the goals of these plans. It has resulted in passage of zoning text amendments, such as ZTA 01-08, which undermine the master plans for guiding development across Montgomery County. And it has forced neighborhood associations to be more vigilant, and more distrustful of the process, than ever before.

Repeated attempts to override master plans are damaging to the reputations of the many responsible developers willing to adhere to those plans, and to the reputations of the County officials and employees who appear willing to ignore neighborhood concerns in favor of developers' proposals.

Preparation of master plans involves all interests in an open process aimed at reaching consensus on the future development of Montgomery County. The drafting of zoning text amendments and other proposals to amend a master plan must follow the same open process – if we are to avoid the kind of rush-to-passage experienced with ZTA 01-08.

Preparation of master plans encompasses large areas so as to assess the collective impact of future development on traffic, schools, and surrounding neighborhoods. Those drafting amendments to master plans must do no less. One aggressive developer being allowed to overbuild on a single site may not appear to pose a serious threat to a community, but when this opens the door to the next developer wanting to do the same thing, the threats of overdevelopment, such as traffic congestion, overcrowded schools, and less desirable neighborhoods, becomes much easier to see.

The best-crafted ordinances, conscientiously enforced, may not dampen the desire of aggressive developers to circumvent master plans, but County Council willingness to subject development proposals to adequate public scrutiny sends the right message to all concerned. To promote the sound development called for in master plans, we would like to offer three suggestions for County Council action.

First, we suggest strengthening the public notification process for proposed zoning text amendments.

Currently, the notification is limited to "a single ad in a single newspaper of general circulation, published at least 30 days prior to Council hearing on a ZTA." Such a cryptic notice in the Montgomery Journal is not sufficient notification. We suggest that an e-mail or other notification be sent to each neighborhood association and other affected groups in the County. Planning Board staff maintains a contact list for these groups. Rather than using only the "purpose" line from the proposed ZTA in the notification, the announcement of a scheduled hearing should provide a short explanation of the proposed zoning change, an indication of which master plans and County neighborhoods it might affect, and a copy of the proposed ZTA. Planning Board staff could also provide this information.

As a complementary action, we suggest that County Council charge the Planning Board to strengthen the notification process for public hearings on proposed ZTAs. With this, County Council could monitor the Planning Board reports to determine whether citizen comments are collected effectively and communicated accurately to County Council. Holding public hearings in the evening, after normal working hours, would also make it possible for more citizens to express their views.

Second, we suggest requiring a master plan impact statement for proposed zoning text amendments.

Because of the process followed, it was impossible for either County leaders or the community to fully understand the consequences of ZTA 01-08. The Planning Board never notified the County Council of its impact on sites beyond the Old Giant site in the Bethesda Central Business District. The Board did not indicate that it also affected the Wheaton Central Business District, nor did it notify any neighborhood associations or other affected groups in the Wheaton area of its impact. ZTA 01-08 changed the zoning category to allow housing, but never required the developer to provide Moderately Priced Housing Units -- a situation that, when brought to the attention of County Council by the Edgemoor Citizens Association, resulted in the first correction to this ZTA. The next change to ZTA 01-08, ZTA 02-04, attempted to limit its impact to the Old Giant site but was deemed unconstitutional as the result of a legal challenge.

To prevent similar ignorance in the future, and its unforeseen consequences, we suggest that an impact statement be prepared on each ZTA proposal. Such a statement would assess the ZTA's impact on master plans throughout Montgomery County. We suggest that the master plan impact statement be distributed to every neighborhood association and other affected groups, giving them sufficient time in advance of any public hearing on the proposed ZTA to consider its impact on them and develop their recommendations for County government action.

Third, we suggest creating master plan monitoring groups to ensure that housing and public amenities called for in the master plans are being provided.

impact
statement

Housing, particularly affordable housing, appears to be the primary victim when master plans are not followed. In the Bethesda Central Business District, developers have consistently opted for projects other than housing; the site on which the Woodmont East building was constructed is a prime example. **Worse, aggressive developers seek to buy their way out of providing affordable housing units, or to build them on sites elsewhere in the County.** Not providing housing in the Bethesda Central Business District for the individuals who work there -- teachers, police officers, laborers, clerks and salespeople, among them -- results in commutes that are expensive for the workers and our public transportation systems.

We suggest that the County Council charge the Planning Board to undertake an analysis of the parcels designated for housing in the Bethesda Central Business District master plan, to determine whether there are sufficient parcels remaining to reach the plan's goal of 2,700 new dwelling units by 2010. We strongly support meeting the Plan's housing goal, as well as increasing the number of affordable housing units in the Bethesda Central Business District. We suggest that, upon release of this housing analysis, that the County Council creates a prototype master plan monitoring group, with representation from the Bethesda Central Business District and surrounding neighborhoods. It should be charged to review the report; explore options for meeting the housing targets in the Bethesda Central Business District, within the parameters of the master plan; and submit a report to the County Council.

Creating similar groups to address other aspects of master plan implementation, such as the provision of public amenities, would help assure citizens that master plans are achieving their goals, and would likely preclude many developers' proposals for zoning text amendments.

We welcome comments on these suggestions for strengthening the zoning text amendment process. We believe that quick County Council action on the process will help ensure that future growth produces the kind of community in which all citizens will want to live, work and play.

Meet
Master
plan
goals

January 21, 2004

RECEIVED
JAN 23 2004

The Honorable Derick Berlage
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL
PARK AND PLANNING COMMISSION

RE: Arlington East, File Number 1-04041 and 8-04014

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Please do not approve this application.

Sincerely,



Lori J. Palmer
President
Battery Park Citizens' Association

Cc: Charles R. Loehr, Director of Planning
Joseph R. Davis, Chief, Development Review Division



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

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Hal C. B. Clagett - Clagett Trustee
Maurice P. Lynch, Ph.D. - York Chapter

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George W. Brown, Ph.D.
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Alan R. Griffith
Jack S. Griswold
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Susan Taylor Hansen
Edward M. Holland
Virginia R. Holton
Jennifer B. Horton
H. F. Lenfest
H. Turney McKnight
Donald H. Patterson, Jr.
George G. Phillips, Jr.
Susan Phillips
Robert M. Pinkard
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Edmund A. Stanley, Jr.
Thomas H. Stoner
Aileen Bowdoin Train
Michael Watson
James C. Wheat, III
John R. Whitmore

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Louisa C. Duemling
C. A. Porter Hopkins
Burks Lapham
M. Lee Marston
Charles McC. Mathias
Philip Merrill
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Russell C. Scott
William W. Warner

January 28, 2004

The Honorable Derick Berlage, Chair
Planning Board
MNCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

RECEIVED
FEB 02 2004

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

Re: Arlington East- Preliminary Plan No. 1-04041 and Site Plan No. 8-04014

Dear Chairman Berlage:

On June 11, 2002 the Chesapeake Bay Foundation wrote the County Council to support a zoning text amendment and site plan for Federal Realty Investment Trust's mixed use project at the old Giant Food site on Arlington Road. The one change we recommended at the time was a reduction in height from seventy-five feet to sixty feet to help address neighbor concerns about transition from the CBD to the surrounding neighborhood. We understand there is a current offer to reduce the height to sixty-five feet.

Kindly accept this reiteration of support, in this case for the Preliminary Plan and Site Plan noted above, for the same reasons as were originally cited.

Sincerely,

Lee Epstein
Director, Lands Program

cc: Patrick Harris, Esq., Holland & Knight LLP

RECEIVED
FEB 02 2004

January 28, 2004


Mr. Derick Berlage, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

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

Mr. Berlage:

My wife and I would like to inform you of our wholehearted support for the currently proposed Federal Realty Project at Arlington East. We were both city dwellers for 10+ years and recently moved to the Bethesda-Chevy Chase area in order to maintain the convenience a well-designed urban area can provide. Downtown Bethesda is evolving into an excellent area, offering many wonderful amenities for both children and adults. In order to achieve the essence of a true urban area, we feel that it is necessary to continue to provide a few fundamental features; ease of access to public transportation, parking and of course, attractive and desirable retail and residential destinations. The plans that we have seen for Arlington East seem to meet all of these requirements---a place for businesses to thrive and for residents to live. If we hope to avoid further suburban sprawl in Montgomery County, we feel that it makes most sense to continue to build densely in our core urban centers such as Bethesda. The proposed height of the Arlington East structure does not interfere with the aesthetics of downtown Bethesda. Federal Realty has accomplished an aesthetic architecture along with effective density. Please support this development to help promote attractive urban development and curtail suburban sprawl in Montgomery County.

Sincerely,


W. James Vanderzon
Maura Burke Vanderzon
4902 Falstone Avenue
Chevy Chase, MD 20814

Action Committee for Transit

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

January 29, 2004

Mr. Derick Berlage, Chair
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910

Subject: Arlington Road East Development

Dear Mr. Berlage:

The Action Committee for Transit strongly supports the mixed-use development project proposed by Federal Realty for the east side of Arlington Road between Elm Street and Bethesda Avenue.

ACT has always believed that transit is a way to create better communities as well as a means to get from place A to place B. Indeed, one of the primary reasons that we believe the Inner Purple Line deserves a higher priority than other transit projects is its value in promoting smart growth. As we say in our Purple Line flyer, "Throughout the world, light rail brings people to vibrant, mixed-use centers **without** overwhelming them with cars and parking lots."

This objective cannot be achieved unless development that occurs in the areas around Metro stations is transit-oriented. Unfortunately, our master plans and zoning ordinance permit, and often even require, our neighborhoods to be defaced by ugly suburban sprawl. The Arlington Road corridor, as it now exists, is almost a museum of bad urban design: a strip mall near Bradley Boulevard, the rebuilt Bethesda library with no front door, Bethesda Elementary School facing the world with asphalt and a chain link fence, pedestrian-hostile intersections at Bradley Boulevard and Old Georgetown Road, and of course the former Giant building surrounded by surface parking.

In the debate about Arlington Road, much has been said about compatibility. In reality, the sprawl that now lines Arlington Road is utterly incompatible with the wonderful neighborhoods that adjoin it on both sides — the leafy walkable suburb to the west and the vibrant urban center to the east. With the rebuilt Giant and Arlington East, Federal Realty has done a genuine service to the community by beginning the re-creation of Arlington Road in a form that is genuinely compatible with the Bethesda environment. We urge you to approve this project as expeditiously as possible.

Sincerely,



Ben Ross
President



FEDERAL REALTY INVESTMENT TRUST

VIA FACSIMILE & US MAIL

January 7, 2004

Len Simon, President
Edgemoor Citizens Association
PO Box 30459
Bethesda, MD 20814

Re: Arlington East Mixed-Use Development
Bethesda, Maryland

Dear Len:

Thank you and thanks also to the various members of the Arlington East Fact-Finding Group for the time spent on December 19th reviewing the details of the proposed redevelopment of the old Giant. The discussion of neighborhood priority issues and comments proved to be very informative and productive.

Based upon these discussions of community concerns and needs, Federal Realty is willing to commit to the following should the project move forward:

1. The new "Festival Street" will be limited to one-way traffic (south, away from Elm Street). In addition, truck deliveries and loading on Festival Street will be limited to the hours after 8:00 am weekdays and 10:00 am on weekends, and no later than 8:00 pm. Due to concerns about congestion, we do not intend to conduct valet parking operations on Festival Street during those months when café seating is located in the street.
2. The additional second level of underground parking (approximately 220 spaces) will be made available to retail/restaurant patrons evenings and weekends.
3. In addition to the proposed fountain area at the corner of Bethesda Avenue and Arlington Road, additional public seating will be added along Festival Street. At least five benches will be placed along storefronts within the 8-foot wide sidewalk areas. When café seating is placed in the street, two additional public benches will also be located in the street and identified with planters as a public seating area. In addition to the new bike racks on Bethesda Avenue and Elm Street, we will add a bike rack on Bethesda Avenue at the pedestrian entrance to Festival Street.

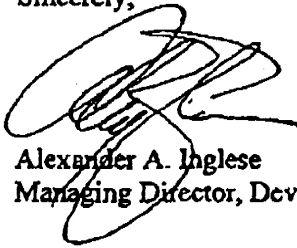
1626 EAST JEFFERSON STREET, ROCKVILLE, MD 20852-4041
301-998-8100

4. We will underground any new transformers serving the development, but cannot commit to undergrounding any existing utilities.
5. We will add new street lighting, matching the types and frequencies to the existing lighting on Bethesda Avenue, Elm Street and Arlington Road.
6. We will add additional landscaping between the public street and sidewalk. Such landscaping will be yew hedges similar to the rest of Bethesda Row (where allowed by MNCPPC staff) and ground cover (where hedges are not allowed or practical).
7. We will contribute \$10,000 toward new off-site public amenities located in Carolyn Freeman Park.

We have provided you with copies of the detailed architectural and engineering plans for your review. We have also provided you with copies of the most recent traffic study. This study quantifies the significant reduction in traffic generated by the proposed apartments (4 floors) from the higher traffic generated by an office use (2 floors).

We would hope that these improvements/public amenities are well-received by the ECA and the broader community, and that they will support the redevelopment at the upcoming hearing. I look forward to answering any other questions or comments you may have in the next few weeks before the upcoming hearing February 5th.

Sincerely,



Alexander A. Inglese
Managing Director, Development

Cc: Councilman Howard Denis

Oquinn, Marybeth

From: Clemens, Marilyn
Sent: Tuesday, January 20, 2004 9:19 AM
To: Oquinn, Marybeth
Subject: FW: LUD Committee Meeting Results

Hi Marybeth,

I'm forwarding this to you regarding the FRIT site plan. John and I will talk to them about the approval process, undergrounding and other items Thursday evening. Under Pedestrian Safety..., there have been many messages about Elm Street. Is there anything we can add to the site plan conditions?

Marilyn

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

From: WilliamRDodge@aol.com [mailto:WilliamRDodge@aol.com]
Sent: Saturday, January 17, 2004 6:12 PM
To: WilliamRDodge@aol.com; CaumontLuisi@aol.com; Carol.Beach@comcast.net; PIPeebles@aol.com; fezra@ezraco.com; w.english2@verizon.net; leonard.schaitman@usdoj.gov; nleopold@hers.com; latkerc@bellatlantic.net; pmh@hpm.com; Yaffes4@aol.com; Ljs7676@aol.com; achc@crosslink.net; Jowfre@aol.com; espaul@erols.com; citypol@msn.com; theelms518@earthlink.net; BarbSiegel@mindspring.com; AnneEmmett@aol.com; Lwjha@aol.com; Brooksprop@msn.com; robert.peskin@verizon.net; Bgorman903@aol.com; swinik@earthlink.net; morrisk@capaccess.org; Shenashep@aol.com; JTGwadz@comcast.net; len.simon@simoncompany.com; sloewy@loewylaw.com; dminitze@dsmo.com; ydori@hhlaw.com; statesconstruction@hotmail.com; steve@areappraisal.com; tcraver_va@yahoo.com; pfsuarez@yahoo.com; katherine.mcgreivy@verizon.net
Cc: Clemens, Marilyn; Carter, John
Subject: LUD Committee Meeting Results

LUD Committee Members and Friends

Thanks to all for participating in the Thursday night meeting with Alex Inglese of Federal Realty. It was great to see a truly representative cross-section in dialogue with each other and fellow residents of the Edgemoor community.

First, I would like to encourage everyone to return for next Thursday's meeting. John Carter and Marilyn Clemens of the Montgomery County Planning Board staff are attending to discuss two topics. First, they will be helping us understand the staff recommendations for the future of the Woodmont Triangle, our other downtown, which could be developed at a substantially greater density if the staff recommendations prevail. Second, they will be providing staff feedback on the ECA suggestions for improving the Zoning Text Amendment process, information that will be important to our upcoming meeting with Planning Board Chair Berlage.

John and Marilyn have also been asked to provide information on two addition topics raised at our last meeting.

First, they will be providing information on the actions that the Planning Board takes to assure that its conditions of approval -- such as at the site plan review on the Old Giant site -- are followed. This includes having the developer sign a formal signature set of the conditions, the issuing of legal opinions on all of the conditions, and referral to the Enforcement staff of the Planning Board. They have been asked to respond to this last topic based on the conversation at our last meeting about making sure that the Planning Board follows up on the commitments that FRIT makes to the Planning Board, as well as to the ECA and others.

Fourth, they will be asked to provide the Planning Board's position on undergrounding of utilities. Marilyn Clemens has indicated that the Planning Board, as well as PEPCO and others, have requested that the utilities be undergrounded on the Old Giant site. She indicates that the Department of Public Works and Transportation (DPWT) makes the final decision on this request, and that it routinely reverses the Planning Board request. John Bruce is inviting the DPWT Director to attend our meeting, so maybe we can obtain the information we need for one of the topics on our candidate list of development conditions for the Old Giant site.

Ken Hartman ▽

Ben Presbyterian Church
 Church Street

730

1/20/2004

Most importantly, we agreed at the last LUD Committee meeting to prepare a list of the candidate conditions for the Old Giant site. Roger Dower, Don McGlynn, and Katherine McGrevy volunteered to prepare the first cut at a list, and testimony language, for consideration at next Thursday's meeting. The topics raised at the meeting seemed to fall into the following categories:

o Pedestrian Safety and Traffic

- bury utilities, especially the pole at the corner of Bethesda and Arlington
- protect pedestrians crossing the three driveways on Elm, such as by making them look like sidewalks, putting up signs to give pedestrians the right of way, and installing light signals to require cars and trucks to wait for pedestrians to cross the driveways
- deal with the traffic caused by festival street, such as by closing festival street except for deliveries early in the morning and preventing valet parking (working group could examine the traffic study on the impact of festival street)
- set building back further from Arlington to provide space for drop off at front entrance and a wider sidewalk for pedestrians, at least 25 feet as has been done for similar drop offs on Woodmont

o Community Space

- expand the community space on the corner of Bethesda and Arlington to accommodate additional chairs and benches
- expand the public space and seating in festival street
- maintain Caroline Freeland park ?

o Violation of Sector Plan

- reduce height to 42 feet or at least step down to 42 feet at Arlington-
- abolish ZTA 01-08 to prevent its reuse in the future
- make Arlington the vibrant main street of downtown Bethesda

Please pass on any other thoughts to the drafting committee.

For next week's meeting, I have attached copies of ECA's suggestions for improving the ZTA process, the suggestions made by a group of residents on the Woodmont Triangle, and the ECA testimony to the County Council at the public hearing on the Building Height ZTA (03-27). Copies of the staff report on the Woodmont Triangle forums can be obtained from Marilyn Clemens -- 301-495-4572.

I look forward to seeing you at next week's meeting.

Bill

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William R. Dodge
7112 Exfair Road
Bethesda, MD 20814

301-718-9677

WilliamRDodge@aol.com