

Item 3 - Correspondence

From: [Dickel, Stephanie](#)
To: [MCP-Chair](#)
Subject: FW: 4725 Cheltenham Dr
Date: Wednesday, February 16, 2022 3:05:51 PM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)



Stephanie Marsnick Dickel
Regulatory Supervisor, DownCounty Planning Division

Montgomery County Planning Department
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stephanie.dickel@montgomeryplanning.org
o: 301 495 4527



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

From: John Bowis <bowis@chevychasecars.com>
Sent: Wednesday, February 16, 2022 2:40 PM
To: Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>
Cc: Andy O'hare (andy.ohare@yahoo.com) <andy.ohare@yahoo.com>; cindy.gibson@montgomerycountymd.gov; Higgins, Matt <Matt.Higgins@montgomerycountymd.gov>
Subject: 4725 Cheltenham Dr

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Stephanie and Elza,

I am the owner of Chevy Chase Acura and the property at 7701 Wisconsin Ave in Bethesda. As a biking enthusiast, I support the county's efforts to safeguard bicyclists by installing more bikeways around the county. However the bike lane design proposal for Cheltenham is controversial and has not received support from EBCA or local businesses, despite multiple meetings with Pat Shepard and others. I am aware that there is an upcoming hearing on the development at 4725 Cheltenham Dr and the requirement for the developer to install bike lanes will be discussed. Hopefully the impacts and alternatives outlined below will be included as well:

1. Operational impacts to the Chevy Chase Acura dealership, including the loss of on-street parking and the on-street loading area that it has been using with County permission adjacent to Cheltenham Park;
2. Potential to accommodate safe and efficient bicycle travel through on-street striping/markings (i.e., “sharrows”) due to the character of this block/business district street (e.g., low speed limit and limited vehicle travel volumes);
3. Potential to provide a two-way bikeway along the northern side of Cheltenham Drive to minimize the impacts to the number of businesses on this block and limit the number of conflicting movements with curb-cuts on this block.

I know that the Planning Board would like to lock-in the bike lanes as a condition of approval, but I wonder if a payment could be made in lieu of the actual installation, since even Pat Shepard agrees that what would be installed would merely be an interim solution. That would allow more time for an agreement to be made, among all the stakeholders, on the best design for the block. It makes no sense for the developer to install a single segregated bike lane, only to have that ripped out a few years later to install a two-way bike lane on the north side of the street, if that is what the neighborhood prefers.

<https://montgomeryplanningboard.org/wp-content/uploads/2022/02/32020006A-820220060-4725-Cheltenham-Drive-staff-report.pdf>

Thank you,

John F. Bowis
President

CHEVY CHASE ACURA

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