
October 21, 2025

Mr. Chris Kabatt, P.E.
Galloway & Company, Inc
7200 Wisconsin Ave #500
Bethesda, MD, 20814

Dear Mr. Kabatt:

Thank you for the opportunity to review the **First (1st)** Traffic Impact Study (TIS) prepared by **Galloway & Company Inc**, dated September 8, 2025 (received on September 17, 2025), for the proposed **Strathmore Street Apartments (SHA Project No. 25APMO040XX)** located on **MD-355** at Mile point **1.36** in **Montgomery County**, Maryland.

The State Highway Administration (SHA) review is complete, and we are pleased to respond.

Based on the information provided, we are conditionally approving your plans with the following comments you will need to adequately address with a point-by-point response letter when submitting your permit package.

- Before submitting the Certified Preliminary Plan, the Applicant must make the following changes: Resubmit the LATR Study addressing SHA comments from the SHA letter dated October 9, 2025.

The following intersections were analyzed under existing, background and future conditions:

- Woodmont Avenue/ Strathmore Street
- Woodmont Avenue/ Alley
- Bradley Boulevard (MD 191) / Strathmore Street
- Bradley Boulevard (MD 191) / Alley
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

Based on the information provided, please address the following comments in a point-by-point response:

Mr. Chris Kabatt
 SHA Tracking No.: 25APMO040XX
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District 3 Traffic Comments (by Alvin Powell):

1. We defer to SHA TFAD on issues related to trip generation and trip distribution. However, we note that the report applies LATR trip generation rates rather than ITE trip generation rates. Based on ITE rates, the net increase in trips exceeds 50, whereas based on LATR rates, the increase is less than 50 trips.

Should you have any questions or concerns, please do not hesitate to contact Alvin Powell at apowell@primeeng.com

Travel Forecasting and Analysis Division (TFAD) Comments (by Scott Holcomb):

1. On Figure 4-6 for Background Development volumes, it appears there is a typo for the Intersection 1 northbound right-turn movement in the PM peak, Intersection 2 eastbound through and right-turn volumes appear to be swapped, there is a typo for the Intersection 3 westbound through movement in the PM, and Intersection 4 shows no volume for through movements.
2. Clarify the land use subcategory and setting/location used in Table 4-3 as the ITE trip generation does not appear to match results from using either average rates or fitted-curve equations for the 11th Edition.
3. Please report 95th percentile queues from Sim Traffic, not Synchro.
4. Verify the volume inputs for the Total Future conditions for the AM peak hour for Intersection 3. It appears that the EB U-turn volumes were input for the EB left, the EB left volumes for the EB through, and the EB through volumes for the EB right. This could explain the decrease in delay between the background conditions and the total future conditions. Revise as necessary.

Should you have any questions or concerns, please do not hesitate to contact Scott Holcomb at 410-545-5647 or sholcomb.consultant@mdot.maryland.gov

Traffic Development & Support Division (TDSD) Comments (by Chenhao Yuan):

1. The existing road network and alley will accommodate the new peak hour trips generated by the development without a significant impact at both the Woodmont Avenue and Bradley Boulevard ends of the alley. Therefore, we have no additional comments.

Should you have any questions or concerns, please do not hesitate to contact Chenhao Yuan at cyuan.consultant@mdot.maryland.gov

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Regional and Intermodal Planning Division (RIPD) Comments (by Darren Bean):

1. RIPD has reviewed Strathmore Street Apartments (25APMO040XX) TIS and does not have any comments.

Should you have any questions or concerns, please do not hesitate to contact Darren Bean at dbean@mdot.maryland.gov

District 3 Engineering Systems Team (EST) Comments (by Zahyrah Ramirez):

1. EST has one active project that was recently transfer to D3 Construction that's scheduled to start Construction in the upcoming 2-3 months. EST has no active projects in design in the vicinity of the AMD location below. EST Defers to D3 Traffic for a thorough evaluation of the traffic analysis and recommendations.

Should you have any questions or concerns, please do not hesitate to contact Zahyrah Ramirez at 301-513-7486 or zramirez@mdot.maryland.gov

Please submit electronically (via our online system <https://mdotsha.my.site.com/accesspermit/>) the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. Please refer to the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <https://www.roads.maryland.gov/mdotsha/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@mdot.maryland.gov or shaamdpermits@mdot.maryland.gov.

Sincerely,

Kwesi Woodroffe

for Derek Gunn, P.E.
 District Engineer, SHA District 3

DG/kd

cc:

Alvin Powell, SHA- D3 Traffic
 Chenhao Yuan, SHA-OOTS
 Darren Bean, SHA-RIPD

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Zahyrah Ramirez, SHA - EST
Johnthan Brown, SHA- D3 Traffic
Kwesi Woodroffe, SHA- Access Management Regional Engineer, D3
Grace Bogan- Montgomery Planning
Deepak Somarajan- Montgomery County
Ian P. Duke-Vika

**DEPARTMENT OF TRANSPORTATION**

Marc Elrich
County Executive

Christopher R. Conklin
Director

September 10, 2025

Mr. Chris Kabatt
Galloway & Company LLC
7200 Wisconsin Avenue, Suite 500
Bethesda, MD 20814

RE: 7025 Strathmore Street Apartments, Use of Alley as Primary Access

Dear Mr. Kabatt:

This letter is in response to your request dated July 14, 2025, concerning primary access for the proposed Strathmore Street Apartments located at 7025 Strathmore Street via the existing public alley. The Applicant, Strathmore Apartments "I" Limited Partnership and Strathmore Apartments "II" Limited Partnership (together, the "Applicant") filed a preliminary plan 120250120 and Site Plan applications to redevelop the site with a multifamily residential building with 180 residential dwelling units. The Montgomery County Code Section 49-31(P) states, "*An alley may be used to provide primary vehicular access if the Planning Board and the Director of Transportation concur that the dimensions and specifications proposed in a project, preliminary subdivision, or site plan would provide adequate primary vehicular access.*"

The applicant performed a Traffic Impact Study (TIS) dated April 24, 2025, which included the Vehicular Operational Analysis along the alley and had the following findings:

- i. The proposed redevelopment includes up to 180 dwelling units and will generate 54 AM peak-hour trips and 56 PM peak-hour trips. Vehicles will access the parking garage using the alley that extends from Woodmont Avenue to Bradley Boulevard. This existing alley is anticipated to accommodate the peak-hour vehicle trips without a significant impact at both the Woodmont Avenue and Bradley Boulevard ends of the alley.
- ii. As reported in the LATR study, the northbound right-turn movement from the existing alley to eastbound Woodmont Avenue will operate at LOS "B" during both the AM and PM peak hours, with an average vehicle delay of 11.2 seconds or less. At the Bradley Boulevard intersection, the southbound Strathmore Street right-turn movement from the existing alley will operate at LOS "B", with an average delay of 11.3 seconds during the AM peak hour and 12.3 seconds during the PM peak hour.
- iii. Under future conditions with the proposed residential development, the queue length for the northbound right turn movement on the alley is calculated to be a minimum during

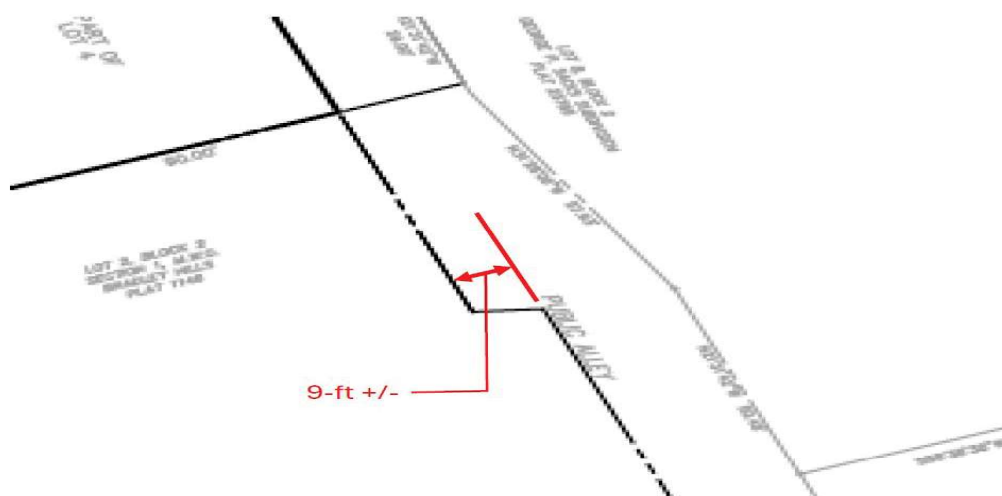
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the AM and PM peak hours. The queue for the southbound movement from the alley is anticipated to be one vehicle or no vehicle during the AM and PM peak hours.

Based on the information that was provided, the Department concurs with the conditions that using the alley as the primary inbound vehicular access is appropriate. However, the Applicant **must meet the following conditions:**

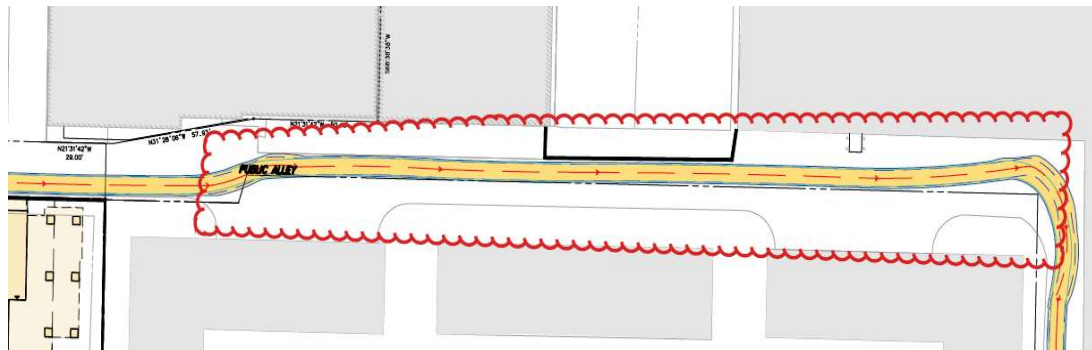
- a) The applicant is required to maintain the current alley operations and access restrictions as they presently exist. The alley currently functions as a two-way facility, with the following access restrictions:
 - i. Woodmont Avenue Access: Right-in / Right-out only
 - ii. Bradley Boulevard Access: Right-in / Right-out only
- b) The existing 20-foot-wide public alley was platted in 1939. Currently, there are commercial businesses located on the eastern side and residential buildings on the western side of the alley. In addition, there is a relatively new residential building located along the eastern side of the alley to the south of the Applicant's property, which has primary and secondary vehicular access from the alley. A segment of the alley adjacent to the Applicant's site includes an approximately 9-foot-wide area that is actively used by the public, but which lies outside of the platted alley. This area may potentially qualify as an apparent prescriptive easement, though no legal determination has been made. In this area, the platted alley shifts to the east by approximately 9 feet.



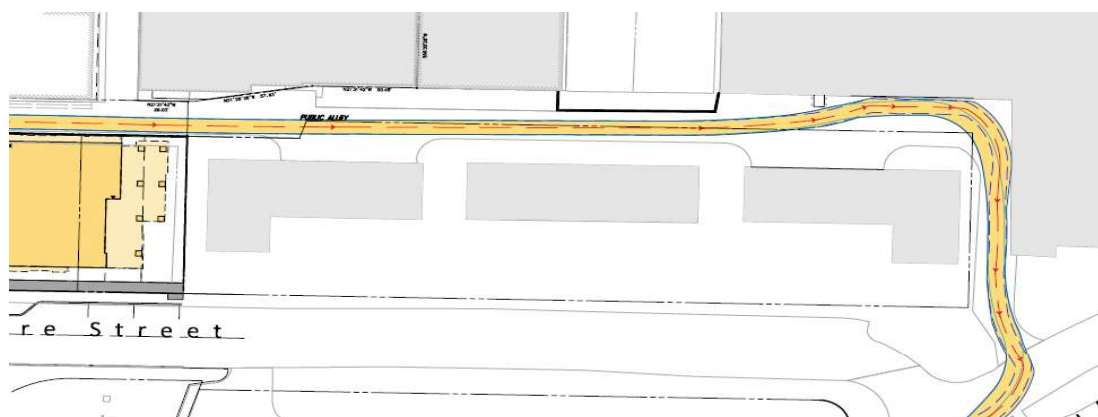
The Department does not provide any assurance or confirmation of the Applicant's legal right to use this 9-foot area for access purposes. Notwithstanding the above, the alley currently functions as a two-way access route, even though the paved section of the alley located to the south of the Applicant's property is not formally dedicated for public use, as per the recorded plat. Based on the submitted turning templates, the following concerns must be addressed prior to the approval of the certified preliminary plan:

- i. Based on the turning templates for the passenger cars as shown below, the passenger car is still encroaching into the 9-foot section of the property, which is

outside the public dedication, and is using the approach lane, which is a traffic safety concern. The applicant must provide an acceptable statement confirming their right to use the 9-foot area.



- ii. Based on the turning templates shown below, the vehicle (SU-30) encroaches into the 9-foot section of the property, which is outside the public dedication. The vehicle encroachment into the opposing traffic lanes must be minimized to the maximum extent possible at the 90-degree bend in the alley. The applicant must provide an acceptable statement confirming their right to use the 9-foot area.



- c) As shown in the preliminary plan, the residential building must be set back four feet from the existing property line to provide an effective 24-foot-wide alley along the alley site frontage, from the ground up to 30 feet in height.
- d) The sight distance from the garage entrance meets the minimum requirements as shown in the attached letter.
- e) At or before the permit stage, the applicant will remove impediments, if any, such as utility poles for the entirety of their alley site frontage.
- f) At or before the permit stage, the applicant shall be responsible for bonding for reconstructing the existing alley to bring it up to standard from Woodmont Avenue to the subject property per Montgomery County standard MC-201.01. This reconstruction must be completed prior to issuance of the use and occupancy permit.
- g) At or before the permit stage, the applicant will be required to post the required traffic signs on the property to facilitate the correct site circulation.

- h) At or before the permit stage, the applicant shall coordinate with adjacent property owners to remove obstructions from the alley, such as rolling dumpsters, and provide a status report on these efforts.
- i) MCDOT standards call for a minimum clear width of 20 feet for commercial alleys, and MCDOT believes that a width of 24 feet would better accommodate the truck movements and vehicle volumes proposed by the applicant and other existing developments. Permanent or temporary obstructions in the alley that include, but are not limited to, dumpsters, gas mains, parked vehicles, and foliage, have the potential to minimize the effective width of the alley at multiple locations. The County will use the authority granted under Section 49-10 of the Montgomery County Code to enforce violations resulting from obstructions in the alley to the extent feasible, and notes that unpermitted objects in the alley will impede operations, increasing vehicle delays and queues calculated in the TIS.

If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer III for this project, at (240) 777-2194 or deepak.somarajan@montgomerycountymd.gov.

Sincerely,


Christopher Conklin (Sep 10, 2025 13:27:27 EDT)
Christopher R. Conklin
Director

cc: Chris Ruhlen, Lerch, Early & Brewer, Chtd
Ian Duke, VIK A Maryland
Andrew Kossow, Kossow Management Corporation
Michael Miller, Gelman Companies
Grace Bogdan, Maryland-National-Capital Park and Planning Commission
Carlos Pazmino, Maryland-National-Capital Park and Planning Commission
Haley Peckett, Montgomery County Department of Transportation
Michael L. Paylor, Division of Transportation Engineering and Operations, Montgomery County Department of Transportation
Mark Terry, Division of Transportation Engineering and Operations, Montgomery County Department of Transportation
Kamal Hamud, Division of Transportation Engineering and Operations, Montgomery County Department of Transportation
Rebecca Torma, Transportation Policy, Montgomery County Department of Transportation
Deepak Somarajan, Transportation Policy, Montgomery County Department of Transportation



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

October 22, 2025

Ms. Grace Bogdan, Planner III
West County Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Drive, 14th Floor,
Wheaton, MD 20902

RE: Preliminary Plan No. 120250120
7025 Strathmore
Preliminary Plan & Traffic Impact
Study (TIS) Letter
Revised Letter

Dear Ms. Bogdan:

This letter supersedes the previous letter dated September 15, 2025, and includes an addition to TIS comment-Condition#1(b)(4). We have completed our review of the Preliminary Plan uploaded in eplans dated September 9, 2025, and the TIS dated September 8, 2025. This plan was reviewed by the Development Review Committee at its meeting on June 3, 2025. We recommend approval of the preliminary plan and the TIS, subject to the following conditions:

Preliminary Plan Comments:

1. Strathmore Street:
 - a. The Master Plan of Highways and the Bethesda Downtown Plan propose a minimum right-of-way (ROW) of 60 feet, with 2 planned travel lanes. The Bicycle Master Plan proposes priority shared lane marking. The applicant shall dedicate the ROW to meet the minimum requirements to satisfy the Master Plan as shown in the plans.
 - b. The applicant must install a 6.5-ft street buffer and a 6-ft sidewalk along the site frontage as shown in the roadway cross section. A portion of the proposed sidewalk is outside the ROW, and the applicant must record the Public Improvement Easement (PIE) and Public Access Easement (PAE) as shown in the plans. The Declaration of PIE and PAE

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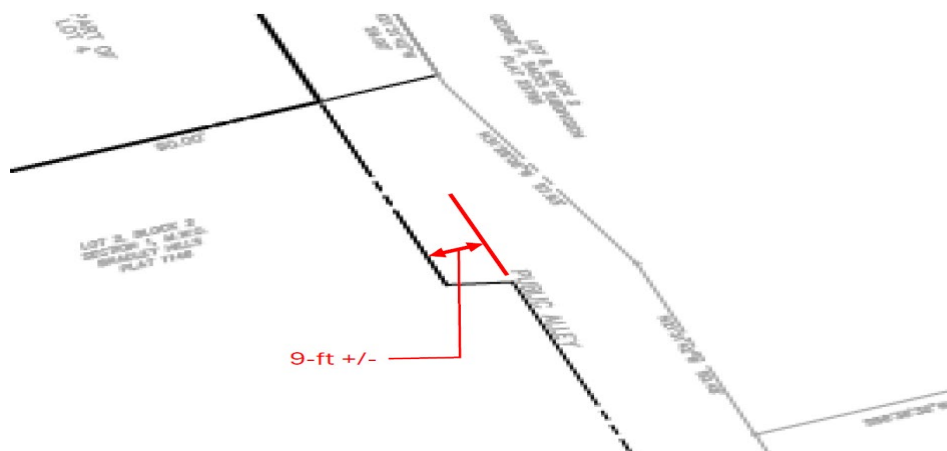
Located one block west of the Rockville Metro Station

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document is to be recorded in the Land Records of Montgomery County. The deed reference is to be provided on the record plat.

- c. The certified plans must show the proposed sidewalk connecting to the existing sidewalk at the south end of the property.
 - d. Remove the hatching from the street parking, as all pavement markings will be approved during the ROW permit stage.
2. Alley:
- a. Per Section 49-31 (p) of the County Code, this project will require both Planning Board and MCDOT Director approval for the primary access being provided from the alley. The MCDOT Director's approval letter was issued on September 10, 2025.
 - b. The applicant is required to maintain the current alley operations and access restrictions as they presently exist. The alley currently functions as a two-way facility, with the following access restrictions:
 - i. Woodmont Avenue Access: Right-in / Right-out only
 - ii. Bradley Boulevard Access: Right-in / Right-out only
 - c. Plat# 21866 shows a 20-ft wide public alley. the Applicant must address the alley improvement in the same manner that was required for 7000 Wisconsin Avenue (Approved project in the vicinity-Preliminary Plan# 120200090). As shown in the preliminary plan, the residential building must be set back 4.5 feet from the existing property line to provide an effective 24.5-foot-wide alley along the alley site frontage, from the ground up to 30 feet in height.
 - d. The applicant will be required to underground the existing utilities.
 - e. Prior to issuance of the ROW permit, the applicant must contact Ms. Linda Kobylski of MCDPS at Linda.Kobylski@montgomerycountymd.gov or at 240-777-6346 for the requirements to reconstruct the existing alley since it is being used as the primary access to the subject site. The applicant shall be responsible for reconstructing the existing alley to bring it up to standard from the subject property to Woodmont Avenue per Montgomery County standard MC-201.01 prior to issuance of the first use and occupancy permit.
 - f. Design the northern alley terminus to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway.
 - g. The alley cross-section is labelled as Private Alley and should be revised as it is a Public Alley on the certified plan. The existing 20-foot-wide public alley was platted in 1939. Currently, there are commercial businesses located on the eastern side and residential buildings on the western side of the alley. In addition, there is a relatively new

residential building located along the eastern side of the alley to the south of the Applicant's property, which has primary and secondary vehicular access from the alley. A segment of the alley adjacent to the Applicant's site includes an approximately nine (9)-foot wide area, as shown below, that is actively used by the public, but which lies outside of the platted alley. This area may potentially qualify as an apparent prescriptive easement, though no legal determination has been made. In this area, the platted alley shifts to the east by approximately nine (9) feet. The Department does not provide any assurance or confirmation of the Applicant's legal right to use this 9-foot area for access purposes. Prior to the approval of the certified preliminary plan, the applicant must provide an acceptable statement to MCDPS confirming their right to use the 9-foot area.



3. Woodmont Avenue:
 - a. The proposed improvements on Strathmore Avenue will impact the two-way cycle track CIP project on the north side of Woodmont Avenue. Therefore, the applicant shall contact Mr. Robert Gonzales of our Division of Transportation Engineering prior to issuance of the ROW permit and must get a written approval from him for any work in the ROW. He can be reached at robert.gonzales@montgomerycountymd.gov or at 240-777-7296.
 - b. The applicant must install a 6-ft street buffer and a 10-ft sidewalk along the site frontage, as shown in the roadway cross-section.
 - c. The proposed sidewalk shall align with the existing sidewalk across from the alley.
4. At or before the ROW permit stage, the applicant will be required to post the required traffic signs on the property to facilitate the correct site circulation.

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5. The site is subject to Bethesda Streetscape standards.
6. Sight Distance: The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
7. Storm Drain Analysis:
 - i. The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the existing downstream public storm drain system for this plan.
 - ii. The proposed storm drain system, which runs from the alley to Strathmore Street at the south end of the site, conveys public runoff but is located on private property. The applicant is required to execute a maintenance covenant for the portion of the storm drain pipe located within private property.
 At the ROW permit stage, contact MCDPS for further guidance and their approval of the covenant.
8. MCDOT standards call for a minimum clear width of 20 feet for commercial alleys, and MCDOT believes that a width of 24.5 feet would better accommodate the truck movements and vehicle volumes proposed by the applicant and other existing developments. Permanent or temporary obstructions in the alley that include, but are not limited to, dumpsters, gas mains, parked vehicles, and foliage, have the potential to minimize the effective width of the alley at multiple locations. The County will use the authority granted under Section 49-10 of the Montgomery County Code to enforce violations resulting from obstructions in the alley to the extent feasible and notes that unpermitted objects in the alley will impede operations, increasing vehicle delays and queues calculated in the TIS.
9. The proposed PEPCO vaults and tapholes placed in the public ROW, as shown on the plans, must be public utilities (installed and maintained by the utility company).
10. **Transportation Demand Management (TDM) Plan Requirements:**
 The TDM provisions outlined in County Code 42A-26 are applicable to this development project application. Any owner or applicant proposing a new development or construction project within a Transportation Management District (TMD), including applications for subdivision, optional method development, site plan, conditional use, or building permit, must obtain approval from the Department for a Project-Based TDM Plan.
 An owner or applicant for a development located in a District in a **Red Policy Area** must submit a **Level 3 Project-based TDM Results Plan** for a project with more than 40,000 gross square feet (gsf). The 7025 Strathmore project, located in the Bethesda TMD, Bethesda Central Business District (CBD), and Red Policy Area, proposes to develop approximately 170,000 square feet of gross floor area. The Level 3 TDM Results Plan must be approved by MCDOT and submitted **prior to issuance of any building permit by DPS.**

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A Level 3 TDM Results Plan requires a commitment by the owner or applicant to achieve a project Non-Auto Driver Mode Share (NADMS) goal of 60%, which is 5% higher than the base Plan 55% (blended for employees and residents) NADMS goal for the Bethesda TMD, and related commuting goals for that project. The Level 3 TDM Results Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS.

The Applicant shall coordinate with MCDOT Commuter Services Section (CSS) staff: Samuel Damesa at samuel.damesa@montgomerycountymd.gov or (240) 777-8384 to implement the requirements of the Transportation Demand Management (TDM) plan for the new development project.

Standard Comments:

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk/sidepath and roadway.
3. Upgrade pedestrian facilities at all intersections as needed to comply with current ADA/PROWAG standards.
4. Show the locations of the existing and proposed driveways on the plan.
5. No steps, retaining walls, or door swings into the county's ROW.
6. If the proposed development will alter any existing street lights, replacement of signage, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 or at yazdan.sanayi@montgomerycountymd.gov for proper execution procedures. All costs associated with such relocations shall be the responsibility of the applicant.
7. The Developer shall provide Erosion and Sediment control measures as required by Chapter 19 and on-site stormwater management where applicable (at no cost to the County) at locations deemed necessary by the MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built before the construction of streets, houses, and/or site grading. They are to remain in operation (including maintenance) as long as the MCDPS deems them necessary.
8. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County ROW and all drainage easements.

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9. Posting of the ROW permit bond is a prerequisite to MCDPS approval of the record plat. The ROW permit will include, but not necessarily be limited to, the following improvements:
 - a. Curbs and gutters, sidewalks, handicap ramps (if any), storm drainage and appurtenances, streetlights, and street trees along Woodmont Avenue Street frontage.
 - b. Curbs, gutters, sidewalks, handicap ramps (if any), storm drainage and appurtenances, streetlights, and street trees along Strathmore Street frontage.
 - c. Reconstruct the existing alley to bring it up to standard from the subject property to Woodmont Avenue per Montgomery County standard MC-201.01
 - d. Off-site improvements within the county-maintained ROW as specified in the TIS Comments of this letter.
 - e. Permanent monuments and property line markers, as Section 50.4.3(G) of the Subdivision Regulations requires.
 - f. The developer shall ensure the final and proper completion and installation of all utility lines underground for all new road construction.
 - g. The developer shall provide streetlights according to the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

TIS Comments:

1. The following off-site improvements must be shown in the certified preliminary plans. Prior to the release of any above-ground building permits, these improvements must be permitted and bonded in accordance with MCDOT, MCDPS, and/or MDSHA requirements, depending on maintenance jurisdiction:
 - a. ADA Curb Ramp: As per Table 5-1 and Figure 5-1 of the LATR, the following improvements will be constructed by the applicant:
 - i. NE outside corner Pick-up/Drop-off for Crescent Plaza Condominium.
 - ii. NE inside corner Pick-up/Drop-off for Crescent Plaza Condominium.
 - iii. NW inside corner Pick-up/Drop-off for Crescent Plaza Condominium.
 - iv. NW outside corner Pick-up/Drop-off for Crescent Plaza Condominium.
 - b. Street Light Improvements: The following improvements will be constructed by the applicant:
 - i. Replace light bulbs at two locations to provide adequate lighting on Woodmont Avenue closer to the intersection with Wisconsin Avenue, as shown in Figure 5-1 and Table 5-1 of the LATR.

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- ii. Replace light poles and fixtures with Bethesda Poles and LED Globes at four locations to provide adequate lighting on Woodmont Avenue, as shown in Figure 5-1 and Table 5-1 of the LATR.
 - iii. Add two new Bethesda poles and LED globes on Wellington Drive near the intersection of Strathmore Avenue, as shown in Figure 5-1 and Table 5-1 of the LATR.
 - iv. Please see additional comments as an attachment to this letter. These must be addressed prior to the certified preliminary plan.
- c. Per Table 1 of the Montgomery County Streetlighting Design Requirements, Installation Procedures, and Specifications (Revised December 2024), street lights are optional along alleys. However, because street lights currently exist along the public alley frontage of the subject site, their removal may only be considered under extenuating circumstances as approved by MCDOT policy. Accordingly, we present the following options:

The applicant must provide lighting on the building wall or private property that meets the minimum street lighting photometric requirements. The applicant shall also certify that the lights will remain operational during dark hours and be maintained on a regular basis.

OR

With MCDOT approval, the applicant must replace the existing street lights. If additional lighting is deemed necessary by MCDOT, the applicant will also be responsible for the cost and installation. This option may require dedication of additional ROW or PIE/PAE as determined by MCDOT, to accommodate the proposed street lights in the alley.

- d. Some of the deficient non-automobile facilities identified in the LATR cannot be constructed due to physical or ROW constraints. Therefore, to satisfy mitigation requirements, the applicant will contribute the difference between the Proportionality Guide Amount and the cost of the off-site improvements. This results in a payment of \$155,550 (\$359,550 total required mitigation - \$204,000 in constructed improvements) to MCDOT Bike and Pedestrian CIP Project.
2. If at the time the Applicant submits for permits to construct one of the required LATR Off-Site Improvements, the improvement is no longer necessary or desirable because: i) it has been constructed as part of a capital improvement project by a government agency, or, ii) the applicable master plan has changed and no longer requires or suggests the improvement, the Applicant can propose an alternative LATR Off-Site Improvement from the priority list of

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improvements provided in the subject Staff Report that is of similar value, and this alternative improvement if reviewed and approved by Planning Staff, can be substituted and shown on a revised Certified Preliminary Plan.

3. The LATR Conclusion states:

"A vehicle zone is proposed along Strathmore Street near the main lobby entrance for pick-up/drop-off, short-term guests, and quick deliveries such as food and parcels, removing temporary standing vehicles from the travel lanes on Strathmore Street and Woodmont Avenue."

This vehicle zone will be further reviewed and must be approved by MCDOT or MCDPS during the signing and marking plans phase at the ROW permit stage.

4. Based on the Traffic Operational Analysis that was included with the LATR, the Department concurs with the conditions that using the alley as the primary vehicular access is appropriate as long as the Preliminary Plan Condition #2 of this letter is satisfied.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Deepak Somarajan, our Development Review Team for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-7170.

Sincerely,

Deepak Somarajan, Engineer III
 Development Review Team
 Office of Transportation Policy

M:\Subdivision\Deepak\Preliminary Plan\ 120250120-7025 Strathmore\Letter\ 120250120-7025 Strathmore-Prelim Plan-TIS Letter-Revised.docx

Attachment: Sight Distance Form, Street Light Additional Comments

SharePoint-Preliminary Plan

cc-e: Ian Duke	Vika Maryland LLC
Christopher Ruhlen	Lerch Early and Brewer Chtd.
Chris Kabatt	Galloway & Company LLC

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Carlos Pazmino	MNCPPC
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Linda Kobylski	MCDPS Land Dev
Mark Etheridge	MCDPS WRS
Marie LaBaw	MCDPS FRS
Michael Paylor	MCDOT DTEO
Dan Sanayi	MCDOT DTEO
Mark Terry	MCDOT DTEO
Michael Baccari	MCDOT DTEO
Justin Willits	MCDOT DTE
Robert Gonzales	MCDOT DTE
Andrew Bossi	MCDOT OTP
Samuel Damesa	MCDOT CSS
Sandra Brecher	MCDOT CSS
Rebecca Torma	MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120250120/8020250080

Project Name: 7025 Strathmore Street

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.


Signature

39885

PLS/PE MD Reg. No

4/1/25

Date

Montgomery County Review:

☒ Approved

☐ Disapproved:

By: Deepak Somarajan Digitally signed by Deepak Somarajan
Date: 2025.09.15 16:52:37 -04'00'

Date: _____

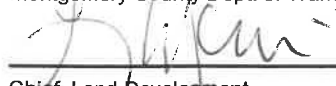
CLASS ALLEY			
SPEED (MPH)		UNPOSTED (25)	
APPROACHING MOTOR VEHICLES			
VERTICAL	TARGET (FT)	MEASURED (FT)	OK?
	L 240	158*	Y
	R 280	280**	Y
HORIZONTAL APPROACHING MOTOR VEHICLES			
	Grade	TARGET (FT)	MEASURED (FT) OK?
L		240	158*
R		280	280**
HORIZONTAL APPROACHING BIKEWAYS			
	Grade	TARGET (FT)	MEASURED (FT) OK?
L		N/A***	
R		N/A***	
HORIZONTAL APPROACHING SIDEWALK (IF DIRECTED)			
	Grade	TARGET (FT)	MEASURED (FT) OK?
L		N/A***	
R		N/A***	
COMMENTS			
* Measurement taken to intersection ** Column and building has been set back to ensure proper sight distance. ***There is no bikeway or sidewalk in the Alley			

FORM APPROVED

11.8.2023
Date

REVISED


Chief, Division of Transportation Engineering
Montgomery County Dept. of Transportation


Chief, Land Development
Montgomery County Dept. of Permitting Services

Montgomery County
Department of Transportation

**Sight Distance
Review Form**



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Plan Number: 120250120/8020250080

Project Name: 7025 Strathmore Street

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Montgomery County Review:

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☐ Disapproved:

By: Deepak Somarajan Digitally signed by Deepak Somarajan
Date: 2025.09.15 16:53:01 -04'00'

Date: _____

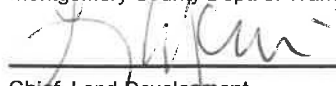
CLASS WOODMONT AVE			
SPEED (MPH) 30			
APPROACHING MOTOR VEHICLES			
VERTICAL	TARGET (FT)	MEASURED (FT)	OK?
	L 290	290	Y
	R NA*		
HORIZONTAL APPROACHING MOTOR VEHICLES			
	Grade	TARGET (FT)	MEASURED (FT) OK?
L		290	290 Y
R			
HORIZONTAL APPROACHING BIKEWAYS			
	Grade	TARGET (FT)	MEASURED (FT) OK?
L		N/A**	
R		N/A**	
HORIZONTAL APPROACHING SIDEWALK (IF DIRECTED)			
	Grade	TARGET (FT)	MEASURED (FT) OK?
L		170	170 Y
R		170	170 Y
COMMENTS			
* Due to Median in Woodmont, there is no left turn (vehicle approaching from the right)			
** There is no existing bikeway. MCDOT proposed bikeway is to be located on the north side of woodmont so there would be no conflict			

FORM APPROVED

11.8.2023
Date

REVISED


Chief, Division of Transportation Engineering
Montgomery County Dept. of Transportation


Chief, Land Development
Montgomery County Dept. of Permitting Services

Montgomery County
Department of Transportation

**Sight Distance
Review Form**

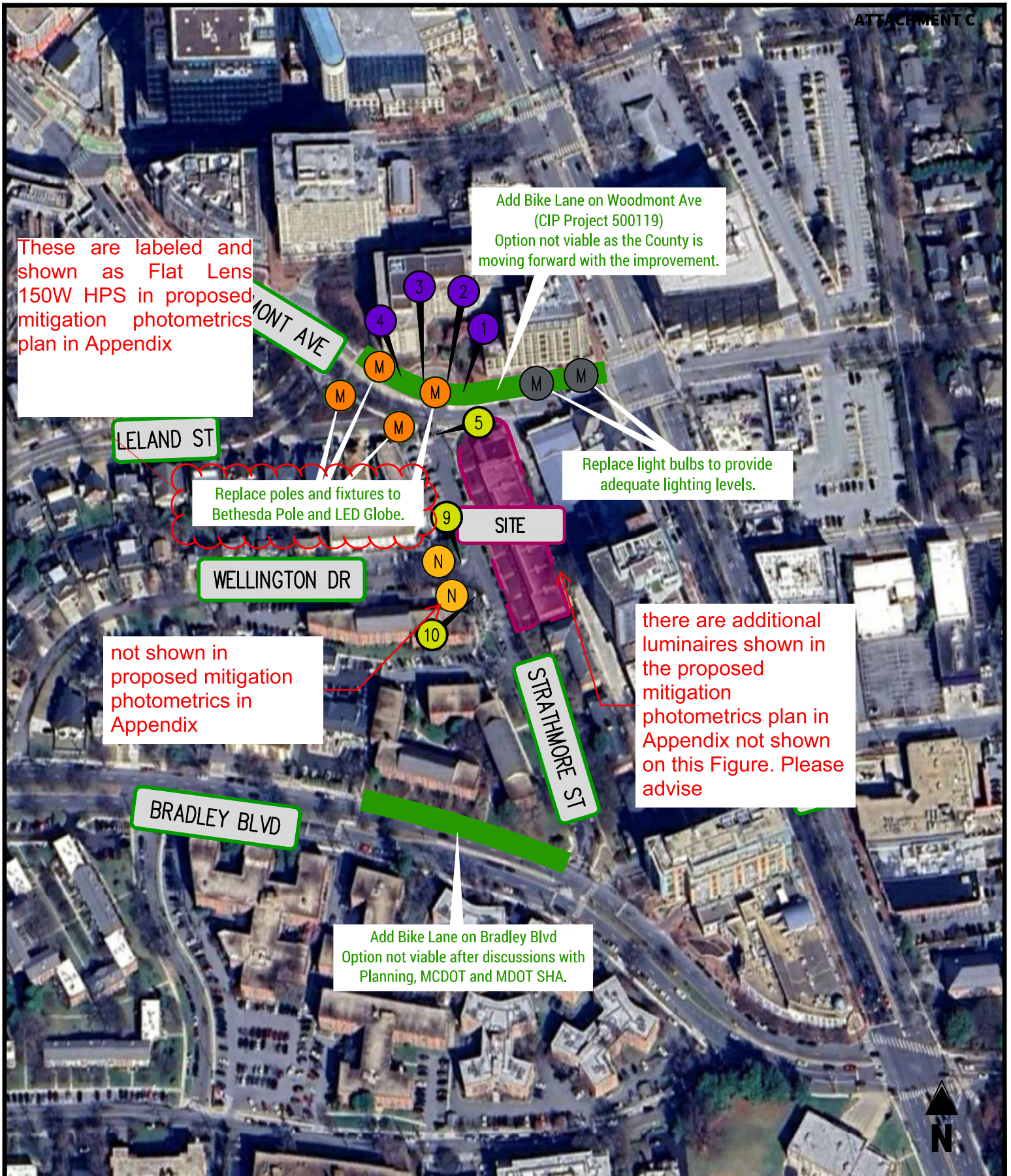


FIGURE 5-1
Proposed Off-Site Mitigation Improvements

Strathmore Street Apartments
Montgomery County, Maryland

- Bethesda Globe
- Cobra Head
- Shoeboxes
- New Bethesda Pole and LED Globe
- ADA Curb Ramps 1 - 4 Proposed Off-Site Improvement
- ADA Curb Ramps 5, 9, and 10 - Site Frontage Improvements
- P - Owned by PEPCO
- M - Owned by Montgomery County





DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Scott Bruton
Director

July 30, 2025

Ms. Grace Bogdan
Montgomery County Planning Department
2425 Reedie Drive, 13th Floor
Wheaton, Maryland 20902

Re: 7025 Strathmore Street
Site Plan #820250080

Dear Ms. Bogdan:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above-referenced plan (**the project**) and recommends Approval for 172 units, including 26 (15%) MPDUs in the overall project, as proposed in the Site Plan, in Chevy Chase, Maryland.

The development is located in the South Bethesda District of the Bethesda Downtown Plan (**the Plan**). As part of the Plan, the project should foster a quality mix of housing options and retain market-rate affordable housing. The site of the project is currently improved with garden-style apartments, with 32 units affordable to those earning between 56% and 74% AMI (for an average of 63% AMI). In order to preserve the existing affordability, the applicant must provide an additional six (6) affordable units through a rental agreement, including one (1) two-bedroom unit, and five (5) one-bedroom units.

An Agreement to Build must be submitted to, reviewed, and executed by DHCA before building permits are obtained from the Department of Permitting Services (DPS). At the MPDU Agreement to Build stage, DHCA must approve the final MPDU locations, layouts, and bedroom mix.

Sincerely,

Maggie Gallagher, Program Manager I
Affordable Housing Programs Section

Division of Housing

Affordable Housing

Multifamily Housing

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • www.montgomerycountymd.gov/dhca

DPS-ROW CONDITIONS OF APPROVAL**July 18, 2025****820250080 7025 Strathmore**

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

“07-SITE-820250080-003.pdf V4” uploaded on/ dated **“7/14/2025”** and

The followings need to be addressed prior to the certification of site plan:

1. Please label the truck aprons and curbs and provide the associated details for the proposed modifications to (these will be finalized at the time of ROW permit):
 - a. Both ends of the connection with Strathmore Street and Woodmont Ave.
 - b. Woodmont Ave median island.
2. Please clarify and label the shaded parking area at the intersection of Strathmore Street and Woodmont Ave.
3. Provide complete and safe truck turning movements for all (especially right turn) movements without infringing into private property.
4. Provide public sidewalk:
 - a. Public and private sidewalks when adjacent each other need to have the physical limits of maintenance provided or PIE/PAE/ ROW for the additional sidewalk is needed.
 - b. Provide adequate PIE/PAE where needed.

And the following needs to be a condition of the certified site plan:

1. The proposed public storm drain system layout will be reviewed at ROW permit stage. Please note:
 - a. The private storm drain system along the site southern property line, carrying public ROW runoff, needs to have a recorded drainage covenant. It will need to be reviewed, approved and recorded prior to ROW permit issuance.
 - b. The existing storm drain system cannot be removed until the replacement has been fully constructed and operational and the covenant is recorded.



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Rabbiah Sabbakhan
Director

July 18, 2025

Mr. Jason Evans, PE
VIKA Maryland, LLC
20251 Century Boulevard, Suite 400
Germantown, Maryland 20874

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
7025 Strathmore
Preliminary Plan #: 120250120
Site Plan #: 820250080
SM File #: 297625
Tract Size: 26,996 sq.ft.
Zone: CR-1.5,C-0.25,R-1.5,H-70
Total Concept Area: 37,766 sq.ft.
Lots/Block: Lots 1,2,3,4 Block 2
Watershed and Class: Little Falls Branch/I
Redevelopment (Yes/No): Yes

Dear Mr. Evans:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The plan proposes to meet required stormwater management goals via the use of green roof and micro-bioretenention. A partial SWM waiver is hereby granted for areas unable to be treated in the existing public right-of-way due to space limitations.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this project.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. The drainage areas to the micro-bioretenention practices must be discrete. Flow-splitting from a larger area is not acceptable.
5. Only the portion of the green roof which is being used for stormwater management will be placed in SWM easements. Any green roofs which only provide public benefit credit will not be reviewed, approved or inspected by DPS. Stormwater management credit will not be granted for these "public benefit" areas.



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingervices

Mr. Jason Evans, PE
July 18, 2025
Page 2 of 2

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Sherry Mitchell at 240-777-5206 or sherryl.mitchell@montgomerycountymd.gov.

Sincerely,



Mark Etheridge, Manager
Water Resources Section
Division of Land Development Services

cc: Neil Braunstein
SM File # 297245

On-site
ESD: Required/Provided 3,410 cf / 3,415 cf
PE: Target/Achieved: 1.80"/1.80"
STRUCTURAL: 0 cf
WAIVED: 0 cf.

ROW
ESD: Required/Provided 1,168 cf / 0 cf
PE: Target/Achieved: 1.80"/0"
STRUCTURAL: 0 cf
WAIVED: 1,168 cf.



Department of Permitting Services
Fire Department Access and Water Supply Comments

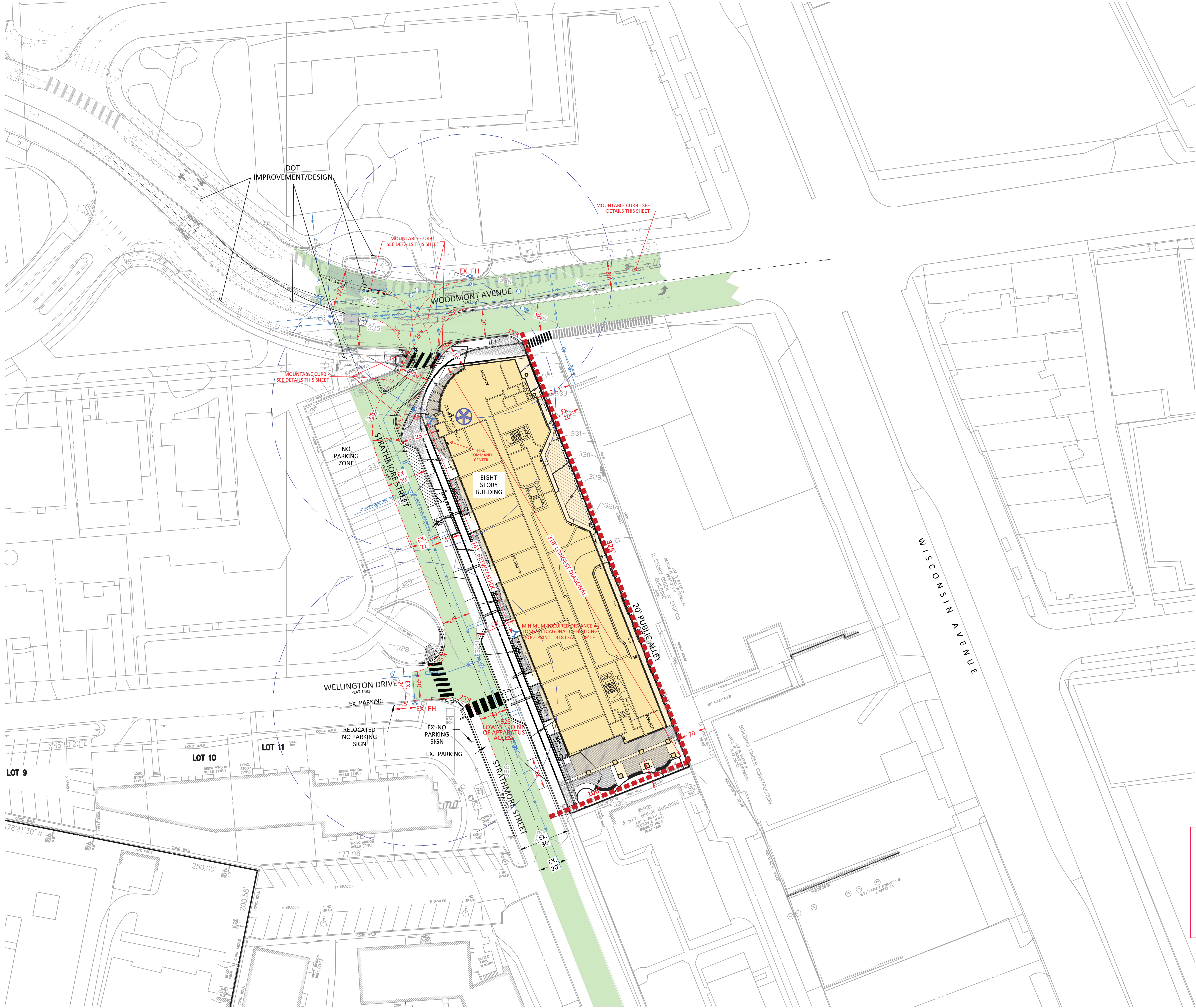
DATE: 23-Jul-25
TO: Ian Duke
VIKA, Inc
FROM: Marie LaBaw
RE: 7025 Strathmore
820250080 120250120

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **22-Jul-25** .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.

***** See plan for truck apron details *****

E-FILE STAMP



NOT FOR CONSTRUCTION

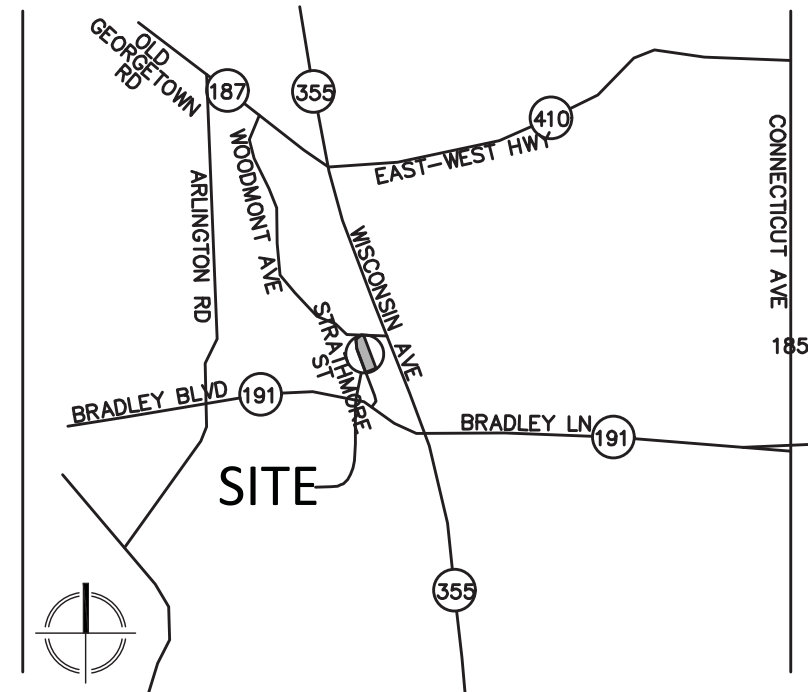
“FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.misutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY”

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

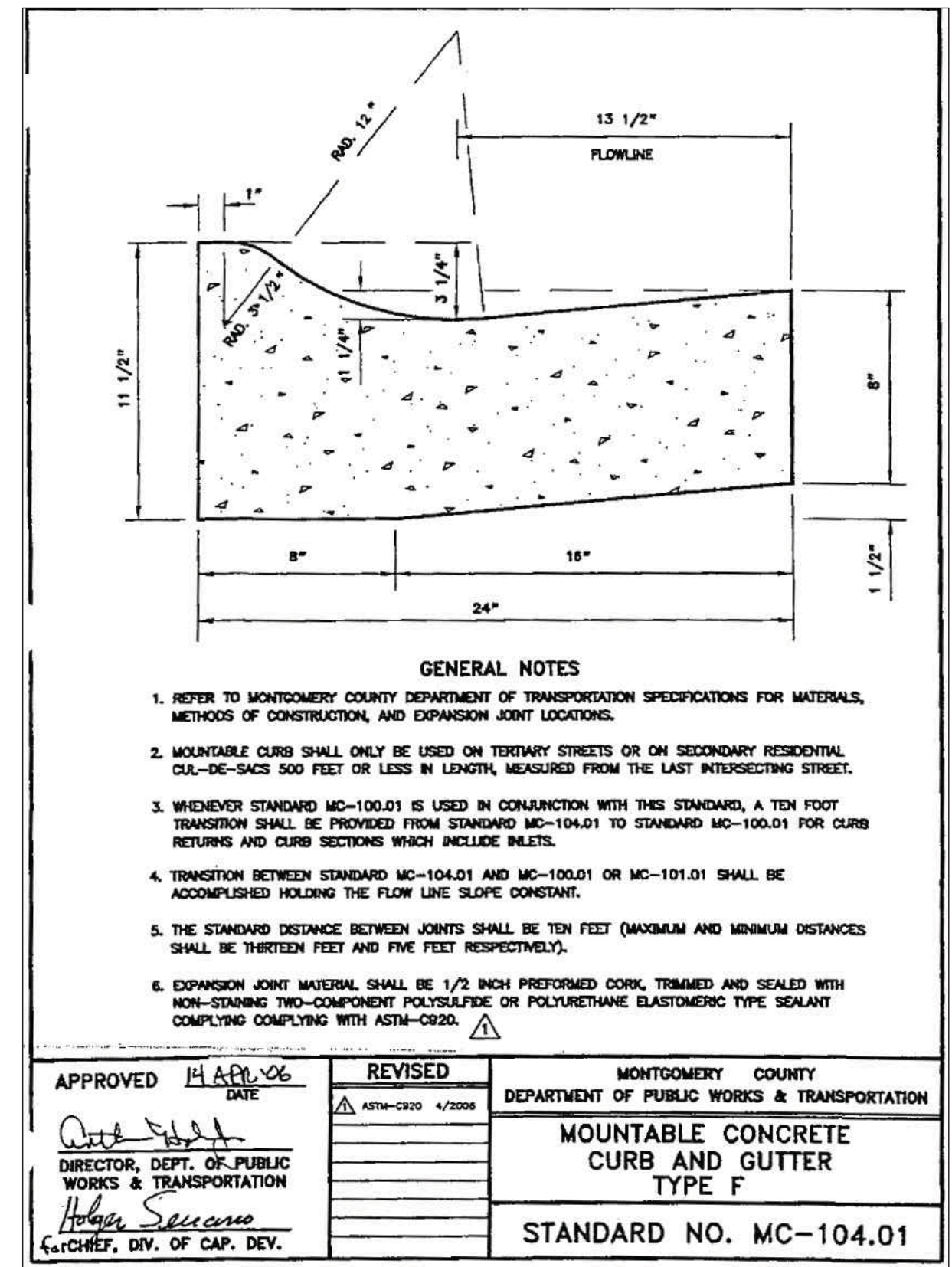
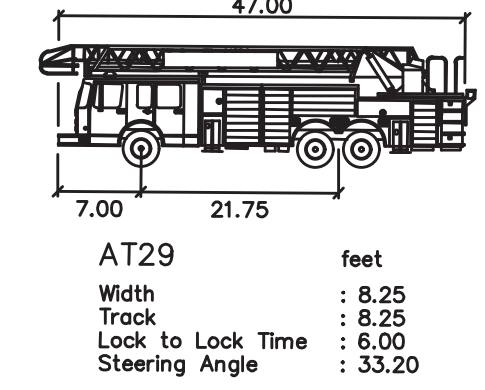
LEGEND

- MAIN ENTRANCE
- WATER LINE AND FITTING
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- BUILDING ENTRY

- * FIRE ACCESS VEHICLE PATH (SEE UNIT PAVING, VEHICULAR SECTION BELOW FOR AREAS WHERE THE SURFACE IS MOUNTABLE)
- FIRE ACCESS FOOT PATH
- BUILDING ON GRADE
- BUILDING ABOVE GRADE



VICINITY MAP
SCALE: 1" = 2000'



MOUNTABLE CURB DETAIL FOR FIRE ACCESS VEHICLE NOT TO SCALE

- Notes:
- Access shall be free of vertical obstructions greater than 18 inches with no more than 4:1 slopes. Stormwater facilities will need no ladders and will have no large plant materials.
 - Structures and hardscape materials must meet or exceed Montgomery County Administrative Interpretation 09-01 from the Office of The Fire Marshal for any Emergency Access vehicles with planned access.

FIRE CODE ENFORCEMENT

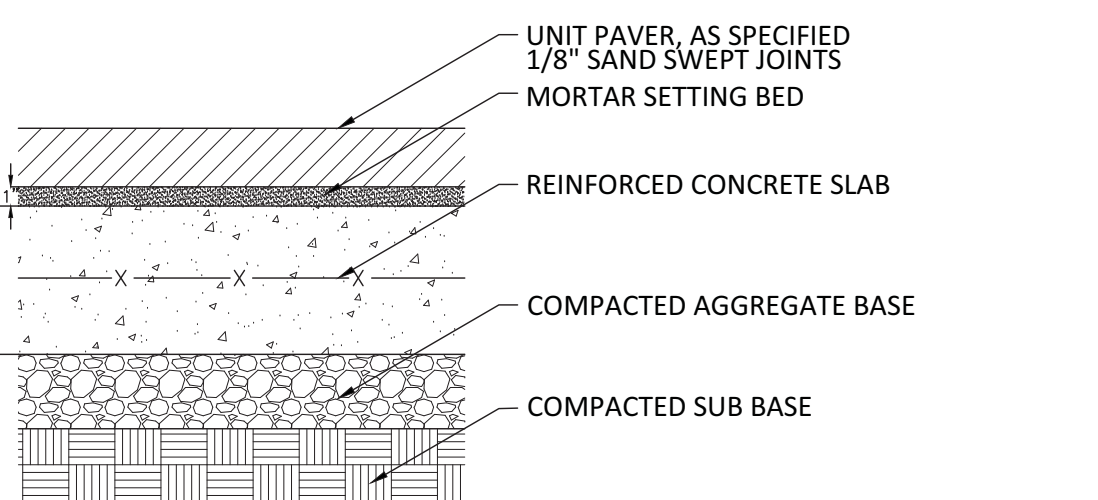
Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.

BY: SMC PM: DPS DATE: 7/23/2025

*** 820250080 & 120250120 ***

UNIT PAVING, VEHICULAR SECTION



* AS INDICATED ON THE PLAN, THE SUBGRADE OF THE FINAL EXTENTS OF THE AREA FOR FIRE APPARATUS ACCESS SHALL MEET MINIMUM TERTIARY ROAD STANDARD OR A MINIMUM OF 85,000 LBS OF LOAD BEARING CAPACITY

*** All fire department vehicular access surfaces and subgrades shall meet minimum MCDOT tertiary road load bearing capacity ***

DEVELOPER'S CERTIFICATE

The undersigned agrees to execute all the features of the Site Plan Approval No. 820250080, including Approval Conditions, Development Program and Certified Site Plan.

Developer's Name: Kossow Management Corporation
Contact Person: Andrew Kossow
Address: 1330 Luth Street, Rockville, MD 20850
Phone: 301.309.5900

Signature: _____ Date: _____

VIKA
VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
4041 Powder Mill Rd., Suite 215
Beltsville, MD 20705
240.848.7433 | vika.com
Our Site Set on the Future.

PREPARED FOR:
KOSSOW MANAGEMENT CORPORATION
301.309.5900
ANDREW KOSSOW

ATTORNEY:
LERCH, EARLY & BREWER
301.941.3834
CHRISTOPHER M. RUHLEN, ESQUIRE

ARCHITECTS:
COLLABORATIVE
215.625.4411
FAIK TUGBERK, AIA

LANDSCAPE ARCHITECT:
VIKA MARYLAND, LLC
301.916.4100
ROBERT TILSON, FASLA, PLA

TRAFFIC ENGINEER:
GALLOWAY & CO, INC.
301.901.0866
CHRIS KABATT, PE

CIVIL ENGINEER:
VIKA MARYLAND, LLC
301.916.4100
JASON EVANS, P.E.

LAND PLANNER:
VIKA MARYLAND, LLC
301.916.4100
IAN P. DUKE

REVISIONS	DATE
DRC RESPONSE	6/18/25

**7025
STRATHMORE**
7th ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
VSSC GRID: Z09NW04
TAX MAP: HN32

820250080

FIRE ACCESS PLAN



I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DAILY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. ENGINEER'S NAME: JASON EVANS, P.E. LICENSE NO.: 15888 EXPIRATION DATE: January 16, 2027

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DRAWN BY: NT
DESIGNED BY: ID/JS
DATE ISSUED: 02/21/2025

VIKA PROJECT VMS0621
DRAWING NO. 1 OF 1

SHEET NO.