

Item 6- Correspondence

From: [Dave Metzger](#)
To: [MCP-Chair](#)
Cc: [Elaine Joost](#); [Sheila Taube](#); [James Hastings](#); [Aaron Davis](#); [Holly Hand](#); [Glenn Loveland](#)
Subject: Hampden Lane, Sketch Plan 320200070
Date: Tuesday, October 13, 2020 5:03:57 PM
Attachments: [Hampden East Testimony written.docx](#)

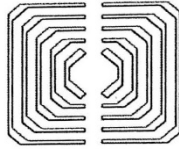
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Mr. Anderson:

Attached please find testimony on behalf of the Hampden Square Condominium Association, regarding Item 6, Hampden Lane, Sketch Plan 320200070, on the agenda for the October 15, 2020 County planning Board meeting.

Yours truly,

David Metzger
past President, Hampden Square Condominium Association



October 13, 2020

Casey Anderson, Chair
Montgomery County Planning Board
2425 Reddie Drive
Wheaton, MD 20902
Via e-mail MCP-Chair@mncppc-mc.org

Re: Hearing date October 15, 2020
Hampden Lane, Sketch Plan 320200070

My name is Dave Metzger, I am the past president of Hampden Square Condominium. We are located at 4801 Hampden Lane, directly across East Lane from the proposed Hampden East project.

Hampden East is the third building proposed for the short block of Hampden between East Lane and Wisconsin Avenue. These are:

- Metro Tower, 7316 Wisconsin Avenue
- 7340 Wisconsin Avenue
- Hampden East

Our concerns relate to the traffic and parking impacts these proposed buildings will have on Hampden lane and the garage under our building.

A review of the Sketch Plan applications for the three referenced buildings indicates the following:

- Metro Tower, 7316 Wisconsin Avenue: This is a mixed-use building totaling 400,000 square feet, including 389,000 square feet of residential development and 11,000 square feet of commercial retail.
 - Resident vehicle parking is proposed to be contained within a structured below-grade garage, with the final quantity of parking spaces and ingress/egress into the parking structure determined at Site Plan based on the final number of residential dwelling units. In accordance with the Local Area Transportation Review Guidelines for ancillary retail, no parking will be provided for the non-residential uses on site.
 - The Project is estimated to generate a net increase of 43 morning peak-hour person trips and a net decrease of 65 evening peak-hour trips.
 - Parking access from Elm Street. Although there is estimated to be a modest increase in peak-hour person trips, the location of the garage on Elm Street, rather than on Hampden Lane as is the case for the existing building, should lessen the impact on Hampden Lane traffic.

- Loading dock access from Hampden Lane. Frequent arrival and departure of moving vans for tenants and deliveries for retailers will affect traffic flow on the block.
- 7340 Wisconsin Avenue: This is a mixed-use building with up to 315,500 square feet of development, including 311,000 square feet of residential development associated with senior housing, including independent living, assisted living, memory care, and 4,500 square feet of commercial use.
 - As a development with a total of up to 200 independent dwelling units and up to 100 assisted living/memory care units (or up to 116 beds), and up to 5,000 square feet of non-residential (commercial) uses, the Project is estimated to generate 96 total peak hour person trips in the morning and 127 total peak hour person trips in the evening.
 - Parking associated with the residential uses will be contained within a structured below-grade garage, with the final quantity of parking spaces and ingress/egress into the parking structure determined at Site Plan based on the final number of residential dwelling units. 50 parking spaces are being provided, all below grade.
 - Parking and loading dock access from Hampden Lane.
- Hampden East:
 - The Sketch Plan calls for 300 on-site below-grade parking spaces, with an additional 140 parking spaces located off-site at what is referred to as the 4800 Montgomery Lane garage. The vehicular entrance to this commercial garage is on Hampden Lane, under our condominium building, not on Montgomery Lane.
 - Net New Person Trips: 442 morning peak-hour 394 evening peak-hour
 - In table 1, it appears that the trips for the proposed office and residential uses were reversed. The proportionate increase in office space of proposed over existing is in approximately the same ratio as the morning and evening peak hour trips shown for residential. And 150 residential units will not generate 500+ peak hour trips. But the total proposed new trips, and net new trips, would be the same.
 - Parking and loading dock access from Hampden Lane.

In summary, the 7340 Wisconsin Avenue project and the Hampden East project are estimated to result in an increase of 538 morning peak-hour person trips and 521 evening peak-hour trips.

Has the Planning Board been looking at the traffic impacts and the parking requirements of these proposed buildings cumulatively or only individually? We are concerned about the extent to which the spaces in the garage under our building may have been counted on multiple times by multiple developers and thus present an unrealistic picture of the overall impact on parking congestion in the neighborhood. Will the Planning Board consider the parking requirements and traffic impacts of Hampden East merely in comparison to the current status quo or will it consider the cumulative impact of all three development proposals currently before the board?

Thank you for your consideration.