

From: [Andrew Kossow](#)
To: [Kronenberg, Robert](#)
Cc: ["Michael Miller \(mmiller@gelman.com\)"; Folden, Matthew](#)
Subject: 7000 Wisconsin Avenue
Date: Monday, April 6, 2020 10:08:54 AM

Mr. Robert Kronenberg
Deputy Director of Planning
Maryland National Capital Park & Planning

Re: 7000 Wisconsin Avenue

Dear Mr. Kronenberg,

As a neighboring property owner of 7025-7039 Strathmore St., across the alley from this project, we have no objection to the application for 7000 Wisconsin Avenue by Woodfield Starr Partners LLC for a multi-family building, provided it does not require any changes to the alley that would require acquisition of any of our property for widening the alley now or in the future, or that would affect the anticipated redevelopment of our property as provided for in the Bethesda Downtown Plan including vehicular and truck entrance/exit as well as loading for our future development via the alley.

Sincerely yours,

Andrew Kossow
Kossow Management Corporation
1130 Taft St.
Rockville, MD 20850
T: 301-309-9500
F: 301-309-9503
C: 301-674-2600



Development Management Leasing

March 12, 2020

Mr. Robert Kronenberg
Deputy Director of Planning
Maryland National Capital Park & Planning

Mr. Kronenberg,

As a neighboring property owner at 7010 Wisconsin Ave, we support the application for 7000 Wisconsin Ave by Woodfield Starr Wisconsin Partners LLC for a multi-family building. We have worked closely with the applicant on site plan matters that affect both parties including the proposed alley design, pedestrian walkway and property setbacks. We will have our own site plan for our block at 7010 Wisconsin Avenue in the years ahead.

Thank you,

Daryl South
Washington Property Company

Cc: Tim Eden, Starr Capital

From: [Folden, Matthew](#)
To: [Gerald Robin](#)
Cc: [Dickel, Stephanie](#); [Hisel-McCoy, Elza](#)
Subject: RE: 7000 Wisconsin Avenue
Date: Thursday, March 26, 2020 4:07:19 PM
Attachments: [image021.png](#)
[image022.png](#)
[image023.png](#)
[image024.png](#)
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[image035.png](#)
[image036.png](#)
[image037.png](#)
[image038.png](#)

Hi Dr. Robin,

Thank you for your patience in waiting for my response to your email from yesterday. Wednesdays and Thursdays at the Planning Department tend to be busy preparing for public hearings each week.

In response to your questions:

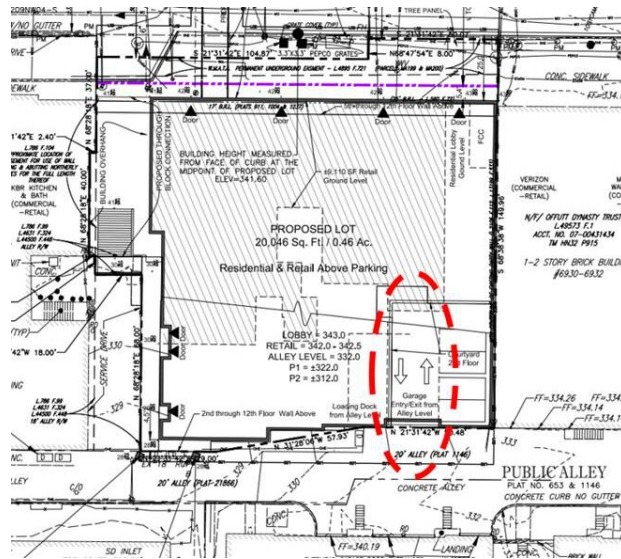
1. Are you saying 15.9 will go to 25 ft ?

As a result of the redevelopment of 7000 Wisconsin Avenue, the minimum clear alley width will be increased along the site frontage to a minimum width of 25'. This clear width will increase to a maximum of 30 feet along the site frontage.

2. How far back from the exit on woodmont will 7000s vehicles enter the alley into a already traffic stream awaiting in a long line?

The proposed garage entrance to the 7000 Wisconsin Avenue project is located toward the southern corner of the Site, as highlighted with the red circle, below. If you would like to see a full size version of this image, please visit:

https://eplans.montgomeryplanning.org/UFS/31409/87478/07-SITE-820200090-003.pdf/07-SITE-820200090-003.pdf_V2/07-SITE-820200090-003.pdf



3. is there increase width of the alley?HOW?

In accordance with the MCDOT approval, the proposed building will be pulled back from the alley public right-of-way a distance of 4.5 feet to provide additional width along the northern corner of the building. This dimension is necessary due to a shift in the right-of-way centerline that occurs along the middle of the Site frontage.

4. Can the loading area accept 2 26 ft. delivery vans and turn around and handle,300 vans in year with their stress loads please explain torque and weight damage to concrete?

In accordance with the MDOT approval, the applicant must reconstruct the full depth of the public alley along the site frontage. This reconstruction will help accommodate the weight of loading vehicles maneuvering into the loading space. Additionally, the development will be subject to a loading management plan that will set forth specific measures to mitigate impacts to the alley. Loading management plans set forth specific measures to limit disruption from on-site loading and service activities within the public alley right-of-way, including scheduled service and move-in/ move-out. The loading and access concept proposed as part of the subject development has been reviewed and endorsed by staff at the Department of Transportation and Department of Planning.

5. Will 2 vehicles be able to be able to both enter both ends andthe full length of the alley?How?

Vehicles will be able to access both ends of the alley in the same configuration that exists today.

6. HOW does a dozen cars deal with a garbage truck trying to enter??? or a 25ft. delivery loaded van?

Loading and service operations will be scheduled to occur at off peak times through the project's loading management plan.

7. HOW do our 98 vehicles # navigate and REASONABLY use alley?how?

Traffic analysis for new development in Montgomery County is subject to the Local Area Transportation Review (LATR) Guidelines, which evaluates the "peak hour" impact of a proposed development on adjacent roadways. For the purposes of this traffic analysis, The peak hour is the highest volume 60-minute period within the morning and evening peak

periods, which are defined as 6:30 AM – 9:30 AM and 4:00 PM – 7:00 PM, respectively. Consistent with national traffic engineering practice, a percentage of the overall total development is expected to travel during the peak period and it is the volume that travels within that period that is evaluated.

Given the criteria described above, the 7000 Wisconsin Avenue project is anticipated to generate fewer than 50 peak hour person trips and is therefore not required to submit a transportation study.

8. Were vehicles timed during peak times exiting the alley on Woodmont Ave. and Wisconsin Ave.?? date and results??

Vehicles were not timed exiting the alley onto Woodmont Avenue and Wisconsin Avenue.

9. STRUCTURAL proposed alley changes.

In accordance with the MDOT approval, the applicant must reconstruct the full depth of the public alley along the site frontage.

10. Will the cement isles and signage be altered?

The cement isles and signage on Bradley Boulevard and Woodmont Avenue will not be altered as part of the subject application.

11. Lastly, how does the alleys width COMPARE to the adjacent streets and avenues?

Public roadways in Montgomery County are subject to an overall street hierarchy, set forth in Chapter 49 of the County Code. This classification system ranges from the highest classification (major highway) to the lowest classification (alley). As its name implies, the alley is a public alley and meets the standards for that type of roadway. Within the vicinity, both Wisconsin Avenue and Bradley Boulevard are major highways, Woodmont Avenue is an arterial roadway, and Strathmore Street is a residential roadway. The Public alley along the western property frontage is smaller than each of the streets described above due to its classification. By definition, an alley is not intended for through access and is instead intended for direct access to properties. As a result of the subject application, the 7000 Wisconsin Avenue project will reconstruct the full depth of the alley along its frontage.



Matthew Folden, AICP

Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910

matthew.folden@montgomeryplanning.org

o: 301.495.4539



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From: Gerald Robin <dpmdr.gr@gmail.com>

Sent: Wednesday, March 25, 2020 12:53 PM

To: Folden, Matthew <matthew.folden@montgomeryplanning.org>

Subject: Re: 7000 Wisconsin Avenue

Matthew, please respond to my questions. I need to be prepared for the April meeting of the Planning Board. Gerry Robin

----- Forwarded message -----

From: **Gerald Robin** <dpmdr.gr@gmail.com>

Date: Tue, Mar 24, 2020 at 6:38 PM

Subject: Re: 7000 Wisconsin Avenue

To: Folden, Matthew <matthew.folden@montgomeryplanning.org>SEND TO

Cc: Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>

Thank you. Are you saying 15.9 will go to 25 ft ?how far back from the exit on woodmont will 7000s vehicles enter the alley into a already traffic stream awaiting in a long line?is there increase width of the alley?HOW? Can the loading area accept 2 26 ft. delivery vans and turn around and handle,300 vans in year with their stress loads please explain torque and weight damage to concrete?Will 2 vehicles be able to be able to both enter both ends andthe full length of the alley?How?HOW does a dozen cars deal with a garbage truck trying to enter??? or a 25ft. delivery loaded van? HOW do our 98 vehicles # navigate and REASONABLY use alley?how?Mathew,Were vehicles timed during peak times exiting the alley on woodmont ave?and wisconsin ave??date and results??STRUCTURAL proposed alley changes.Will the cement isles and signage be altered?Lastly,how does the alleys width COMPARE to the adjacent streets and aves? MANY ,MANY THANKS.GERALD ROBIN

On Tue, Mar 24, 2020 at 3:49 PM Folden, Matthew <matthew.folden@montgomeryplanning.org> wrote:

Dr. Robin,

Thank you for your email. In the future (built) condition, the alley along the 7000 Wisconsin Avenue frontage will range between 25 feet and 30 feet in clear width, as measured from the building face. This area is in excess of the minimum alley standard of 20 feet.

Please contact me with any additional questions.



Matthew Folden, AICP
Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
matthew.folden@montgomeryplanning.org
o: 301.495.4539



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From: Gerald Robin <dpmdr.gr@gmail.com>

Sent: Tuesday, March 24, 2020 9:53 AM

To: Folden, Matthew <matthew.folden@montgomeryplanning.org>

Subject: Re: 7000 Wisconsin Avenue

Dear MATT.PLEASE SEND ME REQUESTED MATERIAL.YOU HAVE BEEN TERRIFIC AND HELPFUL, BUT YOU CAN SEE HOW MUCH I CARE ABOUT THIS ADVANCING MONOLITH.PLEASE.....GERRY ROBIN

On Fri, Mar 20, 2020 at 10:38 AM Folden, Matthew <matthew.folden@montgomeryplanning.org> wrote:

Dr. Robin,

It was a pleasure speaking with you yesterday. As a follow-up to our discussion, I am providing links to the final site plan, alley analysis, and MCDOT letter recommending approval of the project.

Site Plan: https://eplans.montgomeryplanning.org/UFS/31409/87478/07-SITE-820200090-003.pdf/07-SITE-820200090-003.pdf_V2/07-SITE-820200090-003.pdf

Alley Analysis:

<https://eplans.montgomeryplanning.org/UFS/31408/87471/07-PREL-120200090-101.pdf/07-PREL-120200090-101.pdf>

MCDOT Letter (attached)

You may sign-up online to testify at the hearing via the following link. Please note that the website is not currently accepting registration for the April 23 hearing because it is several weeks out, however, the site will be updated for that date as we get into April.

<https://montgomeryplanningboard.org/meetings/signup-to-testify/sign-testify-form/>

Please contact me with any questions.

Respectfully,



Matthew Folden, AICP
Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
matthew.folden@montgomeryplanning.org
o: 301.495.4539



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From: [Folden, Matthew](#)
To: [Gerald Robin](#)
Cc: [Dickel, Stephanie](#)
Subject: RE: 7000 Wisconsin Avenue
Date: Tuesday, March 24, 2020 3:48:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)

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Montgomery County Planning Department
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matthew.folden@montgomeryplanning.org
o: 301.495.4539



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To: Folden, Matthew <matthew.folden@montgomeryplanning.org>
Subject: Re: 7000 Wisconsin Avenue

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MCDOT Letter (attached)

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Please contact me with any questions.

Respectfully,



Matthew Folden, AICP
Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
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o: 301.495.4539



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DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

March 10, 2020

Mr. Matthew Folden, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 12020090
7000 Wisconsin Avenue

Dear Mr. Folden:

We have completed our review of the preliminary plan uploaded to eplans on February 7, 2020. A previous plan was reviewed by the Development Review Committee at its meeting on January 21, 2020. We recommend approval of the plan subject to the following comments:

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 in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

Significant Plan Review Comments

1. Reconstruct the public alley directly adjacent to the property's western frontage. Final details will be determined by DPS at the site plan stage. Prior to issuance of the right-of-way the permit, the applicant should contact Ms. Christina Contreras of MCDPS at christina.contreras@montgomerycountymd.gov for the requirements to reconstruct the existing alley since it is being used as primary access to the subject site. The applicant shall be responsible for reconstructing the existing alley to bring it up to standard per Montgomery County standard MC-201.01 prior to issuance of the first use and occupancy permit.

Office of the Director

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www.montgomerycountymd.gov/mcdot

montgomerycountymd.gov/311



301-251-4850 TTY

2. Transportation Demand Management

a. Applicability of Bill 36-18 Provisions

1. No Traffic Mitigation Agreement will be required.
2. The project is located in the Red Subdivision Staging Policy Area. The project proposes to develop more than 40,000 gross square feet.
3. As a condition of subdivision approval, an owner or applicant for a project located in a Red Policy Area under the Subdivision Staging Policy with more than 40,000 gross square feet must submit a Level 3 TDM Results Plan
4. The Plan must be submitted and approved by MCDOT prior to issuance of any building permit from DPS.

b. Level 3 TDM Results Plan involves:

1. TDM Results Plans include certain required strategies along with optional strategies. Optional strategies will be selected by the owner/applicant with advice from the Department as requested and will be determined by the owner/applicant to be sufficient to achieve the NADMS goals for that project.
2. At the time Executive Regulations are adopted, the Applicant should contact MCDOT for details regarding the process for plan submittal. Level 3 Results Plans requires the following:
 - Appoint a Transportation Coordinator
 - Notify the Department within 30 days of receipt of final U&O certificate
 - Provide space in the project for the promotion of TDM
 - Display TDM-related information in highly visible location(s)
 - Identify specific TDM actions to be implemented in order to achieve 5% above the Bethesda commuter goal of 55% NADMS.
 - Commit funding if the project has not actually achieved the goal within 6 years of final occupancy
 - Provide higher additional funding if the project has not achieved the goal within 8 years of final occupancy
 - Conduct independent monitoring to determine if the project is meeting its goals, until the project's goals are achieved.

Standard Plan Review Comments

3. No steps, stoops or retaining walls for the development are allowed in County right-of-way. No door swings into county ROW.
4. The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan.
5. Prior to approval of the record plat by the Department of Permitting Services, submit a completed, executed and sealed MCDOT Sight Distances Evaluation certification form, for the existing and proposed driveway(s), for DPS review and approval.
6. Construct Bethesda Central Business District streetscaping along Wisconsin Avenue (MD 355) site frontage.
7. The applicant will need to provide a loading management plan for each building prior to issuance of the right-of-way permit. This plan shall include but not be limited to, an on-site liaison, delivery times, trash operations, move-in, move-out and how loading will operate.
8. Underground the utilities along your street frontages, including the alley.
9. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
10. In all underground utility installations, install identification tape or other "toning" device approximately 2' above the utility.
11. to DPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
12. If the proposed development will alter any existing street lights, replacement of signing, and/or pavement markings along Wisconsin Avenue (MD 355) or the alley, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
13. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
14. At or before the permit stage, please coordinate with Mr. Benjamin Morgan of our Division of Parking Management to coordinate the impacts on public parking facilities in the vicinity of this project. Mr. Morgan may be contacted at 240 777-8704.

15. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:

- a. Reconstruction of the alley behind the applicant's property, which may include but not be limited to, street grading, paving, sidewalks, removing utility poles, streetlighting, and storm drainage and appurtenances.
- b. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
- c. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- d. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact myself for this project at (240) 777-2118 or rebecca.torma@montgomerycountymd.gov.

Sincerely,



Rebecca Torma, Manager
Development Review Team
Office of Transportation Policy

Matthew Folden
Preliminary Plan No. 120200090
March 10, 2020
Page 5

Sharepoint/transportation/development review/Rebecca/developments/bethesda/120200090 7000 Wisconsin Avenue.docx

cc: Plan letters notebook

cc-e: Meredith Byer, Dewberry Engineers Inc.
Robert Dalrymple, Linowes & Blocher
Sam Farhadi, MCDPS RWPR
Vincent Ho, MCDOT DTEO
Benjamin Morgan, MCDOT DPM
Beth Dennard, MCDOT DO

From: [Gerald Robin](#)
To: [Folden, Matthew](#)
Cc: [Steven Seelig](#); [Shayna Skolnik](#); [Dickel, Stephanie](#)
Subject: Re: 7000 Wisconsin Avenue
Date: Friday, February 21, 2020 10:33:44 AM
Attachments: [image002.png](#)
[image004.png](#)
[image006.png](#)
[image008.png](#)
[image010.png](#)
[image012.png](#)

Thank you for the information.

On Thu, Feb 20, 2020 at 12:39 PM Folden, Matthew
<matthew.folden@montgomeryplanning.org> wrote:

Dr. Robin,

I am following-up on your voicemail requesting that I forward to you, Mr. Seelig, and Ms. Skolnik, a complete Montgomery County Department of Transportation (MCDOT) review package for the subject development application. For your reference, no such document exists because the development application is currently under review and we are awaiting formal recommendations from the public agencies responsible for the review of the project.

At this time, the only endorsement of the project's use of the alley I have from MCDOT is the attached letter, dated October 17, 2019. This letter contains specific recommendations, beginning at the bottom of page 2, that must be completed prior to MCDOT's approval of the preliminary plan.

Please contact me if you have any additional questions.



Matthew Folden, AICP

Planner Coordinator

Montgomery County Planning Department

8787 Georgia Avenue, Silver Spring, MD 20910

matthew.folden@montgomeryplanning.org

o: 301.495.4539



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DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdiah
Director

October 17, 2019

Matthew Gordon, Associate
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, Maryland 20814

RE: 7000 Wisconsin Avenue, Use of Alley as Primary Access

Dear Mr. Gordon:

This letter is in response to your email request dated August 29, 2019, concerning primary garage and loading/trash access for 7000 Wisconsin Avenue, ("the Applicant"). 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 ...preliminary subdivision... would provide adequate primary vehicular access." We have reviewed the material you have submitted in memos dated May 17, 2019, August 28, 2019 and August 29, 2019.

The Applicant is proposing to use the public alley for vehicular site access since the Maryland State Highway Administration (SHA) will not allow it from Wisconsin Avenue (MD 355). In addition, the Applicant has explained that access from MD 355 will reduce the garage efficiency, eliminate the mid-block pedestrian connection, conflict with the Sector Plan and reduce the Fire Department access to the site. Therefore, they are proposing the loading dock and garage access from the public alley. Currently, the Applicant is proposing to construct the building at the lot line of the alley, thus keeping the 20-foot platted width.

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 a secondary vehicular access from the alley. Along a portion of the alley, which is directly behind the Applicant's site, is approximately a nine (9)-foot-wide area used by the public that is outside of the platted alley and may be considered a prescriptive easement. In this area, the platted alley shifts to the east by approximately nine (9) feet.

The Applicant submitted a memo dated August 28, 2019, requesting MCDOT to determine if the area used by the public is a prescriptive right-of-way available for public use in

Office of the Director

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www.montgomerycountymd.gov/mcdot

perpetuity. The applicant explains in the memo that this area has been in use by the public for decades as access to the properties adjoining the area.

Where the area identified as a potential prescriptive right-of-way is located, the alley widens to approximately 29 feet. This widening allows the Applicant's site to provide a loading dock for a single unit truck with a 30-foot wheelbase (SU-30) on the alley. If in the future this area were to be built on, the information provided by the applicant does not show that the vehicle would be able to access the loading dock. In this correspondence, the Department makes no determination regarding the status of this area to be benefit of the applicant.

The Applicant also submitted a memo dated August 29, 2019, that reported the findings of a video study for the alley operations. This video study observed the alley over two days. It found that 15 vehicles performed various types of loading and trash services on Wednesday and four (4) vehicles provided service on Thursday between the hours of 6 AM and 7 PM. Most of the vehicles servicing the properties were cargo vans and pickup trucks. Trash was picked up four times on Wednesday and two times on Thursday. Trash pickup generally blocked travel in the alley for a relatively short period of time, although access from the other direction of the alley was possible during these operations. The largest loading vehicle using the alley was an SU-30. In addition, the video documents 23 AM and 73 PM vehicles per peak hour using the alley. These traffic volumes do not appear to indicate excessive use of the alley.

Located in the 20-foot alley or directly adjacent to it, there are rolling trash dumpsters and vehicles parked illegally. There are also more permanent encroaching structures including, streetlights, trees, utility poles and stairs. As part of the review of this request, MCDOT coordinated with several other departments concerning the removal of the existing rolling trash dumpsters and illegal parking in the alley. Furthermore, the applicant provided a letter from the adjacent commercial property owner indicating an agreement to remove the rolling dumpsters from the portion of the alley located to the north of the Applicant's project. In the longer-term with additional redevelopment, operation of the alley may be further improved by dedication of additional width, by creation of a mid-block vehicular connections to either Wisconsin Avenue or Strathmore Street, by removal of obstructions within the alley, and by providing off-street loading in new buildings.

Based on the information that was provided, I concur, with conditions, that with use of the alley as primary vehicular access is appropriate. Before approval of a preliminary plan for the project, I require the Applicant meet the following conditions:

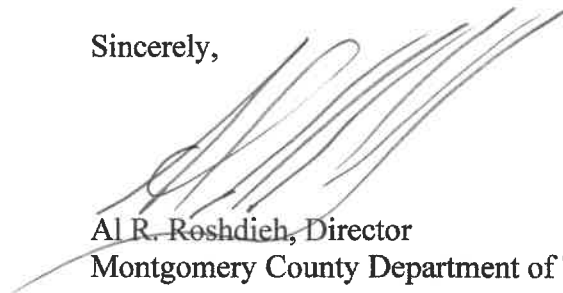
- The Department offers no assurance of the Applicant's right to use the 9-foot area for access to their property. The applicant must provide an acceptable statement confirming their right to use the 9-foot area, or must demonstrate that an SU-30 can access the project without using this area.
- Applicant to provide a 9-foot setback for public use and circulation along the rear boundary of their project to create a uniform dimension along their frontage, unless a

greater area is needed to meet the above condition. This additional setback will allow for a passing area within the alley should service otherwise obstruct movement.

- Applicant to remove impediments, such as and including utility poles for the entirety of their frontage and in areas required for access to their project.
- Applicant continue coordination with adjacent property owners to remove illegal obstructions, such as rolling dumpsters, from the alley and to provide a status report on these efforts.
- The Applicant will complete an operational analysis of the public alley that includes the new trips from this site to measure the impact.

If you have any questions or comments regarding this letter, please contact Ms. Rebecca Torma our Development Review Manager for this project at rebecca.torma-kim@montgomerycountymd.gov or (240) 777-2118.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Al R. Roshdich', is written over a horizontal line.

Al R. Roshdich, Director
Montgomery County Department of Transportation

cc: Preliminary Plan letters notebook

cc-e: Christopher Conklin, MCDOT
Rebecca Torma, MCDOT

From: [Folden, Matthew](#)
To: [Gerald Robin](#)
Cc: [Dickel, Stephanie](#)
Subject: RE: 7000 Wisconsin Application Materials
Date: Tuesday, January 7, 2020 11:51:00 AM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
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[image012.png](#)
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[image016.png](#)
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[image018.png](#)

Hi Dr. Robin,

I am happy to speak with you at your convenience. Since we have had a difficult time connecting over the holiday season, perhaps you could identify some dates and times that work with your schedule for us to set up a phone call?

Stephanie and I have left several phone messages for you. Have you received them?

I am available to speak with any of the Adagio residents who would like to discuss the project or their concerns about the alley operations.

Could you send me the email or phone number of Condo President Steve Seelig? I have not heard from him but would like to reach out to discuss his concerns.

Kind Regards,

Matt



Matthew Folden, AICP
Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
matthew.folden@montgomeryplanning.org
o: 301.495.4539



Let's Plan Our Future. Together. **THRIVE**
THRIVEMONTGOMERY.COM MONTGOMERY 2050

From: Gerald Robin <dpmdr.gr@gmail.com>

Sent: Tuesday, January 7, 2020 11:04 AM

To: Folden, Matthew <matthew.folden@montgomeryplanning.org>

Subject: Re: 7000 Wisconsin Application Materials

dear Mathew, thanks for your email, but your voice, once in a while would be appreciated, also. Adagio residents will truly value your speaking to them. I will ask our president, Steve Seelig, to contact you for a convenient time. Also, can we discuss testing of traffic trying to exit alley during peak times? A healthy new year to you, Gerald Robin

On Tue, Jan 7, 2020 at 8:42 AM Folden, Matthew <matthew.folden@montgomeryplanning.org> wrote:

Dr. Robin,

This email is to let you know that the development application for 7000 Wisconsin has been accepted by the Planning Department for review. Application materials may be viewed on the Planning Department's Development Applications Information Center (DAIC) website at:
<https://montgomeryplanning.org/development/>.

- The Preliminary Plan application materials may be accessed at:
<https://www.mcatlas.org/daic8/Default.aspx?apno=120200090>
- The Site Plan application materials may be accessed at:
<https://www.mcatlas.org/daic8/Default.aspx?apno=820200090>

For your reference, the Preliminary Plan facilitates the subdivision of land and evaluation of the development through the County's adequate public facilities ordinance while the Site Plan evaluates the development at a detailed phase, including: architecture, engineering, and landscaping.

As per our previous discussions, I am available to discuss this project further at your convenience.

Regards,



Matthew Folden
Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
matthew.folden@montgomeryplanning.org
o: 301.495.4539



Let's Plan Our Future. Together. **THRIVE**
THRIVEMONTGOMERY.COM MONTGOMERY 2050

From: [Gerald Robin](#)
To: [Folden, Matthew](#)
Subject: 7000 Wisconsin ave
Date: Tuesday, December 17, 2019 8:56:06 PM

verDear MATTHEW, apologize for any disruptive language on my part. we were on the road for 5 days. However, I truly believe this is a lot of uns,,unrealistic,unfair,unsustainable and most important,UNTESTED. Please don't make me untruthful as I said you would be speaking? Your impassioned communicator...I am forwarding your letter to STEVE SEELIG, our adagio pres, for followup. My best to you and Stephanie for a great holiday season .GERRY ROBIN

Sent from [Mail](#) for Windows 10

From: [Folden, Matthew](#)
To: dpmdr.gr@gmail.com
Cc: [Dickel, Stephanie](#)
Subject: 7000 Wisconsin Avenue
Date: Wednesday, December 11, 2019 10:14:00 AM

Dr. Robin,

It was a pleasure speaking with you earlier this week about the review process for development applications in Montgomery County and your specific concerns about the forthcoming Preliminary Plan and Site Plan applications for 7000 Wisconsin Avenue.

As discussed on the phone, the application for 7000 Wisconsin has not been accepted for review. As a result, I have not received the supplemental analyses I requested to support primary vehicular access on the public alley. I would like to defer meeting with your Board and neighbors until I have had a chance to review the Applicant's proposal. For your reference, the Applicant presented to the Design Advisory Panel last month and was directed to revise the building design per the Panel's recommendations. The Applicant will also need to present to the Panel again in January.

Staff will schedule a public hearing within 120 days of the application acceptance date. During the 120-day review period, staff and members of the public will provide comments on the plans and the applicant will revise and resubmit their proposal. At the conclusion of the 120-day review period, staff will prepare a staff report with recommendations to the Planning Board. There are many opportunities for public comments during the 120-day review period.

In response to your request about the review process, I am providing review criteria for both Preliminary Plans and Site Plans. Additionally, I am providing a link to the staff report for the recently adopted Sketch Plan application:

<https://montgomeryplanningboard.org/wp-content/uploads/2019/07/320190090-7000-Wisconsin-staff-report-final.pdf>

a. Preliminary Plan

- Local Area Transportation Review (LATR):
https://montgomeryplanning.org/wp-content/uploads/2017/12/LATR-Guidelines-Production-Final_122017-PRODUCTION-WEB.pdf
- Subdivision Regulations:
<https://montgomeryplanning.org/wp-content/uploads/2017/04/Adopted-Chapter-50.pdf>
- 2017 Bethesda Downtown Sector Plan:
https://www.montgomeryplanning.org/community/bethesda_downtown/documents/BDPStaffDraft_051415_FINAL_sm.pdf
- 2017 Bethesda Downtown Design Guidelines:
https://montgomeryplanning.org/wp-content/uploads/2017/08/BDP-Urban-Design-Guidelines_Approved-July-2017_sm-1.pdf

b. Site Plan

- Zoning Ordinance (Section 59.7.3.4.E., "Necessary Findings"):
 1. When reviewing an application, the approval findings apply only to the site covered by the application.
 2. To approve a site plan, the Planning Board must find that the proposed development:
 - a. satisfies any previous approval that applies to the site;
 - b. satisfies under Section [7.7.1.B.5](#) the binding elements of any development plan or schematic development plan in effect on October 29, 2014;
 - c. satisfies under Section [7.7.1.B.5](#) any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;
 - d. satisfies applicable use standards, development standards, and general requirements under this Chapter;
 - e. satisfies the applicable requirements of:
 - i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and
 - ii. Chapter 22A, Forest Conservation.
 - f. provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;

- g. substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;
 - h. will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;
 - i. on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and
 - j. on a property in all other zones, is compatible with existing and approved or pending adjacent development.
3. To approve a site plan for a Restaurant with a Drive-Thru, the Planning Board must also find that a need exists for the proposed use due to an insufficient number of similar uses presently serving existing population concentrations in the County, and the uses at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood.
4. For a property zoned C-1 or C-2 on October 29, 2014 that has not been rezoned by Sectional Map Amendment or Local Map Amendment after October 30, 2014, if the proposed development includes less gross floor area for Retail/Service Establishment uses than the existing development, the Planning Board must consider if the decrease in gross floor area will have an adverse impact on the surrounding area.

Respectfully,

Matthew Folden, AICP | Planner Coordinator
Montgomery County Planning Department | Planning Area 1
8787 Georgia Avenue | Silver Spring, MD 20910
301.495.4539 | matthew.folden@montgomeryplanning.org



Reg: 7000 Wisconsin Ave

Dr. Gerald M. Robin

5820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

OCT 15, 19
A Special message to the
person who analyze, review
and decides on the fate of 7000
Wisconsin Ave, and our Alley.

Futility and Frustration are
two fitting adjectives to describe
executing, an escape act, out of
the alley. What that traumatic act
involved, was attempting to pass
five parked repair trucks, after
leaving our home and garage.

as I carefully passed a car
in a narrow section, as most areas
are narrow, harrowing, in itself.
A large Penske truck moved
out from an area where "no
parking signs have long been
removed. Impossible to lose him.

any thing to do, but wait, then wait, while (2)
he waited for citizens crossing traffic
and long lines of cars, backed up
onto the three lanes of Traffic onto
Woodmont Ave.

The closest lane turns RT onto Wisconsin Ave
The middle lane goes straight ahead
The left lane, backed up, and loaded
with cars

Meanwhile Wisconsin Ave is backed up
for two blocks - hardly receptive
to on coming traffic.

Pedestrians are trying to cross our
alley - unmarked and unlit.

Strathmore has merging, backed up
traffic, only 2-5 seconds, to reach our
alley; a traffic threat and hazard,
then, after ^{normally} spending ten minutes,
not patiently, behind this truck
who has finally emerged onto
Woodmont - blocking me from



Dr. Gerald M. Robin

3

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

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"fighting" my way, over three lanes
To complete a left turn, avoid
pedestrians (crossing the busy street)
and various cars in various
positions.

What actually happened; after
further delays — I, with great
fortune, at hand, finally reached
the middle lane. With care, signals
and prayer, I did it — Hooray —
I executed a left turn.

A reward soon followed;
a police car wowed & alarmed, pulled my
car to the roadside. Due to a
"sterling driving record," he let
me off, with a warning! He

would not be so generous, in the future. ⁽⁴⁾

The time to travel on Wisconsin Ave To my destination has more than doubled. The stress and hazards presented are an accident, waiting To happen, many accidents.

Aside from simplifying one major difficulty, by allowing left hand turns, from Woodmont Ave, middle lane, on To Wisconsin Ave,

This alley, our modus operandi, for leaving and coming to our garage and home, would be a hopeless disaster, if ~~then~~, 66 cars, trucks, etc from a permitted 7000 Wisconsin be dumped, over and over on the alley's population. - Impossible
If Today's experience was hellish - the alley would grind To a halt with pain and punishment, for its residents.
With great sincerity. ~~...~~



Dr. Gerald M. Robin

Timothy Eden, Managing Partner
STARR Capital
Reg: 7000 Wisc. Ave Proposal

Park + Plan

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

Dear Tom,

10/11/19

I once again reread your E-mail
and I again, Thank you for it!

I f, just, if, I ruled the world;
Trash cans, ugly as they may be,
bulky and space consuming are,
Totally filled up with life's garbage
daily. - ~~the~~ businesses, home renters
and owners, repair and service
people, sports club, all contribute
To Life's detritus.

To provide daily functionality
and repairs - There are always multiply
Types of service trucks all over
parts of the alley. Thus alley, our poorly
conceived, ill structured and contaminated
Pathway, will in no way meet

the commercial needs of your gigantic²
super structure.

Tim, what's that sage advice
about "a square peg — — — hole?"

Respectfully,

Gerry Robin



Dr. Gerald M. Robin

Park & Planning Coordinator

11/25/19

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

Dear Mr. Folden,

Thank you in advance for your review of the above listed ^{Reg. 7000 Wisconsin Ave} property. If its approval, would create an untenable situation for all residents and businesses ^{near} just to the property. Here's a recap, as to exactly why it should be rejected.

The 200+ unit building would have over 300 ~~cars~~ ^{cars}, 135 parking spaces and as they proposed 66 cars + trucks dumped in our alley every day. A.M., P.M. and throughout the day.

Our alley is malformed with sections from 16 feet across to 25 feet. The latter is usually occupied with repair and service vehicles. Obstacles, 20-30 large garbage cans, Telephone poles with cement poles extension, 30 car business garage, homes and garages, then there's our garage and thus, homes.

Wisconsin Ave is invariable backed up, 2 or more blocks; entry is difficult - Woodmont Ave is frequently backed up in all 3 lanes well past our narrow alley's entrance, creating a dependence

on driver courtesy to even enter a lane, much less
move over 2 lanes to turn left on Wisconsin Ave.
A feat of prayer and courage!

Now add a 8 foot wide garbage truck, twice
weekly. Routine delivery storage trucks 24-26 ft long
plus the many repair and service trucks, needed to
service such a building. How would they even function?

There is no where approaching even a 24 foot
2 lane street. It was narrow, ill repaired, often
congested, but important to us, passage & alley.

If you allow this monolith to dump all its
component cars, trucks and needs, on the
already taxed mode of entry/exit to us —

Truly, you will create an untenable,

overloaded monster of time consuming, of
potentially dangerous proportions.

Truly, our days will be occupied in traffic
lines to exit & enter our homes. It will
introduce increased wasted time, frustration,
and "stases", eventually making our home
values diminish, as having too many problems.

* Please reject this proposal — it would
interject a harsh, painful and unsafe
change to our community.

Sincerely, Gerald M. Robin



Dr. Gerald M. Robin

11/26/19

TO: Star Capital
ATTN: Timothy Egan, Managing Partner
4800 Hampden Lane Suite 200
Bethesda MD, 20814

6820 WISCONSIN AVENUE, SUITE 6014
BETHESDA, MD 20815
TELEPHONE: (301) 913-2929
FAX: (301) 913-0229
CELL: (301) 613-0030
EMAIL: DPMDR.GR@GMAIL.COM

Dear Mr. Egan,

In your last e-mail, you alluded to an approach to control the alley's many large garbage containers also, an approach to a more functional alley! How? However, I have not received an answer to my more pressing and vital questions posed to you!

1. How will you handle the everyday disposal needs of hundreds of residents, dozens of business people who depend on those facilities?

2. How do you make a malformed, ill maintained and serviced alley, function in a accessible and safe manner? That means - To incorporate and absorb the congestion produced by

the many people, living in a 200+ unit building

3. When a normal lane of traffic measures 12 feet! How do you compute an increase off 66+ cars dumped twice daily from 7000 Wisconsin upon this alley.

4. Remembering that with its present problems, this alley has portions of width, less than 16 feet. A section at one end approaches 15 feet and is

usually occupied by repair and delivery Trucks.

5. The challenging passageway for two passing car is a work in patience - Approach - whole first there - find a spot to move over - Slowly pass.

It is certainly not a roadway, nor a normal 2 way street of 24 feet.

6. This alley represent homes with awkward back yard car out, garages, a 30 car business garage, telephone poles with cement extensions, several cement g/stack pilings and most important the entrance to our garage and our homes.

Timothy, referring back to your unanswered questions? A routine furniture delivery Truck is 24 feet in length - it would totally bring a stop to any alley traffic! How would this problem possible be handled? and deliveries arranged?

* As requested previously, specifically how would you deal with alley traffic and one or two of these mammoth to fit and rotate and discharge in your space?



3

Dr. Gerald M. Robin

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

Another essential function deals with the accessibility and safety of vehicular traffic entering and leaving our home and alley, during peak hours.

This is the crux and essence of using our alley and seek a normal passage to work and commerce, every day. In the morning, at present - it is often difficult and time-consuming to enter the 3-lanes of backup Woodmont Ave. traffic, and cross lanes to turn left onto Wisconsin Ave. It often requires a virtuoso performance! My prior unanswered proposal to you, requires a "proof in the pudding Testing" As mentioned, 7000 Wisconsin Ave could add more than 66 cars lined up with existing alley traffic AM and P.M. "TO TEST if this is even possible or

insufferable," I will work with you, Timothy, (4)
To provide 50 cars in rush hour alley
traffic with ~~our~~ present alley load. Then,
we can actually measure the time,
frustration, ease and danger, as
Traffic attempts to slowly merge onto
Woodmont Ave's 3 lanes and trying to
enter the backed up Wisconsin Ave.

Mr. Egan, if we don't do this simple
seeking of feasibility of your project, and
blending amiably and functionably with
its neighbor, why proceed and create
impossible situations later?

There are those of us that feel that this
type of construction imposes too many
obstacles and demands — that its sheer
size and impaction upon already congested
limited space, will create untenable
consequences, not experienced, imposed
or sufferable post all building ceases.
Let's find out now, whether this is
truly fit, a square peg in a round hole.



5

Dr. Gerald M. Robin

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

I am aware that you have submitted your next phase of property development of 1000 Wisconsin Ave for approval.

For the essential people who review and evaluate their proposal: please, please if only for a moment, close your eyes and visualize the people and neighbors, of our vital community.

The normal concerns of safety, accessibility, mobility in a reasonable manner, would be traumatized. Normal traffic for car and foot, would be seriously delayed and compromised. This is a story of gross overload of resources and misuse of tax revenues. Truly, we as a senior couple, of a business and professional persons, have serious fears, this misadventure could affect our property value adversely. With Great Sincerity,

Gerald M. Robin

For: Matt Folden



Fax 301 495-1304

Dr. Gerald M. Robin

Urgent

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMOR.GR@GMAIL.COM

Dear Mr. Folden,

Dec 1, 19

A proposed building, twice our size with a capacity of 135 cars and trucks. We realistically feel, that were this monstrosity permitted; the sheer overload would grossly overtax the alley's narrow capacity. Truly, life would become a nightmare for the alley residents.

It's not only apparent by the examination of the facts, look at the pictures, visit the alley during a A.M. or P.M. rush hour.

Ask to see a test by the developer - line up 50 to 60 cars to the present mix and watch the devastation. My request, solicited silence!

I'm a senior long-retired doctor and have experienced life here for 10 years! True, this monolith would increase revenue - it would also create a unbearable hardship for us! Sincerely,
Gerald M. Robin

UNAMED STREET (ALLEY) BEHIND 6820 – 7000 WISCONSIN AVENUE, BETHESDA, MD

STATEMENT ON PROPOSED DEVELOPMENT 7000 WISCONSIN AVENUE, BETHESDA

1. Obstacles, Developers and sever property loss
 - a. Change in traffic pattern Our Alley-A portal to and from our home garage entrance
 - b. Inconvenience: time loss due to rerouting, hazards and frustration
 - c. Recently Cut off entry toward the alley—25 feet from our garage
 - d. Unable to make a left turn into the residence garage entrance from Bradley Boulevard heading East
2. WISCONSIN AVENUE –BETHESDA...HOME OF THE MONOLITHS
 - a. Our view from the unit's balcony: 2 block backups on Wisconsin Ave (not uncommon)
 - b. Bradley Boulevard, 1 block piled up – always busy –
3. This alley has become a “small Wisconsin Avenue” Our alley is a portal to and from our residents' garage entrance. The public has been using this alley as an alternative to reach Bradley Boulevard, particularly at peak times.
 - a. Only seven steps cover width, to cross the alley from Woodmont Ave
Alley Widths from 14.9 feet to 27.9 feet (that is the widest part of the alley) 3 or 4 trucks plus large waste disposal bins are parked there daily.
17.6 feet is the measurement from the curb of the garden apartments to the opposite wall (buildings).
Maintenance and repairs are poor or forgotten with potholes and defects. Requires many calls for service/repair.
3. The alley, is a football field length with varying narrow widths, causing backups, awkward and difficult passage for cars .

4. Garbage trucks Other large vehicles can obstruct, temporarily. This causes delays and frustration.
5. The proposal, of additional ~~the~~ ⁺⁺ cars, and commercial vehicles, brought by the development of the new building, will create congestion that is an untenable burden.

It's an easy conclusion to expect that just navigating the alley itself from the entrance and exit to additional commute time of up to perhaps an hour during peak.

Therefore, to allow the many compromising negative features of this proposal, it's impact on the Adagio Condominium would be much worse. It would result in the normal activities of the day becoming a nightmare. Our way of life will become arduous and our property value will diminish.

Impossible Mission - 7000 Wisconsin

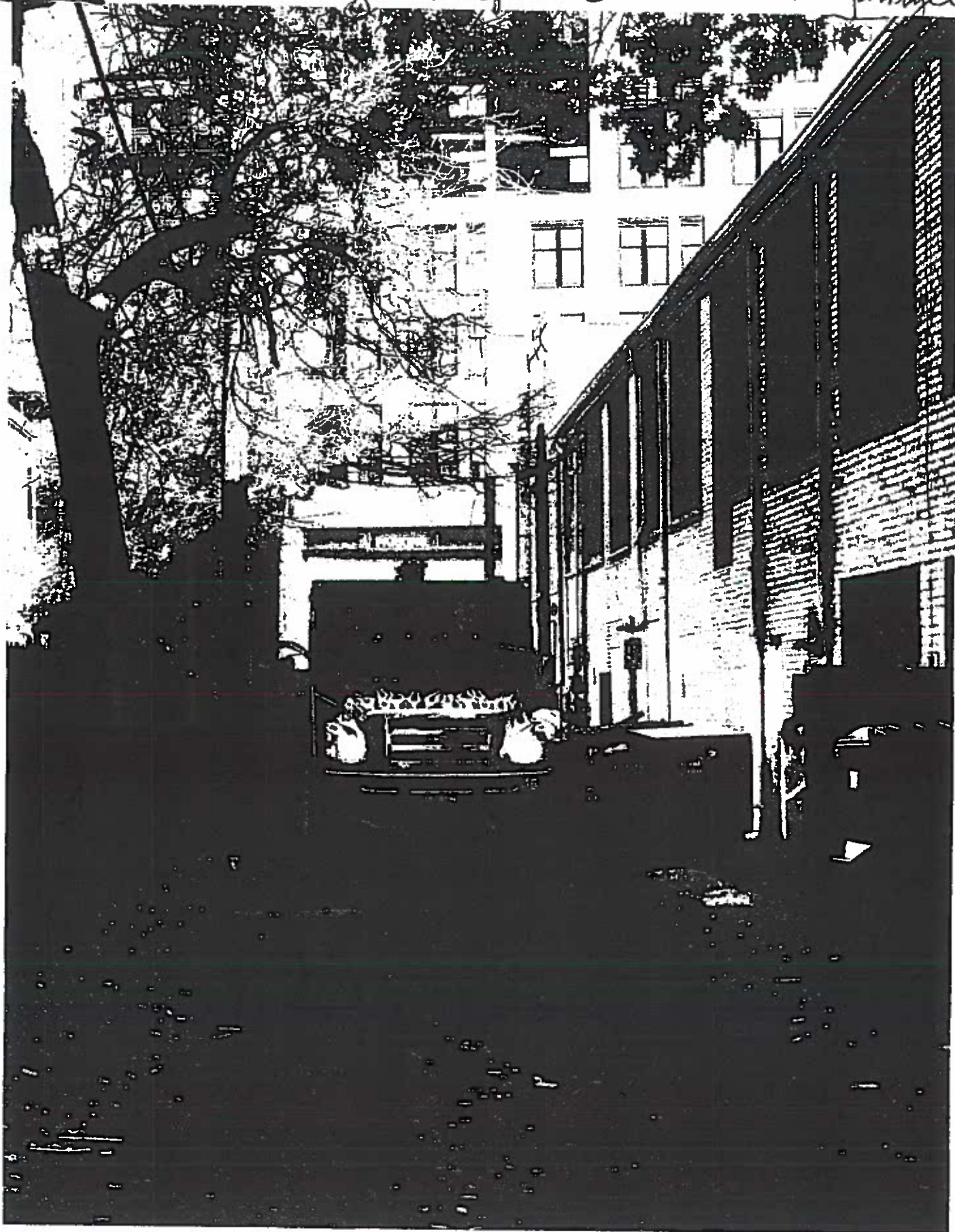
- 1 An alley already on overload.
- 2 Structure, Constructed, narrow 16 ft ^{(15.9} sections, Telephone poles, cement barriers multiple houses with garages.
- 3 Walkway - alley's residents frequently use our alley to reach destinations, deposit garage, daily recreation and exercise.
- 4 Transportation - ^{Add a} 17 story building, several hundred people, 200+ apartments 135 parking spaces = 135 cars and Trucks dumped solely on a narrow malstructured, ill maintained, with potholes and often awkward for even Two cars to pass, Transport Trucks 26+ feet ^(long) coming and going, 8 foot wide garbage trucks 2x weekly; how? delivery and repair trucks and a party in a pear tree.
- Result is stagnation, long, long piled up lines of cars.
- 5 Traffic - Commuters will be stymied to form long, long lines of frustrated people trying to enter Woodmont Ave will take an hour or more. The 3 lanes are

backed up for past our alley exit—
Only one car may seek entry at a time!
The 60+ cars trying to enter the alley—how?
Traffic will become impossible
Then there's Wisconsin Ave, almost
always backed up in a tight, modus
operandi for 2+ blocks in all
directions. how?

The garbage Truck, 8 feet wide
must service at least, twice a week, how?
With over 200 units and hundreds
of people. When and how does a
28 foot Transport Van or Truck
make delivery many times. How?
Or, even the everyday service trucks,
repair, A.C., heating, pool services for
the Health Club or building employees
How do they get in or out or park
or work in this constructed, grossly
overload alley. how?

Our Transportation Dept. would have to
build an additional 24 feet at a minimum
to accommodate this deluge of vehicles & traffic
Thus, to accept this unproven, untested allocation
proposal, would bring revenue, but would grossly
and unfairly, the very epitome of our citizens

Narrow No where to go - Telephone Poles + wires - garbage cans



magnum.jpg

61071/21

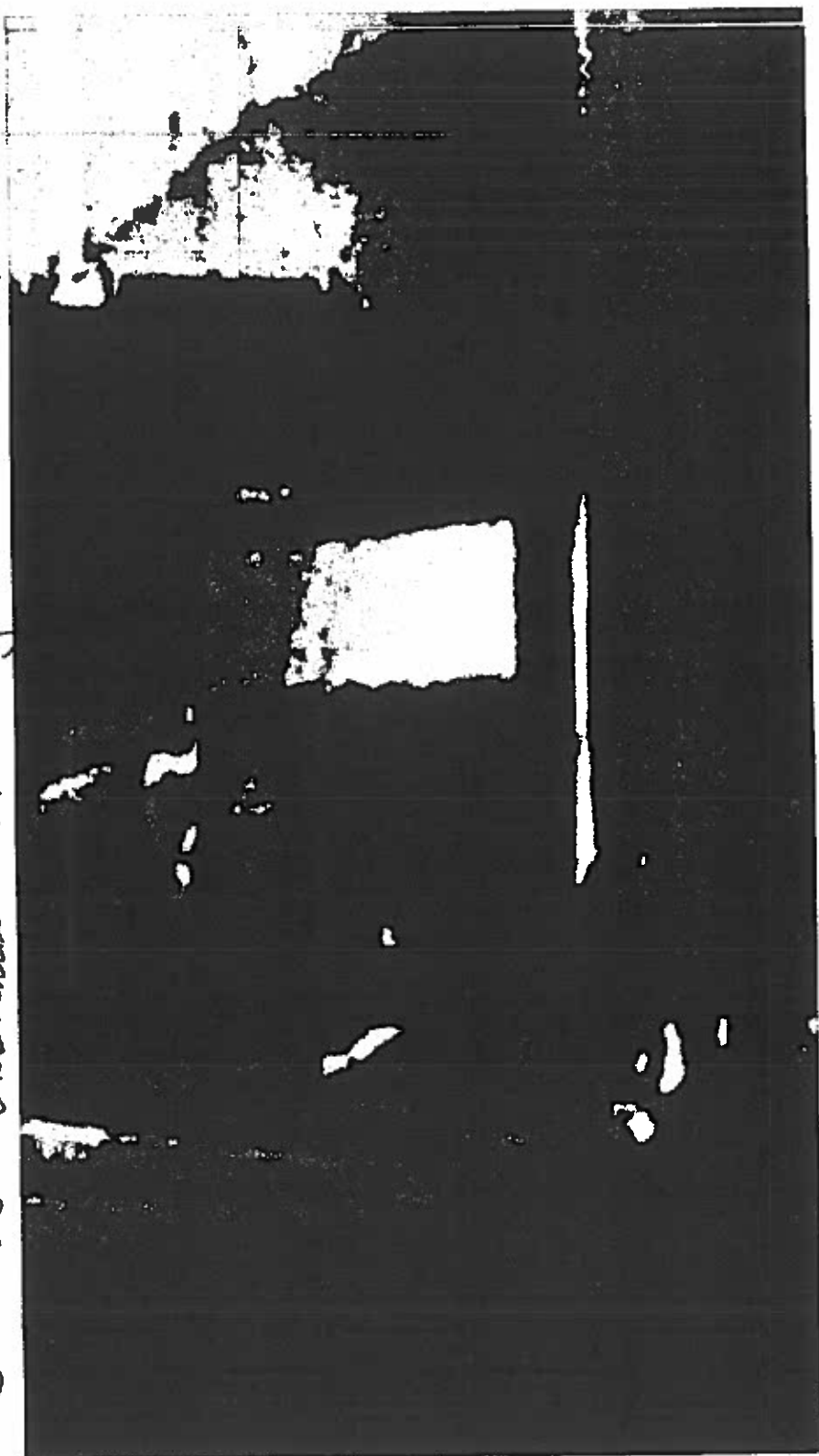
Building protest - upmnr.gr@gmail.com - Gmail

6107/03/11



Search mail

Deliveries & Chats - A Dodge



No
c
Star

https://mail.google.com/mail/u/0/#inbox/EMf...GRuYHnkiEwVR-0P0R0M6N0W

11/30/2019

Building protest - dpmdr.g@gmail.com - Gmail



Gmail

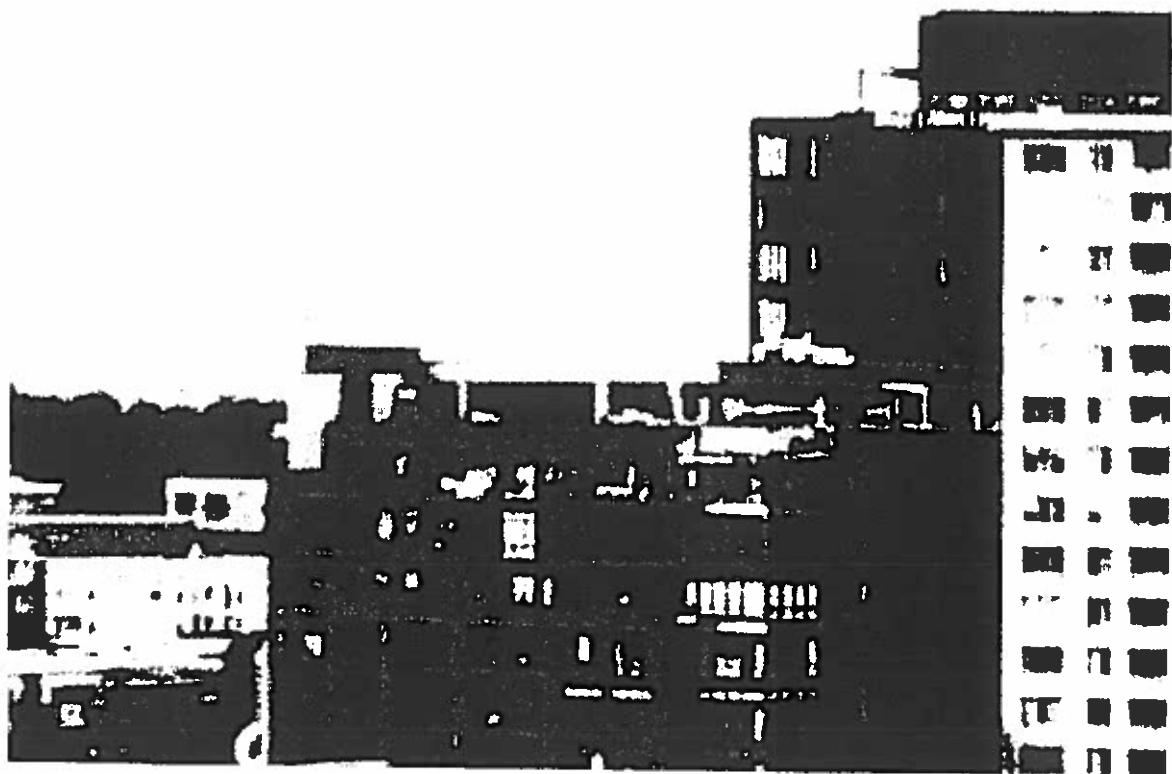


Search mail

Construction Everywhere



No
c
Star



For: Matt Zolden

Urgent

Fax 301 495-1304 ~~✓~~ Addition

Dr. Gerald M. Robin

Sir: I was just told 4 1/2 inches is added to the
 135 cars + commerce to the alley. Also cars
 using this alleged pathway through the alley.
 Dear Mr. Zolden, of no consequence. Some the
 4 1/2 inches for a surgery, call procedure only.

20 WISCONSIN AVENUE, SUITE 6014
 BETHESDA, MD 20815
 TELEPHONE: (301) 913-2929
 FAX: (301) 913-0229
 CELL: (301) 613-0030
 EMAIL: DPMR.GR@GMAIL.COM

A proposed building, twice our size
 with a capacity of 135 cars and trucks.
 We realistically feel that were this
 monstrosity permitted; the sheer overload
 would grossly overtax the alley's narrow
 capacity. Truly, life would become a
 nightmare for the alley residents.
 It's not only apparent by the
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 pictures, visit the alley during a
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Ask to see a test by the
 developer - line up 50-60 cars to
 the present mix and watch the
 devastation. My request, solicited silence!

I'm a senior long-retired doctor
 and have experienced life here for 10 years!
 True, this monolith would increase
 revenue - it would also create a unbearable
 hardship for us! Sincerely,
 Gerald M. Robin



Dr. Gerald M. Robin

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2829

FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: OPMDR.GR@GMAIL.COM

Dear Mrs Folden,

12/11/19
7 301 495-1304

For the past three days, there has been no response to the messages left on your answering device. Please, respond A.S.A.P.

We spoke at length:

1. Visiting our alley, and its daily residents!
2. Speaking to our Adagio residents!
3. Providing the criteria, for your determination; of evaluation, and project acceptance goals.

Last nite, at our annual meeting, I spoke to over 100 condo members to prepare them ~~of your~~ positive attitude! and visit.

The MONTGOMERY Planning Board's, modus operandi, is "To plan and develop large and small scale guidelines for livable communities!" Our

Vital livable ones, will grossly suffer and be encumbered with a 17 story, 220 unit, 350-400 people, 135 parking spaces and develops → 66 cars A.M. + P.M. = Let's test estimate



2

Dr. Gerald M. Robin

(cont.)

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

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EMAIL: DPMDR.GR@GMAIL.COM

What would create a insufferable, morning and evening, back up of traffic, in the narrow confines of this, mostly one lane alley. I proposed this matter to ~~add 50 cars to our present load~~ to simulate a realistic, chaotic exiting, mostly I go, managing Partner, (developer) multiple times to obtain a true feasibility and time evaluation. Since he won't answer, we'll provide the cars.

As I have previously reiterated to you, this ~~demo~~ would allow you, to visualize, an impossible quandary, yourself, thus, elucidating our concerns.

Also, why can other buildings just completed, plan to release their cars directly on Wisconsin Ave? Why not 5000 Wisconsin Ave? To be allowed, rather than our congested, malformed alley?

Regards,
Gerald M. Robin



Dr. Gerald M. Robin

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

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FAX: (301) 913-0229

CELL: (301) 613-0030

EMAIL: DPMDR.GR@GMAIL.COM

The Obstacles of Our Alley - From Woodmont Ave To Bradley Blvd

* The actual passageway openings on both ends of the alley are 20 ft or less, allowing passage for one car only and not let or designated.

This alley, a long, constricted, narrow site, varies in width, from minus 15 feet to 25+ ft at its greatest. It is restricted by several telephone poles, multiply cement stakes, 10-12 large garbage deposits and 9-10 medium cars. A Garbage truck Blocking passage.

There are numerous, no parking signs, usually ignored by various repair and delivery trucks.

There is an inset area, that extends behind the stores on Wisc. Ave - congested clutter and usually occupied by 10-12 cars & trucks.

On Entry on Woodmont Ave & traveling toward Bradley Blvd. There are 2-3 "house" cars parked. There are ~~all~~ house garages, housing cars.

As mentioned 3-4 invasive telephone poles adding to alley narrow problems.



Dr. Gerald M. Robin

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(Cont)

6820 WISCONSIN AVENUE, SUITE 6014

BETHESDA, MD 20815

TELEPHONE: (301) 913-2929

FAX: (301) 913-0229

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EMAIL: DPMDR.GR@GMAIL.COM

Cars parked (Temporary) in alley, behind house
side of alley has a few away zone with 2 more
large garage cars - walking toward Adagio.
4 more house garages for cars - 4+

Conclusion: 50-60% of alley is barely, essentially
one way.

30-35% is a cautious, carefully 2 way.

Another garage for large office Bld has 30 car
capacity using alley daily.

Auction house has at least one to two large
trucks + cars at beginning of alley - also cars
dropping off auction articles daily.

No parking areas juxta to our garage
are repair, A.C. pool, various delivery trucks
daily.

The Adagio has 90+ residential units,
many are working people and their family
members. There are 3 levels of parking
spaces, ~~for~~ for our people.

The aforementioned figures are a good
approximation of accurate figures!



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Dr. Gerald M. Robin

6820 WISCONSIN AVENUE, SUITE 6014

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The reality is, adding a 200+ unit building with the potential of 135 parking spaces, with a modest project of 66 working personal and cars + all the attendant vehicles & people, necessary for daily functions "Dumped onto a already overloaded, poorly maintained alley, is a disaster formula!"

This alley, To prevent constant long back-ups of cars and trucks, frustrations and lost tempers, accidents - must be enlarged and remodelled to properly handle this increase in load!
The Adagio residents are open and receptive to your proposals.

From: [Steven Seelig](#)
To: [Dickel, Stephanie](#)
Cc: [Folden, Matthew](#); [Hisel-McCoy, Elza](#)
Subject: Re: 7000 Wisconsin Avenue
Date: Tuesday, February 11, 2020 1:05:41 PM
Attachments: [image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image018.png](#)
[image019.png](#)
[image020.png](#)
[image021.png](#)
[image022.png](#)
[image023.png](#)
[image024.png](#)

Hi Stephanie,

I will try to set up the meeting for Wed. Feb. 26 at 4:30 here at the Adagio. I will let you know if I get any negative pushback.

Regards,
Steven Seelig

On Mon, Feb 10, 2020 at 1:23 PM Dickel, Stephanie
<Stephanie.Dickel@montgomeryplanning.org> wrote:

Steven,

Thank you for getting back to us. Given our schedules, a small group meeting in the 4:30-5:30pm timeframe would work best for us. Would Wednesday, February 26 or Thursday, February 27 work for your group? We look forward to hearing back from you. Thank you.



Stephanie Marsnick Dickel

Regulatory Supervisor, Area 1

Montgomery County Planning Department

8787 Georgia Avenue, Silver Spring, MD
20910

Stephanie.Dickel@montgomeryplanning.org

301.495.4527



From: Steven Seelig <sseelig44@gmail.com>
Sent: Monday, February 10, 2020 10:45 AM
To: Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Folden, Matthew <matthew.folden@montgomeryplanning.org>
Subject: Re: 7000 Wisconsin Avenue

Hi Stephanie,

I apologize for the delay in responding to your email. Since many of our residents and owners work, an evening meeting would be preferable for us. Perhaps to accommodate you we could start the meeting at 6:30. If this is not possible, I could arrange for a small group to meet at 4:30. In terms of dates, I suggest any day on Tuesday thru Thursday either next week or the week after.

As you probably know the major concern is the alley, given that at best there is only one lane available in the section closest to Woodmont and frequently that is blocked.

I look forward to hearing back from you as to what dates and hours work best. Thank you for your cooperation.

Regards,

Steven Seelig

On Mon, Feb 3, 2020 at 2:42 PM Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org> wrote:

Steve,

Thank you for reaching out to us in regards to the 7000 Wisconsin Avenue project. Matt Folden, the lead reviewer for this project, will be out for a couple of days, but we wanted to get back to you. Planning staff would be happy to meet with you to discuss the applications, our process and to listen to concerns. The applications are still in review and have a tentative Planning Board date of April 23, 2020. If you could provide us with some dates that may work for your group (within the next 2-3 weeks), we can check our calendars as well. From our end, meeting in the 4-6pm timeframe would be best. Thank you again and look forward to hearing

from you soon.



Stephanie Marsnick Dickel
Regulatory Supervisor, Area 1

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD
20910
Stephanie.Dickel@montgomeryplanning.org
301.495.4527



Let's Plan Our Future. Together.  **THRIVE**
THRIVEMONTGOMERY.COM MONTGOMERY 2050

From: Steven Seelig <sseelig44@gmail.com>
Sent: Friday, January 31, 2020 12:26 PM
To: Folden, Matthew <matthew.folden@montgomeryplanning.org>
Cc: Gerald Robin <dpmdr.gr@gmail.com>; sskolnik@navteca.com; Bortz Lois
<lbortz55@yahoo.com>
Subject: 7000 Wisconsin Avenue

Hi Mr. Folden,

I am writing as President of the Council of Unit Owners of the Adagio Condominium that is on

the same block as the proposed building at 7000 Wisconsin Avenue. I testified on behalf of our building at the hearing on the preliminary site plan.

Many of the owners in our building are concerned over the impact of the building and the proposed size of the garage on traffic in the alley that we share with other retail, office, and residential structures. Given the lack of parking enforcement in the alley it is only wide enough for one-way traffic and backs up at either end during rush hours as is.

I know that several of our owners have reached out to you with their concerns. However, if the next hearings will not be held before the end of February, it might be beneficial for you to meet with our owners to hear their concerns and explain the planning approval process to them. Such a meeting would be optimal in the early evening, if that is possible.

Please feel free to call me at 201-768-3541 to discuss this invitation. I look forward to hearing from you.

Regards,

Steven Seelig

From: [Folden, Matthew](#)
To: [Shayna Skolnik](#)
Cc: [Mencarini, Katherine](#); [Dickel, Stephanie](#); [Torma, Rebecca](#)
Subject: RE: Follow-up regarding development concerns
Date: Friday, January 10, 2020 4:29:26 PM
Attachments: [image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image018.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)

Hi Shayna,

All formal comments sent to the Planning Board Chairman, Mr. Casey Anderson, at mcp-chair@mncppc-mc.org are entered into the public record and considered by the Commissioners before they take action on any development application. I recommend that anyone who would like to voice an opinion or concern provide their comments in writing to the Chairman at that address.

In addition to submitting written testimony, there will be a public hearing at the end of the review process during which you and your neighbors may speak directly to the Planning Board members. The date and time of the hearing will be scheduled closer to the hearing date.

The access and circulation proposal is currently under review by staff at Park and Planning, MCDOT, the Department of Permitting Services, and the Maryland State Highway Administration. Each of these agencies will make technical comments based on this submittal and will ultimately make a recommendation as to whether the Planning Board should approve or deny the application.

I am available if you or any of your neighbors would like to discuss further.

Regards,

Matt



Matthew Folden, AICP
Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
matthew.folden@montgomeryplanning.org
o: 301.495.4539



Let's Plan Our Future. Together. **THRIVE**
THRIVEMONTGOMERY.COM MONTGOMERY 2050

From: Shayna Skolnik <sskolnik@navteca.com>

Sent: Thursday, January 9, 2020 4:34 PM

To: Folden, Matthew <matthew.folden@montgomeryplanning.org>

Cc: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Torma, Rebecca <Rebecca.Torma-Kim@montgomerycountymd.gov>

Subject: Re: Follow-up regarding development concerns

Thanks, Matt. After quickly reviewing the submitted plans, it seems like this is the worst-case scenario that the Adagio residents are worried about: a 12-story building with all vehicle access in the alley. Do you have any other recommendations for how the residents can voice their concerns? The PowerPoint I sent incorporated feedback from other residents, so it is not just my concern. Should they send separate correspondence (is volume of concerns taken into account)? Beyond this going into the record, are there other steps we can take? This block is already under terrible strain and when I bought my unit last spring, I had no idea how complicated it was to get in and out of the garage....

Thanks,
Shayna

Shayna Skolnik | Navteca

C: 240.643.4424 | O: 202.505.1553 | www.navteca.com | [@Navteca](https://www.instagram.com/navteca) | [@ShaynaSkolnik](https://www.instagram.com/shayna skolnik)

On Thu, Jan 9, 2020 at 12:07 PM Folden, Matthew <matthew.folden@montgomeryplanning.org> wrote:

Hi Shayna,

Thank you for providing these photos and raising your concerns about the alley operations under the existing conditions. By copy of this e-mail, I am forwarding this information to our transportation planner, Katie Mencarini, and MCDOT reviewer, Rebecca Torma, for their reference. I will also forward your email to our Planning Board commissioners for inclusion in the public record as part of a subsequent email.

For your reference, the development application for 7000 Wisconsin has been accepted by the Planning Department for review. Application materials may be viewed on the Planning Department's Development Applications Information Center (DAIC) website at:

<https://montgomeryplanning.org/development/>.

- The Preliminary Plan application materials may be accessed at:
<https://www.mcatlas.org/daic8/Default.aspx?apno=120200090>
- The Site Plan application materials may be accessed at:
<https://www.mcatlas.org/daic8/Default.aspx?apno=820200090>

Under the County's development review process, the Preliminary Plan facilitates the subdivision of land and evaluation of the development through the County's adequate public facilities ordinance while the Site Plan evaluates the development at a detailed phase, including: architecture, engineering, and landscaping.

Please let me know if you would like to discuss further.

Regards,

Matt



Matthew Folden, AICP

Planner Coordinator

Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring, MD 20910
matthew.folden@montgomeryplanning.org
o: 301.495.4539



Let's Plan Our Future. Together.  **THRIVE**
THRIVEMONTGOMERY.COM MONTGOMERY 2050

From: Shayna Skolnik <sskolnik@navteca.com>

Sent: Thursday, January 9, 2020 12:00 AM

To: Folden, Matthew <matthew.folden@montgomeryplanning.org>

Subject: Follow-up regarding development concerns

Hi Matt,

We spoke on the phone a few weeks ago regarding concerns that the Adagio residents have about a proposed building at 7000 Wisconsin Ave. Please see the attached document that outlines our concerns with photo illustrations. Please let me know if there is anyone else that I should send it to. I hope that you and others will carefully consider our distress regarding access and safety. We would be happy to schedule a time to come and visit our building to fully understand the challenges that exist on this block and how the proposed development could severely affect an already-broken situation.

Best regards,

Shayna Skolnik

C: 240.643.4424

www.navteca.com | [@Navteca](#)

www.navteca.com | [@Navteca](#)

Concerns about Proposed Development

Alley (unnamed street) parallel to Wisconsin Ave
is insufficient for ingress and egress of the
proposed 200-unit building

Insufficient vehicle access in the alley/street

The proposed development would add 100+ parking spaces; the proposed new building's garage access and increased vehicular traffic would completely block access to the **already strained** alley/street.

PROPOSED entrance to new building is in a narrow alley





Bradley Blvd

Trash truck
BLOCKING
narrow entry

6820 residential
garage entrance

The resident garage access for 6820 Wisconsin Ave is already in a narrow, constricted alley area that does not allow for two-way traffic. No vehicle can turn into the alley to access the residential parking entrance if a vehicle is waiting to turn right on Bradley. The proposed building would add a significant volume of cars and trucks which will periodically block entry and exit to our garage.

Adding a 200-unit building has the potential to complete choke all access points due to increased residential traffic (200 cars), moving vans, utility trucks, etc.



The alley/street is already unpassable when a garbage truck or large vehicle is present. It is not a true two-way artery. Moving trucks and utility vehicles are already a struggle, at all hours. How will a large moving van maneuver?



Trash truck
BLOCKING
narrow alley



Trucks **ALREADY**
have difficulty
maneuvering under
current conditions



Dumpsters, utility poles,
and parked vehicles
make a narrow
passageway even more
treacherous

The alley is often blocked throughout the day and evening; additional large scale development will have huge impact on an already-choked access area



The alley/street is already gridlocked



The streets surrounding our block are already choked with traffic

It often takes 3-4 light cycles to travel ONE block. Because there is “no turn on **red**” from Wisconsin Ave onto Bradley Blvd, cars turning right must also contend with pedestrians crossing during the green light, leading to only a few vehicles being able to turn right during any given traffic light cycle



Pedestrian crossing is routinely dangerous and intersections are already overcrowded and unsafe





Because of the congestion on Wisconsin, Bradley, and Woodmont, vehicles often cut through the alley.

Wisconsin Avenue, Woodmont, Ave, and Bradley Blvd traffic flow and congestion is worsening the alley/street, which is already insufficient and **unsafe**.

We need:

“Right-sized” development for the lot that takes into account already-bad traffic conditions and vehicle access to existing buildings and garages.

New development that is properly sized and realistic to traffic restrictions; unless the alley is widened we do not see how the alley can accommodate the proposed development plan.

We are not against development. However, development must take into account the existing infrastructure which is quite restrictive and already causing not only inconvenience, but safety hazards, especially for pedestrians.

It is imperative that any decision on a project on this block takes into account how many more cars and trucks the alley can handle.

We have no other way to get home or to work.

November 6, 2019

Members of the Design Advisory Panel (DAP)
c/o Emily Balmer
Montgomery County Planning Department
8787 Georgia Ave.
Silver Spring, MD 20910



RE: Concerns related to 7000 Wisconsin Avenue

Dear Mr. Du Puy, Mr. Dove, Mr. Henderer, Mr. Orogona, Ms. Yu, and Mr. Mortensen:

The Coalition of Bethesda Area Residents (CBAR) wishes to express concerns about the proposed plan for redevelopment at 7000 Wisconsin Avenue, specifically regarding its impact on the County-owned alley that abuts the site. We believe that as currently envisioned the proposed use of the alley does not adequately address **circulation, loading, and safety issues** now or in the future for residents, businesses, and other users.

The County-owned alley:

- Runs from Woodmont Avenue to Bradley Boulevard between Wisconsin Avenue and Strathmore Street.
- Is no more than 20' wide and in some places only 15' owing to utility poles.
- Is two-way.
- Contains two ad hoc pedestrian through-block connections that require walking in part of the alley.
- Contains no safety zone for pedestrians.

- Contains back entrances and garages for garden apartment residences and commercial properties on both sides, including the multi-unit Adagio.
- Is used as a cut-through by traffic heading south.

All of these characteristics make the alley difficult for vehicles to navigate and unsafe for pedestrians, especially as vehicular traffic increases.

The proposal for redevelopment at 7000 Wisconsin Avenue:

- Uses the alley for access to its residential garage, with approximately 120 vehicles, but does not adequately address the impact of these added vehicles on the alley as a whole.
- Adds 50 vehicles in a single morning rush hour and 40 in a single afternoon rush hour to alley traffic, according to the applicant's study, but does not directly address backups resulting from traffic on Woodmont impeding exits from the alley.
- Uses the alley for delivery access, including moving vans. The applicant proposes limiting delivery vehicles to no more than 30' in length, with the onus on tenants to ensure this standard is followed. The applicant has said they will accept a binding load management plan but this does not address the potential effect on traffic and safety generally the alley, and in any case must have strong enforcement elements.
- Reportedly includes voluntary compliance with public right-of-way requirements by Washington Properties, which owns the property directly north, but not with any other property owners on either side of the alley.
- Contains no provision for pedestrian safety zones in the current ad hoc connector or future designed connector that is part of the property, or along the alley.

This alley is not the only County-owned alley in Bethesda; there are others on the east side of Wisconsin near East Bethesda and the Town of Chevy Chase. But this is the first property proposed for redevelopment with these traffic and safety issues, which may result in precedent-setting decisions by the DAP and ultimately by the Planning Board.

Therefore, CBAR believes that the DAP and Planning Board must actively address these challenges. We offer several suggestions.

1. **Revise the Bethesda Downtown Plan Design Guidelines** to require all properties along both sides of public alleys to set back 5-10 feet from the building line when redeveloping to accommodate increased use of the alley by vehicles (including trucks), pedestrians, and cyclists, perhaps with designated lanes for each and with designated safe space for pedestrians. This is especially necessary when through-block connectors bisect alleys.
2. Significantly reduce or eliminate garage spaces in this and future development when a redeveloping property **requires vehicular access from a public alley and is with a half-mile of public transit** (Red and Purple lines, BRT). This would support the NADMS goals of the Downtown Bethesda Plan. This property is within a quarter mile of multiple public and private garages that offer monthly parking, with more garage spaces coming.
3. Develop a **block-wide load management plan** prior to approving any redevelopment. The 7000 Wisconsin applicant has mentioned creating a “Road Club” of property owners to address issues in the alley. Any such agreement should be a binding part of the site plan.

You may be aware of other ways to address this issue. We ask that all options to better handle traffic and safety in the alley be considered.

As the Bethesda Downtown Master Plan is implemented, we have become increasingly aware of traffic congestion and safety problems within downtown Bethesda. Many of these problems—including poorly designed loading docks—will continue and even grow as construction is completed and residents and employees move in, undercutting the sector plan's vision of a vibrant, attractive place to live and work. We are sympathetic to the challenges of this site but believe that its design must better address the constraints presented by the alley, and the resulting safety and traffic issues.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Mary Flynn". The signature is written in dark ink and has a long, sweeping horizontal line extending to the right from the end of the name.

Mary Flynn, President
Coalition of Bethesda Area Residents (CBAR)

CC:

Casey Anderson

Gwen Wright

Elza Hisel-McCoy

Leslye Howerton

Stephanie Dickel

Councilmember Andrew Friedson

Claire Iseli

Chris Conklin

Tim Eden

Todd Jacobus

Robert Dalrymple