



Erin E. Girard
 301-517-4804
 egirard@milesstockbridge.com

June 22, 2021

Mr. Casey Anderson, Chair
 and Members of the Montgomery County Planning Board
 Maryland-National Capital Park and Planning Commission
 8787 Georgia Avenue
 Silver Spring, Maryland 20910

Re: 8015 Old Georgetown Road; Sketch Plan Amendment No. 32019010A (“Sketch Plan”),
 Site Plan Amendment No. 82020013A (“Site Plan”), and Preliminary Plan Amendment
 No. 12016022B (“Preliminary Plan”)

Dear Chairman Anderson and Members of the Planning Board:

On behalf of our client, JLB Realty, LLC (“JLB”), the applicant for the above-referenced applications, the purpose of this letter is to request amendments to the Sketch Plan, Site Plan and Preliminary Plan to increase the approved maximum commercial density from 0 to 82,270 square feet, including up to 76,270 square feet of live/work uses, comprised of up to 73 live/ work units, and up to 6,000 square feet of shared commercial working space. The approved maximum density of 316,500 will remain unchanged, and the requested Bethesda Overlay Zone density will be reduced from 124,536 to 42,266 square feet.

The Sketch Plan, approved on September 16, 2019, permits the redevelopment of the 2.5 acre property generally located at 8011 and 8015 Old Georgetown Road in Bethesda (the “Property”) with up to 320,000 square feet of residential uses (the “Project”).¹ The Site Plan and Preliminary Plan for the Project were approved on August 17, 2020 and slightly reduced the Project’s density to 316,500 square feet, comprised of up to 297 residential units. During the design of the Project in 2019 and early 2020, prior to the current pandemic, JLB spent a significant amount of time planning the amenity spaces for the Project. For inspiration, the JLB team traveled to New York to identify emerging trends, and found the planned spaces in New

¹ The Sketch Plan was appealed to the Montgomery County Circuit Court (“Circuit Court”) on September 24, 2019. On August 28, 2020, the Circuit Court issued a Memorandum Opinion and Order on the Sketch Plan, in which it concluded that, pursuant to Section 59.4.9.2.C.2.ii.A of the Montgomery County Zoning Ordinance, the Project could not avail itself of density from the Bethesda Overlay Zone without first using all density allowed by the Property’s zoning. The instant applications are in accordance with the Circuit Court’s interpretation and Order.



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York were reflective of many of the coffee shops and coworking spaces in Bethesda and around the region: large tables with comfy couches, strangers working closely together and often chatting or sharing ideas. JLB decided to integrate this concept into its building, and the plans approved in 2020 show within the Project's amenity space a central fireplace with large seating groups and the creation of areas where residents could congregate and form an identity for the Project through its communal seating and shared open space.

By the time of the Planning Board's Site Plan approval, however, it was becoming increasingly clear that the current pandemic was changing the way people work and think about shared spaces. It is currently anticipated that the traditional 9-5 office environment with five day work weeks is morphing into a work from both home and office. In this regard, large and small companies are anticipating working groups outside of the office, while small startups are turning away from the large open spaces of a We Work in favor of working from home. In light of all of this, JLB has been forced to reevaluate the form and function of its building and amenity spaces, and has drawn on its experience regarding how the virus has transformed the use and function of its other projects throughout the country in order to adapt its business plan.

JLB believes that, in the post-pandemic world, multifamily buildings will no longer be seen as static residential spaces, but instead will continue to be hybrid spaces of both residential and commercial uses, as they have been throughout the duration of the pandemic. Residents who have grown accustomed to working from home will continue to use their units as both living and office spaces, and will conduct business both in their units and within the Project's amenity spaces. JLB is therefore seeking amendments to its approvals to reflect this new reality and account for the more commercial nature of these evolving spaces.

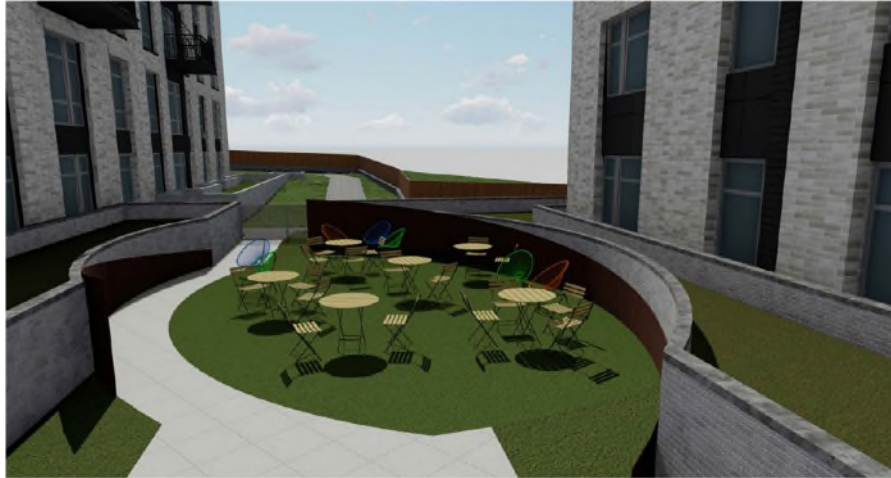
Specifically, JLB is now proposing up to 6,000 square feet of shared commercial working space within the Project². The proposed Work Center on the first floor will include glass separations that create individual office spaces where people can either work alone or in a group of up to four people, all with direct access to a shared coffee station and printer.

² This space will only be available to residents of the Project and their invitees, and will not be available for lease by the general public.



This shared working space connects directly to a quiet courtyard where residents and guests can also work as weather permit. This courtyard will feature furniture that is easily moved and positioned, including funky seats, Adirondack chairs, as well as more typical table and chairs.

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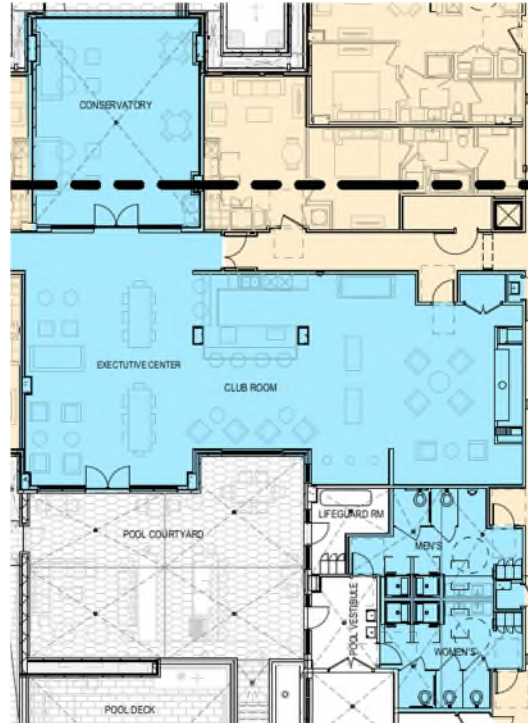


The second floor of the building is proposed to house an Executive Center, Club Room and Conservatory that can accommodate larger gatherings, and which spaces connect directly to outdoor areas via accordion doors to open the spaces up for more ventilation and interaction with the courtyards.



The proximity of these spaces allows residents to flow from indoor space to outdoor space, working in many spots depending on their group size, weather and safety concerns.

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These areas on the second floor also accommodate smaller, more intimate tables and chairs to provide residents space to both work and interact with others in smaller groupings.



All shared working areas will have wireless access to WIFI, as well as ample plugs to power a working environment.

In addition to the modifications to these amenity spaces aimed at better accommodating a working environment for residents, JLB recognizes that some residents may prefer working directly in their unit. JLB has therefore also taken a fresh look at its units, eliminating some of the smallest ones, creating spaces that have a more multifunctional purpose, and designating up



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to 76,270 square feet, or up to 73 units, as formal “live/ work” space that will be leased as such.³ Understanding that live/ work residents may host colleagues, clients and other visitors throughout a given day, JLB has placed these designated units on the first three floors of the Project, most proximate to the above-described amenity areas, some of which will also have direct access to the units from adjacent public sidewalks. All of these units will be of concrete construction, helping with sound attenuation and creating a quieter working environment.

In order to maintain security for residents, while also allowing for free entry of visitors to the live/ work units and worksharing spaces, both the main entrance off the intersection of Glenbrook Road and Old Georgetown Road and the entrance into the building from the structured parking area will feature call boxes and conditioned waiting areas. Each unit is equipped with a Home Automation System (“HAS”) that allows residents to communicate directly with guests as they come to the building.⁴ The HAS system is powered by Alarm.com and integrates with the building security system to allow residents to move throughout the building using their phones. The IQ2 panel has a built in camera and communicates with the front door entry systems. The system also enables residents to provide guests one time codes to access the common areas of the building via strategically placed keypads, making it easy for clients and guests to gain access to the lobby and work spaces and wait in comfort until the resident comes to join them or bring them up to their Unit/Office.

In all, JLB believes the conversion of these spaces within the Project to shared working and live/ work space will accommodate the needs and wants of prospective tenants in the post-pandemic world and reflect the new reality of work environments.

Thank you for your consideration of these amendments. If you have any questions or would like any additional information, please feel free to contact me.

Sincerely,

Miles & Stockbridge, P.C.

A handwritten signature in black ink, appearing to read 'Erin E. Girard', is written over a light blue horizontal line.

Erin E. Girard

³ No food preparation or catering businesses requiring commercial kitchens will be allowed.

⁴ This system also allows residents to control their thermostats and lock and unlock their front doors.



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cc: Graham Brock
Martin Mankowski

Lenhart Traffic Consulting, Inc.
Transportation Planning & Traffic Engineering

Memorandum:***Date:*** **April 20, 2021**

TO: M-NCPPC
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

FROM: Mike Lenhart

RE: 8015 Old Georgetown Road – Cover Letter

This cover letter has been prepared to provide supplemental information on recent updates to the previously approved project at 8015 Old Georgetown Road. The attached Traffic Statement shows a proposed development of 310 Multifamily Dwelling Units, although the ultimate approval of the site by the Montgomery County Planning Board was for 297 Multifamily Dwelling Units. The recent updates to the site plan include conversion of 73 of the previously approved multifamily units into live/work units, with up to 6,000 square feet of shared amenity space being utilized as co-working areas for tenants. This cover letter establishes that no update to the Traffic Statement is required as the live/work units will function similarly to the multifamily units and should be treated the same in terms of trip generation.

With respect to trip generation for the live/work units, there is no trip generation rate/equation in either the ITE Trip Generation Manual or the County's Local Area Transportation Review (LATR) Guidelines that is specific to this type of unit. Instead, these units are typically treated as any other multifamily unit would be, as was the case for the recent project known as The Flats at Knowles Station. Treating these units as traditional multifamily units presents a conservative trip generation approach as it is likely that live/work units would actually have fewer peak hour trips due to the lack of residents commuting to and from work. As such, the previously submitted Traffic Statement presents the most conservative (highest) trip generation scenario for the proposed project and no update should be necessary.

In addition to the reduction in trips associated with the lack of commuting traffic, additional measures are proposed to limit peak hour trips for the live/work units. These measures include:

- No on-site parking will be provided for clients, customers, and colleagues. Given this, it is not anticipated that additional vehicular traffic will be generated by the site as a result of the live/work units.
- Only three of the 73 live/work units will have direct access from the ground level. These units will not have storefront treatments. Therefore, drop-in traffic from pedestrians or others on the street would be unlikely.

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- Live/work tenants will be informed that clients, customers, and colleagues should not visit during the AM and PM peak hours

With respect to the area within the building proposed to be utilized as co-working space:

- Co-working space will only be available to tenants and their guests. Non-residents cannot rent out the space.
- No additional parking will be provided for the co-working space.
- Based on these factors, the co-working space will operate similarly to any other, typical shared residential amenity spaces within a multifamily building, such as a lounge, meeting area, kitchen, gym, or pool. Accordingly, the co-working space will not generate additional trips to the site and should be treated as ancillary to the multifamily use, as is standard practice for amenity space.
- As stated previously, the co-working space is likely to have the effect of reducing the number of peak hour trips to the site compare to traditional multifamily dwelling units by giving residents the capability to work on site and not have to commute.

As demonstrated, the inclusion of co-working space and live/work units is not anticipated to generate more trips than the previously approved multi-family project at 8015 Old Georgetown Road. In fact, these features will provide future residents the option to work from home and not commute. An overall reduction in peak hour trips is therefore anticipated. As such, no new traffic study should be required.

It should also be noted that the County's Growth and Infrastructure Policy (GIP) which went into effect on January 1, 2021, is understood to utilize the same trip generation methodology as the Subdivision Staging Policy (SSP) that it replaced, so there is no material change in the methodology or findings of the attached Traffic Statement as a result of the transition to the GIP.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

Lenhart Traffic Consulting, Inc.
Transportation Planning & Traffic Engineering

Memorandum:**Date: February 28, 2020**

TO: M-NCPPC
8787 Georgia Avenue
Silver Spring

FROM: Mike Lenhart

RE: Traffic Statement & Trip Generation Analysis – 8015 Old Georgetown Road

This trip generation analysis was prepared for the property located at 8015 Old Georgetown Road in Bethesda, Maryland. The property is currently developed with a 29,343 square foot church and 14 staff daycare center. Per Resolution 16-062, the property has approval for the expansion of the existing church to accommodate a 53,000 square foot church/community center, expansion of the daycare center to 25 staff, and the development of 107 multi-family units.

Since the previous approval, the proposed use for the site has changed and the current proposal for the site includes razing the existing church and daycare center to accommodate the development of 310 multi-family units. The purpose of this analysis is to compare the total number of trips generated by the previously approved uses to the current proposed use.

Exhibit 1 shows the trip generation for the existing uses. The exhibit indicates that the existing uses generate a total of 45 AM and 47 PM peak hour auto driver trips.

Exhibit 2 shows the trip generation for the newly proposed use and provides a comparison of the trips generated by the new use to those currently vested for the site. Exhibit 2 shows that the new proposed use will generate a total of 82 AM and 104 PM peak hour auto driver trips. When the existing uses and APF approved trips are subtracted from this volume, the total number of auto driver trips for the site is found to be -56 AM and -43 PM peak hour auto driver trips which translates to -132 AM person trips and -107 PM person trips. As such, the current proposed use will generate 132 *fewer* person trips during the AM peak hour and 107 *fewer* person trips during the PM peak hour when compared to the previously vested trips for the site.

Based on the findings of this analysis, the current proposed use will generate fewer trips than the number of trips currently vested for the site.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

Trip Generation Rates**Church (ksf General Urban/Suburban, ITE-560)**Morning Trips = $0.36 \times \text{ksf} - 0.74$ Evening Trips = $0.34 \times \text{ksf} + 5.24$ **Trip Distribution (In/Out)**

60/40

45/55

Child Day Care Center (Montgomery County, 6 to 25 staff)Morning Trips = $1.75 \times \text{staff} + 17$ Evening Trips = $2.06 \times \text{staff} + 16$ **Trip Distribution (In/Out)**

53/47

49/51

Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Existing	Church (General Urban/Suburban, ksf, ITE-560)	29,343 sq.ft.	6	4	10	7	8	15
	Child Day Care Center (Montgomery County, 6 to 25 staff)	14 staff	33	30	63	29	32	61
Total Vehicular Trips per ITE Trip Generation Manual, 10th Edition:			39	34	73	36	40	76
LATR Vehicle Trip Generation Rate Adjustment Factor (Bethesda CBD - Other): 62%								
Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 10th Edition (Auto Driver at 47.3%):			24	21	45	22	25	47
Total Person Trips:			39	34	74	36	41	77
Auto Driver (Other): 47.3%			24	21	45	22	25	47
Auto Passenger (Other): 13.2%			5	4	10	5	5	10
Transit (Other): 23.0%			4	3	7	3	4	7
Non-Motorized (Other): 16.5%			6	6	12	6	7	13

Traffic Impact Analysis

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

Trip Generation for
Existing Use**Exhibit
1**

Trip Generation Rates

Multifamily Housing, Mid-Rise (ITE-221 Urban/Suburban, Units)

Trip Distribution (In/Out)

$\text{Ln}(\text{Morning Trips}) = 0.98 \times \text{Ln}(\text{Units}) - 0.98$

26/74

$\text{Ln}(\text{Evening Trips}) = 0.96 \times \text{Ln}(\text{Units}) - 0.63$

61/39

	Vehicle Rates ¹		Adjusted Vehicle Rates		Person Trips	
Proposed:	AM	PM	AM	PM	AM	PM
310 Multifamily Dwelling Units	104	131	82	104	161	203
Existing Total (credit):						
29,343 SF Church	10	14	6	9	13	18
Daycare with 14 staff	63	61	39	38	83	80
Subtotal	73	75	45	47	96	98
Previously Approved as part of Preliminary Plan 120160220 (credit):						
107 Multifamily Units			32*	32*	68	68
Daycare with 25 staff			61*	68*	129	144
Subtotal			93*	100*	197	212
Net New Trips			-56	-43	-132	-107

¹ Using ITE Trip Generation 10th Edition formulas

*The trips estimated as part of Preliminary Plan 120160220 was subject to the 2012-2016 LATR, which included trip rates that were specific to Bethesda and therefore baseline vehicle rates were not calculated.

Traffic Impact Analysis	Trip Generation for Proposed Plan Compared to Trip Cap	Exhibit 2
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Nick Driban

From: mlenhart
Sent: Thursday, August 29, 2019 7:09 PM
To: 'Erin E. Girard - Linowes and Blocher LLP'; 'Marty Mankowski'; 'Jonathan D. Bondi (bondi@vika.com)'; 'Michael Goodman (goodman@vika.com)'; 'Graham Brock'
Cc: mlenhart; Nick Driban
Subject: FW: 8015 Old Georgetown Road
Attachments: 20190826 Trip Generation Report.pdf

Hi all,

See the email response below from Matt Folden at MNCPPC. He concurs with our attached report and email below and has asked that the attached report and email below be submitted with the preliminary plan to show that this has been resolved.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

PLEASE NOTE NEW PHONE AND ADDRESS

Office: [\(410\) 216-3333](tel:4102163333) (Ext. 1)
Mobile: [\(410\) 980-2367](tel:4109802367)
Fax: [\(443\) 782-2288](tel:4437822288)



LENHART TRAFFIC CONSULTING, INC.

645 BALTIMORE ANNAPOLIS BLVD, SUITE 214

SEVERNA PARK, MD 21146

www.lenharttraffic.com

From: Folden, Matthew <matthew.folden@montgomeryplanning.org>
Sent: Wednesday, August 28, 2019 12:02 PM
To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>

Cc: Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>

Subject: RE: 8015 Old Georgetown Road

Thanks, Mike. I appreciate the additional information. Please include this in the transportation statement submitted with the preliminary plan.

Matt

Matthew Folden, AICP | Planner Coordinator

301.495.4539 | matthew.folden@montgomeryplanning.org

From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>

Sent: Tuesday, August 27, 2019 2:38 PM

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

Cc: Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>

Subject: RE: 8015 Old Georgetown Road

Hi Matt,

I have attached an updated trip generation report that includes the church area.

We have reviewed the existing buildings and based on SDAT and measurements off of Google Earth we have estimated that the daycare area is up to 3,300 sq ft. Therefore, we have removed that area from the overall church square footage so we don't double count existing credits of the daycare/church.

Bottom line is that...

1. The existing church and 14 staff daycare generate 45 AM and 47 PM vehicular peak hour trips.
2. The previous preliminary plan approval added an additional 93 AM and 100 PM vehicular trips.
3. The current proposal will generate only 82 AM and 104 PM vehicular trips, which generates fewer trips than the existing uses (credits) plus the prior approvals.

Consequently, there would not be a need for any future traffic impact studies.

Please let me know if this addresses your concerns.

Thanks,

Mike

Mike Lenhart, P.E., PTOE

President

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

Sent: Friday, August 16, 2019 9:41 AM

To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>

Cc: Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>

Subject: RE: 8015 Old Georgetown Road

Hi Mike,

Thanks for your response. You are correct that the new proposal (less existing uses to be removed) should be compared against the previous approval.

- The existing uses should be quantified as the 14 staff daycare as well as the remainder of the existing church use. Under your proposal, the entire improved area of 32,643 sf is contributed to the church, which results in some “double-counting” of the existing use.
 - o Please revise the existing credit to break out the square footage attributed to the existing daycare and remaining church use. This information was not provided in your transportation statement, so I was not able to put it in my calculations in the previous email. Once this is revised, I will update the calculations.
- The new proposal should be quantified in its entirety (310 Mid-rise multifamily units) as you have shown in your revised Exhibit 2. (No changes necessary)
- After the revised existing credit is taken from the new proposal, the net new trips associated with the new proposal should be compared against the net new trips approved through the previous approval (93 AM and 100 PM peak hour vehicular trips).

The table provided below is an example of another approved project that compared a new proposal (with a new land use mix) against a previous approval. This is my preferred format to demonstrate compliance with a previous trip cap.

Table 1
Summary of Site Trip Generation
Proposed Chevy Chase Lake: Phase One, "Block B"

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Proposed						
534 High Rise Apartments	42	124	166	118	76	194
107,703 SF Retail	136	126	262	544	503	1047
Total	178	250	428	662	579	1241
Credit						
40% PM Retail Pass-by	(0)	(0)	(0)	(218)	(201)	(419)
9% AM Internal Capture	(16)	(23)	(39)	(0)	(0)	(0)
4% PM Internal Capture	(0)	(0)	(0)	(18)	(15)	(33)
Total Credit	(16)	(23)	(39)	(236)	(216)	(452)
Net New Trips	162	227	389	426	363	789
Previous APF Approval	303	200	503	503	548	1051
Net Reduction*	--	--	(114)	--	--	(262)

* Subject Property limited to 503 total AM peak hour trips and 1,051 PM peak hour trips in accordance with the approved and adopted 2013 Chevy Chase Lake Sector Plan. Transportation impacts of the Proposed Development remain within the limits set forth in the Sector Plan.
Source: Sustainable Transportation Solutions, LLC. Traffic Statement, dated July 9, 2016; Revised by MNCPPC Staff 3/31/2017

That trip generation table can be found on page 22 of the following staff report: https://eplans.montgomeryplanning.org/UserFilesSource/5277/23759/32-SR_Part1-12002020B.pdf/32-SR_Part1-12002020B.pdf

I will give you a call to discuss further.

Regards,

Matt

Matthew Folden, AICP | Planner Coordinator
301.495.4539 | matthew.folden@montgomeryplanning.org

From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>

Sent: Thursday, August 15, 2019 2:03 PM

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

Cc: Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>

Subject: RE: 8015 Old Georgetown Road

Hi Matt,

I've reviewed your email and discussed with our team and I have prepared the following thoughts/responses. I will also call you to discuss.

Unless I'm mistaken, your email suggests that we use the existing church and the existing 14 staff daycare as vested background and nothing else. This would ignore the previous approval of 107 residential units and expansion to 25 staff daycare. Since the church is in the existing traffic, and the approval of 107 residential units and 25 staff daycare have been included as background in other projects (as indicated in your email), then the existing church and the 107 units plus 25 staff daycare should be the vested condition and what we are comparing this proposal to.

I have prepared new tables and exhibits to address your comments. My summary is detailed below and the exhibits are attached.

Here are my thoughts and feedback:

1. Preliminary plan 120160220 approved 107 high rise residential units and an expansion of the daycare from 14 to 25 staff. This resulted in a total of 93 AM trips and 100 PM trips, but it ignores the existing church which is 32,643 square feet based on SDAT records of the church and the adjacent house that they own and utilize (See attached SDAT records). The approved preliminary plan includes the razing and reconstruction of the church to a total of 53,000 sq ft. Preliminary Plan 120160220 did not specify the number of trips with the church expansion, but the fact is that the church is existing and was proposed to be retained/expanded in the approval of preliminary plan 120160220, therefore, the church trips should also be included as vested in addition to the 93 AM and 100 PM trips.
2. Exhibit 1 of my updated trip generation report (attached) shows the calculation of trips for a 32,643 sq ft (existing) church which would generate 7 AM and 10 PM vehicular trips. This would result in a total of 100 AM and 110 PM vehicular trips that were vested based on the existing church that was to remain, and the approval of the residential and daycare.
3. Exhibit 2 of my updated trip generation report shows the calculation of the trips generated by 310 mid-rise residential units. It should be noted that these trip generation rates from ITE are based on "General Urban/Suburban". Exhibit 2 shows that the 310 unit proposal will generate 82 AM and 104 PM vehicular trips. This is less than the current vesting of 100 AM and 110 PM based on the existing church and the preliminary plan approval of an additional 93 AM and 100 PM trips.
4. Exhibits 1 and 2 are sufficient to address the LATR analysis. However, I've prepared an Exhibit 3 for informational purposes to support our case. Exhibit 3 contains an additional analysis of the current proposal for 310 mid-rise residential units, but this analysis uses the ITE Rates for Dense Multi-Use Urban land use. (The analysis in Exhibit 2 just uses the regular urban/suburban rates). I would opine that Bethesda CBD would qualify as a dense multi-use urban area as defined in ITE particularly since this site is identified in the Center of Activity of the Bethesda Downtown Plan. If you use those ITE dense multi-use urban rates, the 310 residential units would only generate 62 AM and 56 PM vehicular trips. I did not apply any LATR adjustments to this analysis because those would only lower the trips further, and the ITE calculations show that the 310 units would generate significantly less than the prior approvals that have been used as background in other applications. Again, this exhibit is for informational purposes only to further support our case.

Let me know your thoughts.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

PLEASE NOTE NEW PHONE AND ADDRESS

Office: [\(410\) 216-3333](tel:4102163333) (Ext. 1)
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Fax: [\(443\) 782-2288](tel:(443)782-2288)



LENHART TRAFFIC CONSULTING, INC.

645 BALTIMORE ANNAPOLIS BLVD, SUITE 214

SEVERNA PARK, MD 21146

www.lenharttraffic.com

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

Sent: Friday, August 2, 2019 12:26 PM

To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>

Cc: Bogdan, Grace <grace.bogdan@montgomeryplanning.org>

Subject: 8015 Old Georgetown Road

Hi Mike,

Following-up on my voicemail regarding the transportation exemption statement for 8105 Old Georgetown Road.

I appreciate the trip generation comparison between the previous approval and the new proposal (Exhibits 1A and 1B of your statement), however, the previous approval accounts for density above and beyond what was granted through Preliminary Plan 120160220. Your statement shows the previous approval generating 110 AM peak hour trips and 126 PM peak hour trips under the former LATR rates and 151 AM peak hour trips and 155 PM peak hour trips under the current ITE rates. These are inconsistent with the approval, which showed 93 AM peak hour trips and 100 PM peak hour trips. I've copied both into this e-mail for your convenience. Since this project has been assumed in the background for other projects' traffic analysis, we need to assume the level of previously approved traffic impact (93 AM peak hour trips and 100 PM peak hour trips).

Trip Generation for Previously Approved Use

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Previously Approved	Approved Church/Community Center	53,000 sf	10	7	17	12	14	26
	High Rise Apts (Bethesda CBD, ≥100 Units)	107 units	6	26	32	21	11	32
	Child Day Care Center (Montgomery County, 6 to 25 staff)	25 staff	32	29	61	33	35	68
New Trips as a Result of the Existing plus Previously Approved Use:			48	62	110	66	60	126

Trip Generation for Previously Approved Use

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Previously Approved	Approved Church/Community Center	53,000 sf	10	7	17	12	14	26
	Multifamily Housing (High-Rise) (Dense Multi-Use Urban, dwelling units, ITE-222)	107 units	3	19	22	14	6	20
	Day Care Center (General Urban/Suburban, employees, ITE-565)	25 staff	59	53	112	51	58	109
New Trips as a Result of the Existing plus Previously Approved Use:			72	79	151	77	78	155

Page 21 of the staff report for that case (available at https://eplans.montgomeryplanning.org/UserFilesSource/4111/19879/32-SR_Pt.1_10-21-2016-120160220.pdf/32-SR_Pt.1_10-21-2016-120160220.pdf) shows that the proposed 107 apartments and expanded daycare would generate 93 AM peak hour trips and 100 PM peak hour trips.

TABLE 1: SUMMARY OF SITE TRIP GENERATION, PROPOSED 8015 OLD GEORGETOWN PROJECT

Trip Generation	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Proposed						
107 High Rise Apartments	6	26	32	21	11	32
Daycare (25 staff)	32	29	61	33	35	68
Total Proposed	38	55	93	54	46	100

Source: Lenhart Traffic Consulting traffic study, dated April 26, 2016.

Based on the proposal under consideration, I recommend that the existing church uses to be removed from the site (sanctuary, offices, etc.) and the existing daycare with 14 staff be factored into the proposed use as existing credits using the trip generation rates in the 10th Edition of the ITE and adjusted to the policy area/ mode splits as per the 2017 LATR. I don't have the break-down of "church" uses within the daycare, so the following calculation reflects the proposed mid-rise dwellings with a credit for the daycare only. Mid-rise residential should also be used in place of high rise based on the description in the 10th Edition of the ITE. Based on the following, the proposal generates 43 AM vehicle trips and 66 evening vehicle trips (79 morning person trips and 123 evening person trips) a traffic study would be required for the amended preliminary plan. For your reference, I'm open to additional credit for the church use if it can be quantified:

		ITE		Policy Area		AM				
		Vehicle		Vehicle		Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian
		AM	PM	AM	PM					
Existing	14 Staff Daycare	63.0	61.0	39	38	39.1	10.9	19.0	13.6	32.6
Proposed	310 MRDUs	104.0	131.0	82	104	82.2	33.6	18.9	26.8	45.7
Net New Trips		41.0	70.0	43.0	66.0	43.1	22.7	-0.1	13.2	13.1

I will be out of the office next week (8/5).

Thanks,

Matt

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





DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

July 1, 2021

Ms. Grace Bogdan, Planner Coordinator
DownCounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Drive
Wheaton, MD 20902

RE: Preliminary Plan No. 12016022B
Sketch Plan No.
8015 Old Georgetown Road

Dear Ms. Bogdan:

We have completed our review of the preliminary plan amendment uploaded to eplans on June 7, 2021. A previous plan was reviewed by the Development Review Committee at its June 22, 2021 meeting.

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.

All previous comments in our letter dated May 12, 2020 remain applicable unless modified below.

Standard Comments

1. We defer pickup/dropoff curbside needs along Old Georgetown Road (MD 187) to MDSHA .
2. Comment #14:

Original Language:

- *“A Traffic Mitigation Agreement (TMAg) was required under previously approved Preliminary Plan # 120160220. The draft TMAg must be updated, finalized, and executed prior to issuance of any building permits.”*

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Ms. Grace Bogdan
 Preliminary Plan No. 12016022B
 July 1, 2021
 Page 2

The comment shall be revised as follows:

- *“A Traffic Mitigation Agreement (TMAg) was required under previously approved Preliminary plan #120160220 approved in 2016. It was finalized but not executed by any party. Per new Code provisions, new development projects with prior approvals where a TMAg was a condition of that approval may opt to be considered for re-approval of their application under the amended Code if a TMAg has not been fully executed. The applicant recently submitted an updated draft TMAg to Commuter Services which indicates that they opt to fulfill the original TMAg requirement. The TMAg must be executed prior to issuance of any building permits.”*

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 brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
 Development Review Team
 Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP12016022B 8015 Old Georgetown Rd\Letters\12016022B-8015 Old Georgetown RD-DOT Preliminary Plan Letter 7.1.20](#)

Attachments: Preliminary Plan 12016022A MCDOT Letter

cc: Correspondence folder FY 2020

cc-e: Michael Goodman	Vika Maryland, LLC
Mark Terry	MCDOT DTEO
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Rebecca Torma	MCDOT OTP
Sandre Brecher	MCDOT OTP

Ms. Grace Bogdan
Preliminary Plan No. 12016022B
July 1, 2021
Page 3

Beth Dennard

MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

May 12, 2020

Ms. Grace Bogdan, Planner Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

RE: Preliminary Plan No. 12016022A
8015 Old Georgetown Road

Dear Ms. Bogdan:

This letter replaces MCDOT's Preliminary Plan Letter dated May 8, 2020.

We have completed our review of the preliminary plan amendment uploaded to eplans on April 19, 2020. A previous plan was reviewed by the Development Review Committee at its March 17, 2020 meeting. 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 (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.

Significant Plan Review Comments

1. A list of design exceptions were approved in MCDOT's Preliminary Plan Letter dated July 29, 2016. The following design exceptions from the previously approved list would be applicable for the current amendment:

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Ms. Grace Bogdan
Preliminary Plan No. 12016022A
May 12, 2020
Page 2

- a. The vehicular access point along Glenbrook Road to be less than 100 feet. The 100-ft tangent cannot be met due to the short distance between Old Georgetown Road (MD 187) and the property line.
 - b. The 25-ft radii at the end of Rugby Avenue. The applicant has demonstrated that an SU-30 truck can turn around.
2. Glenbrook Road is classified as Business District Roadway with a proposed 80-ft right-of-way (ROW). Necessary dedication for future widening of Glenbrook Road in accordance with the master plan.
3. Old Georgetown Road (MD-187) is classified as a Major Highway (M-4) with a proposed 100-ft right-of-way. Necessary dedication for future widening of Old Georgetown Road (MD-187) in accordance with the master plan. We defer to Maryland State Highway MDSHA for any improvements along Old Georgetown Road (MD-187).
4. Rugby Avenue is classified as a Business District Roadway with a 50-ft right-of-way. Proposed dedication at terminus of cul-de-sac is satisfactory.
 - a. Sidewalks on private property located outside the ROW around Rugby Avenue to be contained within a Public Improvement Easement (PIE).
 - b. The Declaration of PIE document is to be recorded in the Land Records of Montgomery County. The deed reference is to be provided on the record plat.
5. We strongly recommend restricting left turns onto and out of the proposed driveway on Old Georgetown Road (MD-187) except for fire and rescue vehicles and defer to MDSHA for final decision.
6. **Sight Distance:** A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
 - a. Glenbrook Road: **Accepted.** Old Georgetown Road signalized intersection is 160-ft right of driveway #1 (noted).
 - b. Old Georgetown Rd (MD-187): We defer to MDSHA for sight distance evaluation along Old Georgetown Road (MD-187).
7. **Storm Drain Study:** The county-maintained storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan. We defer to MDSHA for storm drain study along Old Georgetown Road (MD-187).

8. Prior to certified preliminary plan the stormwater management in the right-of-way must be approved by DPS.
9. Garage 36, which is located two blocks from the project, may be impacted since the proposal calls for 226 parking spaces in a 300-unit apartment building (0.75 parking ratio). Currently Garage 36 could absorb any spillover effects during the peak and off-peak hours. However, the applicant should be aware by approximately Q3 2022 the public will no longer have access to Garage 11 during weekday business hours. This change in operations will cause ripple effects throughout Woodmont Triangle. Thus, it's unknown if Garage 36 would be able to adequately handle spillover impacts during the peak hours but does project to have available capacity during off-peak hours.

Standard Comments

1. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
2. A ten (10) foot wide Public Utility Easement (PUE) is not required along the street frontage of this property, at this time.
3. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
4. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
5. Construct Bethesda streetscaping along the Rugby Avenue and Glenbrook Road site frontages.
6. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
7. Ensure adequate corner truncation noting master planned protected intersections.
8. No steps, stoops or retaining walls for the development are allowed in County right-of-way. No door swings into county ROW.
9. All access points to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway.

10. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.
11. Applicant should be mindful that the Bethesda UMP is currently in development & is anticipated to go into effect in early 2020. This project may potentially be subject to UMP Fees depending on where it is in the development process upon the UMP's Council Approval.
12. Adjacent bus stop on Old Georgetown Rd (MD-187) is serviced by public transit services with an existing bench. Site should be improved with a shelter if multifamily units are proposed. Otherwise accommodations should be made for the bench to be replaced on an ADA compliant pad. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate bus improvements. Mr. Miller may be contacted at 240 777-5836 or at Wayne.Miller2@montgomerycountymd.gov.
13. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, 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.
14. A Traffic Mitigation Agreement (TMAg) was required under previously approved Preliminary Plan # 120160220. The draft TMAg must be updated, finalized, and executed prior to issuance of any building permits.
15. Posting of the right-of-way permit bond is a prerequisite to DPS for approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
 - a. Street grading, paving, curbs and gutters, and handicap ramps, storm drainage and appurtenances, and street trees along Rugby Road cul-de-sac.
 - b. Curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Glenbrook Road.
 - c. Bethesda streetscaping along Rugby Avenue and Glenbrook Road site frontages.
 - d. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
 - e. 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

Ms. Grace Bogdan
 Preliminary Plan No. 12016022A
 May 12, 2020
 Page 5

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.

- f. 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 brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
 Development Review Team
 Office to Transportation Policy

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Attachments: Approved Sight Distance Study

Preliminary Plan 120160220 MCDOT Letter

cc: Correspondence folder FY 2020

cc-e: Michael Goodman	Vika Maryland, LLC
Kamal Hamud	MCDOT DTEO
Mark Terry	MCDOT DTEO
Dan Sanayi	MCDOT DTEO
Wayne Miller	MCDOT DTS
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Rebecca Torma	MCDOT OTP
Sandre Brecher	MCDOT OTP
Beth Dennard	MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: 8015 Old Georgetown Road Preliminary Plan Number: 1- 2016022A

Street Name: Glenbrook Road Master Plan Road Classification: Business

Posted Speed Limit: 25 mph

Street/Driveway #1 (Entrance 'B') Street/Driveway #2 (_____)

Sight Distance (feet) OK?
 Right 225 Yes
 Left 225 Yes

Sight Distance (feet) OK?
 Right _____
 Left _____

Comments: _____
Old Georgetown Road signalized
intersection is 160' right of driveway #1

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

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

Signature

52939

PLS/P.E. MD Reg. No.



Date

1/14/2020

Montgomery County Review:

☒ Approved

☐ Disapproved:

By: Brenda M. Pardo

Date: 5/5/2020



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Aseem K. Nigam
Director

June 29, 2021

Ms. Grace Bogdan, Planner Coordinator
DownCounty Division
Montgomery County Planning Department
2425 Reedie Drive
Wheaton, Maryland 20902

Re: 8015 Old Georgetown Road
Preliminary Plan No. 12016022B & Site Plan No. 82020013A

Dear Ms. Bogdan:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plans and recommends Approval. The final MPDU bedroom mix, unit layouts, and locations will be determined at the Agreement to Build stage.

Sincerely,

Somer Cross, Program Manager
Affordable Housing Programs Section

cc: Erin Girard, Miles & Stockbridge

Division of Housing

Affordable Housing

Common Ownership Communities

Landlord-Tenant Affairs

Multifamily Housing

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