

Item 9 - Correspondence

From: [Robert G](#)
To: [Lindsey, Amy](#)
Cc: [MCP-Chair](#)
Subject: False Facts In Staff Report on 9801 Georgia Avenue Redevelopment Sketch Plan (No. 320230020)
Date: Monday, March 20, 2023 7:23:38 PM

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

On page 31 of the Staff Report for this project it states that Applicant held a pre-submittal public meeting on September 22, 2022 that was "conducted virtually per COVID-19 Guidelines" and "complied with all submittal and noticing requirements." On page 38, Staff also states that "Applicant replaced the initially under-sized signs." ***These are patently false statements, as the photos submitted with the FGCA Comment Letter show.***

The purported "pre-submittal meeting" on September 22 was held in-person, not remotely per COVID Guidelines. Moreover, the "initially under-sized" and improperly posted signs for that pre-submittal meeting were never replaced and a properly noticed meeting was never held. That is a clear violation of the law. That is also why it was reported to the developer at that very September meeting that the signs for that meeting were undersized and not properly posted (because the issue was never corrected). Rather than adhere to the law and correct the issue, the Applicant instead deliberately maintained its false certified compliance in its Application with pre-submittal notice requirements and *then* posted notice of its application with a properly sized sign. Montgomery County Code requires proper public notice at ***BOTH*** stages (pre-submittal and application-stage) to be compliant in order to approve a Sketch Plan. For good reason--public notice is essential to a fair process, especially at the pre-submittal stage, which is exactly why the Code requires such public notice to be ***the same at both stages.***

These troubling oversights should be corrected by Staff prior to the public hearing so that the Board has an accurate factual record for this Application, and the Staff should recommend disapproval for this reason, ***as the Montgomery County Code requires.*** If Staff does not do so, it should fully explain to the public for full and fair comment how Staff can recommend approval of an Application that does not comply with the law, did not have a properly noticed pre-submittal community meeting, and, most importantly, included a knowingly and intentionally false certification maintained by the Applicant that they complied with all public notice requirements of Montgomery County Code.

Thank you,

Robert

From: [Robert G](#)
To: [Lindsey, Amy](#)
Cc: [MCP-Chair](#)
Subject: Re: False Facts In Staff Report on 9801 Georgia Avenue Redevelopment Sketch Plan (No. 320230020)
Date: Wednesday, March 22, 2023 3:53:53 PM
Attachments: [FGCA Meeting Presentation 2-28 \(9801 Slides\).pdf](#)

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

Hi Amy, thank you again for the call today. Following up to our discussion, please find attached our slides from our community presentation last month. Please take particular note of the last few slides that explain some of the clear violations of the sector plan that the Sketch Plan proposes.

Also, regarding the claim that there remains only 0.4 acres of remnant forest, that too is clearly false. I went down today with a Dewalt 100ft tape and measured approx 255ft x 165ft of remaining forest at that lot (not grassy area), which is approx 1 full acre. I'd be happy to meet you on site to replicate these measurements anytime. But these numbers are also easily verifiable from publicly available Google Maps sat photos of the area and the sizes of the existing recorded plots of forested land being roughly aligned with Sherwood Road (which remains the case). The difference against the 1.25 acres recorded 3-4 years ago was the illegal (and very unfortunate) cutting of trees and dumping on the site., which ruined a large chunk of the native forest there. In any event, the amount is 250% larger than reported by the Applicant as reflected in the Staff Report. ***This false fact again is very concerning*** as the Sector Plan justified rezoning the land from Residential to CRT-2.5 (a huge change) based on a "top priority" for "public benefit" being "habitat preservation and restoration" (i.e., not clear cutting the entire existing forest, but restoring it).

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On Mon, Mar 20, 2023 at 7:23 PM Robert G <georgetown02@gmail.com> wrote:

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Robert

FGCA Meeting

2-28-2023

9801 Georgia Avenue

- Key dates:
 - Staff report due 3/20
 - Hearing on 3/30
 - Can testify at the hearing
 - Can still submit written comments
 - Plan is to have feedback/comments from our attorney circulated to the members well in advance of the meeting
 - Amy Lindsey answered our written comments, but can contact her directly still to discuss/set individual meetings
 - Multiple Councilmembers know of our concerns and have asked to hear from us regarding any further concerns too

9801 Georgia Avenue

- Amy Lindsey is here to hear your feedback. Welcome!
- Amy answered some of our questions already that we provided in written form.

Amy's Answers To Some Of Our Questions

9.The Developer keeps talking about how they can't build in concrete or above 78 feet because of financial constraints....

The Planning Department does not get involved in discussions about financial matters. To be clear, applicants can submit any plan that they want to – we must review any plan submitted to us. At the end of the review process, Planning Staff will prepare a staff report for the Planning Board to review and will make a presentation to the Planning Board at a public hearing. The Planning Board is not involved until the staff report is published and does not engage in *ex parte* communications, as they are the decision makers.

12.The sector plan (and code apparently) calls for a step back, slanted/triangular structure to help mitigate a huge building being on Woodland Drive across from small houses on the other side of the street. In the new updated plans from the developer, they start the triangular step back from the property line instead of from where their proposed building starts. That doesn't seem to achieve the intent of a gradual step back to maintain the character of the neighborhood.

The Applicant is meeting the compatibility requirements, as shown on 20-ARCH-320230020-003

13.What exactly is the planning board going to approve at this time? In other words, what is being approved now (and subject to comment) and what will be approved later in other rounds of review?

A Sketch Plan approves

1. Maximum density and height;
2. Approximate locations of lots and public dedications;
3. General type, location, and extent of open spaces;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Preliminary and Site Plan. So the architecture and design details are not being approved now.

17.What about school bus routes? Why aren't they in the plan? That seems really important.

School bus routes change based on enrollment and are not part of our review.

18.Is JLB correct that they don't have to account for impact to our schools for approval? That seems shortsighted.

School capacity is part of the adequate public facility review that is done at time of Preliminary Plan review.

22.Why wasn't the operational traffic study called for in the Sector Plan for Woodland Drive done by Montgomery County? A traffic study will be required at time of Preliminary Plan.

24.Remarkable silence from State Highway - how involved are they in this process? Adding 550 cars to GA x Forest Glen - is this not a concern for SHA?

State Highways has been involved in the process. We have had meetings with them to discuss the Georgia Avenue cross section and the removal of the partial lane that ends in front of the Property.

25.We are very concerned about the Woodland Drive entrance/exit for the building parking. There are no staff comments to indicate they think this will be an issue for the neighborhood. Sherwood will be the most impacted road if this entrance is approved - what are County (or Staff) plans for traffic and pedestrian safety on Sherwood?

Traffic impacts will addressed at the time of Preliminary Plan review.

26.We mentioned the old planning board restriction on no Woodland Drive access for the site. Why didn't the staff comment on that?

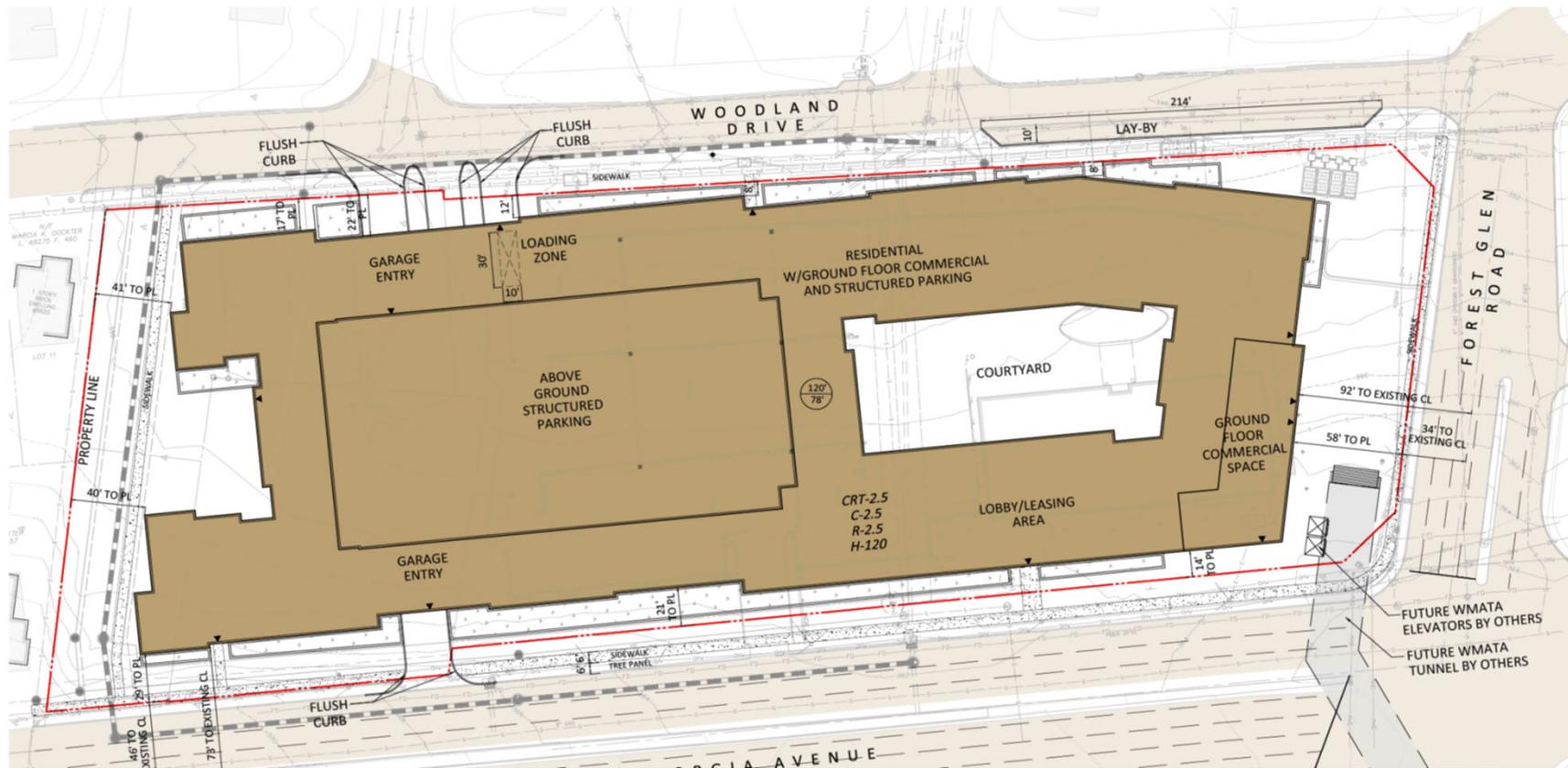
Why isn't the Board going to consider that fact? Seems like a bait and switch.

Requirements for each development are based on the individual proposals and current regulations. We will look into those prior approvals.

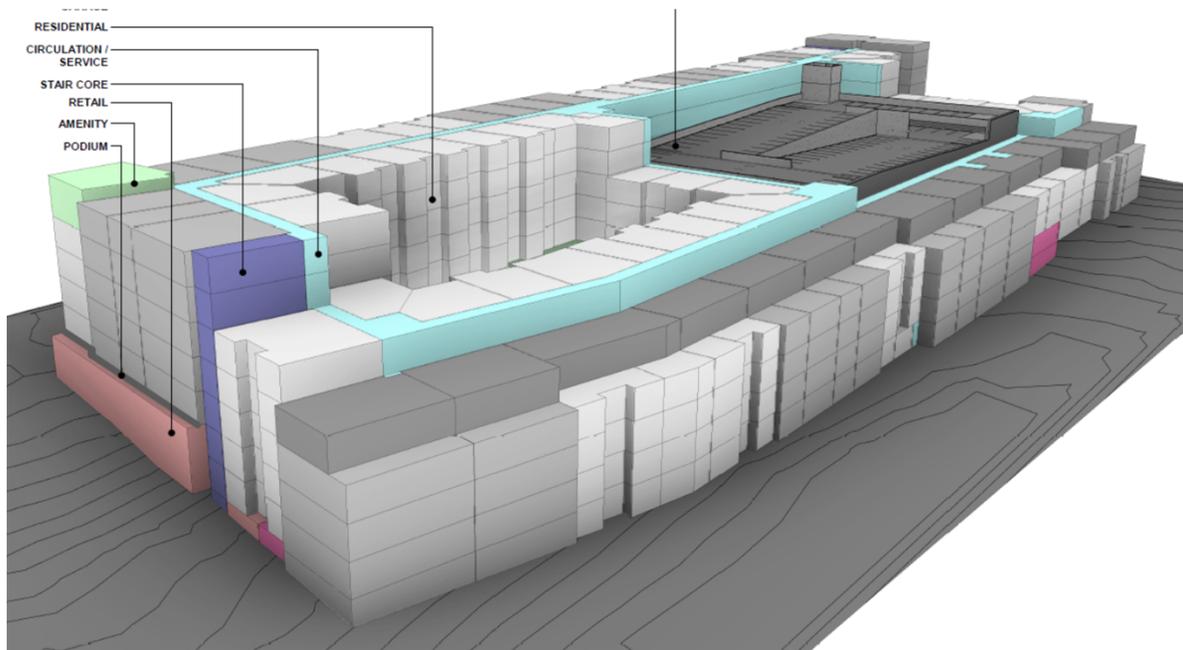
9801 Georgia Avenue (ORIGINAL)



9801 Georgia Avenue (ORIGINAL)

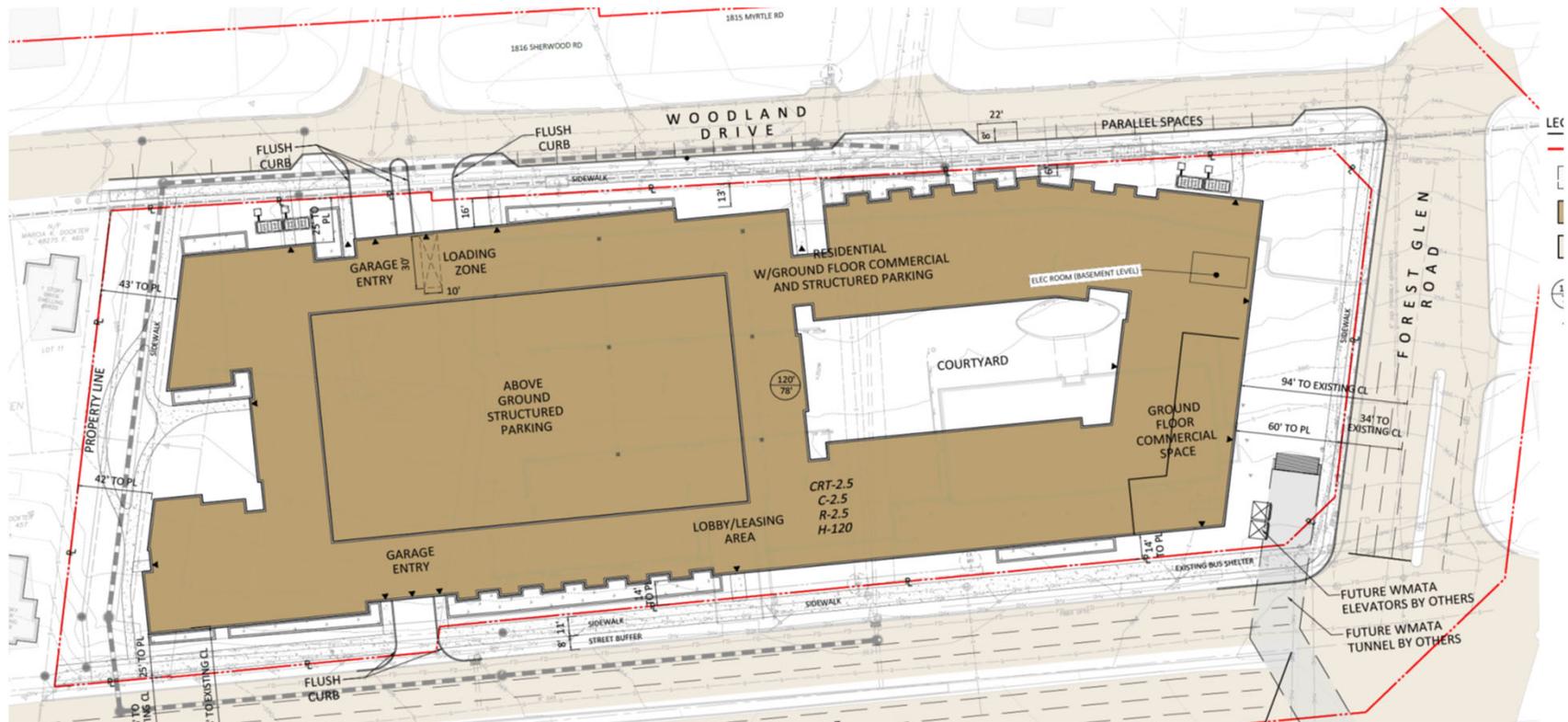


9801 Georgia Avenue (ORIGINAL)

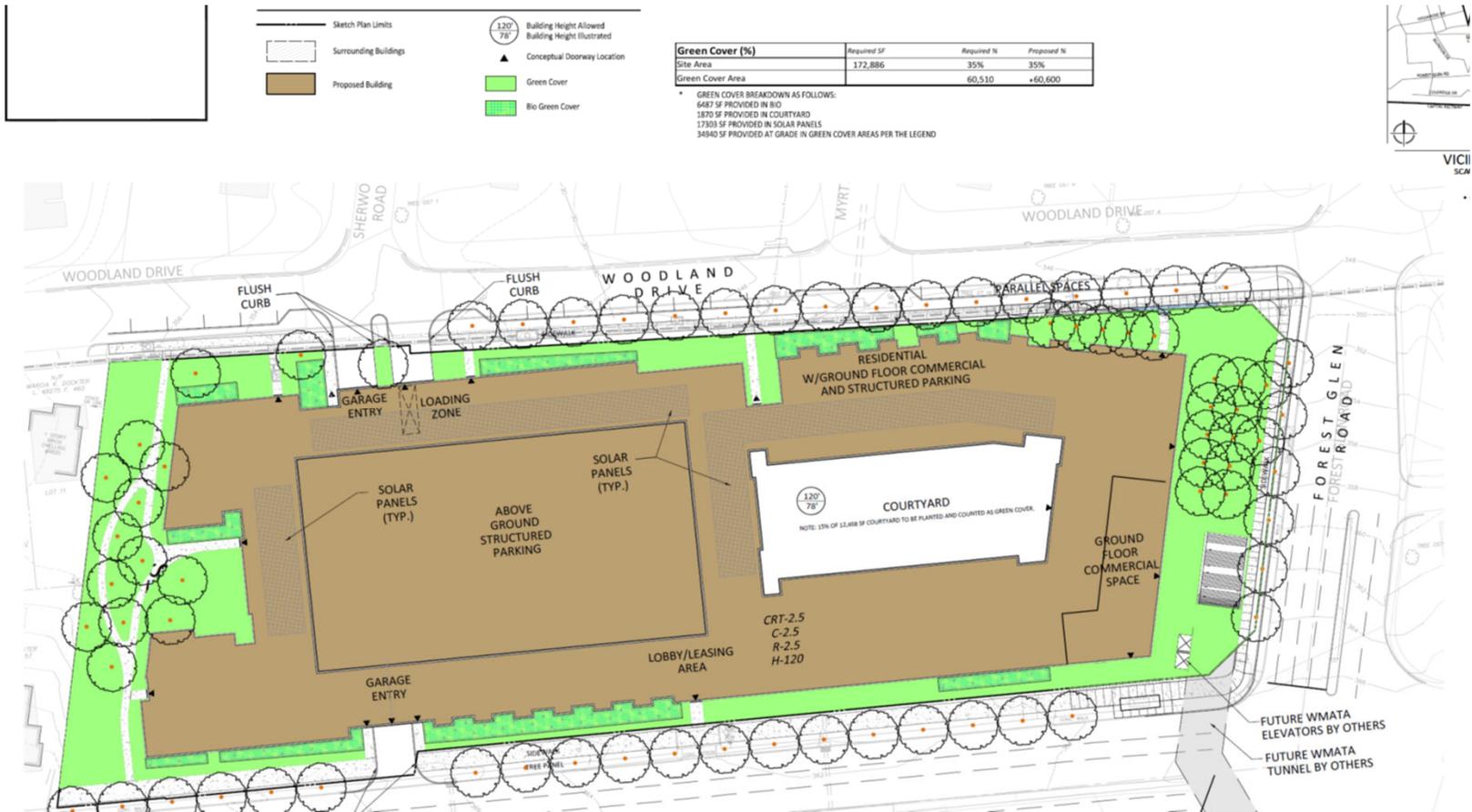


9801 Georgia Avenue (December-post DRC)

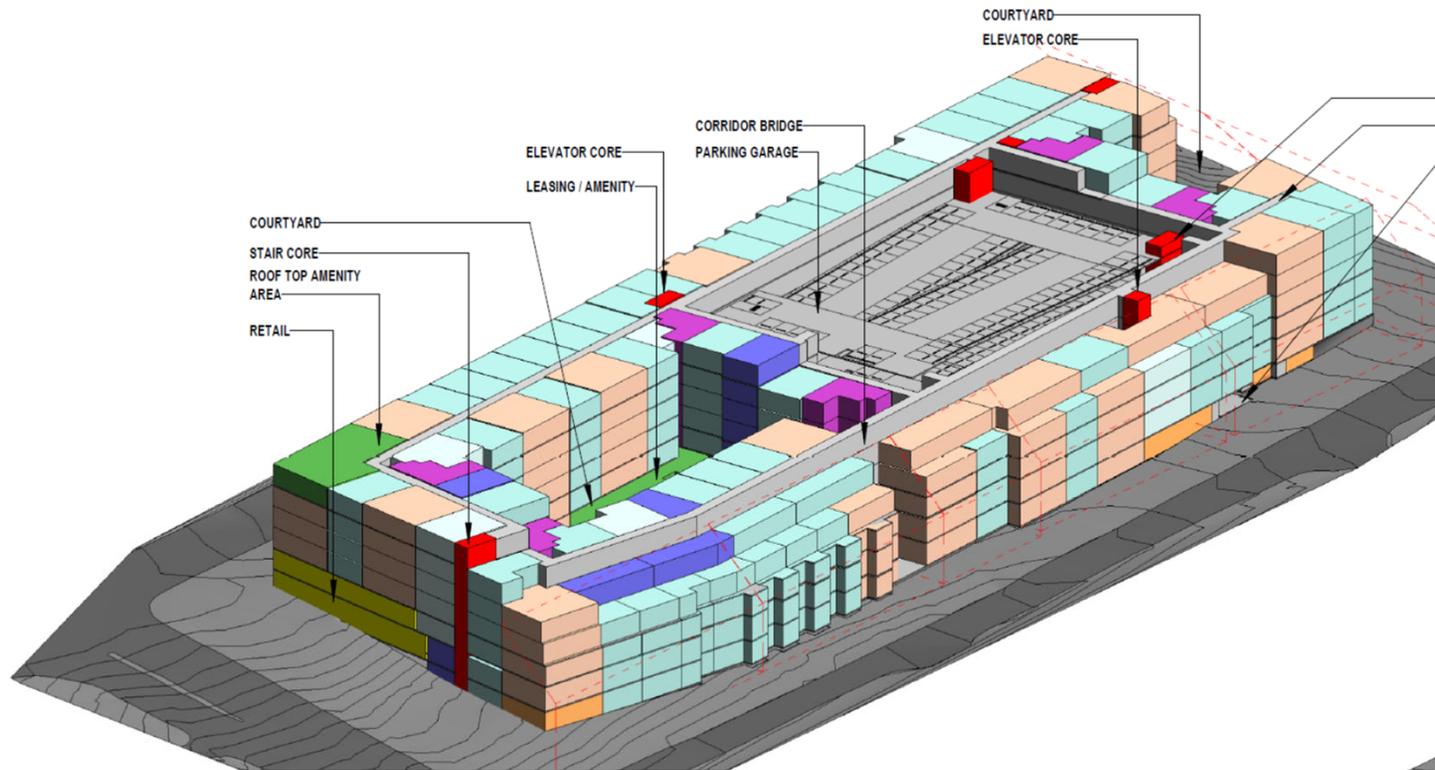
9801 Georgia Avenue (December-post DRC)



9801 Georgia Avenue (December-post DRC)



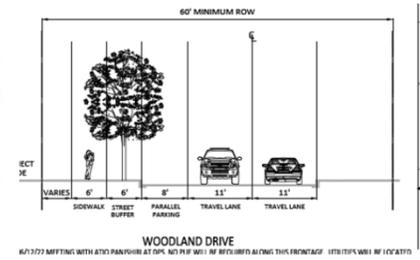
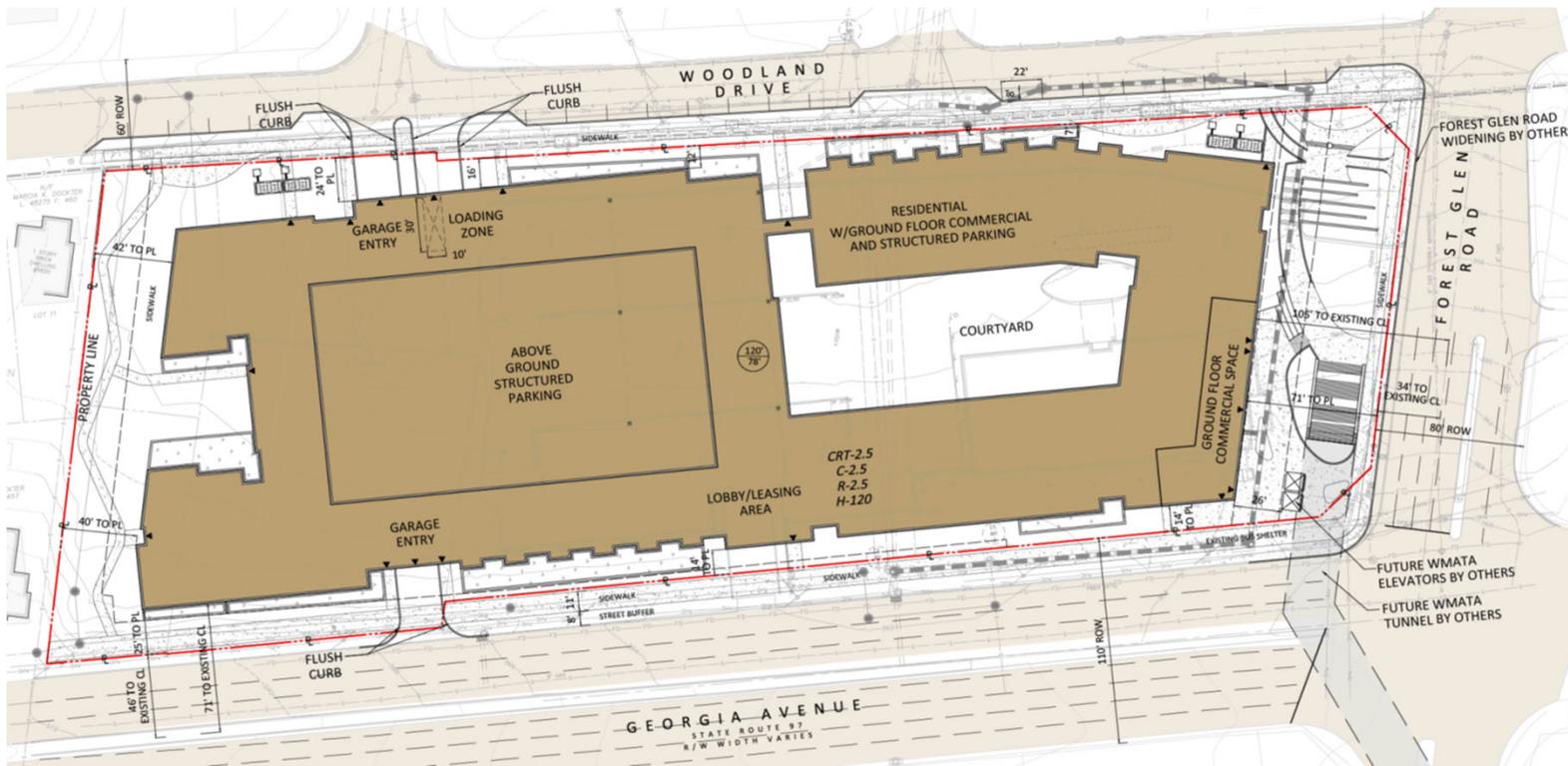
9801 Georgia Avenue (December-post DRC)



9801 Georgia Avenue (Final Feb. Plans)

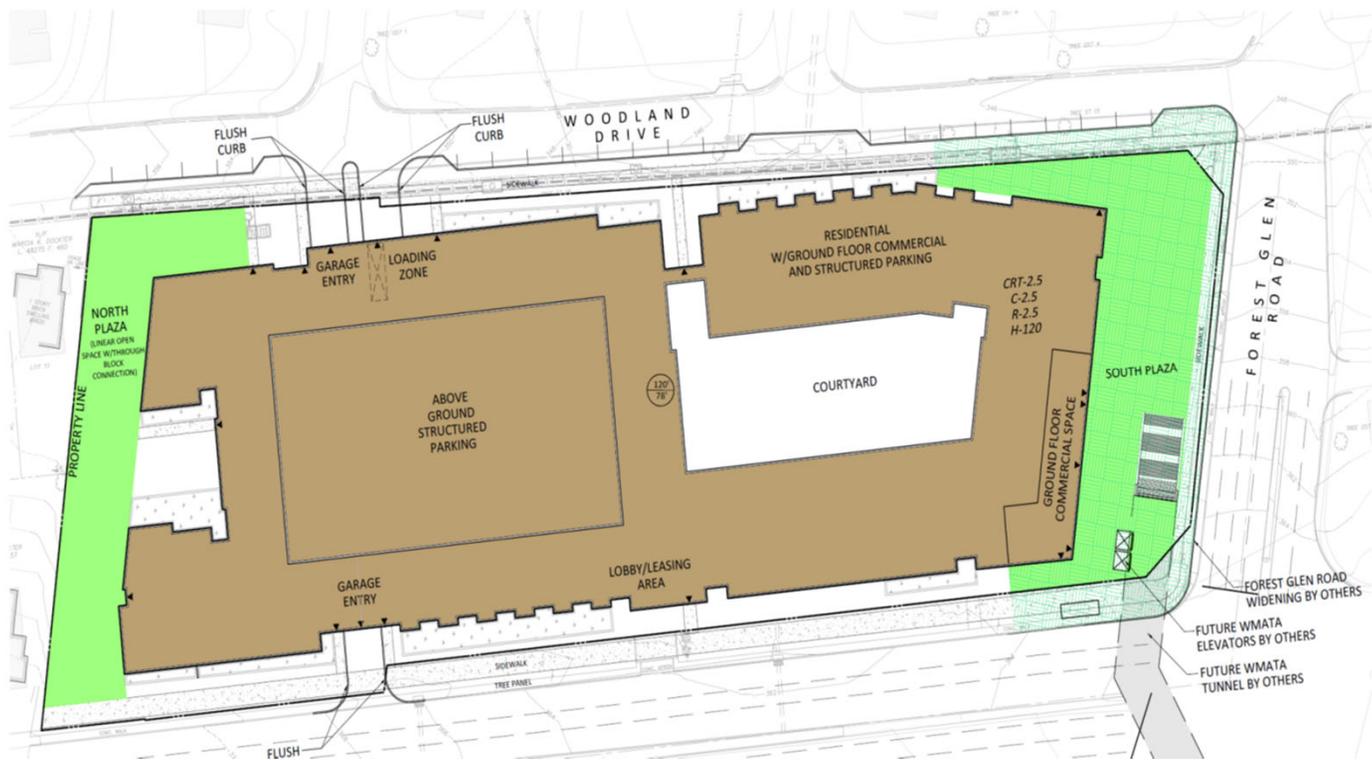


9801 Georgia Avenue (Final Feb. Plans)



FUTURE WMATA ELEVATORS BY OTHERS
 FUTURE WMATA TUNNEL BY OTHERS

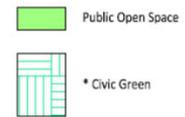
9801 Georgia Avenue (Final Feb. Plans)



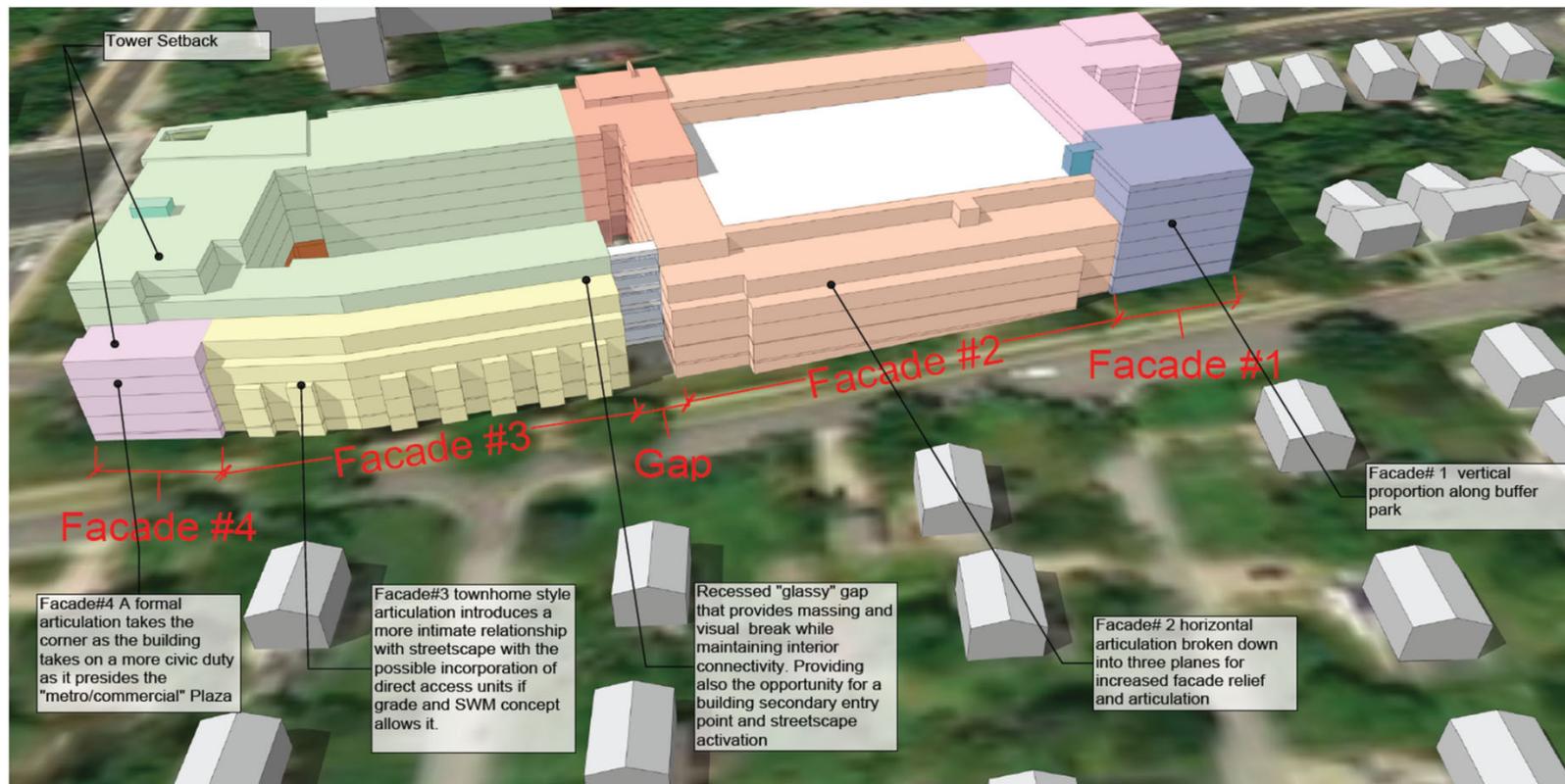
Open Space (sf)	Required SF	Required %	Proposed SF	Proposed %
Net Tract Area	172,886	n/a		n/a
Public Open Space	17,289	10.0%	17,289	10.0%

NOTE: AREAS SHOWN IN GRAPHIC EXCEED THIS MINIMUM REQUIREMENT. EXACT AREAS TO BE INCLUDED IN THIS CALCULATION WILL BE DETERMINED AT SITE PLAN.

*NOTE: 25,406 SF OR 0.58 AC OF CIVIC GREEN PROVIDED



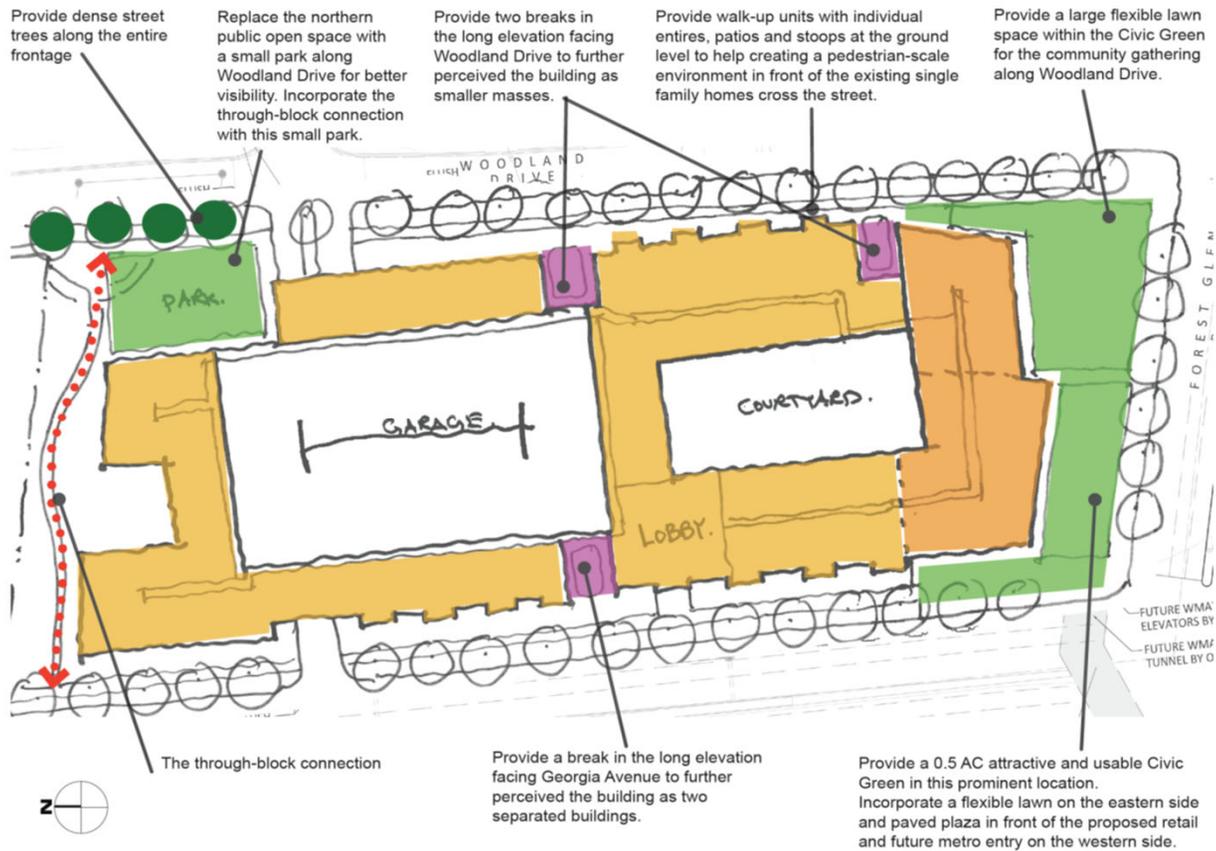
9801 Georgia Avenue (Final Feb. Plans)



9801 Georgia Avenue (Final Feb. Plans)



9801 Georgia Avenue (Staff Drawing)



9801 Georgia Avenue (Sector Plan)



3.1.7 Forest Glen Medical Center

Constructed in 1967, the existing medical office building and associated parking lot are situated on roughly 3.9 acres across multiple lots. Approved as a special exception in this R-60 zone, the building is nearing the end of its useful life and continuing maintenance and upgrades may begin to exceed the cost of new development. On the site, a roughly 1.25-acre vegetated area currently serves as a buffer between the office building and adjacent residences.

A planned passageway (Project P501911) under Georgia Avenue, providing a direct connection to the existing Forest Glen Metro Station, was recently

funded in the county's Capital Improvements Program budget by the Montgomery County Council. This underground passageway will provide a safe and convenient pedestrian connection between the neighborhoods east and west of Georgia Avenue and direct access to the Metro station entrance.

For the purpose of providing a safe and efficient pick-up and drop-off area for transit users that will deter use of Georgia Avenue and Woodland Drive, this sector plan recommends a designated pick-up/drop-off facility area completely contained on the Forest Glen Medical Center Site accessible from Woodland Drive. This facility will complement future access to the Forest Glen Metro Station by way of the passageway project.

Recommendations:

A. Land Use and Zoning

- Rezone the Forest Glen Medical Center (9818 Woodland Drive- Lot 2, 9816 Woodland Drive – Lot 3, Parcel P400 and Parcel PN402 and 9907 Georgia Avenue- Lot 1) from R-60 to CRT-2.5, C-2.5, R-2.5, H-120 to accommodate a mixed-use, pedestrian-oriented development at the Metro transit station.
- Prioritize affordable housing and habitat preservation and restoration as the top public benefit for optional method development.
- Any optional method project that includes residential dwelling units should provide a minimum of 15 percent MPDUs. In addition, with redevelopment, a minimum of 25 percent of the units should be two-bedroom units and five percent of the units should be three-bedroom units. Additionally, given the substantial investment by the County in the Metro access tunnel construction, the Plan recommends 10 percent of the units also be provided as affordable to households earning at or below 100 percent of Area Median Income (AMI).

B. Environment

The 3.9 acre property contains approximately 1.25 acres of remnant forest dominated by native black locust trees. With respect to the remnant forest, at the time of redevelopment, maximum flexibility on the site should be given for providing an area of equal environmental benefit that also provides for improved community benefit and access. Equal environmental benefits may include improved water and air quality, strategies that provide for reduced greenhouse gas emissions and increased biodiversity and habitat protections, including improved tree canopy. Development should also, as a part of its open space requirement, preserve healthy indigenous trees and replant stratified vegetation where possible.



Potential Development Example

C. Urban Design

- Concentrate building height and density at the intersection of Georgia Avenue and Forest Glen Road with appropriate transitions to surrounding residential neighborhoods.
- Consider coordinating an entrance to the planned passageway under Georgia Avenue with future development at the corner of Forest Glen Road and Georgia Avenue.
- Provide an on-site drop-off and pick-up area for transit users that is accessible from Woodland Drive. For public benefit points in conjunction with an optional method of development application to be approved, MCDOT must approve the final, detailed design at the time of site plan. The applicant will only be eligible for public benefit points for constructing the pick-up/drop-off facility; no points will be awarded for a land contribution or payment towards the construction of the facility.
- Reduce parking to the greatest extent possible, including but not limited to providing for shared parking and un-coupled parking.
- Buildings along Woodland Drive should be residential and have size and scale compatible with the existing community.
- Maintain existing curb cuts on Georgia Avenue at the present location or farther north from the intersection.
- Provide a 25-foot setback, at a minimum, from building face to curb along Georgia Avenue and Forest Glen Road to accommodate a generous sidewalk.

D. Parks

- 1/2 - 1 acre Civic Green Urban Park

9801 Georgia Ave (Sector Plan vs. Sketch Plan)

Despite rounds of comments/revisions, FINAL sketch plan still not compliant to Sector Plan (quoted below)

- “Concentrate building height and density at the intersection of Georgia Avenue and Forest Glen Road with appropriate transitions to surrounding residential neighborhoods.”
 - Complete opposite—~650ft long x ~200ft wide x ~80ft tall, massive Lego block structure. No concentration at intersection. No real transition. Towering 2-block long structure completely out of line with neighborhood.
- “Buildings along Woodland Drive should be residential and have size and scale compatible with the existing community.”
 - Completely incompatible size and scale. 650ft long SIX story structure on Woodland Drive, literally towering over current houses. Massing is completely incompatible with the neighborhood.
 - So tall that it will likely cast afternoon shadows over Woodland houses. Not what Sector Plan envisioned.
- “Reduce parking to the greatest extent possible, including but not limited to providing for shared parking and un-coupled parking”; “pedestrian-oriented development at the Metro transit station”
 - Developer wants 540 parking spaces—max code allowable, despite being located directly over a Metro!
 - Same number of parking spots as nearly ENTIRE current Forest Glen Metro.
 - Cut back parking = reduced traffic/safety concerns, allow proper massing, and give green park space
 - What about Bike safety/use of Metro? PLAN HAS BIKES USING WOODLAND TRAFFIC LANES AND CROSSING WOODLAND AT FOREST GLEN (!!)
- “Maintain existing curb cuts on Georgia Avenue at the present location or farther north from the intersection”; “Provide an on-site drop-off and pick-up area for transit users that is accessible from Woodland”
 - Whole idea seems to be have dedicated access on Woodland to metro lot and use Georgia for development access— BUT DEVELOPER wants Woodland TOO for development access.

9801 Georgia Ave (Sector Plan vs. Sketch Plan)

- “For the purpose of providing a safe and efficient pick-up and drop-off area for transit users that will deter use of Georgia Avenue and Woodland Drive, this sector plan recommends a designated pick-up/drop-off facility area completely contained on the Forest Glen Medical Center Site accessible from Woodland Drive. This facility will complement future access to the Forest Glen Metro Station by way of the passageway project”; “Provide an on-site drop-off and pick-up area for transit users that is accessible from Woodland Drive.”
 - COMPLETELY ABSENT. NO drop-off or pick-up area for transit users AT ALL, just a few (supposedly) metered parking spots. COMPLETELY non-compliant and AGAINST vision of Sector Plan.
 - SHORT-SIGHTED—once Metro passageway is constructed, need “efficient” pedestrian (and bike) access
 - UNSAFE. How can cars turning down Woodland make a u-turn in the middle of the block to use the parking spots? They can’t!
 - Will cause more traffic and dangerous situations. Sector Plan required “efficient” and “completely contained” site to “deter use of Georgia Ave and Woodland”—need real access lot or circle
 - Without usable drop-off, cars will continue to drop off passengers at super-dangerous Georgia/Forest Glen intersection, but probably even more than now because of new planned Metro passageway entrance there—will be completely unsafe and hold up traffic
 - Cut back on parking = space for Sector Plan requirement of safe drop-off/pick-up

9801 Georgia Ave (Sector Plan vs. Sketch Plan)

Sketch Plan planned use of forest, habitat, public space, and park design COMPLETELY out of line with “TOP PUBLIC BENEFIT” of Sector Plan.

- “½ -1 Acre Civic Green Urban Park”
 - Developer’s “Civic Green” isn’t green or practically usable as a park
 - Counting sidewalks, elevators, metro stairs, walls, planters, etc. as part of park?
 - Sector plan imagined open space park with community gathering areas. Critical part of Sector Plan/Neighborhood integration
- “On the site, a roughly 1.25-acre vegetated area currently serves as a buffer between the office building and adjacent residences.” “Prioritize affordable housing and *habitat preservation and restoration as the TOP PUBLIC BENEFIT*”; “Development should also, as a part of its open space requirement, *preserve healthy indigenous trees and replant stratified vegetation*”
 - Sketch Plan = COMPLETELY DESTROYING existing forest of native black locust trees, COMPLETELY REMOVING INDIGENOUS TREES, with ZERO replanting and ZERO restoration
 - Sketch Plan = REPLACE ~1 WHOLE ACRE OF FOREST with SIX-STORY PARKING SPOTS, CONCRETE STRUCTURES, APARTMENTS, SIDEWALKS, DRIVEWAY (**SEE PICTURE NEXT SLIDE FOR OVERLAY**)
 - *Completely opposite* of preservation and restoration of that 1.25 acres that should be “top public benefit”—(Solution? = cut parking lot down significantly to push building south to preserve habitat)

From: [Robert G](#)
To: [Lindsey, Amy](#)
Cc: [MCP-Chair](#)
Subject: Re: False Facts In Staff Report on 9801 Georgia Avenue Redevelopment Sketch Plan (No. 320230020)
Date: Friday, March 24, 2023 3:39:34 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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Thanks for getting back to me Amy. Not sure I follow your response.

The statement of justification for this developer claims that there is only 0.4 acres of forest on the site in response to the Sector Plan saying there is 1.25 acres of forest. That is blatantly false, as anyone who measures the area can easily confirm as I did (and yes, that approx acre of land I measured has 100+ live trees in conformance with the definition of "forest" under Sec. 22A-3). Again, I invite you out to measure with me so that you can see the actual facts here. Will you accept that invitation?

The only other option to resolve the discrepancy between what the developer is saying (only 0.4 acres of forest) and the Sector Plan (1.25 acres of forest) is that the drafters of the 2020 Forest Glen Sector Plan, the Planning Board who approved it back then, and the Montgomery County Council who approved it at the time were all themselves patently wrong when they said there was 1.25 acres of forest and approved that figure in context of setting the "top priority" public benefits here. That would be very troubling if it were true, to say the least. For example, a major justification for rezoning 9801 Georgia Ave in the Sector Plan from Residential R-60 to CRT-2.5 was that environmental preservation and restoration was one of only two "top priority" public benefit factors for the site. If that "top priority" does not actually exist because all those parties misunderstood what the "forest" was here, the Sector Plan and the weighing of public benefits in exchange for that drastic rezoning must be properly reconsidered, which means that, in context of this Sketch Plan for the Planning Board now, that legislatively approved fact and public benefit weighing should not (and, as an administrative and legal matter, cannot be) unilaterally reddecided in the first instance by the Planning Board.

On Thu, Mar 23, 2023 at 10:17 AM Lindsey, Amy <amy.lindsey@montgomeryplanning.org> wrote:

Hi Robert,

Thank you for your email. I will make sure the information gets distributed to the Planning Board prior to the public hearing. I understand the confusion about the Sector Plan calling something a forest that does not meet the legal definition of forest. This is an issue that we will address at the Planning Board hearing.

Amy



Amy Lindsey
Planner III, Midcounty Planning

Montgomery County Planning Department
2425 Reedie Drive, Floor 14, Wheaton, MD 20902
amy.lindsey@montgomeryplanning.org
o: 301-495-2189



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To: Lindsey, Amy <amy.lindsey@montgomeryplanning.org>
Cc: MCP-Chair <mcp-chair@mncppc-mc.org>
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Thank you,

Robert

From: [Robert G](#)
To: [Lindsey, Amy](#); [MCP-Chair](#)
Subject: Sector Plan Non-Conformance For 9801 Georgia Ave Sketch Plan No. 320230020 (Metro Pickup/Drop Off)
Date: Friday, March 24, 2023 5:37:01 PM

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Hi Amy,

The developer acknowledges on page 19 of their statement of justification that their plan does not, in fact, "comply" with the Sector Plan. Perhaps most blatantly of all, the Developer straight out refuses the Sector Plan recommendation for "a designated pick-up/drop-off facility area completely contained on the Forest Glen Medical Center Site accessible from Woodland Drive." SOJ at 19. Instead, the Developer suggests a few "reserved on-street parking spaces." *Id.* Staff, for some reason, seems supportive of this idea. But it makes absolutely no sense whatsoever, and the Planning Board should reject it outright and require the fully-contained option instead for at least the following reasons. The Staff should also reconsider its recommendation in light of them too.

First, the Developer's recommendation that the Staff has tacitly approved is not only out of compliance with the Sector Plan--it is directly contradictory to the Sector Plan. The Sector Plan's (and, by approving it, the Planning Board's and the MC Council's) justification for the fully-contained pick-up/drop-off site was "***to deter use of Georgia Avenue and Woodland Drive***" for pick-ups/drop-offs. Put simply, that means ***NOT using Woodland Drive for pick-up/drop-offs***. But that is exactly what the Developer (and Staff) recommend doing. For that reason alone, the suggestion should be rejected and approval conditioned on adding a dedicated metro drop off/pick up area fully contained on site as the Sector Plan requires. This is true particularly when the impropriety of reserved parking spots and the propriety of the fully-contained option are so clear, as discussed below.

Second, a reserved-parking-space option is, frankly, a ridiculously impractical and unsafe suggestion. The proposed reserved spots are ***only*** usable by southbound traffic on Woodland--northbound traffic on Woodland would have to make a u-turn ***through*** traffic on a 22-foot wide street to use the spots, which would be stupidly unsafe. Relegating drop-off/pick-up to traffic in only one direction on Woodland is not smart or practical. But that's not all. Southbound traffic using the dropoff/pickup parking spots ***MUST*** exit to Forest Glen Road and make a right onto Georgia--increasing the use of the dangerous Georgia/Forest Glen intersection and cutting off East or South travel post-pickup. Southbound traffic too will have to stop, back-up, and parallel park into the spots, which means that parking cars will not only stop traffic ***EVERY*** time a drop-off/pick-up occurs (dozens upon dozens of times during rush hours) but also, each parking car will have to wait for a break in northbound traffic (given the swing out when parallel parking), delaying traffic even longer for each pick-up/drop off. Getting out of the parking spots during rush hour also means dozens and dozens of cars turning/merging into heavy southbound traffic and cutting off southbound bike traffic. Such threats to vehicular and bike safety is exactly what the County has been trying to avoid, not encourage (for example, through the safe biking initiatives). Indeed, a recent MC speed study showed that cars on Woodland are routinely exceeding the speed limit. ***These obvious headache of impracticalities will mean, just like for downtown metro stops, traffic will end***

up NOT utilizing the difficult-to-use/unsafe dropoff/pickup spots and simply stop on Forest Glen or Woodland and drop off passengers there (exactly the unsafe situation the Sector Plan hoped to avoid).

Third, the number of the pickup-drop off spots is impractically low. Even with a dedicated pick-up/drop-off circle, the Forest Glen metro has 70 short-term dropoff/pickup parking spots, which are routinely filled up at rush hours. Using that as a practical litmus test, even without a dedicated pickup/drop-off circle, that still indicates DOZENS of parking spots that will be needed to meet demand. Indeed, there will be (by the time it is actually done) likely over \$40,000,000 in investment going into adding a dedicated Metro entrance at the doorstep of this development, meaning that the volume of people being picked up or dropped off at Forest Glen/Woodland during rush hours (which is quick high already) will be increasing **exponentially**. The only solution to this inevitable deluge of pickup/drop offs, as the Sector Plan rightly recognized, is a dedicated fully contained drop-off/pick up "area"--not just a few parking spots thrown on the street. This lack of proper sizing of the pick-up/drop-off area will exacerbate the headache and unsafe drop offs/pickups discussed above, making a bad situation even worse, and just force people to drop off passengers in the street or cross-over to the main Forest Glen Metro entrance (effectively neutering a key advantage of the \$40,000,000 new entrance). The taxpayers and the community deserve more from their \$40mm investment into the new Metro entrance than just a few parking spots.

Fourth, there is no ability to accomodate buses/shuttles at the proposed reserved parking spots. That is really short-sighted. All bus traffic (including the hospital metro shuttle) will have to continue crossing over the dangerous Forest Glen/Georgia Ave intersection and use the existing Forest Glen Metro entrance. That makes no sense economically, environmentally, or from a safety/traffic point.

Fifth, any pick/up drop off facility (especially near the planned elevators) needs to be inclusive and properly planned to meet ADA requirements. But **the proposed drop-off/pickup street parking solution is not ADA compliant** (just 8 feet wide). What are handicapped users supposed to do when using that street parking without access aisles? Just wing it and hope for the best? It is BS that neither the Developer nor the Staff planned for parking space widths with aisles that provide full and safe handicap use (**which likely will require adding 5 feet or more to the width of the parking spots, which will affect the siting and positioning of the overall building, particularly where the proposed building is only 7 feet to the property line**).

Accordingly, while the reserved parking spots in the Sketch Plan suffer from all of the unsafe, impractical, and (for the lack of ADA compliance) likely illegal elements, the Sector Plan suggestion of a dedicated drop-off/pickup area fully contained in the 9801 Georgia site has NONE. A fully contained area site will actually take cars off of Woodland, can be easily usable by both northbound *and* southbound traffic, will not delay/hold-up traffic on Woodland, will incentivize safer dropoffs, can be sized properly, can be made usable for bus/shuttle drop offs, and can be made ADA compliant easily so that all are welcome to use the Metro facilities. At bottom, the whole idea of the Sector Plan was to improve the quality of life in our neighborhood and community. Slapping a few reserved parking spots for drop-off on Woodland will make it worse; following the Sector Plan with a fully contained drop-off/pick-up site will make it better. The Board should require the latter as a condition of approval of this Sketch Plan.

Robert

1702 Myrtle Road

From: [Robert G](#)
To: [Lindsey, Amy](#); [MCP-Chair](#)
Subject: Sector Plan Non-Conformance For 9801 Georgia Ave Sketch Plan No. 320230020 (Parking Spots)
Date: Friday, March 24, 2023 5:50:17 PM

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

Hi Amy,

When we spoke a few days ago, you mentioned that the Staff was recommending a significant reduction in the planned 540 parking spots for this Sketch Plan (in accord with the Sector Plan direction to "reduce parking to the greatest extent possible") because Staff was conditioning approval based on uncoupling parking, which you explained would remove the minimum/maximum parking spot limits set by code and justify a significantly lower number of parking spots. When I told you that I believed that didn't make sense because the developer already agreed to uncoupled parking and, despite that, was maintaining its request for 540 spots, you said that Staff was unaware of any such agreement by the Developer.

On page 20 of the Developer's Statement of Justification for this Sketch Plan, the Applicant expressly states that they will "uncouple parking from rents to disincentivise [sic] tenants from bringing unnecessary vehicles onsite." In light of this unequivocal statement of which Staff was not aware and the developer's continued demand for approval of 540 parking spots, Staff should reconsider whether a condition of approval should be uncoupled parking, since it is crystal clear that such uncoupled parking is not having any effect on reducing the number of parking spaces that the Developer is demanding. Instead, Staff should expressly condition approval on a significant reduction in parking spots for this above-Metro development. Being located above the Metro and at the center of the County's future planned Forest Glen Town Center, there is absolutely no need for extensive parking, as the Sector Plan expressly recognizes.

-Robert
1702 Myrtle Road

From: [Beth Scott](#)
To: [Lindsey, Amy](#); [MCP-Chair](#)
Cc: [Nick Green](#)
Subject: Comments for March 30, 2023 Planning Board Hearing on 9801 Georgia Avenue (320230020)
Date: Saturday, March 25, 2023 8:48:57 AM

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

Dear Montgomery County Planning Board,

We're writing about the proposed development at 9801 Georgia Avenue, Silver Spring MD (Project ID320230020). We need more affordable housing in Montgomery County, especially right on top of Metro. However, we are concerned about how the project would move cars and how that would impact safety and access.

The current plan calls for parking for over 500 cars and an entrance at Woodland and Sherwood. We oppose this. Sherwood Road is narrow, about three car widths, and does not have a sidewalk. Cars are frequently parked on both sides of the street, making it difficult to drive through, and we are concerned that adding more through-traffic would make this even more congested for cars and pedestrians. It is not appropriate or safe to direct car traffic from Woodland onto Sherwood.

The exit on Woodland would also give access to Forest Glen Road, which is also not appropriate or safe. Traffic is backed up throughout the day on Forest Glen between Georgia and Dameron, sometimes stretching back to Sligo Creek Parkway. Woodland is roughly twenty feet from the Forest Glen/ Georgia intersection and adding more cars from that turn will create more congestion and further endanger pedestrian and cyclist safety, especially since there is not a bike line and a sidewalk on only one side of Forest Glen.

Thank you for the opportunity to share our comments. We look forward to participating in the process to ensure everyone is as safe as possible.

Sincerely,

Elizabeth Scott & Nathanael Green
1602 Sherwood Road
Silver Spring, MD 20902

From: [Robert G](#)
To: [Lindsey, Amy](#); [MCP-Chair](#)
Subject: Overlooked Critical Facts In Staff Report For 9801 Georgia Ave Sketch Plan No. 320230020 (Fake 78-foot Height Maximum)
Date: Saturday, March 25, 2023 4:20:48 PM

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

The Sector Plan directs that a “top public benefit” of redevelopment stemming from changing the zoning of 9801 Georgia Ave from Residential to CRT-2.5 is “affordable housing” and states that “10 percent of [residential] units be provided as affordable to households earning at or below 100 percent of [AMI].” ***In its updated Statement of Justification, the Applicant has expressly refused to provide such additional affordable housing in compliance with the Sector Plan. See Updated SOJ at 16. Staff fails to acknowledge this updated refusal. See Staff Report at 24 (repeating old suggestion that the Developer simply consider providing such affordable units).***

Most concerning is Staff’s non-response to the Applicant’s excuse for non-compliance. Applicant argues that they cannot provide the additional affordable housing recommended by the Sector Plan because of their choice to restrict building height to “78 feet” maximum for purported financial reasons, which means that they cannot then “off-set the provision of more affordable units with greater density or height.” (SOJ at 16). ***Staff was previously asked, in writing, to comment on the Developer’s artificial 78-foot height limit as its justification for not complying with sundry aspects of the Sector Plan—but Staff refused.*** With Applicant’s updated clear reliance on that artificial 78-foot height maximum to excuse non-compliance with the Sector Plan, there is no basis for Staff not to investigate and comment on the basis and veracity of that artificial maximum building height, especially so when the maximum building height is being set at the Sketch Plan stage and doubly so when ***documents obtained from a public information request confirm that Staff had serious doubts and concerns about the veracity of such a 78-foot height maximum.*** The Planning Board (and Public) should have all the facts fully investigated so that they can make a fully informed decision about whether to approve the Applicant’s proposed 78-foot height maximum, which is 35% lower than the maximum 120-ft height set by the Sector Plan. Not doing so is not fair to the community and the Board.

The lack of review and comment on this issue is also particularly concerning since it is readily apparent that the Applicant’s excuse is patently without merit (as some members of Staff already suspected, including based on the \$40,000,000+ public investment in bringing a Metro entrance directly to the site). The Developer simultaneously is saying, on one hand, that building higher *would* create additional financial returns to offset the cost of providing the full amount of affordable housing recommended by the Sector Plan. In other words, the Applicant acknowledges that building higher *would* create positive financial returns (as the Sector Plan anticipated). Yet, on the other hand, the Applicant is claiming that building higher up to the maximum 120-foot height envisioned by the Sector Plan *would not* be financially advantageous at all. This 78-foot maximum height is also the driving justification for the proposed building’s monolithic sprawl and non-compliance with numerous other Sector Plan requirements, such as clear cutting of habitat that the Sector Plan expressly states should be a “top public benefit” to preserve and restore, not providing an on-site fully contained Metro drop-off/pickup location, and not providing max height and density massing at the Georgia/Forest Glen intersection. ***Bottom line, it is clear from logic and the actual facts here that Applicant’s artificial 78-foot maximum height restriction is a contrived condition to ease project completion and artificially maximize internal profits (which, of course, is easily***

achieved by refusing to provide affordable housing).

The Staff and Board should not tolerate such hoodwinking by the Applicant (who also lied in other aspects of its application, such as proper pre-submittal notice). These issues should be fully investigated and fairly presented to the Board and to the Public for proper consideration and comment.

Robert Gajarsa

1702 Myrtle Road

From: [Eric Brenner](#)
To: [MCP-Chair](#); [Lindsey, Amy](#)
Subject: comments on 9801 GA Ave. project (March 30, 1:05pm hearing)
Date: Sunday, March 26, 2023 2:28:56 PM

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

While I am unable to attend the hearing on this project, I want to share the comments that I just submitted to 5 County Council members on one aspect to this project, that while not up for discussion by the Planning Board on Thursday feels crucial to the ultimate success of this new 415 unit housing project--the construction of the new metro entrance (Forest Glen station) on the east side of GA Ave.

TO: Councilmembers Albornoz, Glass, Katz, Jawando, Fani-Gonzalez
FR: Eric Brenner (1610 Sanford Rd., Silver Spring)
RE: new housing project before the Planning Board this Thurs., March 30

The 415 unit housing project proposed for 9801 GA avenue (current Forest Glen Medical Center) is up before the Planning Board this Thursday.

<https://montgomeryplanningboard.org/wp-content/uploads/2023/03/9801-Georgia-Avenue-3.20-FINAL.pdf>

Given the most recent dust-up over James Hedrick, and everything else related to the planning process, this new development provides a rare opportunity for the Council to do something very specific on a budgetary issue that can support the decision of the Planning Board. The Board will presumably approve this project, despite what I expect to be vocal opposition from some neighbors at the Thursday hearing.

This project, even if amended to fix some legitimate neighborhood concerns, will add new affordable housing, and housing density, at a location where this kind of construction absolutely makes sense.

The long-approved plan to add a Forest Glen metro entrance on the eastside of Georgia Ave., right where this development will be built (photo attached, the announcement sign is so old that it's falling apart), continues to be pushed back in the capital budget, which has allowed the developer to (correctly?) say that there's nothing they can do other than charge ahead with their project, and hope that Council and the County Executive sort out the timing of the new entrance which is crucial so the new residents at this facility do NOT use their cars as often as the opponents in the neighborhood fear.

Given the many "macro" issues related to the planning process that all five of you are currently dealing with, here's a "micro" issue that is in your control, which will show that however complicated/controversial these issues may be, our local government is capable of the kind of coordination needed to make the rhetoric about the benefits of increased housing density a reality for everyone...including long-term residents of this neighborhood like myself.

Additionally, doing these projects sequentially would lengthen the time for the disruptions that go with big construction projects; doing them at the same time would be a collective feather-in-the-cap of everyone involved with our local government.

Thanks for all of your hard work.

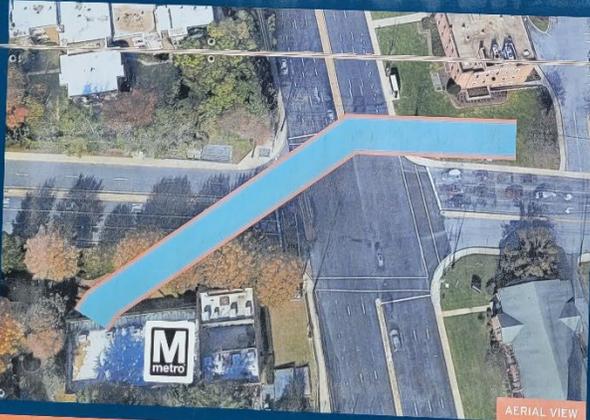
01.222.0200

COMING SOON

NEW METRO ENTRANCE

AVOID CROSSING GEORGIA AVE

DELIVERY DATE:



AERIAL VIEW



SCHEMATIC



TUNNEL RENDERING: VIEW FROM EAST



From: [Suzanna Wight Kelley](#)
To: [Lindsey, Amy](#); [MCP-Chair](#); Councilmember.fani-gonzalez@montgomerycountymd.gov; Councilmember.Albornoz@montgomerycountymd.gov; Councilmember.Balcombe@montgomerycountymd.gov; Councilmember.Friedson@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov; Councilmember.Jawando@montgomerycountymd.gov; Councilmember.Katz@montgomerycountymd.gov; Councilmember.Luedtke@montgomerycountymd.gov; Councilmember.Mink@montgomerycountymd.gov; Councilmember.Sayles@montgomerycountymd.gov; Councilmember.Stewart@montgomerycountymd.gov
Subject: Comments on the proposed development at 9801 Georgia Avenue
Date: Sunday, March 26, 2023 4:09:50 PM

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

Reference: Sketch Plan #320230020

Ms Lindsey, members of the planning board and county council -

I am writing today to share my concern over the proposed sketch plan to redevelop 9801 George Avenue. My husband and I, both architects, purchased our home here on Sherwood in 2009. We fell in love with this vibrant community, a main selling point being its proximity to the Forest Glen metro station. It was clear to us from day one that the medical building and parking lot at 9801 Georgia was underutilized and we have been advocates for redevelopment over the past decade we've lived here. Unfortunately, what is proposed is not a solution that takes into account this neighborhood and community.

My main concerns are:

1. **Massing and Scale** - The building is planned to be significantly taller than any other residential building along Georgia Ave between Downtown Silver Spring and Wheaton. It will dwarf the houses that are adjacent and is not at all reflective of the surrounding community scale.
2. **Transit Oriented Development** - With over 500 parking spaces, this new development completely ignores the adjacency to the metro stations and many bus lines going up and down Georgia Ave. Now is a time for our county to invest in housing that is both affordable and encourages use of our struggling public transit systems, not put more single occupancy vehicles on our already congested roads. (Spend anytime on Georgia between 16th and the beltway and you'll understand why 500 more cars heading north on Georgia at rush hour is a terrible idea).
3. **Thriving Local Businesses** - One of the major reasons I've wanted to see redevelopment of this plot is not only to create infill and community space, but to make way for local businesses. A mixed use building with retail on the ground floor would be a major value add for this neighborhood. Unfortunately, the plan as proposed as the smallest possible retail allowed and does not address the community's need for walkable local business.

Thank you for considering the concerns of our neighborhood. To be sure, I am not opposed to redeveloping this underutilized medical building and parking lot. However, I do not think the solution in front of us is right for our community.

Best,

Suzanna Kelley
1603 Sherwood Road
Silver Spring MD 20902

From: [Jeff Lilley](#)
To: [Lindsey, Amy](#); [MCP-Chair](#); [Councilmember.fani.gonzalez@montgomerycountymd.gov](#); [Councilmember.Albornoz@montgomerycountymd.gov](#); [Councilmember.Balcombe@montgomerycountymd.gov](#); [Councilmember.Glass@montgomerycountymd.gov](#); [Councilmember.Jawando@montgomerycountymd.gov](#); [Councilmember.Katz@montgomerycountymd.gov](#); [Councilmember.Luedtke@montgomerycountymd.gov](#); [Councilmember.Mink@montgomerycountymd.gov](#); [Councilmember.Sayles@montgomerycountymd.gov](#); [Councilmember.Stewart@montgomerycountymd.gov](#); [Councilmember.Friedson@montgomerycountymd.gov](#)
Subject: Sketch Plan #320230020: Comments on Proposed Development at 9801 Georgia Ave.
Date: Monday, March 27, 2023 5:02:13 PM

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

Ms. Amy Lindsey, Planning Board Members and County Council Members:

As a resident represented by the Forest Grove Citizens Association (FGCA) who has participated in FGCA meetings about the proposed development, I am writing to express my concern over the process that is playing out regarding the revised sketch plan and a lack of compliance with many of the recommendations of the MC Sector Plan passed in March 2020 by the FGCA Board.

Below please find a list of my concerns:

1. # of parking spots is unchanged.
2. Woodland Drive entrance is still in the plan.
3. There is very little civic green space.
4. There is minimal buffer space with adjacent houses along Woodland Drive and building scale incompatibility with height and length of proposed building spanning 2 full blocks.

Given these concerns, it is doubly concerning that the developer JBL is claiming “overwhelming community support” for this project.

We are not against the plan to build affordable housing; we want it to happen in harmony with existing residents.

Thank you.

Jeff Lilley
9814 Dameron Drive
Silver Spring, MD 20902

Sent from [Mail](#) for Windows

From: [Matt Lloyd](#)
To: [MCP-Chair](#)
Subject: Written testimony for 3/30 Planning Board Meeting
Date: Monday, March 27, 2023 10:06:45 PM
Attachments: [MoCo Planning 033023.pdf](#)

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

Please find a .pdf of my enclosed testimony supporting the Forest Glen medical site development plan for the 3/30/23 meeting.

All the best,
Matthew Lloyd

March 27, 2023

Testimony re: Item 9 at the March 30, 2023 Planning Board Agenda

9801 Georgia Ave. Sketch Plan No. 320230020 (Public Hearing)

Dear Local Planning Board,

I am writing to offer my support for the new Forest Glen medical site development. My name is Matthew Lloyd and after more than a decade in the Forest Glen neighborhood, I am here to offer my full support for the Forest Glen medical site development. It's important for me to offer my support because it's especially important to hear from community members that live in close proximity to the projects at hand. I believe this development will be a positive addition to our neighborhood, and I am confident that it will benefit our community in several ways.

Firstly, as you are already acutely aware, our county is currently facing an affordable housing crisis. This new development is set to realize the vision of the Forest Glen/Montgomery Hills plans and will add approximately 60 moderately priced dwelling units (MPDUs) to the area. These units will go a long way in providing much-needed affordable housing for Silver Spring residents that are looking for the "missing middle" in Montgomery County housing.

I also want to address any concerns that have been raised about this new development potentially leading to an increase in crime. I strongly believe that these claims are baseless and unfounded. They are as unfounded as the claims when the County built the Forest Glen pedestrian walkway towards Montgomery Hills. When you look back at the hysteria in those claims, I see the same arguments being made against the Forest Glen medical site development. The truth is that the development of this site will bring increased economic opportunities to the area, which will lead to a decrease in crime rates.

Furthermore, Montgomery County is investing over \$20 million into this site for a second metro entrance. This enhancement will go a long way in improving transportation options in our community, which will benefit all residents, especially those who rely on the metro to commute. The increased accessibility to the metro will also potentially be a significant advantage for Holy Cross workers who are looking for more housing options in the area. Friends and neighbors are thrilled at the prospect for some retail options close to the Forest Glen metro as the current lack of retail options close to a metro borders on disgraceful.

In conclusion, I urge you to approve the new Forest Glen medical site development. This development will provide much-needed affordable housing, enhance transportation options, and bring increased economic opportunities to our community. This project development works in synergy with the County's investment for the second Forest Glen metro entrance and will serve a significant upgrade to Forest Glen. Thank you for your consideration.

Sincerely,

Matthew Lloyd

A handwritten signature in cursive script that reads "Matthew Lloyd".

2204 Forest Glen Rd.

Silver Spring, MD 20910

From: [P.Rades](#)
To: [Lindsey, Amy](#); [MCP-Chair](#); Councilmember.fani-gonzalez@montgomerycountymd.gov
Cc: [Stephanie Joseph](#); nandini.arunkumar@gmail.com
Subject: Comments on the proposed development at 9801 Georgia Avenue
Date: Tuesday, March 28, 2023 5:24:55 PM

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

Good afternoon,

I am writing to express my concerns about JBL's proposal to build an apartment complex in my neighborhood on the corner of Georgia Avenue and Forest Glen Road (reference: sketch plan #320230020). I cannot attend the public hearing scheduled for Thursday, March 30, 2023 because I work in North Bethesda and cannot take time off mid-day for community meetings.

I have lived in my home for more than 19 years, and have watched automobile traffic increase substantially during this time. The intersection of Georgia Avenue and Forest Glen Road is routinely backed up for several traffic light cycles during morning and afternoon rush hour periods, and high speed collisions are not uncommon as people speed through red lights and make illegal right turns on red lights. Spillover traffic on Dameron, Woodland, and Forest Grove (my street) has increased in recent years as commuters take residential streets to avoid lights and traffic jams at the Georgia Avenue intersection. I also hear cut-through traffic late at night and during early morning hours, and I routinely pick up trash jettisoned in my yard by cut-through drivers.

Beyond the noise and pollution nuisances created by unabated traffic through our neighborhood, I've also witnessed hostile and dangerous behavior by cut-through drivers who show no regard for my neighbors (which include small children and elderly adults). I've also witnessed drivers lose control of their vehicles while speeding through our traffic circles, resulting in crashes with curbs and parked cars.

JBL's proposal to add a building with 500+ parking spaces to accommodate tenants and support vendors will only exacerbate traffic problems in our neighborhood, and I see nothing in their plans to mitigate the inevitable impacts of their development. I also see nothing in JBL's proposal to mitigate potential overcrowding at Flora Singer Elementary School, where kids are already forced into trailer classrooms for lack of space in the main building. I know about this because my son attends Flora Singer, and the school was overcrowded when my daughter was a student there four years ago.

Lastly, I am frustrated by JBL's apparent indifference to neighborhood quality of life concerns. My wife and I attended a presentation on the project last year where a lawyer representing JBL effectively told residents there was nothing to deliberate over, and that JBL was forging ahead with its plan. I understand real estate developers have one objective: making money. That's capitalism, and there's nothing inherently wrong with it. However, my local officials have an obligation to balance regional growth needs with environmental and social equity interests. It's simply unfair for long-term residents who pay comparatively high property and local income taxes to bear the negative externalities of development primarily to

benefit a corporation based in Dallas, Texas.

To be clear, I'm not categorically opposed to growth. I've lived most of my adult life in cities like Seattle, New York, and Washington, D.C. Based on these experiences, as well as my 19 years in Forest Estates, I've learned that growth must be managed prudently and progressively to ensure equitable outcomes for everyone. Consequently, I implore you and your colleagues to scrutinize JBL's plans, question unsupported assumptions about community impacts, and force them to cancel or revise planning elements that would likely harm their tenants and long-term residents.

Respectfully yours,
Paul Rades
9909 Forest Grove Dr.
Silver Spring, MD 20902

I

From: [Whitney Warren and Deryl Davis](#)
To: [MCP-Chair](#)
Subject: Reference: Sketch Plan #320230020 : Letter on the proposed development at 9801 Georgia Avenue
Date: Tuesday, March 28, 2023 11:55:17 PM

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

9808 Dameron Drive
Silver Spring, MD 20902

Reference: Sketch Plan #320230020
Subject: Letter on the proposed development at 9801 Georgia Avenue

Dear Planning Board Chairperson ,

I moved to Montgomery County years ago because I thought it to be a place that valued the voice of its citizens; yet I feel that no one is listening to our neighborhood at this time. I hope you will look at the enclosed pictures and consider either voting no to the new development, or demand substantial changes to address safety concerns and lack of adherence to the spirit and letter of the sector plan.

In brief, the planning board is responsible for the future of our county: the aesthetics, the traffic, and even—to some degree—the safety. This development is WRONG for 9801 Georgia Avenue because

- *It IS NOT in keeping with the architecture of the surrounding community,
- *It OVERPOWERS THE SPACE
- *It removes all green space
- *It will add as many cars as are in our entire community, and
- *It doesn't have enough affordable space for community servants.

The above would be enough to stop or change the plan, but this plan is ludicrous because it also

- *ADDS more traffic to one of the pressure points of the 495 system, which is already a traffic nightmare; in addition, it is located in a place where
- *NO SAFE EXIT is available.

While I would like the development to be smaller, greener, with fewer cars, and to be aesthetically matched to our neighborhood, I will settle for SAFE AND SANE. This development is not either.

Please see below pictures of the traffic in the morning on the corner where cars would exit. Notice the car inching out and trying to dodge traffic coming both ways. This is the exact location where cars will exit, or they will travel through neighborhood streets unable to handle this kind of volume safely.

It is not good enough to say that because we are in a “red” traffic area that our safety and quality of life and neighborhood does not matter.

We beg for your assistance,

Whitney Warren

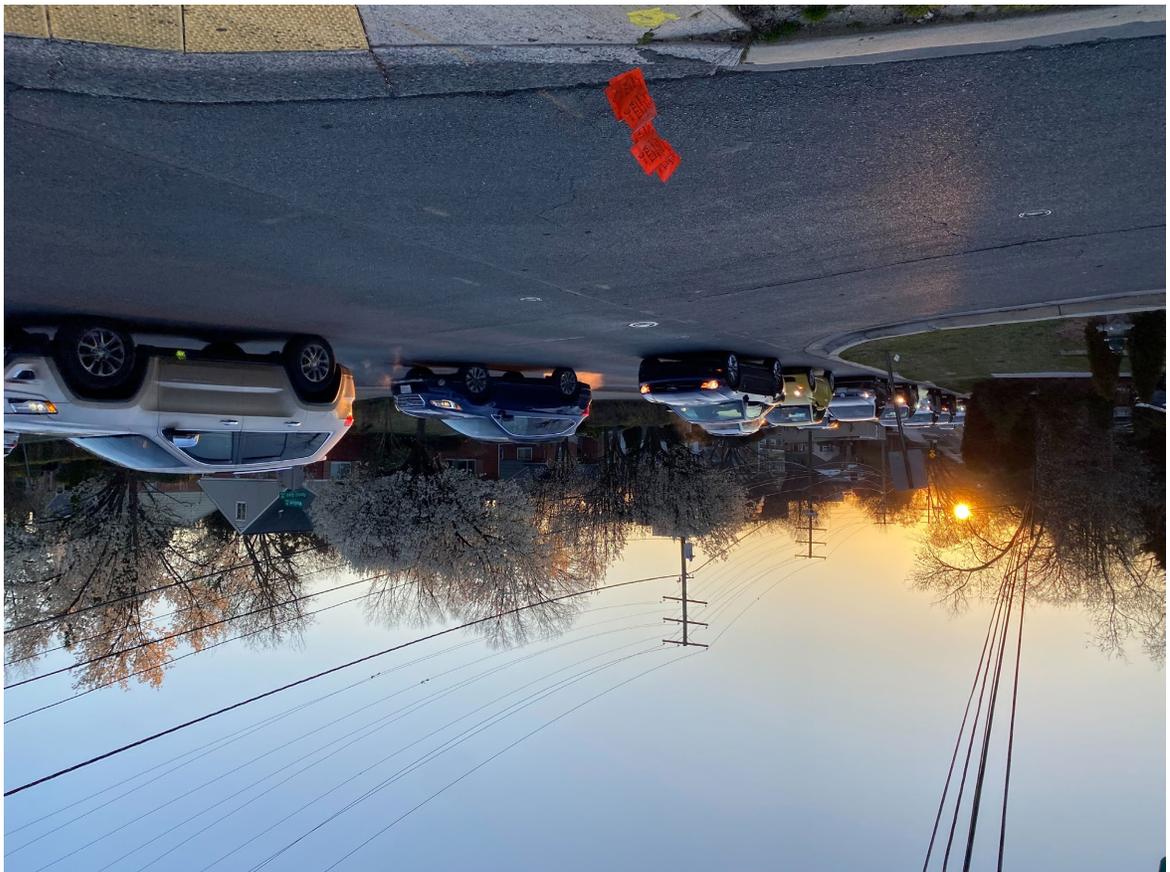
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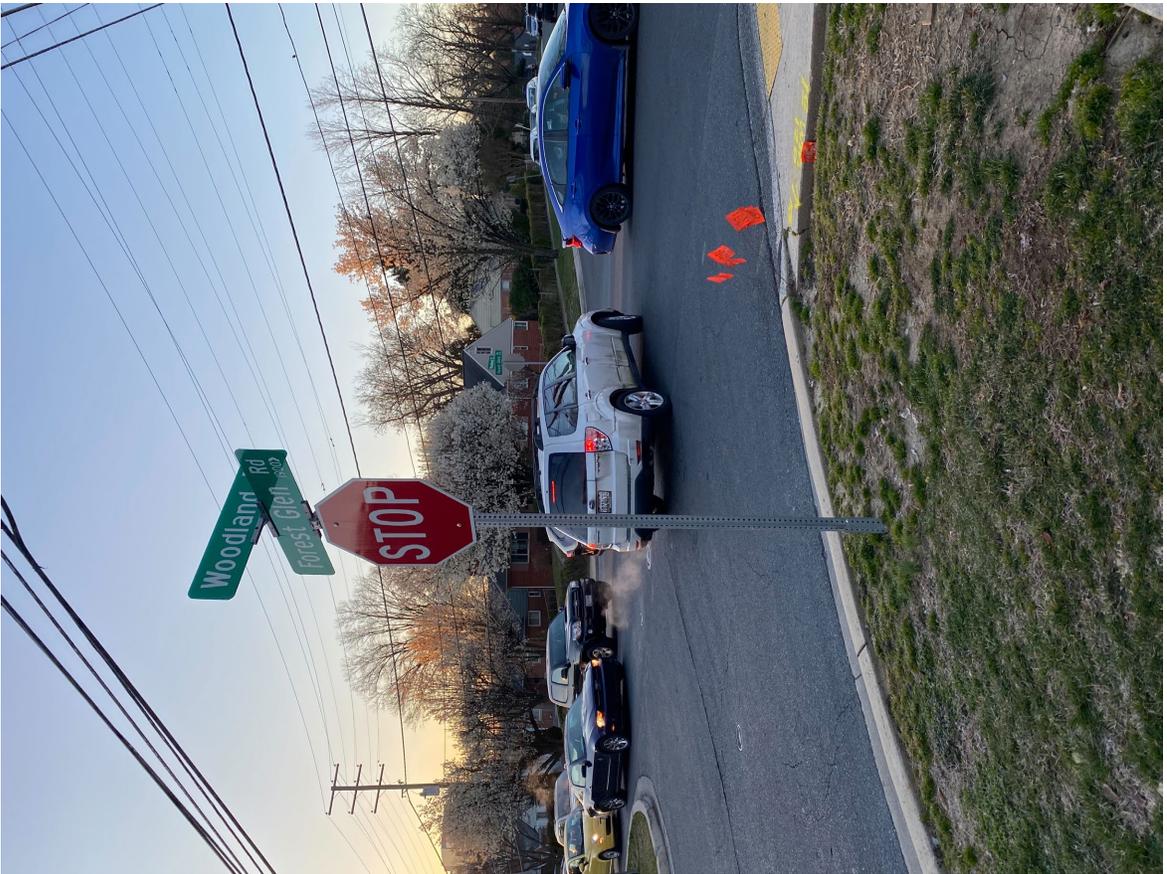
From: Whitney Warren and Deryl Davis <wmwdad99@yahoo.com>
To: Whitney Warren <wmwdad99@yahoo.com>
Sent: Tuesday, March 28, 2023, 11:21:47 PM EDT
Subject:

Whitney Warren

----- Forwarded Message -----

From: Whitney Warren and Deryl Davis <wmwdad99@yahoo.com>
To: "girving143@gmail.com" <girving143@gmail.com>
Sent: Tuesday, March 28, 2023, 11:10:46 PM EDT
Subject: Another picture





[Sent from Yahoo Mail for iPhone](#)

From: [Edward Jenkins](#)
To: [MCP-Chat](#)
Cc: [Edward Jenkins](#)
Subject: 9801 Georgia Avenue, Sketch Plan 32023002 Documentation
Date: Wednesday, March 29, 2023 1:05:21 AM

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

Martha Jenkins
9806 Forest Grove Drive
Silver Spring, Maryland 20902

Distance between two parked cars on Myrtle Road between Woodland and Forest Grove is **90 inches**.

Buses are typically in the 95–105" width range.

Rear Loader Garbage Truck Specifications

Overall width: 102 inches

Chassis Pumper - Single Rear Axle Fire Truck

A specifically designed or a modified commercial chassis transforms a pumper into a double-cab truck that can accommodate a crew of up to six. Measurements and ratings include:

Width of 98 to 100 inches



From: [Edward Jenkins](#)
To: [MCP-Chair](#)
Cc: [Edward Jenkins](#)
Subject: Fw: 9801 Georgia Avenue, Sketch Plan, No.32023002
Date: Wednesday, March 29, 2023 1:06:55 AM

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

Martha Jenkins
9806 Forest Grove Dr.
Silver Spring, Maryland 20902

Dear Planning Board,

Our neighborhood was established in the late 1930's. My parents built my home in 1940 and I have lived here all my life of 78 years. Needless to say we are an established community. We understand that change must come for the betterment of society. My concern is that the purpose of this overwhelming project will go against the goals of Montgomery County. The county's desire is to eliminate seriously congested roads. The intersection of the Beltway, Georgia Ave. and Forest Glen Rd. at present is over capacity beyond reason. Adding 500 plus more cars to this neighborhood and intersection will not meet county objectives for less traffic. Hopes of community citizens riding bikes, taking Metro, or walking is absurd. Traveling with these modes of transportation would be impossible if one needed to grocery shop. Groceries could not be carried on such methods. Attending medical appointments, schools, churches, work, or community gatherings, especially after dark would not be possible. Our safety must be considered. Public transportation is not capable of transporting citizens everywhere they need to travel. It will be decades before this type of transportation will be possible. The expense is a major concern for public transportation. Look how long it is taking to secure the money for the Forest Glen tunnel. Another consideration is that the elderly and disabled can not take public transportation.

The citizens of Forest Grove and Forest Glen have a right to live in a peaceful safe environment. The traffic added to our roads by this development will make our narrow roads congested, noisy, and unsafe. This is not what our County Council desires. They want less traffic on the roads not more.

If this project advances, we surely can expect more of the same to be built in our neighborhood. The homes that many of us have put our memories, finances, and life into will be torn down and redeveloped into multi family housing units. The result will be that some must sacrifice their lifestyle so more people can be crammed in an area.

Is this for more tax revenue, so more funds can be redistributed to others?

The included pictures show our narrow streets. When cars are parked adjacent to one another in front of their own homes, emergency vehicles, trash trucks and buses can not pass. I have had to move my car so a large vehicle can pass. That does not provide safety for our residents.

Multi family housing would be more appropriate in a commercial area instead of a residential community unless turning Forest Glen and Forest Grove into a commercial area is your long time goal?





From: [Liz Brent](#)
To: [MCP-Chair](#)
Subject: 9801 Georgia Avenue
Date: Wednesday, March 29, 2023 8:22:20 AM

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

Planning Board,
M-NCPPC 2425 Reddie Drive, 14th Floor
Wheaton, MD 20902
MCP-Chair@mncppc-mc.org

Liz Brent
8615 Mayfair Place
Silver Spring MD 20910

Dear members of the M-NCPPC Planning Board, My name is Liz Brent. I am writing to strongly support the plan for a mixed-use building at 9801 Georgia Avenue at the Forest Glen Metro Station. I am in agreement with adjoining neighbor Robert Fares who wrote a knowledgeable and thoughtful letter which starts at page 84 in your packet.

I support the development because the alternative is untenable. If we were to continue to reject development around the Forest Glen Metro Station, it would not lock our neighborhood in stasis and keep everything as-is. Rather, it would set us on a path where the county and our neighborhood are less prepared to deal with the drumbeat of population growth, our streets are even more of a hazard to pedestrians, our air is even more polluted, and the next generation has an even more difficult time affording the housing and lifestyle we currently enjoy. If we do not build up our infrastructure to handle population growth, things will surely change for the worse. Approving this development will bring change, but it will make it more likely that things change for the better. Accordingly, I respectfully urge the Planning Board to approve the Sketch Plan application. - Robert Fares

I ask the planning board to approve this project. If we aren't going to support projects at metro stations, where do we go from there?

Liz Brent

Liz Brent
Cell: 202.321.2651
Office: 301.565.2523



Founder/Broker of Go Brent Realty, Inc.
Residential & Commercial with offices
in the heart of Silver Spring & Hyattsville
[Go Brent Realty](#) Liz@GoBrentRealty.com



Founder of Silver Spring Cares
Strengthening the community through the power of connection.
SilverSpringCares.org Liz@SilverSpringCares.org

From: [Michele Rosenfeld](#)
To: [MCP-Chair](#)
Cc: [Lindsey, Amy](#); [Folden, Matthew](#); [Sanders, Carrie](#)
Subject: 9801 GEORGIA AVENUE SKETCH PLAN NO. 320230020: March 30, 2023 Agenda Item No. 9
Date: Wednesday, March 29, 2023 8:52:50 AM
Attachments: [Outlook-v5yh1tod.png](#)
[2023.03.28 FGCA testimony letter.signed.pdf](#)

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

Chairman Zyontz:

Please accept the attached written testimony into the record of the above-referenced Sketch Plan public hearing materials, filed on behalf of my client the Forest Grove Citizens Association for the Board's consideration.

Best regards,

Michele Rosenfeld
The Law Office of Michele Rosenfeld LLC
1 Research Court, Suite 450
Rockville MD 20850
michele@marylandpropertylaw.com
301-204-0913





March 29, 2023

Jeff Zyontz, Chairman
Montgomery County Planning Board
2425 Reddie Drive
14th Floor
Wheaton MD 20902

RE: 9801 Georgia Avenue, Sketch Plan No. 320230020
Item No. 9: March 30, 2023 Agenda

Dear Chairman Zyontz and Commissioners:

I submit this written testimony on behalf of my client, the Forest Grove Citizens Association,¹ in advance of the upcoming hearing in this case. The proposed sketch plan does not comply with Sector Plan recommendations or with the prevailing standards of design excellence routinely expected by the Board. Indeed, the overall takeaway from the project design is that it fails to substantially conform with almost every site-specific Sector Plan recommendation and at the same time fails to meet Zoning Code standards with respect to site access. The Sketch Plan should be denied on these grounds, or in the alternative, approved subject to specific conditions including a requirement that an amended Sketch Plan that demonstrates compliance with re-design conditions be presented for Planning Board review at a subsequent public hearing. The multiple reasons for denial are set forth herein.

I. EXECUTIVE SUMMARY

As explained herein, the proposed Sketch Plan does not meet even the most basic regulatory standards for access and sector plan conformance, and the Board should:

- a. **DENY** the application; or,
- b. ***Preliminarily approve* subject to redesign, resubmission and further Planning Board review at a duly noticed public hearing.**

While we think full denial is appropriate in light of the plan's utter failure to adhere to road access standards and to Sector Plan recommendations. if any approval is granted it should be subject to the conditions set forth below:

Amended Condition No. 13: An amended sketch plan reflecting the conditions governing design standards as forth in this resolution must be submitted for Planning Board review within 36 months after the date the resolution for this Sketch Plan is sent. ~~site plan must be submitted within 36 months after the date the resolution for this Sketch Plan is sent.~~

¹ The FGCA represents more than 100 households directly adjacent to the Project, bounded by Forest Glen Road to Sherwood Road and Dameron Drive to Woodland Drive, a close-knit, diverse and multi-generational community.

Amended Condition 3.c: Diversity of Uses and Activities, achieved by providing 15% Moderately Priced Dwelling Units with 10% of these units provided as affordable to households earning at or below 100 percent of Area Median Income (AMI), and least 5% percent of units to be three-bedroom units.

Amended Condition 4.a.v: Set back the building's mass above 35 feet of height by a minimum of 12 15 feet from the primary façade along Woodland Drive.

Amended Condition 7: The Applicant must provide a designated pick-up/drop-off solely for the access to the proposed new Forest Glen Metrorail Station entrance, which must be completely contained on the Forest Glen Medical Center Site accessible from along Woodland Drive.²

Amended Condition 8: Vehicular access on Forest Glen Road is prohibited; vehicular access on Woodfield Drive is prohibited except for access solely dedicated to a designated pick-up/drop-off area for access to the proposed new Forest Glen Metrorail Station entrance, which must be completely contained on the Forest Glen Medical Center Site.

Amended Condition 11: The Applicant must provide a minimum of 10% of the Site Area (172,886 square feet) as Public Open Space, totaling a minimum of 17,289 square feet; Public Open Space shall include a minimum 60-foot wide buffer between new development and adjacent residences at the northern property line for habitat preservation and restoration of remnant forest, with subsequent approvals conditioned on forest preservation and restoration within the buffer including clearing invasive vegetation, preserving existing trees, and establishing native understory.

Amended Condition 12.b: The Applicant should shall unbundle residential parking and reduce total parking spaces to no more than one space for every two studio or one-bedroom apartments and 1.5 spaces for every two two-bedroom or three-bedroom apartments accordingly to encourage transit use.³

II. GROUNDS FOR DENIAL OR AMENDED CONDITIONS OF APPROVAL

A. Access to Woodland Drive for all residential purposes should be denied; such access violates Zoning Code Section 59-3.1.4.E.

Whether the Board denies the current application or approves subject to conditions, the Board should make clear that access to Woodland Drive is prohibited. The governing Zoning Code provision reads as follows:

59-6.1.4.E. Unless the road is classified as a residential road, a vehicle must access a corner lot with only one driveway or a through lot from the street with the lower roadway classification.

² See Sector Plan p. 74.

³ FGCA notes that the Applicant has already agreed to unbundle the parking from units. "The Applicant will, however, uncouple parking from rents to disincentivise tenants from bringing unnecessary vehicles onsite, in accordance with the Sector Plan's recommendation." Applicant's February 17, 2023 Statement of Justification p. 19.

("Site Access Standard.") Said another way, Section 59-6.1.4.E can be more easily understood as follows:

If a property is a corner lot with only one driveway, or a through lot, then vehicular access must be provided from the street with the lower roadway classification unless the road is classified as a residential road.

The Property is not a corner lot, but it is a through lot. Woodland Drive is also a "secondary residential roadway"⁴ (not even a primary residential roadway) and was designated as such in the 2020 Sector Plan.⁵ Under the plain language of the Site Access Standard, the Zoning Code precludes access via Woodland Drive to the residential component of the project because Woodland Drive has a residential roadway classification.

The Council designated Woodland Drive as a secondary residential roadway in the 2020 Sector Plan at the same time it adopted the current zoning recommendations. The Council, which is presumed to understand the governing Zoning Code when it took this action, clearly intended that Woodland Drive not provide access to a redeveloped site. The Council's understanding of this regulatory scheme is underscored by the fact that the Sector Plan only recommends site access from Woodland for a "designated pick-up/drop-off facility area completely contained on the Forest Glen Medical Center Site accessible from Woodland Drive." Sector Plan p. 74. And, as the Council understood, Section 59-6.1.3 "General Access Requirements" demands that "any development *must* limit vehicle access across a primary pedestrian, bicycle, or transit route wherever feasible." Preventing a driveway for development access on Woodland Drive does just that. Indeed, the existing driveway access on Georgia Avenue is traversed rarely by pedestrians (and will continue to be), while Woodland Drive is a heavily-trafficked pedestrian and bicycle path.

We note that when the special exception approval for the existing medical office building on the Property was approved in the 1960s, it was subject to an express condition prohibiting driveway access on Woodland Drive to protect against commercial traffic in the neighborhood. That same prohibition is even more compelling today, with the substantial increase of traffic since then, both vehicular and pedestrian. That condition should be upheld.

Not only is site access via Woodland Drive access prohibited by the zoning code, it is unsafe. Woodland Drive is proposed to serve as ingress/egress for *two* full-movement entrances, *i.e.*, (1) access to the residential garage; and (2) a loading zone entrance, only feet apart. "The access from Woodland Drive includes access to the parking garage via a northern driveway and access to the Property's loading zone via a separate driveway immediately to the south. Both of these driveways are shown as full movement but as conditioned, will be re-evaluated at time of Site Plan." Staff Report p. 15. Both entrances are directly across from Sherwood Road, which has only 20 feet of paving, no sidewalks, and parking is allowed on both sides of the road. Staff Report p. 4; *see also* Figure 1. There simply is inadequate space at this location for the projected volume and intensity of vehicular movements that will result from this design, particularly when Woodland

⁴ Staff Report p. 3.

⁵ This is a lower classification than the segment designation for Woodland Drive extended (between Medical Park Drive and Dennis Avenue), which is classified in the 2020 Sector Plan as a Business District Street (Sector Plan Table 2).

Drive is so heavily trafficked by bicycles and pedestrians (including children going to and from school).

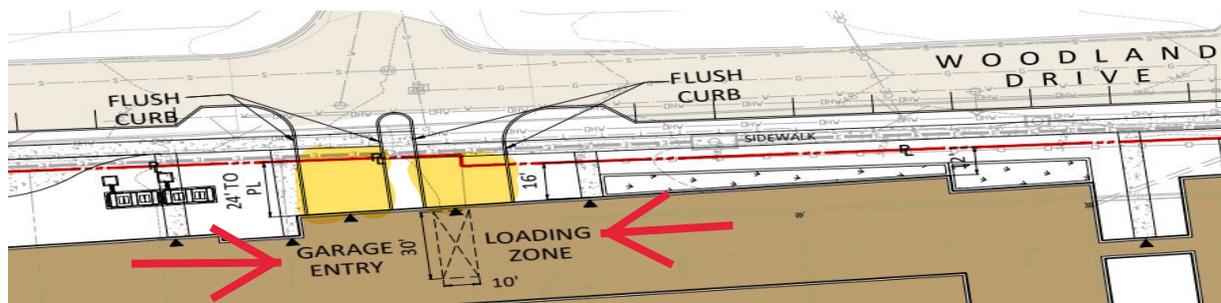


Figure 1

Notably, this design is compounded by the Sketch Plan's failure to conform with the Sector Plan instruction to provide an "on-site" facility for Metro passenger drop-off/pickup. The applicant instead proposes an off-site "pick-up and drop-off area along the Woodland Drive frontage of the Subject Property in reserved, on-street parking spaces, rather than on-site." Staff Report p. 23. This design is directly contrary to the Sector Plan's clear directive that the Metro drop-off/pick-up facility be located entirely on-site demand and is unsafe.⁶

Public safety will be highly compromised by high-volume public parking in Woodland Drive at peak hours as Metro passengers are dropped off at the same time as peak use of the proposed Woodland Drive site ingress/egress is projected." Site traffic volume will be substantial: "As a potential Low-Rise Residential development with 415 multi-family apartments and up to 5,000 square feet of retail³, the Project is estimated to generate 278 morning peak hour person trips and 226 evening peak hour person trips." Staff Report p. 23. At this time one must assume that a meaningful percentage of these trips are projected to use Woodland Drive. Woodland Drive, with only 30' of paving, is an inappropriate location for both ingress/egress to the new use and on-street parallel parking for a *de facto* Park and Ride facility. See Figure 2.

Particularly during peak hours, the 30-foot wide Woodland Drive is not designed to allow for safe vehicular movements between (a) vehicles entering or exiting the site; (b) existing on-street vehicle traffic volumes; and (c) vehicles attempting to parallel park.

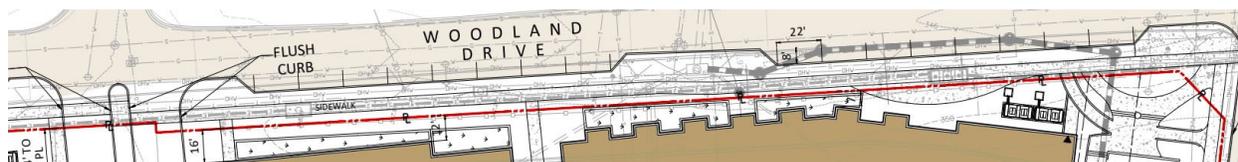


Figure 2: (Left to right) Garage access; on-street "Park and Ride" parallel parking; Metro side of Site along Forest Glen Road.

⁶ The Applicant states it has proposed parallel parking spots on Woodland Drive because a "dropoff in the garage" would bring non-local traffic; and Woodland Drive parking would be convenient "for the local neighborhood." Staff Report p. 24. Nothing in the Sector Plan calls for underground parking as the location for a pick-up and drop-off area; rather, as is typical in other "Kiss-and-Ride" facilities throughout the County it suggests a small surface area designed to allow for quick vehicular dropoff areas outside of the public right-of-way.

The proposed Sketch Plan violates the Site Access Standard should be denied because these *dual* design flaws cannot be remedied solely through a condition because of the significant implications for overall site design.

B. Access to Woodland Drive for residential purposes also should be denied because it would be materially less safe than providing access via Georgia Avenue.

The sidewalk on Woodland Drive is already a very well-traveled pedestrian route. Adding a new high-volume driveway as proposed in the Sketch Plan will jeopardize the safety of those pedestrians, especially with the contemplated addition of hundreds additional pedestrians from the new building and yet others accessing a new Metro entrance.

Moreover, hundreds of new residential units will likely require dozens of school children to be picked up somewhere on Woodland Drive (since school buses cannot practically stop on Georgia or Forest Glen roads during morning rush). That means dozens of children will be using the sidewalks on Woodland Drive (and likely cutting across the street) during rush hours.

The Sketch Plan already includes ingress/egress via Georgia Avenue, which should serve as the sole means of access for building residents. Georgia Avenue, a major roadway, can better serve the needs of the development. This is particularly so if the amount of parking is reduced, as per Sector Plan goals.

Practically speaking, to enter the development, turning left from Forest Glen to Woodland is not safe during rush hour (requires crossing two lanes of traffic) and turning left from Georgia to Tilton to access Woodland is not either (requires crossing three lanes of traffic). That means for entrance to the development, the existing entrance on Georgia would be safest. The same is true for exiting—it requires crossing several lanes of traffic to go south on Georgia from Tilton or west on Forest Glen from Woodland. It thus would be safer to turn right onto Georgia from the existing exit and then perform a U-turn at a traffic light on Georgia with a dedicated left turn lane (which already exists too).

III. THE SKETCH PLAN DOES NOT CONFORM WITH MULTIPLE, MATERIAL SECTOR PLAN RECOMMENDATIONS AND MUST BE DENIED UNDER ZONING CODE FINDINGS STANDARDS.

As explained herein, the Sketch Plan as presented fails to satisfy – even in the most minimal way – a majority of the Sector Plan’s most significant recommendations. Initially we note that this is not an overly constrained site. The 3.9-acre site is a sizeable parcel for urban redevelopment. There is ample room to offer design elements that can result in a project more respectful of Sector Plan recommendations than the one currently under consideration.

As a starting point, Zoning Code Section 59-7.3.3.E.2 requires a finding that the Sketch Plan *substantially conforms* with the recommendations of the applicable master plan.⁷ The Sketch Plan

⁷ “To approve a sketch plan, the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The sketch plan must:

1. meet the objectives, general requirements, and standards of this Chapter;
 2. substantially conform with the recommendations of the applicable master plan”
- Zoning Code § 59-7.3.3.E.

as currently designed does not substantially conform with the Sector Plan either with respect to its many several specific recommendations, or as a whole. Rather, the Sketch Plan is in substantial *nonconformance* to the Sector Plan, including near complete noncompliance with the Sector Plan's two directives regarding "the top public benefit" of redevelopment (affordable housing and habitat preservation and restoration).⁸

The Sketch Plan's non-conformance with Sector Plan recommendations include:

1. **Lack of Affordable Housing.** The Sector Plan identifies two "top public benefit[s]" for development. One is "affordable housing." In addition to "a minimum of 15 percent MPDUs," the Sector Plan directs that, "given the substantial investment by the County in the Metro access tunnel construction, the Plan recommends 10 percent of the units also be provided as affordable to households earning at or below 100 percent of Area Median Income (AMI)." While claiming points for being near Metro and benefiting heavily from the "substantial investment by the County in the Metro access tunnel construction," the Developer has expressly refused to provide 10 percent of units as affordable housing to those at or below 100 percent of AMI. See Developer Statement of Justification at 16. This is substantial non-compliance with the Sector Plan—the Developer should not be allowed to simultaneously benefit from the "substantial investment" in public funding at the site (its proximity to public transit) and say "no" to compliance with the Sector Plan recommendation with one of the two "top public benefit[s]" identified by the Sector Plan as required of new development, *i.e.*, provide affordable housing proximate to public transit. The Sector Plan also calls for at least 5 percent of units to be three-bedrooms. Those types of units would allow for more families to join the neighborhood, which would be a positive outcome in accord with the Sector Plan. The Project does not include any three-bedroom units though. These deficiencies result in substantial lack of conformance with one of the two top Sector Plan goals.
2. **Lack of Habitat Preservation and Restoration.** The Sector Plan directly instructs that "the top public benefit" beyond affordable housing is "habitat preservation and restoration." In addition to the approximately 1.25 acres of remnant forest that "serves as a buffer between the [existing] office building and adjacent residences" (Sector Plan p. 74) the Plan recommends "maximum flexibility" to establish (a) areas of equal environmental benefit; and (b) improved community benefit and access.

⁸ The Property, zoned R-60 for decades, was rezoned in 2020 following a Sector Plan approved and adopted in March, 2020. At FGCA's most recent all-hands meeting, **over 90 percent of our members confirmed that they did not have any knowledge of the proposed rezoning.** It is highly troubling that core sector plan recommendations were developed without any input from FGCA residents, who live in the most directly impacted neighborhood. The existing medical office building, authorized by special exception in the 1960s, was approved subject to a prohibition on driveway access on Woodland Drive to protect against commercial traffic in the neighborhood.

Sector Plan approval, taken without actual notice to FGCA, has prejudiced the community's interest in long-term planning decisions, particularly in light of the current proposal to install the very driveway on Woodland Drive that had been explicitly banned for over five decades. Neighborhood traffic issues have only continued to worsen over the past decades. The proposed development - exponentially larger than the medical office located at the Property for decades - will have an outsized negative impact on the neighborhood.

We raise the fact that FGCA and its residents were not invited to participate in the Sector Plan process to provide the Board with context on the Sector Plan recommendations, and submit that FGCA's comments should be given additional weight in light of this procedural backdrop.

The Sector Plan clearly sets out how to achieve those goals:

Equal environmental benefits may include improved water and air quality, strategies that provide for reduced greenhouse gas emissions and *increased biodiversity and habitat protections, including improved tree canopy. Development should also, as a part of its open space requirement, preserve healthy indigenous trees and replant stratified vegetation where possible.*

The current sketch plan falls far short of the Sector Plan’s biodiversity, habitat protection, improved tree canopy and preservation of healthy indigenous trees. The Sector Plan recognizes that the 1.25-acre remnant forest is “dominated by native black locust trees.” Sector Plan p. 74. The plan calls for clear-cutting the entire 1.25 acres of vegetation, which could not be more contrary to the express call in the Sector Plan to preserve these native trees. along with the Sector Plan’s direct instruction that “the top public benefit” beyond affordable housing is “habitat preservation and restoration.” The nearest community lives in **Forest** Grove. Its “Forest” should not be so quickly discarded in the name of development, especially when home to so many diverse species of animals and birds. The forest and canopy should be preserved to the greatest extent possible as directed by the Sector Plan, and it should be improved by remedying the unfortunate dumping that has happened in the forest over the past years. Rather than clearcutting this area designated for preservation, a forested setback along the northern property boundary, a minimum 50 feet in width. This area should be cleared of invasive vegetation, existing trees preserved, and native understory established. This approach would further the goals of increase biodiversity and habitat protections, improving tree canopy, allow for preservation of healthy indigenous trees and establish understory.

3. **Building Massing Does Not Conform To Sector Plan Recommendations.** The building massing does not “[c]oncentrate building height and density at the intersection of Georgia Avenue and Forest Glen Road with appropriate transitions to surrounding neighborhoods.” Sector Plan p. 75. As presented, the Sketch Plan does not even attempt to satisfy this Sector Plan recommendation, and instead it is clear that 80 – 90% of the building coverage is fairly uniform in height, resulting in a monolithic Lego-block building. See Figure 3. (Even with a redesign as per staff recommendations, massing still will *not* “concentrate building height” at the Georgia Avenue/Forest Glen Road intersection and the Board should require further massing changes at the time of resubmission).



Figure 3: Applicant’s submission (20-ARCH-320230020-003 (excerpted)).

Additionally, the sketch plan envisions a building at 4 to 6 stories high on Woodland Drive. That is not a residential building with size and scale compatible with the existing community there, as envisioned by the Sector Plan and zoning requirements. The houses on Woodland are no more than 25-30 feet in height, with many less than that. Reducing the height of the Project's building on Woodland and providing matching architectural features is critical to maintaining the existing character of the community in accord with the Sector Plan and zoning requirements. Staff's recommended Condition No. 4, which includes a recommendation that there be a massing setback at the 35-foot height limit of 12 feet, could be a significant improvement in building design consistent with this Sector Plan design requirement and this setback depth should be increased to 15 feet along Woodland Road to better create a building façade more compatible with the confronting single-family homes.

We further note, as shown in Figure 3, the site also abuts existing residential neighborhoods to the north and east. As designed, some of the most significant height and massing in the project is immediately next to these homes. The Sector Plan recognizes that the existing forest/vegetated area on the site acts as a buffer between this neighborhood and the site. The Sector Plan goal of preserving the remnant forest serves a dual environmental and compatibility purpose. Clearcutting the entire remnant forest vitiates both goals.

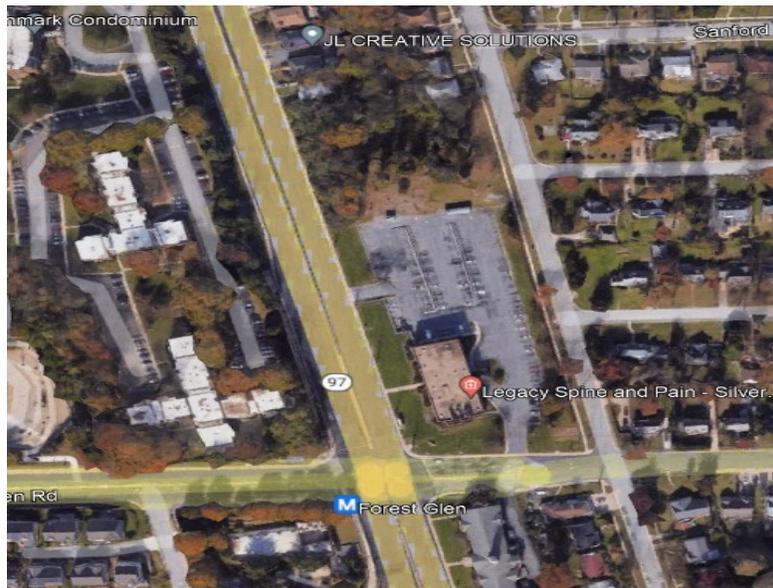


Figure 3 (aerial image printed from Google Earth Pro).

4. **Materially Undersized And Functionally Inadequate .38-Acre “Civic Green” Fails To Conform With Sector Plan Recommendation For 1/2 To 1-Acre Civic Green Urban Park.**

The Sector Plan calls for a “½ - 1 acre Civic Green Urban Park.” Sector Plan p. 75. The Sector Plan only includes .38-acres of open space along Forest Glen Road. Nor does the proposed space meet the definition of civic gathering spaces in the Sector Plan (at p.55) as a contiguous area useable for cultural programs, community events, and neighborhood festivals. Indeed, the proposed area includes disjointed portions that comprise sidewalks, concrete walls, steps, planned Metro stairs, planned Metro elevators, and planters.

5. The Over-Parked Sketch Plan Does Not Reduce Parking, Let Alone To The “Greatest Extent Possible.”

The Sector Plan calls for reducing parking to the greatest extent possible, including uncoupled parking and shared parking. Sector Plan p. 75. The sketch plan does the opposite, requesting approval for the maximum number of parking spaces allowable under the zoning. To keep with the Sector Plan goals, the plan should be revised to include shared parking and provide a substantially reduced number of parking spots more akin to above-transit buildings.

6. The Sketch Plan Does Not Include Any Of The Sector Plan’s Recommended Childcare Facilities Near Transit.

The sketch plan does not address the Sector Plan’s recommended placement of childcare facilities near transit. Instead, the Developer simply states that there is no room for outside childcare space “separated from the public open spaces.” Statement Of Justification at 15. But that, of course, is premised on the current massive sprawl of the building taking up available open public space because the Developer refuses to build higher than 78 feet. The Developer also says that childcare facilities are not practical because “cars would not be able to simply drive through the site” from Georgia Ave to Woodland without interrupting “circulation patterns” for “retail and residential” uses and due to a “change in grade between [those two streets].” *Id.* Yet the Developer has refused to do a traffic study at the Sketch Plan stage, so cannot reasonably claim that certain traffic patterns would allow it to not comply with a Sector Plan recommendation. And the Developer’s reliance on issues with “change in grade” is equally inapt—Forest Glen Road has the same “change in grade” and goes directly from Woodland to Georgia Ave, and cars traverse that “change in grade” without any difficulty. Bottom line, the Developer is simply not in substantial compliance with the Sector Plan for this additional reason.

Finally, while not a Sector Plan issue, one additional point merits attention. The sketch plan calls for 35 percent green cover, but the plan does not make clear where it is located or how those areas qualify as green cover. Any resubmission should more clearly identify those portions of the site that qualify as “green cover” and the specific justification for how those area qualify as such. See 12-DEVSTND- 320230020 (for green space calculations); 15-SWMN-320230020 (for calculations for current use). FCGA is concerned that the Project will greatly increase the amount of run-off from impervious land, further burdening the existing stormdrain system that receives significant run-off from/on Woodland Road and Georgia Avenue

IV. CONCLUSION

The Sketch Plan pending before the Board fails to meet Zoning Code and Sector Plan requirements in multiple, substantive and meaningful ways, and does not begin to provide a basis for approval subject to the necessary findings applicable to Sketch Plan review. The plan does not “fall short” in minor ways that can be remedied through conditions, but instead fails on a colossal level. Compliance will require significant redesign, and that redesign should be subject to further Planning Board review and public comment before progressing to the site plan stage.

The Board should either:

DENY; or

***Preliminarily approve* subject to redesign, resubmission and further Planning Board review at a duly noticed public hearing.**

Respectfully Submitted,

Michele McDaniel Rosenfeld

Michele McDaniel Rosenfeld

From: [Anne Gregal](#)
To: [Lindsey, Amy](#); [MCP-Chair](#); [Councilmember.fani-gonzalez@montgomerycountymd.gov](#); [Councilmember.Albornoz@montgomerycountymd.gov](#); [Councilmember.Balcombe@montgomerycountymd.gov](#); [Councilmember.Friedson@montgomerycountymd.gov](#); [Councilmember.Glass@montgomerycountymd.gov](#); [Councilmember.Jawando@montgomerycountymd.gov](#); [Councilmember.Katz@montgomerycountymd.gov](#); [Councilmember.Luedtke@montgomerycountymd.gov](#); [Councilmember.Mink@montgomerycountymd.gov](#); [Councilmember.Sayles@montgomerycountymd.gov](#); [Councilmember.Stewart@montgomerycountymd.gov](#)
Subject: Comments on the proposed development at 9801 Georgia Avenue
Date: Wednesday, March 29, 2023 10:28:25 AM

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

Reference: Sketch Plan #320230020

Dear Ms. Lindsey and Councilmembers,

I am writing to express my concerns about the scale of the development planned for 9801 Georgia Avenue. My kindergartener and 5th grader both walk to the bus stop on the corner of Sherwood Ave and Forest Grove Road. Adding hundreds of cars with the garage entrance directly onto our street will be incredibly dangerous for my young children as they walk to their bus stop. My 7th grader (and soon my rising 6th grader) rides his bicycle to Sligo Middle School along Forest Grove Rd. Allowing so many extra cars to be added to our roads will also make his bike route exponentially more dangerous.

I believe that the developer should not be allowed to max out the size of the building and number of parking spaces to the detriment of the safety of our children while walking and biking to school. The developer's rationale is that we should increase density near metro stops. This is a great goal to improve public transportation. However, it is disingenuous to also provide 500+ parking spaces and have a huge increase on the number of cars on the road.

Please limit the scale of the development and do not let it proceed at the scale currently proposed.

Thank you,
Anne Gregal
1814 Sherwood Rd

From: [Stephanie Archer](#)
To: [MCP-Chair](#)
Subject: Opposition to 9801 Georgia Avenue Sketch Plan
Date: Wednesday, March 29, 2023 11:20:13 AM

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

Dear MCP Chair and Councilmembers,

I am writing to convey my strong opposition to the proposed development on the Northeast corner of Georgia Avenue and Forest Glen Road in Silver Spring.

My family has lived in the Forest Estates neighborhood since 1998. The neighborhood has a unique character that draws many families who stay for decades. We enjoy two well-used neighborhood parks, access to the Sligo Creek Park, a hospital, a Metro station, and quick access by road to downtown Silver Spring, Wheaton, and the Beltway. We can easily commute to anywhere in the region during the day and see deer and fox on walks in the woods in the evening. The presence of sidewalks, two parks, and a central boulevard means neighbors get to know each other and form strong relationships. So, while we're able to get work with relative ease, we enjoy the benefits of living in a neighborhood with a vibrant community.

We would like more people to enjoy the same benefits, but the proposed development would be detrimental to much of why people choose to live here. The developers have made little to no changes in the revised plan. It still includes 500+ parking spaces with an exit/entrance on Woodland Drive, most of which will continue on to Forest Glen Drive less than a 100 feet from Georgia Avenue. This will cause traffic along Forest Glen to grind to halt, blocking people from exiting the neighborhood and impacting access to Holy Cross Hospital, greatly lengthening commutes and drives to school.

While Montgomery County needs additional housing, it needs affordable housing especially. The proposed rents for the apartments are still not affordable for lower income MoCo families. To be able to even possibly afford a studio apartment in the new development, you would need to be making a net income of \$4,000/month. Assuming that 1/3 of your salary goes to taxes, social security, etc., you would need to be earning \$6,000/month = \$72,000/year. And that's a tight budget assuming that 50% of your net salary goes to rent. Ideally, housing only costs you 25% of your income. So, these units aren't likely to help the affordable housing crunch much, even with the limited subsidies available.

The plan will also impact local climate change efforts, removing a green space with mature trees, acting as a carbon sink and clean air for the neighborhood. No significant green space is included in the plans.

My family chooses to live in Forest Glen because it is not like other areas in the region, like Arlington, VA, where large developments have encroached on and now dominate older single family housing areas. If we wanted to live in a place like Arlington or Crystal City, we would have moved to Northern Virginia, rather than here. Ours is still the kind of neighborhood where kids from different homes play together on the sidewalks and on the common green spaces. We know each other well and take care of each other. We hope you don't sacrifice what makes our neighborhood special for the sake of developers looking to maximize their return on investment.

Last, we have heard that the developers of the proposed project have said it has 'overwhelming support from the neighborhood'. To the best of my knowledge, the developer has not even conducted a survey in the neighborhood, so this is NOT true. In a neighborhood where people talk to each other (in person or online), nearly everyone we have heard from in the neighborhood and on the community listserv voice strong opposition to the plan. My family certainly doesn't support this.

At the least the developer, JLB Realty, LLC, should be required to conduct full environmental and transportation impact assessments, including impacts on climate change (and purchasing carbon offsets, if proposed, if not a sufficient way to manage climate change impacts).

Thank you for your serious consideration,

Stephanie Wilson Archer

1639 Belvedere Blvd.

Silver Spring, MD 20902

From: [Jeff Archer](#)
To: [MCP-Chair](#)
Subject: Opposition to 9801 Georgia Avenue Sketch Plan
Date: Wednesday, March 29, 2023 11:21:12 AM

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

Dear MCP Chair,

I am writing to convey my strong opposition to the proposed development on the Northeast corner of Georgia Avenue and Forest Glen Road in Silver Spring.

My family has lived in the Forest Estates neighborhood since 1998. The neighborhood has a unique character that draws many families who stay for decades. We enjoy two well-used neighborhood parks, access to the Sligo Creek Park, a hospital, a Metro station, and quick access by road to downtown Silver Spring, Wheaton, and the Beltway. We can easily commute to anywhere in the region during the day and see deer and fox on walks in the woods in the evening. The presence of sidewalks, two parks, and a central boulevard means neighbors get to know each other and form strong relationships. So, while we're able to get work with relative ease, we enjoy the benefits of living in a neighborhood with a vibrant community.

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At the least the developer, JLB Realty, LLC, should be required to conduct full environmental and transportation impact assessments, including impacts on climate change (and purchasing carbon offsets, if proposed, if not a sufficient way to manage climate change impacts).

Thank you for your serious consideration,

Jeff Archer

1639 Belvedere Blvd.

Silver Spring, MD 20902

From: [Kaufman, Connie](#)
To: [MCE-Chair](#)
Cc: [Golden, Matthew](#); [Lindsey, Amy](#); "[abrock@jibpartners.com](#)"; "[martym@jibpartners.com](#)"; [Girard, Erin E.](#)
Subject: 9801 Georgia Avenue; Sketch Plan No. 320230020
Date: Wednesday, March 29, 2023 11:39:17 AM
Attachments: [image001.png](#)
[image002.png](#)
[image005.png](#)
[image006.png](#)
[3-29-2023 - Comprehensive Response to Community Input .pdf](#)

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

Sent on behalf of Erin E. Girard, Esq.

Connie Kaufman

Legal Practice Assistant

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March 29, 2023

Erin E. Girard
egirard@milesstockbridge.com
301.517.4804

Montgomery County Planning Board
The Maryland-National Capital Park and
Planning Commission
2425 Reedie Drive
Wheaton, Maryland 20902

Re: 9801 Georgia Avenue; Sketch Plan No. 320230020

Dear Chair Zyontz and Members of the Planning Board:

On behalf of our client, JLB Realty, LLC (“JLB”), the contract purchaser of 9801 Georgia Avenue (“Property”), which is the subject of Sketch Plan No. 320230020 (“Sketch Plan”), below please find point-by-point responses to the most prevalent issues raised in the community correspondence of record¹ regarding the mixed-use project proposed for the Property (“Project”). As discussed more fully herein, many of the concerns outlined in the letters stem from incorrect or unsupported assumptions that appear to have been advanced by certain community members in support of a letter-writing campaign. The purpose of this letter is therefore to correct this misinformation and provide the Board with the factual information on which it must properly base its decision on the Sketch Plan. Additionally, JLB notes that the record contains a significant number of unsolicited correspondence in support of the Sketch Plan, including a letter of support from a neighbor directly confronting the Property across Woodland Road. See pages 242-245 of Exhibit D to Staff Report.

As a preliminary matter, however, we believe it is important to emphasize what a sketch plan is and is not. Pursuant to Section 59.7.3.3.A.2 of the Montgomery County Zoning Ordinance (“Zoning Ordinance”), “[a] sketch plan describes a project *at an early stage* to provide the public and the Planning Board the chance to review a proposed development for general design, density, circulation, public benefits, and relationship to the master plan before a developer is required to expend significant resources on design and engineering.” (emphasis added). Thus, many of the comments on the Sketch Plan that discuss exact parking tabulations, utilities, transportation analysis, unit mix and detailed design issues are simply premature given the stage of entitlement the sketch plan

¹ This letter is responsive to the correspondence contained in Attachment D to the March 20, 2023 Staff Report, and does not address any new issues that may have been raised in letters submitted subsequent to the posting of that report, as JLB does not yet have access to those materials.

represents. Additionally, to approve the Sketch Plan, the Board must only find that the listed elements are “appropriate in concept and appropriate for further detailed review at site plan.” *See* 59.7.3.3.E. As explained more fully in the March 20, 2023 Staff Report recommending approval of the Sketch Plan (“Staff Report”), this finding is supported by the materials of record. Further, JLB is committed to refining its plans to address the proposed conditions of approval and conform to standard preliminary and site plan requirements, including a deeper transportation review and specific architectural massing, at the time of these future entitlements.

Density

A number of community letters question the process by which the current zoning was applied to the Property and suggest significantly less density would be more appropriate for the site, with recommendations ranging from retention and reuse of the existing office building to single family housing. What these comments fail to recognize, however, is that the current CRT zoning of the Property was applied by Sectional Map Amendment by the District Council after a years-long planning process that culminated in the enactment of the current Forest Glen/Montgomery Hills Sector Plan, approved and adopted in May of 2020 (“Sector Plan”). The Sector Plan was initiated with community outreach in fall and winter of 2017 and involved multiple public hearings and opportunity for public input before adoption of the plan by the District Council in May 2020. The Sector Plan specifically identifies the Property as appropriate for redevelopment with “a mixed-use, pedestrian-oriented development” with up to a 2.5 FAR and 120 feet in height.

Despite this prescribed maximum height and density, the Project proposes a maximum height of only 80 feet, as opposed to the 120 feet allowed, and 460,000 square feet of density, well short of the 536,568 square feet permitted. Thus, the Project, while more dense than some in the community may like, is actually less tall and less dense than that envisioned by the District Council in their adoption of the Sector Plan. Moreover, the significant open spaces proposed with the Project, and the breakdown of the building massing, which will be further refined at the time of Site Plan², ensure a compatible relationship between the Project and the adjacent residential community at the scale and size proposed.

Traffic and Parking

Based on the letters of record, it appears that the possibility of increased traffic associated with the Project is far and away the most prevalent concern of those writing in opposition. While JLB initially confirmed with Planning Staff that the Traffic Statement submitted with its Sketch Plan application would be sufficient and that no further Transportation Study would be needed, Staff subsequently reversed this decision and JLB will now perform a full

² JLB notes that, as conditioned, the building’s massing along Woodland Road will significantly exceed the compatibility requirements contained in Section 59.4.1.8 of the Zoning Ordinance, which was enacted to ensure compatible relationships between more dense zoning classifications and adjacent and confronting residential properties.

Transportation Study at the time of Preliminary Plan. The need for this Transportation Study alone largely addresses many of the concerns expressed in letters sent before this determination was made. Given the Property's location in a Red Policy Area, however, the upcoming Transportation Study will focus on multi-modal transportation instead of the vehicular traffic counts some in the community seem to desire. In recognition of this fact, and to dispel some of the misinformation in the correspondence you have received asserting, for instance, that the Project will "add a 500+ car load to the [Forest Glen Road and Georgia Avenue] intersection during peak hours,"³ we are attaching as **Exhibit A** hereto both an Executive Summary and a Traffic Review prepared by JLB's transportation consultant, Lenhart Traffic Consulting. While the information contained in the attachment is not required, nor typically included with a sketch plan application, we believe it is helpful in confirming that: 1) at the time of Preliminary Plan, JLB will be required to conduct a detailed analysis of pedestrian, bicycle, and transit facilities in the area, and, associated therewith, will thereafter be required to perform enhancements to these modes totaling up to approximately \$1.85 million; 2) the additional volume of peak-hour vehicular trips resulting from the Project will be 85 AM and 30 PM trips, dispersed between both access points, which is far less than 1 trip per unit; 3) several major government projects proposed in the vicinity of the Property will substantially improve traffic operations in the area. Additionally, the review makes recommendations regarding institution of the Woodland Drive Greenway, neighborhood traffic calming, and transportation demand strategies, all of which will further improve transportation circulation in the area, and which will be further evaluated at the time of preliminary plan.

The amount of parking proposed as part of the Sketch Plan is also a common topic. Many of the letters equate the number of parking spaces proposed with the number of cars they expect will be added to the neighborhood during peak hours. As more fully detailed in the enclosed Traffic Review, this is not the case. Instead, over 43% of the residents of the new Project are expected to use non-auto driver means of travel during peak hours. Other letters question the proposed parking ratio for the Project. Per proposed Sketch Plan Condition 12b, JLB has committed to unbundling the parking for the Project (i.e. renting spaces separately from the units) and will examine the parking ratio further at the time of site plan. As previously expressed in community meetings and with Planning Staff, JLB is looking to strike the delicate balance between having enough parking on-site to meet market demand, without over-parking. Given the lack of convenience amenities in close proximity to the site, including grocers, dry cleaners, etc., it is anticipated that some residents who otherwise commute to and from work using transit may desire to keep a car on-site for errands. This has been JLB's experience with their Twinbrook project, which they now feel was under-parked despite its proximity to Metro. As noted and as conditioned, however, the exact parking ratio will be explored further at time of site plan.

³ As the Maryland Supreme Court has noted, "unsupported conclusions of witnesses to the effect that a proposed use will or will not result in harm amount to nothing more than vague and generalized expressions of opinion which are lacking in probative value." *Anderson v. Sawyer*, 23 Md. App. 612, 617-618 (1974).

Sector Plan Compliance

A number of letters allege that the Project should be rejected for not meeting all of the Sector Plan's recommendations for the Property. As a preliminary matter, it is important to note that approval of a sketch plan application requires a finding that the sketch plan appears "in concept" to "*substantially* conform with the recommendations of the applicable master plan," which compliance "is appropriate for further detailed review at site plan." See Section 59.7.3.3.E of the Zoning Ordinance (emphasis added). As noted above and again here, the finding required at the time of Sketch Plan regarding Sector Plan compliance is only a preliminary one, and, by the clear language of the ordinance, strict compliance with every recommendation is not required. Regardless, as reviewed on pages 12-20 of the Statement of Justification in support of the Sketch Plan, the Project does substantially conform with the vast majority of the Sector Plan's recommendations for the Property. In this regard, there is ample evidence of record to demonstrate that the Project substantially complies with the Sector Plan, which compliance is appropriate for more detailed review at the time of site plan.

Additionally, it should be noted that the authors of many of the letters that argue against the Project for lack of Sector Plan compliance seem unfamiliar with what the Sector Plan actually recommends. Some indicate they support the recommendations of the Sector Plan, but want less dense development on the site, when, as noted above, the Project's density and height is already substantially less than the Sector Plan recommends. Others challenge the provision of an access point on Woodland Drive, when the Sector Plan vision for the Metro pick-up, drop-off called for such to be "accessible from Woodland Drive" and its plans for a civic green and accommodation of the Metro tunnel on the south side of the Property effectively preempt access from the Forest Glen frontage.

Pre-Submittal Meeting Notice

Finally, some letters argue purported deficiencies in the size and height of the signs that were used to notice the September 22, 2023 Pre-submission Meeting warrant everything from a new pre-submission meeting and a restarting of the review process to a wholesale rejection of the application. JLB does not believe these arguments have any merit for the reasons detailed below.

First, Section 59.7.5.2.B of the Zoning Ordinance requires that a pre-submission meeting sign be "equivalent to the requirements for an application sign." Section 59.7.5.2.C contains the requirements for an application sign and states that, for a sketch plan application, "the applicant must use *the sign template* provided by the Planning Department." See Section 59.7.5.2.C.2.a of the Zoning Ordinance (emphasis added). While the sign template on the Planning Department's website, found at <https://montgomeryplanning.org/resources/sign-template/>, specifies sign content for application notice signs, it does not provide any dimensions. One has to look for a separate document, the "Sign Posting Procedures" for the cited specifications regarding sign size and height. Because such specifications are not themselves codified, nor are they identified on the "sign template" referenced in the

applicable code provision, JLB does not believe they are controlling. As such, any non-compliance with such specification does not create a noticing defect affecting the validity of the application.

Second, even assuming, for the sake of argument, that such sign specifications were applicable, the intent of the notice provisions was effectuated and there have been no allegations of prejudice resulting from the slightly smaller signs. The signage requirements of the “Sign Posting Procedures” are, as noted in the title, procedural. Maryland Courts have made clear that strict conformance with procedural requirements is only required where the regulation “affect[s] individual rights and obligations” and not where the regulation is “adopted merely for the orderly transaction of agency business.” *Baltimore Police Department v. Antonin*, 237 Md. App. 348, 369–70 (2018). Furthermore, a party alleging the violation of a procedural regulation is required to demonstrate prejudice. *Id.*⁴ As noted above, prejudice has not been alleged, nor could it be demonstrated. The pre-submission meeting was well-attended, with many individuals commenting that they came out after seeing the signs on the Property. Thus, while some are attempting to use the signage issue as a basis for delaying or having rejected an application they do not favor, there is simply no support for such delay or rejection in applicable law.

Thank you for your attention to this information. We will be present at the March 30th public hearing to answer any questions you may have.

Very truly yours,

MILES & STOCKBRIDGE P.C.



Erin E. Girard

cc: Matthew Folden
Amy Lindsey
Graham Brock
Martin Mankowski

⁴ See also *Heath v. Mayor and City Council of Baltimore*, wherein the posting of a notice sign of the wrong color was found not to invalidate a permit, with the court concluding, “We do not consider this slight departure from the strict letter of the rule to be a jurisdictional defect invalidating the permit....A substantial compliance with the requirements of an administrative regulation in making an application for a permit is sufficient.” 187 Md. 296, 299 (1946)

Lenhart Traffic Consulting, Inc.
Transportation Planning & Traffic Engineering

Memorandum:

Date: March 23, 2023

TO: JLB Reality
Martin T. Mankowski
8120 Woodmont Avenue
Bethesda, MD 20814

FROM: Nick Driban

RE: 9801 Georgia Avenue Site – Summary of Traffic Review

This memorandum has been prepared to provide a summary of our Traffic Review for the 9801 Georgia Avenue site. The summary of findings is as follows:

Results of Traffic Review

This Traffic Review was prepared for the proposed redevelopment of the site located at 9801 Georgia Avenue. The site is located in Forest Glen, Maryland on the northeast corner of the intersection of MD 97 (Georgia Avenue) & Forest Glen Road. The site is proposed to be developed with up to 415 apartment units which will include a small amount of first floor retail. The proposed use replaces an existing 31,590 square foot medical-dental office building. Site access will be provided via a right-in/right-out access along MD 97 as well as a driveway along Woodland Drive.

The following conclusions/recommendations are applicable to the proposed development:

- **Pursuant to current County policies, no vehicular traffic analysis is required for this site. However, detailed analyses of pedestrian, bicycle, and transit facilities, as well as a safety analysis are required at time of Preliminary Plan. Improvements totaling up to approximately \$1.85 million will be required to provide enhancements for these modes.**
 - The County's LATR Guidelines do not require any analysis of motor vehicle operations in Red policy areas, including the Forest Glen Transportation Policy Area where the site is located, because the County has chosen to prioritize other modes of transportation in its more-urban areas. As such, instead of the traditional vehicular analysis, the County requires a robust analysis of pedestrian, bicycle, and transit facilities, as well as an evaluation of safety, in the vicinity of the site. These analyses are required as part of the Preliminary Plan submittal for the site and are reviewed and ultimately must be approved by M-NCPPC, MCDOT, and MDOT-SHA. The development will be required to make substantial pedestrian, bicycle, and transit improvements up to approximately \$1,850,000 in the vicinity of the site. Specific improvements will be determined at the Preliminary Plan stage of development.



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- **The additional volume of peak hour vehicular traffic resulting from redevelopment of the site is much less than one-vehicle-per-unit. Much of the site's traffic will travel to and from the site via alternate modes of transportation, such as by walking, cycling, or via transit.**
 - The proposed use is projected to generate a total of 145 vehicular trips during the AM peak hour and 118 vehicular trips during the PM peak hour. The AM and PM peak hours are the highest one-hour period for traffic-volumes during the morning and evening, respectively. These peak hours are utilized in transportation analyses in order to evaluate a site's impact at times when the transportation networks are most stressed. The existing site generates 60 vehicular trips during the AM peak hour and 88 vehicular trips during the PM peak hour. As such, the net change in vehicular traffic will be 85 trips during the AM peak hour and 30 trips during the PM peak hour.
 - A large number of additional trips are projected to be via alternative modes of transportation, based on Montgomery County's methodology for determining trip generation. Specifically, according to the County's methodology, outlined in the Local Area Transportation Review (LATR) Guidelines, only 56.3% of all peak-hour trips to and from the site will be 'auto-driver' trips. The remaining 43.7% of trips will occur via transit, non-motorized modes of transportation, or as passengers in automobiles. The County-specified mode-share assumptions are derived from an array of empirical data collected by the county and are specifically designed to account for the unique travel patterns within different areas of the county, e.g. densely-populated urban areas tend to have more walking/biking/transit trips, whereas rural areas of the county tend to have a greater percentage of vehicular trips.
- **Several major projects are planned in the immediate vicinity of the site that will substantially improve traffic operations and provide an enhanced overall transportation network.** Specific projects include:
 - The Maryland Department of Transportation – State Highway Administration's (MDOT-SHA) project to enhance operations along the MD 97 corridor, including the addition of a southbound-left-turn lane and westbound-right-turn lane at the intersection of MD 97 & Forest Glen Road.
 - Improvements made by MDOT-SHA as part of their project should significantly improve traffic operations along the MD 97 corridor and at the intersection of MD 97 & Forest Glen Road and, in doing so, are likely to provide substantial benefits to traffic operations along the Forest Glen Road corridor. Maryland's Consolidated Transportation Program (CTP), 2023-2028, shows that the planning process for the Project has been completed and that it is currently in the final engineering and right-of-way acquisition phase. The Project is funded for utility relocation and, ultimately, for construction beginning in 2027.
 - Further, while there is no current policy requirement for vehicular adequacy in Red Transportation Policy Areas of the county, it is worth noting that Montgomery County's previous adequacy guidelines considered



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intersections located within Red Transportation Policy Areas within the county to be operating adequately with up to 120 seconds of delay. Based on MDOT-SHA's 2019 Interstate Access Point Approval Technical Report for this project, the intersection currently operates with an average delay of 42.4 seconds per vehicle during the AM peak hour and 33.8 seconds per vehicle during the PM peak hour. This is well within the county's previous adequacy standards, at just over 33% of the allowable, 120-second delay standard in the AM peak hour and just over 25% of the allowable delay standard during the PM peak hour. SHA's proposed improvements at the intersection will further reduce delay.

- Montgomery County's pedestrian and bicycle improvement project along Forest Glen Road between Woodland Drive and the Sligo Creek Trail.
 - The County's Forest Glen Road Sidewalk Project extends from Woodland Drive to the Sligo Creek Trail. The purpose of the project is to address connectivity and safety needs along Forest Glen Road, including providing a connected network of pedestrian and bicycle facilities between key origins/destinations in the area, such as Holy Cross Hospital, the Forest Glen Metro Station, the Forest Glen Medical Center, and the Sligo Creek Trail and Stream Valley Park.

The project proposes to construct sidewalk along the north side of Forest Glen Road and to implement improved bicycle facilities along the south side of Forest Glen Road, within the project limits. The proposed project, estimated to cost approximately \$1.5 million, will include restriping along Forest Glen Road, including in the vicinity of the Woodland Drive intersection, which will replace existing faded pavement markings and should assist in eliminating any driver confusion associated with the existing faded markings at the intersection.

- Montgomery County's planned tunnel to provide enhanced pedestrian connections to the WMATA Forest Glen Metro Station.
 - This County project would provide a pedestrian tunnel from the northeast corner to the southwest corner of the intersection of MD 97 & Forest Glen Road, in order to enhance access to the Forest Glen Metro Station. This proposed pedestrian connection will improve the safety of the MD 97 & Forest Glen Road intersection for all road-users by substantially reducing the number of conflicts between pedestrians, bicyclists, and motor vehicles. Construction is funded to begin in FY 26.

- **Although vehicular operations analysis/improvements are not required under the County's LATR Guidelines, additional improvements are recommended for consideration in conjunction with development of the site, including:**

- Woodland Drive Greenway
 - Woodland Drive is identified as a "Neighborhood Greenway" in the current Sector Plan for the area. Neighborhood Greenways are designed to be low-speed streets that prioritize pedestrians and bicyclists.



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Based on the County's Neighborhood Greenway guidelines, it is recommended that street-narrowing treatments and raised-pavement-traffic-calming devices be implemented along the Property's Woodland Drive frontage, in conjunction with proposed shared-use bicycle lanes, in order to reduce speeds and discourage cut-through traffic. Exact design details should be worked out at the time of Preliminary Plan with applicable agencies.

- Neighborhood Traffic Calming
 - The community has expressed concern about traffic to and/or from the site utilizing neighborhood streets to avoid congestion. In particular, concerns were expressed regarding the site access being located directly across Woodland Drive from Sherwood Road, as well as whether vehicles to/from the site might use the other neighborhood streets along Woodland Drive. Therefore, turn restrictions are recommended to reduce the possibility of cut-through traffic from the site as detailed in the full report.
- Strategies to Manage Transportation Demand
 - An array of strategies are recommended to manage demand for vehicular trips to/from the site, including any/all of the following:
 - Preferred Employer Program – Preferred Employer status will be given to Holy Cross Hospital employees as well as other key local employers. Financial incentives will be offered for residents who are employed by companies with Preferred Employer status. This will substantially increase the number of residents who are able to walk or bike to work, thereby reducing the number of vehicular trips to/from the site.
 - Metro Cards – Preloaded Metro Cards will be offered in order to incentivize residents to use the adjacent Forest Glen Metro Station.
 - Pay to Park – The site will have paid parking for tenants, which will reduce the number of vehicles on site.
 - Car Sharing – The potential to include car-sharing spaces is being reviewed.
 - Transportation Coordinator – There will be a Transportation Coordinator who will assist residents in understanding commuting options and will provide materials related to commuting alternatives other than single-occupancy vehicles.
 - Real Time Transit Information – The site will include a display showing real-time transit information to facilitate transit usage.
 - On-Site Bicycle Parking and Amenities – The site will include secure, on-site parking for bicycles, as well as a bicycle repair station and other amenities designed to make the site bicycle friendly.



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TRAFFIC REVIEW
FOR
9801 GEORGIA AVENUE

Prepared by:

LENHART TRAFFIC CONSULTING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

March 23, 2023



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Section 1 Introduction

1.1 Project Description

This Traffic Review was prepared for the proposed redevelopment of the site located at 9801 Georgia Avenue. The site is located in Forest Glen, Maryland on the northeast corner of the intersection of MD 97 (Georgia Avenue) & Forest Glen Road, as shown on **Exhibit 1a**. The site is proposed to be developed with up to 415 apartment units which will include a small amount of first floor retail. The proposed use replaces an existing 31,590 square foot medical-dental office building. Site access will be provided via a right-in/right-out access along MD 97 as well as a driveway along Woodland Drive. A concept site plan is included in Appendix A.

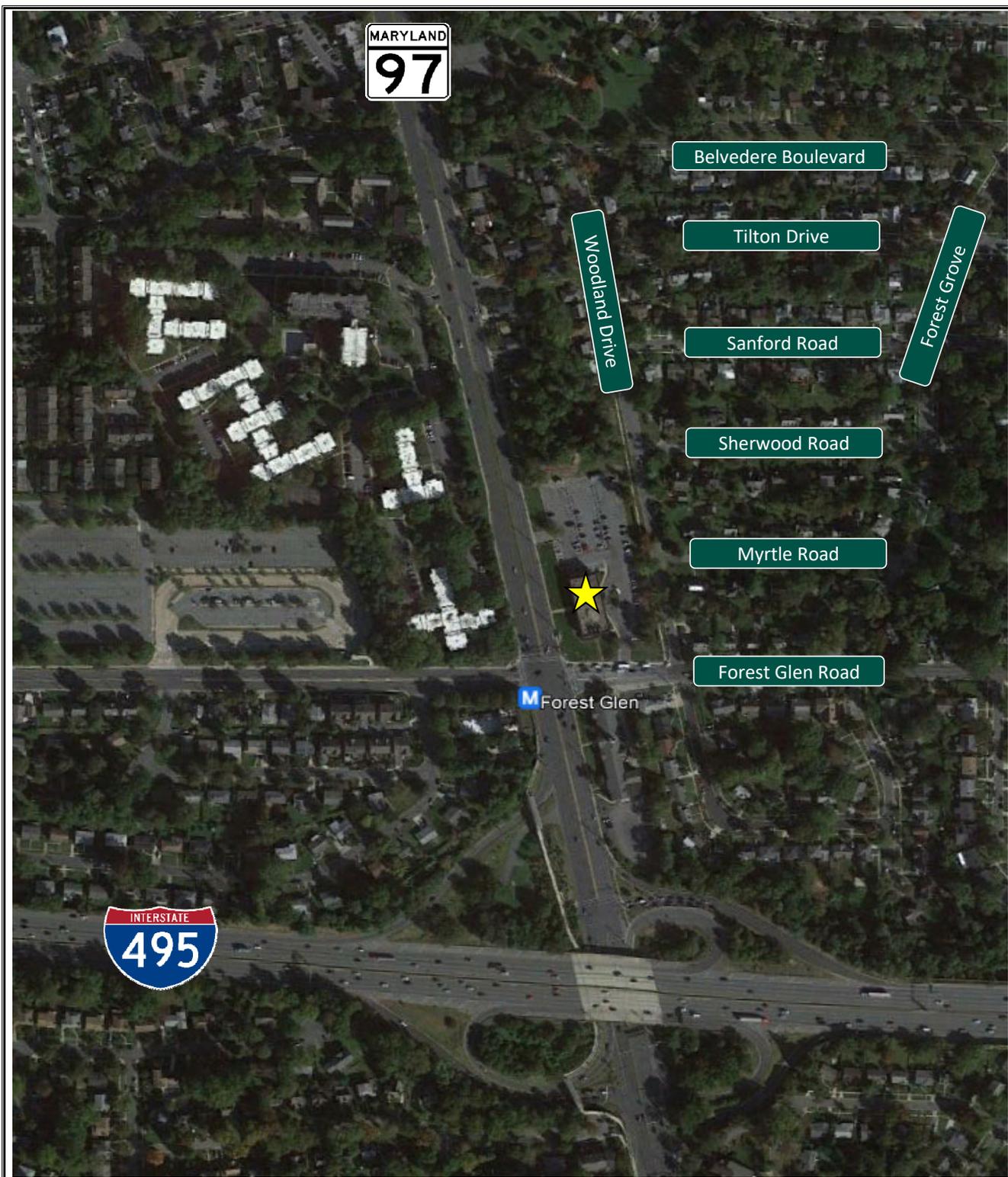
1.2 Scope

Proposed developments in Montgomery County are reviewed for transportation adequacy under the County's Local Area Transportation Review (LATR) Guidelines. The LATR Guidelines divide the county into four transportation policy areas based on the targeted density of a given area. The Policy areas range from Red and Orange areas, which are areas that are proximate to high-quality transit and targeted for high-density development, to the more rural Yellow and Green areas, listed here in descending order of targeted density. In recent years, the County has made it a point to prioritize alternative modes of transportation including pedestrians, bicyclists, and transit vehicles, as opposed to passenger cars, particularly in areas targeted for higher-density development. Specifically, the current LATR Guidelines do not require any analysis of motor vehicle operations in Red policy areas, including the Forest Glen Transportation Policy Area where the site is located. As such, no vehicular traffic analysis is required by the County for this site, nor for any other site in a Red policy area.

Instead of the traditional vehicular analysis, the County requires a robust analysis of pedestrian, bicycle, and transit facilities, as well as an evaluation of safety, in the vicinity of the site. These analyses are required as part of the Preliminary Plan submittal for the site and are reviewed and ultimately must be approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Montgomery County Department of Transportation (MCDOT), and Maryland Department of Transportation, State Highway Administration (MDOT-SHA). Ultimately, the development will be required to make substantial pedestrian, bicycle, and transit improvements up to an amount specified in the LATR Guidelines, based on the size of the proposed development.

While not required at the current Sketch Plan stage of development, in order to be responsive to community concerns, this Traffic Review was conducted. This document focuses on the following areas:

1. Site Transportation Requirements
2. Pending Improvements by Others
3. Recommended Additional Developer Improvements



Transportation Facilities Analysis

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Site
Location Map

★ - Site Location

**Exhibit
1**

Section 2 Site Transportation Requirements

2.1 Montgomery County Transportation Analysis Requirements

As described in Section 1.2, the site is located in an area of the county where no vehicular traffic analysis is required. Instead of the traditional vehicular analysis, the County requires a robust analysis of pedestrian, bicycle, and transit facilities, as well as an evaluation of safety, in the vicinity of the site. These analyses are required as part of the Preliminary Plan submittal for the site and are reviewed and ultimately must be approved by M-NCPPC, MCDOT, and MDOT-SHA. Ultimately, the development will be required to make substantial pedestrian, bicycle, and transit improvements up to an amount specified in the LATR Guidelines, based on the size of the proposed development. Based on the size of the development, as currently proposed, the development will be required to complete up to approximately \$1,850,000 worth of improvements in the vicinity of the site.

2.2 Site Details

The subject site is located in the Forest Glen Transportation Policy Area, on the northeast corner of the intersection of MD 97 (Georgia Avenue) & Forest Glen Road, as shown on **Exhibit 1**. The property is currently developed with a medical-dental office building with a gross floor area of 31,590 square feet. The site is proposed to be redeveloped with a 415-unit Mid-Rise Residential building with up to 5,000 square feet of 1st-Floor Commercial space.

Site access will be provided via a right-in/right-out access along MD 97 as well as a driveway along Woodland Drive.

2.3 Site Traffic - Vehicular

The Trip Generation table, shown on **Exhibit 2**, contains the trip generation totals for the proposed use, based on the methodology prescribed in the LATR Guidelines. The methodology in the LATR Guidelines applies Montgomery-County-specific modifications to the ITE Trip Generation Manual, 11th Edition's trip generation rates, in order to generate person trips. It should be noted that the county's methodology for person-trip generation is designed to account for the fact that people utilize a variety of modes of transportation beyond single-occupancy vehicles, including walking, biking, and transit. The County-specified mode-share assumptions are derived from an array of empirical data collected by the county and are specifically designed to account for the unique travel patterns within different areas of the county, e.g. densely-populated urban areas tend to have more walking/biking/transit trips, whereas rural areas of the county tend to have a greater percentage of vehicular trips.

Trip Generation Rates

Low-Rise Residential with Ground-Floor Commercial (ITE-230, Units) [GFA 1-25k]

Morning Trips = 0.44 x Units
Evening Trips = 0.36 x Units

Trip Distribution (In/Out)

23/77
71/29

Medical-Dental Office (ksf, ITE-720)

Ln(Morning Trips) = 0.90 x Ln(ksf) + 1.34
Evening Trips = 4.07 x (ksf) - 3.17

Trip Distribution (In/Out)

79/21
30/70

Trip Generation Totals

Proposed	Low-Rise Residential with Ground-Floor Commercial (ITE-230, Units) [GFA 1-25k]	415 units	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
			42	141	183	91	58	149
Proposed Vehicular Trips per ITE Trip Generation Manual, 11th Edition:			42	141	183	91	58	149
LATR Vehicle Trip Generation Rate Adjustment Factor (Forest Glen - Residential): 79%								
Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 52.1%):			34	111	145	72	46	118
Total Person Trips:			65	213	278	138	88	226
Auto Driver: 52.1%			34	111	145	72	46	118
Auto Passenger: 19.9%			13	42	55	27	18	45
Transit: 11.9%			8	25	33	16	10	27
Non-Motorized: 16.2%			11	35	46	22	14	37

Existing	Medical-Dental Office (ksf, ITE-720)	31,590 sq.ft.	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
			67	18	85	37	88	125
Existing Vehicular Trips per ITE Trip Generation Manual, 11th Edition:			67	18	85	37	88	125
LATR Vehicle Trip Generation Rate Adjustment Factor (Forest Glen - Office): 70%								
Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 56.3%):			46	14	60	18	70	88
Total Person Trips:			81	25	106	32	124	156
Auto Driver: 56.3%			46	14	60	18	70	88
Auto Passenger: 9.9%			8	2	10	3	12	15
Transit: 20.9%			17	5	22	7	26	33
Non-Motorized: 13.1%			11	3	14	4	16	20

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Net Person Trips:	-16	188	172	106	-36	70

NOTES:

1. The Montgomery County Growth and Infrastructure Policy states that projects with more than 50 peak hour person trips require a transportation facilities analysis based on GIP Requirements.
2. Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition.

Traffic Impact Analysis	Trip Generation for Site	Exhibit 2
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

As Shown on Exhibit 2, the proposed use is projected to generate a total of 145 vehicular trips during the AM peak hour and 118 vehicular trips during the PM peak hour. The existing site generates 60 vehicular trips during the AM peak hour and 88 vehicular trips during the PM peak hour. As such, the net change in vehicular traffic will be 85 trips during the AM peak hour and 30 trips during the PM peak hour. Any impacts of the increased volume of traffic generated by the site will be dispersed between inbound and outbound movements, as well as between the two access points.

2.4 Site Traffic – Other Modes

As shown on **Exhibit 2**, which contains the trip generation totals for the proposed use, based on the methodology in the LATR Guidelines, the proposed use is projected to generate a total of 278 person trips during the AM peak hour and 226 person trips during the PM peak hour. As described in Section 2.3, a ‘person trip’ is a trip to or from a site by any mode of travel, including as a driver or passenger of a vehicle, via walking, biking, or transit. In other words, based on the County’s LATR Guidelines, a total of 278 people are projected to arrive at or depart from the site during the morning peak hour via any mode of travel and a total of 226 people are projected to arrive at or depart from the site during the evening peak hour. The existing site generates 106 person trips during the AM peak hour and 156 person trips during the PM peak hour. As such, the net change in person trips will be 172 trips during the AM peak hour and 70 trips during the PM peak hour. This increase in trips is distributed across all modes of transportation, including motor vehicles, transit, and non-motorized modes such as biking and walking.

Based on the change in peak hour person trips, the following analyses are required under the LATR Guidelines:

Pedestrian System Adequacy

Based on the site’s Transportation Policy Area (a Red area) and peak hour person trip generation of 100-199, a pedestrian adequacy review is required within a 750’ radius of the site for roadways classified as Primary Residential or higher. There are three components for the Pedestrian System Adequacy Test that must be analyzed within this 750-foot study area. They are as follows:

1. Pedestrian Level of Comfort (PLOC)
2. Street Lighting
3. ADA Compliance

The LATR Guidelines provide specific directions for the analysis of each of the three components of Pedestrian System Adequacy.

Bicycle System Adequacy

Based on the site’s Transportation Policy Area, a Red area, and peak hour person trip generation, 100-199, a bicycle adequacy review is required within a 750’ radius of the site. As detailed in the County’s Growth and Infrastructure Policy (GIP), the bicycle

adequacy evaluation requires that "...[an analysis be conducted] of existing and programmed conditions to ensure low Level of Traffic Stress (LTS-2) conditions on all transportation rights-of-way within a certain distance of the site frontage, specified in Table T5. If current and programmed connections will not create adequate conditions, the applicant must construct sidepaths, separated bike lanes, or trails, consistent with the Bicycle Master Plan, that create or extend LTS-2 conditions up to the specified distance from the site frontage."

Transit System Adequacy

Based on the site's Transportation Policy Area and peak hour person trip generation, a transit adequacy review is required within a 1,000' radius of the site, according to Table T6 of the Growth and Infrastructure Policy. As detailed in the GIP, the transit adequacy evaluation requires that "...[an analysis be conducted] of existing and programmed conditions to ensure that there are bus shelters outfitted with realtime travel information displays and standard amenities, along with a safe, efficient, and accessible path between the site and a bus stop, at a certain number of bus stops within a certain distance of the site frontage, specified in Table T6."

Vision Zero Statement

The study must include a Vision Zero Statement regarding safety for facilities within 750' of the site. According to the GIP, "This statement must assess and propose solutions to high injury network and safety issues, review traffic speeds, and describe in detail how safe site access will be provided. With concurrence of the responsible agency, projects must implement or contribute to the implementation of safety countermeasures."

Proposed Improvements

As noted above, up to approximately \$1.85M worth of improvements to address adequacy in the categories noted, above, will be required as part of the conditions of development. Determination of specific improvements requires a detailed evaluation of conditions for each transportation mode within the specified radius of the site for that mode, in compliance with the LATR Guidelines. This evaluation is conducted at the Preliminary Plan stage of development, and all conclusions and recommendations will be reviewed by M-NCPPC, MCDOT, and MDOT-SHA in order to determine the final list of improvements to be implemented. It is likely these improvements will include significant widening of key pedestrian connections as well as substantially upgraded bicycle facilities, among other improvements in the area.

Section 3 Pending Improvements by Others

3.1 Overview of Pending Improvements

Several major projects are planned in the immediate vicinity of the site that will also substantially improve traffic operations and provide an enhanced overall transportation network. Specific projects include:

1. The Maryland Department of Transportation – State Highway Administration’s (MDOT-SHA) project to enhance operations along the MD 97 corridor, including specific improvements at the intersection of MD 97 & Forest Glen Road.
2. Montgomery County’s pedestrian and bicycle improvement project along Forest Glen Road between Woodland Drive and the Sligo Creek Trail.
3. Montgomery County’s planned tunnel to provide enhanced pedestrian connections to the WMATA Forest Glen Metro Station.

In addition, it should be noted that MDOT-SHA completed a project along MD 97 in 2019 that was designed to enhance safety along the corridor. From SHA’s website:

“As an active partner with local government officials, enforcement agencies and advocacy groups, MDOT SHA has initiated a comprehensive strategy to address pedestrian and bicyclist safety on MD 97 and similar urban roadways. The speed limit reductions are part of other major pedestrian and bicycle initiatives, including narrower lane widths. On MD 97 between south of I-495 (Capital Beltway) and north of the Wheaton Triangle, lane widths were reduced from 12 feet to 10 feet. The narrowed widths influence slow traffic speeds and add additional buffer space to protect pedestrians and bicyclists.”

3.2 SHA’s MD 97 Corridor Project

MDOT-SHA is currently in the process of undertaking the MD 97 (Georgia Avenue) from MD 390 (16th St) to MD 192 (Forest Glen Rd) (MO224571) Project, also known as the MD 97 Montgomery Hills Project (the “Project”). Maryland’s Consolidated Transportation Program (CTP), 2023-2028, shows that the planning process for the Project has been completed and that it is currently in the final engineering and right-of-way acquisition phase. The Project is funded for utility relocation and, ultimately, for construction beginning in 2027.

The Project currently proposes the construction of additional lanes along both MD 97 & Forest Glen Road. Specifically, the MDOT-SHA plans call for the addition of a southbound left-turn lane along MD 97, as well as a westbound right-turn lane along Forest Glen Road. Concept level plans obtained from MDOT-SHA’s website are included in Appendix B.

These improvements should significantly enhance traffic operations along the MD 97 corridor and at the intersection of MD 97 & Forest Glen Road and, in doing so, are likely to provide substantial benefits to traffic operations along the Forest Glen Road corridor as well.

Further, while there is no current policy requirement for vehicular adequacy in Red Transportation Policy Areas of the county, it is worth noting that Montgomery County's previous adequacy guidelines considered intersections located within Red Transportation Policy Areas within the county to be operating adequately with up to 120 seconds of delay. Based on MDOT-SHA's 2019 Interstate Access Point Approval Technical Report for this project, the intersection currently operates with an average delay of 42.4 seconds per vehicle during the AM peak hour and 33.8 seconds per vehicle during the PM peak hour. This is well within the county's previous adequacy standards, at just over 33% of the allowable, 120-second delay standard in the AM peak hour and just over 25% of the allowable delay standard during the PM peak hour. SHA's proposed improvements at the intersection will further reduce delay.

3.3 Montgomery County's Forest Glen Road Sidewalk Project

The County's Forest Glen Road Sidewalk Project extends from Woodland Drive to the Sligo Creek Trail. The stated purpose of the project is to address connectivity and safety needs along Forest Glen Road, including providing a connected network of pedestrian and bicycle facilities between key origins/destinations in the area, such as Holy Cross Hospital, the Forest Glen Metro Station, the Forest Glen Medical Center, and the Sligo Creek Trail and Stream Valley Park.

The project proposes to construct sidewalk along the north side of Forest Glen Road and to implement improved bicycle facilities along the south side of Forest Glen Road, within the project limits. The proposed project, estimated to cost approximately \$1.5 million, will include restriping along Forest Glen Road, including in the vicinity of the Woodland Drive intersection, which will replace existing faded pavement markings and should assist in eliminating any driver confusion associated with the existing faded markings at the intersection. The project has completed 35% design. A copy of the proposed improvements is included in Appendix C.

3.4 Montgomery County's Forest Glen Metro Station Access Project

The proposed project would provide a pedestrian tunnel from the northeast corner to the southwest corner of the intersection of MD 97 & Forest Glen Road, in order to enhance access to the Forest Glen Metro Station. This proposed pedestrian connection will improve the safety of the MD 97 & Forest Glen Road intersection for all road-users by substantially reducing the number of conflicts between pedestrians, bicyclists, and motor vehicles. Construction is funded to begin in FY 26. Concept plans for the proposed improvement are included in Appendix D.

Section 4 Recommended Additional Developer Improvements

4.1 Overview of Developer Improvement Options

Although a vehicular traffic operations analysis is not required based on the LATR Guidelines, based on feedback from the community, the following improvements are recommended in addition to the anticipated \$1.85M in pedestrian/bicycle/transit improvements:

1. Implementation of the Woodland Drive Greenway along the Property’s frontage
2. Implementation of Turn Restrictions to Eliminate Cut-Through Traffic from the Site
3. Adoption of Strategies to Manage Transportation Demand

4.2 Woodland Drive Greenway

Woodland Drive is identified as a “Neighborhood Greenway” in the current Sector Plan for the area. The standards for this type of road from the Bicycle Master Plan Implementation Guidelines are included in Appendix E. As shown in Appendix E, Neighborhood Greenways are designed to be low-speed streets that prioritize pedestrians and bicyclists.

Based on the County’s Neighborhood Greenway guidelines, it is recommended that street-narrowing treatments and raised-pavement-traffic-calming devices be implemented along the Property’s Woodland Drive frontage, in conjunction with a proposed shared-use bicycle facility, in order to reduce speeds and discourage regional cut-through traffic along this portion of Woodland Drive. The details for this proposed greenway should be coordinated with the appropriate agencies at the time of Preliminary Plan.

4.3 Turn Restrictions to Eliminate Cut-Through Traffic from the Site

The community has expressed concern about traffic to and/or from the site utilizing neighborhood streets to avoid the intersection of Woodland Drive & Forest Glen Road. In particular, concerns were expressed regarding the site access being located directly across Woodland Drive from Sherwood Road and whether vehicles leaving the site might utilize Sherwood Road to avoid the aforementioned intersection, and/or whether vehicles to/from the site might use the adjacent neighborhood streets along Woodland Drive for the same purpose. In order to minimize this possibility, it is recommended that turn restrictions be implemented along Woodland Drive. Exhibit 3 shows recommended modifications, including:

1. No Left Turn from Woodland Drive into Myrtle Road – Elimination of this turning movement would prohibit vehicles from the site from utilizing Myrtle Road to access Forest Glen Road. Community vehicles could still access Myrtle Road from the south

along Woodland Drive, from Forest Glen Drive from the east, and/or via an alternate neighborhood street to the north, as they can today.

2. Do Not Enter from Woodland Drive into Sherwood Road – This would prohibit vehicles from the site from accessing Sherwood Road. Community vehicles could still access Sherwood Road from the east via Forest Glen Drive and/or via any of the alternate streets within the neighborhood grid.
3. No Right Turn from Woodland Drive into Sanford Road – Elimination of this turning movement would prohibit vehicles from the site from utilizing Sanford Road to gain access to Forest Glen Road. Community vehicles could still access Sanford Road from the north along Woodland Drive, from the east via Forest Glen Drive, and/or from the south via an alternate street within the neighborhood grid, as they can today.

It is not believed that turning restrictions would be necessary further north than Sanford Road as vehicles from the site would be unlikely to make this more substantial diversion to access Forest Glen Road. However, if desired by the community, a No Right Turn sign could also be installed to prohibit turns from Woodland Drive onto Tilton Road.

While there are some tradeoffs to neighborhood access for community residents associated with implementation of the recommended turning restrictions, impacts to the community would be minor whereas the restrictions are likely to substantially reduce any potential for cut-through traffic from the site. It is therefore recommended that the developer work with Montgomery County to implement the elements listed above, in order to substantially reduce or eliminate the possibility of cut-through traffic along neighborhood streets.

4.4 Strategies to Manage Transportation Demand

The project Developer of the site is also proposing to implement an array of strategies to manage transportation demand to/from the site. Implementation of any or all of these strategies will substantially reduce the number of vehicles to/from the site. The following strategies are recommended:

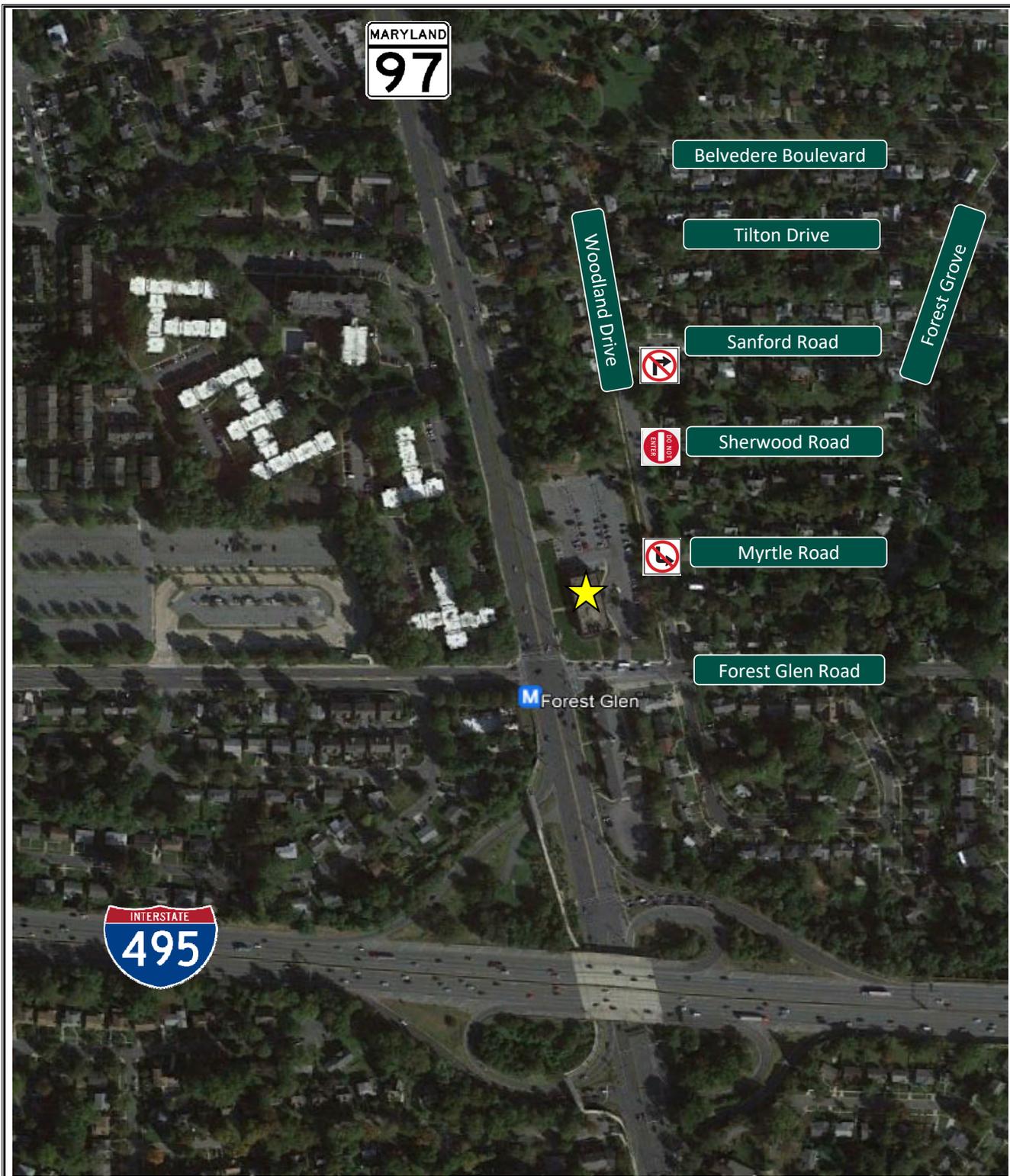
1. Preferred Employer Program – Preferred Employer status will be given to Holy Cross Hospital employees as well as other key local employers. Financial incentives will be offered for residents who are employed by companies with Preferred Employer status. This will substantially increase the number of residents who are able to walk or bike to work, thereby reducing the number of vehicular trips to/from the site.
2. Metro Cards – Preloaded Metro Cards will be offered in order to incentivize residents to use the adjacent Forest Glen Metro Station.
3. Pay to Park – The site will have paid parking for tenants, which will reduce the number of vehicles on site.
4. Car Sharing – The potential to include car-sharing spaces is being reviewed.
5. Transportation Coordinator – There will be a Transportation Coordinator who will assist residents in understanding commuting options and will provide materials related to commuting alternatives other than single-occupancy vehicles.

6. Real Time Transit Information – The site will include a display showing real-time transit information to facilitate transit usage.
7. On-Site Bicycle Parking and Amenities – The site will include secure, on-site parking for bicycles, as well as a bicycle repair station and other amenities designed to make the site bicycle friendly.

4.5 Other Alternatives Considered

In addition to the measures detailed in section 4.2-4.4, above, other alternatives were considered, but eliminated for various reasons. While the following list is not comprehensive of all options considered, it provides insight into additional options that were explored:

1. One-way restrictions along Sherwood Road, Myrtle Road, and/or other community streets in order to prevent traffic from the site from entering the neighborhood. This alternative was dropped from consideration as it would force vehicles leaving the neighborhood to travel in a single direction, thereby eliminating key egress options for portions of the community.
2. All Way Stop Control at the intersection of Woodland Drive & Sherwood Road was investigated, however it is unlikely that traffic volumes at this location are high enough to meet the requirements for implementation of All Way Stop Control based on the nationally and locally accepted standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD).



Transportation Facilities Analysis

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Recommended
Turn Restrictions

 - Site Location

Exhibit
3

Section 5 Conclusions / Recommendations

5.1 Results of Traffic Review

This Traffic Review was prepared for the proposed redevelopment of the site located at 9801 Georgia Avenue. The site is located in Forest Glen, Maryland on the northeast corner of the intersection of MD 97 (Georgia Avenue) & Forest Glen Road. The site is proposed to be developed with up to 415 apartment units which will include a small amount of first floor retail. The proposed use replaces an existing 31,590 square foot medical-dental office building. Site access will be provided via a right-in/right-out access along MD 97 as well as a driveway along Woodland Drive.

The following conclusions/recommendations are applicable to the proposed development:

- **No vehicular traffic analysis is required for this site. However, detailed analyses of pedestrian, bicycle, and transit facilities, as well as a safety analysis are required. Improvement totaling up to approximately \$1.85 million will be required to provide enhancements for these modes.**
 - The County's LATR Guidelines do not require any analysis of motor vehicle operations in Red policy areas, including the Forest Glen Transportation Policy Area where the site is located. Instead of the traditional vehicular analysis, the County requires a robust analysis of pedestrian, bicycle, and transit facilities, as well as an evaluation of safety, in the vicinity of the site. These analyses are required as part of the Preliminary Plan submittal for the site and are reviewed and ultimately must be approved by M-NCPPC, MCDOT, and MDOT-SHA. The development will be required to make substantial pedestrian, bicycle, and transit improvements up to approximately \$1,850,000 in the vicinity of the site. Specific improvements will be determined at the Preliminary Plan stage of development.
- **The additional volume of peak hour vehicular traffic resulting from redevelopment of the site is much less than one-vehicle-per-unit.**
 - The proposed use is projected to generate a total of 145 vehicular trips during the AM peak hour and 118 vehicular trips during the PM peak hour. The existing site generates 60 vehicular trips during the AM peak hour and 88 vehicular trips during the PM peak hour. As such, the net change in vehicular traffic will be 85 trips during the AM peak hour and 30 trips during the PM peak hour. A large number of additional trips are projected to be via alternative modes of transportation, based on Montgomery County's methodology for determining trip generation.
- **Several major projects are planned in the immediate vicinity of the site that will substantially improve traffic operations and provide an enhanced overall transportation network.** Specific projects include:
 - The Maryland Department of Transportation – State Highway

Administration's (MDOT-SHA) project to enhance operations along the MD 97 corridor, including specific improvements at the intersection of MD 97 & Forest Glen Road.

- The improvements proposed by MDOT-SHA as part of their project will significantly improve traffic operations along the MD 97 corridor and at the intersection of MD 97 & Forest Glen Road and, in doing so, will provide substantial benefits to traffic operations along the Forest Glen Road corridor.
- Further, while there is no current policy requirement for vehicular adequacy in Red Transportation Policy Areas of the county, it is worth noting that Montgomery County's previous adequacy guidelines considered intersections located within Red Transportation Policy Areas within the county to be operating adequately with up to 120 seconds of delay. Based on MDOT-SHA's 2019 Interstate Access Point Approval Technical Report for this project, the intersection currently operates with an average delay of 42.4 seconds per vehicle during the AM peak hour and 33.8 seconds per vehicle during the PM peak hour. This is well within the county's previous adequacy standards, at just over 33% of the allowable, 120-second delay standard in the AM peak hour and just over 25% of the allowable delay standard during the PM peak hour. SHA's proposed improvements at the intersection will further reduce delay.
- Montgomery County's pedestrian and bicycle improvement project along Forest Glen Road between Woodland Drive and the Sligo Creek Trail.
 - The County's Forest Glen Road Sidewalk Project extends from Woodland Drive to the Sligo Creek Trail. The purpose of the project is to address connectivity and safety needs along Forest Glen Road, including providing a connected network of pedestrian and bicycle facilities between key origins/destinations in the area, such as Holy Cross Hospital, the Forest Glen Metro Station, the Forest Glen Medical Center, and the Sligo Creek Trail and Stream Valley Park.

The project proposes to construct sidewalk along the north side of Forest Glen Road and to implement improved bicycle facilities along the south side of Forest Glen Road, within the project limits. The proposed project, estimated to cost approximately \$1.5 million, will include restriping along Forest Glen Road, including in the vicinity of the Woodland Drive intersection, which will replace existing faded pavement markings and should assist in eliminating any driver confusion associated with the existing faded markings at the intersection.

- Montgomery County's planned tunnel to provide enhanced pedestrian connections to the WMATA Forest Glen Metro Station.
 - The proposed project would provide a pedestrian tunnel from the northeast corner to the southwest corner of the intersection of MD 97

& Forest Glen Road, in order to enhance access to the Forest Glen Metro Station. This proposed pedestrian connection will improve the safety of the MD 97 & Forest Glen Road intersection for all road-users by substantially reducing the number of conflicts between pedestrians, bicyclists, and motor vehicles.

- **Although vehicular operations analysis/improvements are not required by the County’s LATR Guidelines, additional improvements are recommended for consideration in conjunction with development of the site, including:**

- Woodland Drive Greenway
 - Woodland Drive is identified as a “Neighborhood Greenway” in the current Sector Plan for the area. Neighborhood Greenways are designed to be low-speed streets that prioritize pedestrians and bicyclists.

Based on the County’s Neighborhood Greenway guidelines, it is recommended that street-narrowing treatments and raised-pavement-traffic-calming devices be implemented along the Property’s Woodland Drive frontage, in conjunction with proposed shared-use bicycle lanes, in order to reduce speeds and discourage cut-through traffic.

- Neighborhood Traffic Calming
 - The community has expressed concern about traffic to and/or from the site utilizing neighborhood streets to avoid congestion. In particular, concerns were expressed regarding the site access being located directly across Woodland Drive from Sherwood Road, as well as whether vehicles to/from the site might use the other neighborhood streets along Woodland Drive. Therefore, turn restrictions are recommended to reduce the possibility of cut-through traffic from the site.
- Strategies to Manage Transportation Demand
 - An array of strategies are recommended to manage demand for vehicular trips to/from the site.

Appendix A

Supplemental Info., Turning Movement Counts, Site Plan



Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1998150144 County: Montgomery Comments:
Date: 3/29/2022 12:00:00 AM Town: none
Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74

MD 97 MD 97 Forest Glen Rd MD 192
From North From South From East From West

Begin Hour	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	GrandTotal
00:00:00	1	0	54	1	56	1	5	70	5	81	0	8	0	3	11	0	1	0	1	2	150
00:15:00	0	0	42	0	42	1	6	69	6	82	0	0	1	0	1	0	3	1	2	6	131
00:30:00	0	0	38	1	39	0	4	57	6	67	0	4	1	4	9	0	2	0	1	3	118
00:45:00	0	0	28	2	30	1	3	47	5	56	0	3	1	2	6	0	0	1	3	4	96
01:00:00	0	0	26	0	26	0	1	47	4	52	0	6	0	0	6	0	0	1	1	2	86
01:15:00	0	1	39	0	40	0	0	49	0	49	0	3	0	1	4	0	2	0	1	3	96
01:30:00	0	1	17	1	19	0	0	34	2	36	0	4	1	0	5	0	0	1	1	2	62
01:45:00	0	0	17	0	17	0	0	23	0	23	0	2	0	0	2	0	0	0	0	0	42
02:00:00	0	1	19	1	21	0	0	30	3	33	0	0	1	1	2	0	0	0	2	2	58
02:15:00	0	0	22	0	22	0	1	31	3	35	0	2	0	0	2	0	0	0	0	0	59
02:30:00	0	0	17	1	18	1	0	20	3	24	0	5	0	3	8	0	0	0	0	0	50
02:45:00	0	0	25	0	25	2	1	20	1	24	0	0	0	3	3	0	0	0	0	0	52
03:00:00	0	0	29	0	29	1	0	20	7	28	0	4	0	1	5	0	0	0	1	1	63
03:15:00	0	2	31	2	35	1	0	19	6	26	0	1	0	3	4	0	0	0	0	0	65
03:30:00	0	0	48	0	48	0	0	18	4	22	0	3	0	0	3	0	0	0	0	0	73
03:45:00	0	0	44	0	44	2	2	33	4	41	0	3	1	1	5	0	0	0	2	2	92
04:00:00	0	2	62	1	65	0	0	32	4	36	0	4	0	0	4	0	0	0	2	2	107
04:15:00	0	1	104	0	105	0	1	25	6	32	0	5	0	0	5	0	0	1	2	3	145
04:30:00	0	1	146	1	148	2	3	30	11	46	0	11	0	2	13	0	0	1	3	4	211
04:45:00	0	2	144	1	147	0	2	42	15	59	0	6	3	1	10	0	0	0	1	1	217
05:00:00	0	1	208	0	209	1	1	49	13	64	0	14	2	0	16	0	0	2	4	6	295
05:15:00	0	4	277	6	287	0	2	71	21	94	0	13	4	1	18	0	0	2	5	7	406
05:30:00	0	3	287	5	295	0	3	69	40	112	0	25	8	3	36	0	1	4	7	12	455
05:45:00	0	4	329	7	340	0	9	95	46	150	0	17	13	4	34	0	3	7	8	18	542
06:00:00	0	2	395	3	400	0	4	115	23	142	0	19	16	4	39	0	4	8	5	17	598
06:15:00	0	1	492	11	504	0	6	120	45	171	0	27	18	5	50	0	1	7	14	22	747
06:30:00	0	0	446	14	460	0	0	131	70	201	0	64	38	8	110	0	3	8	16	27	798
06:45:00	0	1	509	18	528	0	0	148	119	267	0	74	29	12	115	0	1	18	23	42	952
07:00:00	0	0	564	16	580	0	0	193	56	249	0	83	44	10	137	0	8	12	19	39	1005
07:15:00	0	0	693	15	708	0	0	193	52	245	0	115	49	11	175	0	7	19	42	68	1196
07:30:00	0	0	726	15	741	0	0	243	55	298	0	110	74	22	206	0	12	25	52	89	1334
07:45:00	0	0	693	18	711	0	0	292	78	370	0	100	62	14	176	0	17	29	39	85	1342
08:00:00	0	0	693	20	713	0	0	274	99	373	0	115	68	13	196	0	13	35	42	90	1372
08:15:00	0	0	686	23	709	0	0	293	82	375	0	107	90	19	216	0	12	35	35	82	1382
08:30:00	0	1	569	20	590	0	0	260	71	331	0	102	60	9	171	0	17	27	40	84	1176
08:45:00	0	0	592	18	610	0	1	262	82	345	0	86	50	11	147	0	10	30	52	92	1194
09:00:00	0	1	570	17	588	0	0	267	76	343	0	101	44	21	166	0	8	24	38	70	1167
09:15:00	0	0	474	18	492	1	0	274	67	342	0	77	36	7	120	0	19	23	38	80	1034



Maryland Department of Transportation
 State Highway Administration
 Data Services Division
 Turning Movement Summary Report

Station ID: S1998150144 County: Montgomery Comments:
 Date: 3/29/2022 12:00:00 AM Town: none
 Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
 Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74

Time	MD 97					MD 97					Forest Glen Rd					MD 192					
	From North					From South					From East					From West					
09:30:00	1	4	432	10	447	1	17	272	49	339	0	67	29	13	109	0	11	24	36	71	966
09:45:00	0	4	405	13	422	0	10	253	62	325	0	53	27	17	97	0	14	22	18	54	898
10:00:00	0	3	410	11	424	2	19	312	75	408	1	47	22	16	86	0	12	15	20	47	965
10:15:00	1	0	378	12	391	4	22	316	60	402	0	46	20	16	82	0	5	12	21	38	913
10:30:00	0	3	395	6	404	7	11	302	67	387	0	49	18	17	84	0	5	14	28	47	922
10:45:00	0	4	371	9	384	2	8	313	54	377	0	44	19	12	75	0	11	18	15	44	880
11:00:00	1	1	355	6	363	2	15	332	62	411	0	41	13	22	76	0	11	18	25	54	904
11:15:00	0	5	361	10	376	4	10	332	64	410	0	54	17	15	86	1	6	16	15	38	910
11:30:00	0	7	347	8	362	3	15	314	50	382	0	56	14	7	77	0	13	8	25	46	867
11:45:00	1	7	370	18	396	1	14	310	45	370	0	56	17	20	93	0	9	20	21	50	909
12:00:00	1	4	387	14	406	2	9	333	59	403	0	51	14	22	87	0	8	12	28	48	944
12:15:00	1	6	387	13	407	6	13	364	53	436	0	53	11	13	77	0	17	20	20	57	977
12:30:00	0	9	343	15	367	2	23	359	75	459	0	69	28	18	115	0	12	14	28	54	995
12:45:00	1	6	379	15	401	0	18	339	72	429	0	45	21	15	81	0	13	23	28	64	975
13:00:00	3	8	340	21	372	1	12	370	65	448	0	54	12	14	80	0	18	17	21	56	956
13:15:00	0	7	429	12	448	6	15	361	65	447	0	54	19	9	82	0	8	17	31	56	1033
13:30:00	1	9	393	17	420	3	6	377	61	447	0	57	21	16	94	1	11	23	25	60	1021
13:45:00	2	9	395	17	423	5	11	390	77	483	0	55	16	8	79	0	18	14	34	66	1051
14:00:00	0	3	368	13	384	0	11	400	58	469	0	71	21	20	112	0	14	22	24	60	1025
14:15:00	0	4	430	13	447	3	17	426	58	504	0	66	13	23	102	0	10	30	36	76	1129
14:30:00	2	9	434	12	457	1	9	377	65	452	0	74	22	23	119	0	19	28	38	85	1113
14:45:00	0	6	415	19	440	1	16	446	68	531	0	56	19	19	94	0	24	32	34	90	1155
15:00:00	0	3	473	17	493	1	4	435	64	504	0	75	24	18	117	0	28	41	40	109	1223
15:15:00	0	3	435	14	452	1	10	453	75	539	0	86	45	18	149	0	26	50	45	121	1261
15:30:00	0	10	395	11	416	2	11	447	77	537	0	104	34	29	167	0	30	43	44	117	1237
15:45:00	0	5	440	14	459	0	8	489	88	585	0	71	33	30	134	0	22	58	41	121	1299
16:00:00	0	1	452	13	466	0	0	502	84	586	0	77	26	25	128	0	26	58	45	129	1309
16:15:00	0	0	443	13	456	0	0	496	69	565	0	78	31	24	133	0	23	53	59	135	1289
16:30:00	0	0	499	22	521	0	0	512	81	593	0	85	35	24	144	0	33	57	46	136	1394
16:45:00	0	0	420	10	430	0	0	486	105	591	0	65	35	13	113	0	33	60	39	132	1266
17:00:00	0	0	495	17	512	0	0	539	77	616	0	84	49	20	153	1	34	79	51	165	1446
17:15:00	0	0	495	15	510	0	0	579	79	658	0	69	47	18	134	0	40	76	51	167	1469
17:30:00	1	0	386	19	406	0	0	557	87	644	0	65	37	28	130	0	29	71	40	140	1320
17:45:00	0	0	423	26	449	0	0	564	82	646	0	59	31	10	100	0	28	60	38	126	1321
18:00:00	0	0	456	22	478	1	0	512	102	615	0	79	31	20	130	0	24	52	40	116	1339
18:15:00	0	0	406	15	421	0	1	513	94	608	0	66	23	17	106	0	23	42	37	102	1237
18:30:00	0	0	393	24	417	0	0	546	102	648	0	67	15	24	106	0	21	47	27	95	1266
18:45:00	0	0	341	14	355	0	1	440	112	553	0	59	18	14	91	0	11	26	25	62	1061
19:00:00	0	9	415	13	437	2	10	424	84	520	0	43	11	14	68	0	18	27	17	62	1087
19:15:00	0	4	346	11	361	1	12	435	64	512	0	48	16	13	77	0	17	28	18	63	1013



Maryland Department of Transportation
 State Highway Administration
 Data Services Division
 Turning Movement Summary Report

Station ID: S1998150144 County: Montgomery Comments:
 Date: 3/29/2022 12:00:00 AM Town: none
 Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
 Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74

	MD 97					MD 97					Forest Glen Rd					MD 192					
	From North					From South					From East					From West					
	19:30:00	19:45:00	20:00:00	20:15:00	20:30:00	20:45:00	21:00:00	21:15:00	21:30:00	21:45:00	22:00:00	22:15:00	22:30:00	22:45:00	23:00:00	23:15:00	23:30:00	23:45:00	TOTAL	AMPEAK	PMPEAK
	0	4	343	13	360	1	10	408	53	472	0	78	16	13	107	0	17	17	12	46	985
	0	4	287	10	301	2	16	358	40	416	0	66	19	19	104	0	8	14	15	37	858
	1	5	267	12	285	3	9	305	41	358	0	46	11	11	68	0	0	13	22	35	746
	0	1	313	7	321	0	9	290	48	347	0	43	5	11	59	0	11	10	13	34	761
	0	5	279	14	298	1	16	329	55	401	0	25	11	11	47	0	6	9	12	27	773
	0	4	245	5	254	5	7	313	52	377	0	20	6	9	35	0	4	9	7	20	686
	0	1	210	1	212	2	9	296	46	353	0	18	8	15	41	0	3	8	12	23	629
	0	2	181	5	188	1	5	308	46	360	0	8	8	5	21	0	9	4	14	27	596
	0	1	188	3	192	3	15	271	23	312	0	16	10	5	31	0	6	8	5	19	554
	0	0	168	2	170	1	7	230	36	274	0	20	3	6	29	0	4	3	8	15	488
	0	1	158	7	166	1	10	257	31	299	0	17	3	6	26	0	6	6	8	20	511
	0	2	142	7	151	2	8	254	26	290	0	15	1	3	19	1	5	5	5	16	476
	0	2	124	3	129	1	9	199	20	229	0	22	2	5	29	0	2	1	5	8	395
	0	3	103	2	108	4	3	185	15	207	0	14	3	3	20	0	1	3	5	9	344
	0	0	98	3	101	0	6	158	18	182	0	13	2	2	17	0	3	3	8	14	314
	0	0	78	5	83	2	6	164	17	189	0	14	4	7	25	0	1	4	4	9	306
	2	6	65	3	76	0	5	130	16	151	0	30	0	7	37	0	1	3	5	9	273
	0	1	59	1	61	0	5	118	17	140	0	10	2	3	15	1	1	0	2	4	220
TOTAL	20	224	29700	933	30877	107	568	25165	4680	30520	1	4296	1782	1054	7133	5	967	1788	1938	4698	73228
AMPEAK	0	0	2798	76	2874	0	0	1102	314	1416	0	432	294	68	794	0	54	124	168	346	5430
PMPEAK	0	0	1909	64	1973	0	0	2116	342	2458	0	303	166	75	544	1	140	272	187	600	5575
DAYPEAK	0	0	1909	64	1973	0	0	2116	342	2458	0	303	166	75	544	1	140	272	187	600	5575



Maryland Department of Transportation
 State Highway Administration
 Data Services Division
 Turning Movement Summary Report

Station ID: S1998150144 County: Montgomery Comments:
 Date: 3/29/2022 12:00:00 AM Town: none
 Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
 Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74

MD 97 MD 97 Forest Glen Rd MD 192
 From North From South From East From West

Begin Hour	School Children	Pedestrians	Bicycles									
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0
00:15:00	0	0	0	0	1	0	0	1	0	0	0	0
00:30:00	0	0	0	0	0	0	0	0	0	0	0	0
00:45:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:15:00	0	0	0	0	0	0	0	0	0	0	0	0
01:30:00	0	0	0	0	0	0	0	0	0	0	0	0
01:45:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0
02:15:00	0	0	0	0	0	0	0	0	0	0	0	0
02:30:00	0	0	0	0	0	0	0	0	0	0	0	0
02:45:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00	0	1	0	0	0	0	0	0	0	0	0	0
04:30:00	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00	0	0	0	0	0	0	0	1	0	0	0	0
05:15:00	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00	0	0	0	0	1	0	0	0	0	0	0	0
05:45:00	0	0	0	0	0	0	0	0	0	0	1	0
06:00:00	0	0	0	0	2	0	0	0	0	0	2	0
06:15:00	0	1	0	0	3	0	0	1	0	0	1	0
06:30:00	0	0	2	0	3	0	0	0	0	0	0	0
06:45:00	0	4	0	0	4	0	0	1	0	0	1	0
07:00:00	0	1	0	0	3	0	0	4	0	0	4	0
07:15:00	0	4	0	0	1	0	0	1	0	0	1	0
07:30:00	0	7	0	0	6	0	0	2	0	0	2	0
07:45:00	0	2	0	0	5	0	0	3	0	0	1	0
08:00:00	0	6	0	0	6	0	0	1	0	0	4	0
08:15:00	0	3	0	0	5	0	0	5	0	0	1	0
08:30:00	0	4	0	0	10	0	0	5	0	0	1	0
08:45:00	0	4	2	0	2	0	0	2	0	0	2	0
09:00:00	0	1	0	0	2	0	0	1	0	0	0	0
09:15:00	0	2	1	0	2	0	0	5	0	0	0	0



Maryland Department of Transportation
 State Highway Administration
 Data Services Division
 Turning Movement Summary Report

Station ID: S1998150144 County: Montgomery Comments:
 Date: 3/29/2022 12:00:00 AM Town: none
 Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
 Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74

MD 97

MD 97

Forest Glen Rd

MD 192

From North

From South

From East

From West

Begin Hour	From North			From South			From East			From West		
	School Children	Pedestrians	Bicycles									
09:30:00	0	3	0	0	1	1	0	0	0	0	1	0
09:45:00	0	2	0	0	1	1	0	2	0	0	0	0
10:00:00	0	2	0	0	1	0	0	0	0	0	1	0
10:15:00	0	1	0	0	3	0	0	1	0	0	2	0
10:30:00	0	4	0	0	2	0	0	1	0	0	1	0
10:45:00	0	3	0	0	2	0	0	0	0	0	1	0
11:00:00	0	0	0	0	3	0	0	0	0	0	2	0
11:15:00	0	0	0	0	3	0	0	2	0	0	3	0
11:30:00	0	3	0	0	3	0	0	0	1	0	2	0
11:45:00	0	2	0	0	1	0	0	1	0	0	1	0
12:00:00	0	0	0	0	1	0	0	0	0	0	1	0
12:15:00	0	0	0	0	1	0	0	1	0	0	3	0
12:30:00	0	4	1	0	2	0	0	3	0	0	1	0
12:45:00	0	2	0	0	0	0	0	0	0	0	0	0
13:00:00	0	2	0	0	2	0	0	1	0	0	0	0
13:15:00	0	1	0	0	0	0	0	2	0	0	1	0
13:30:00	0	2	0	0	4	0	0	2	0	0	1	1
13:45:00	0	1	0	0	2	0	0	0	0	0	2	0
14:00:00	0	1	3	0	0	0	0	2	0	0	1	0
14:15:00	0	1	0	0	1	0	0	0	0	0	2	0
14:30:00	0	1	0	0	2	0	0	0	0	0	3	0
14:45:00	0	1	0	0	2	0	0	0	0	0	1	0
15:00:00	0	0	0	0	1	0	0	0	0	0	2	0
15:15:00	0	2	0	0	6	0	0	2	1	0	2	0
15:30:00	0	2	0	0	5	0	0	0	0	0	2	2
15:45:00	0	2	1	0	5	0	0	1	0	0	2	0
16:00:00	0	2	0	0	4	0	0	2	0	0	0	0
16:15:00	0	5	0	0	1	0	0	2	1	0	2	0
16:30:00	0	1	0	0	4	0	0	2	0	0	2	0
16:45:00	0	4	2	0	4	0	0	1	0	0	3	0
17:00:00	0	4	0	0	5	0	0	3	0	0	6	0
17:15:00	0	4	2	0	5	0	0	0	2	0	5	0
17:30:00	0	3	0	0	5	0	0	1	0	0	4	0
17:45:00	0	4	1	0	4	0	0	2	0	0	3	1
18:00:00	0	3	0	0	3	0	0	2	0	0	0	0
18:15:00	0	5	0	0	6	0	0	1	0	0	7	0
18:30:00	0	1	0	0	8	0	0	2	0	0	4	0
18:45:00	0	4	1	0	2	0	0	2	0	0	1	0



Maryland Department of Transportation
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Station ID: S1998150144 County: Montgomery Comments:
 Date: 3/29/2022 12:00:00 AM Town: none
 Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
 Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74

MD 97

MD 97

Forest Glen Rd

MD 192

From North

From South

From East

From West

Begin Hour	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
19:00:00	0	2	0	0	2	0	0	0	0	0	1	0
19:15:00	0	6	0	0	6	0	0	1	0	0	0	0
19:30:00	0	2	0	0	0	0	0	0	0	0	0	1
19:45:00	0	3	0	0	0	0	0	0	0	0	1	0
20:00:00	0	7	0	0	0	0	0	0	0	0	1	0
20:15:00	0	5	0	0	0	0	0	0	0	0	2	0
20:30:00	0	1	0	0	0	0	0	1	0	0	0	0
20:45:00	0	1	0	0	1	0	0	0	0	0	0	0
21:00:00	0	1	0	0	0	0	0	0	0	0	0	0
21:15:00	0	0	0	0	0	0	0	2	0	0	0	0
21:30:00	0	0	0	0	3	0	0	0	0	0	0	0
21:45:00	0	1	0	0	3	1	0	0	0	0	0	0
22:00:00	0	0	0	0	1	0	0	0	0	0	0	0
22:15:00	0	1	0	0	2	0	0	0	0	0	0	3
22:30:00	0	1	0	0	2	0	0	0	0	0	0	0
22:45:00	0	2	0	0	0	0	0	1	0	0	0	0
23:00:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15:00	0	0	0	0	0	0	0	0	0	0	0	0
23:30:00	0	0	0	0	0	0	0	0	0	0	0	0
23:45:00	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL	0	156	16	0	181	3	0	79	5	0	101	8
AMPEAK	0	18	0	0	22	0	0	11	0	0	8	0
PMPEAK	0	13	4	0	18	0	0	6	2	0	16	0
DAYPEAK	0	13	4	0	18	0	0	6	2	0	16	0



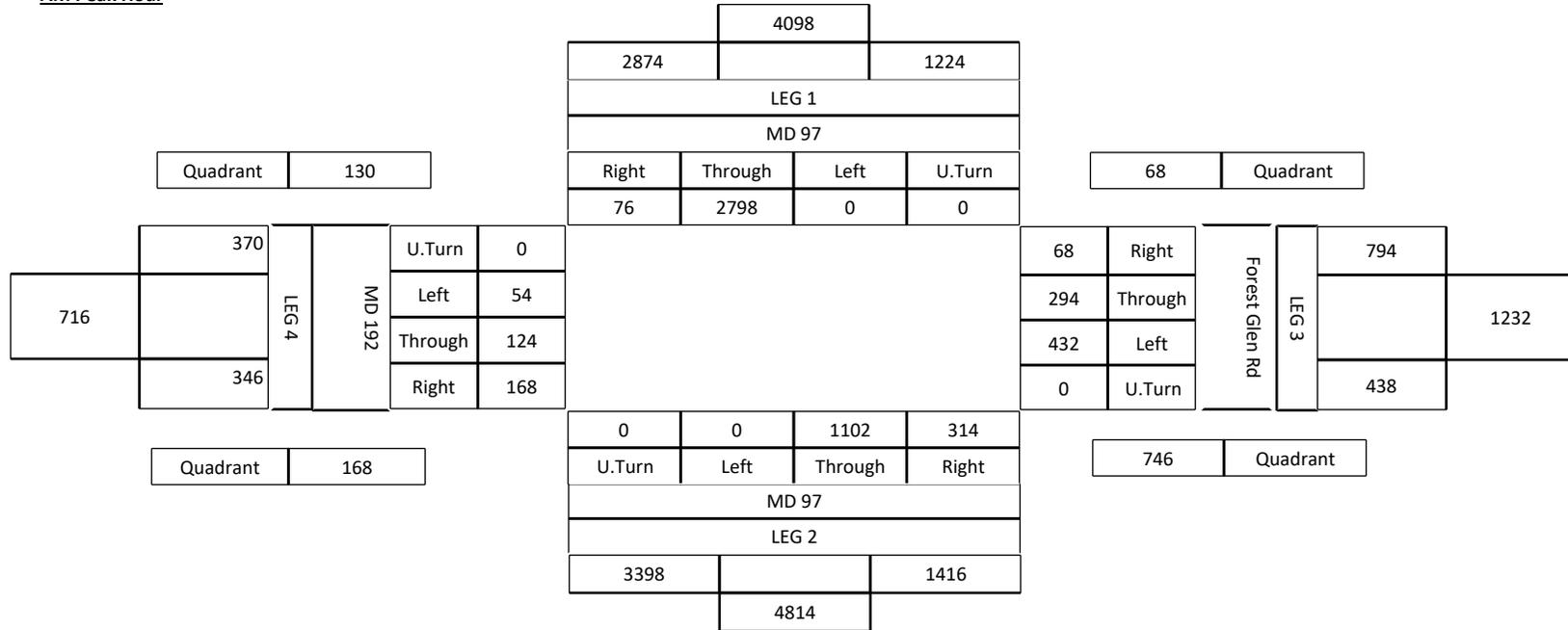
Maryland Department of Transportation
 State Highway Administration
 Data Services Division
 Turning Movement Summary Report

Station ID: S1998150144 County: Montgomery Comments:
 Date: 3/29/2022 12:00:00 AM Town: none
 Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
 Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74



AM Peak Hour





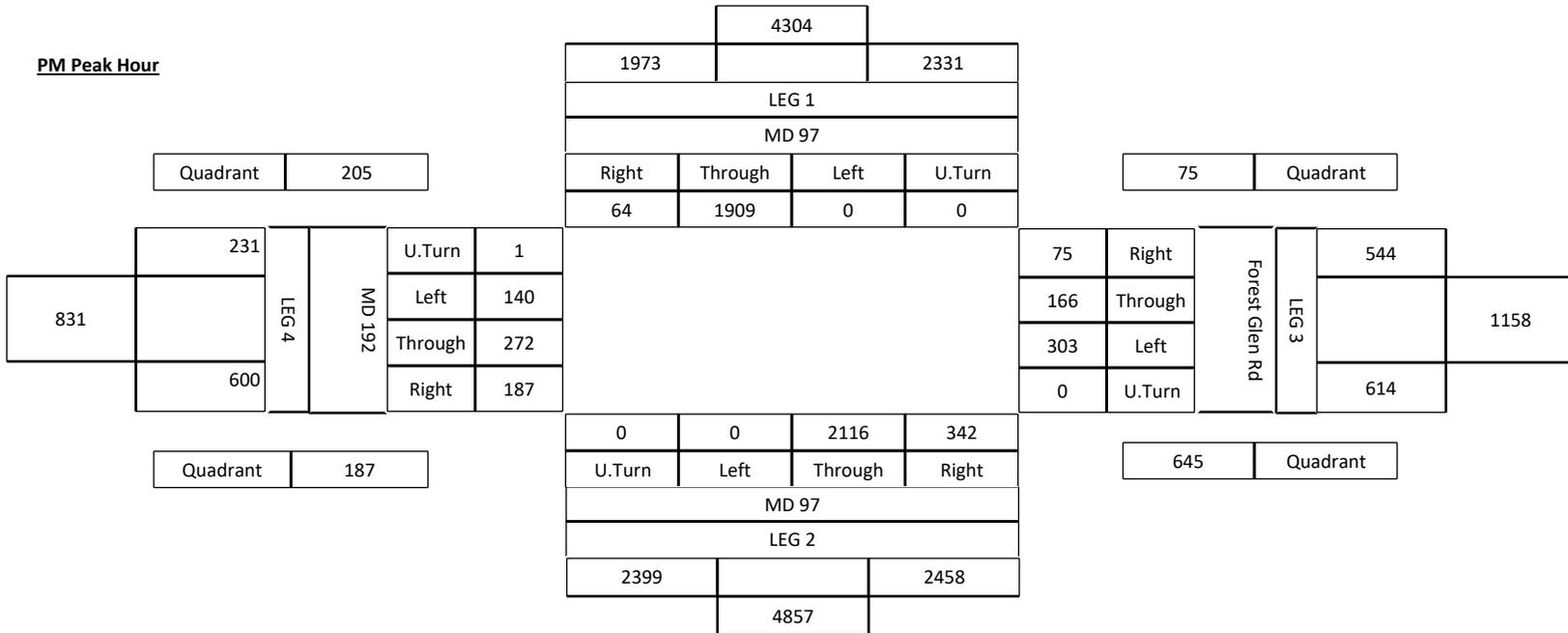
Maryland Department of Transportation
 State Highway Administration
 Data Services Division
 Turning Movement Summary Report

Station ID: S1998150144 County: Montgomery Comments:
 Date: 3/29/2022 12:00:00 AM Town: none
 Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
 Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74



PM Peak Hour

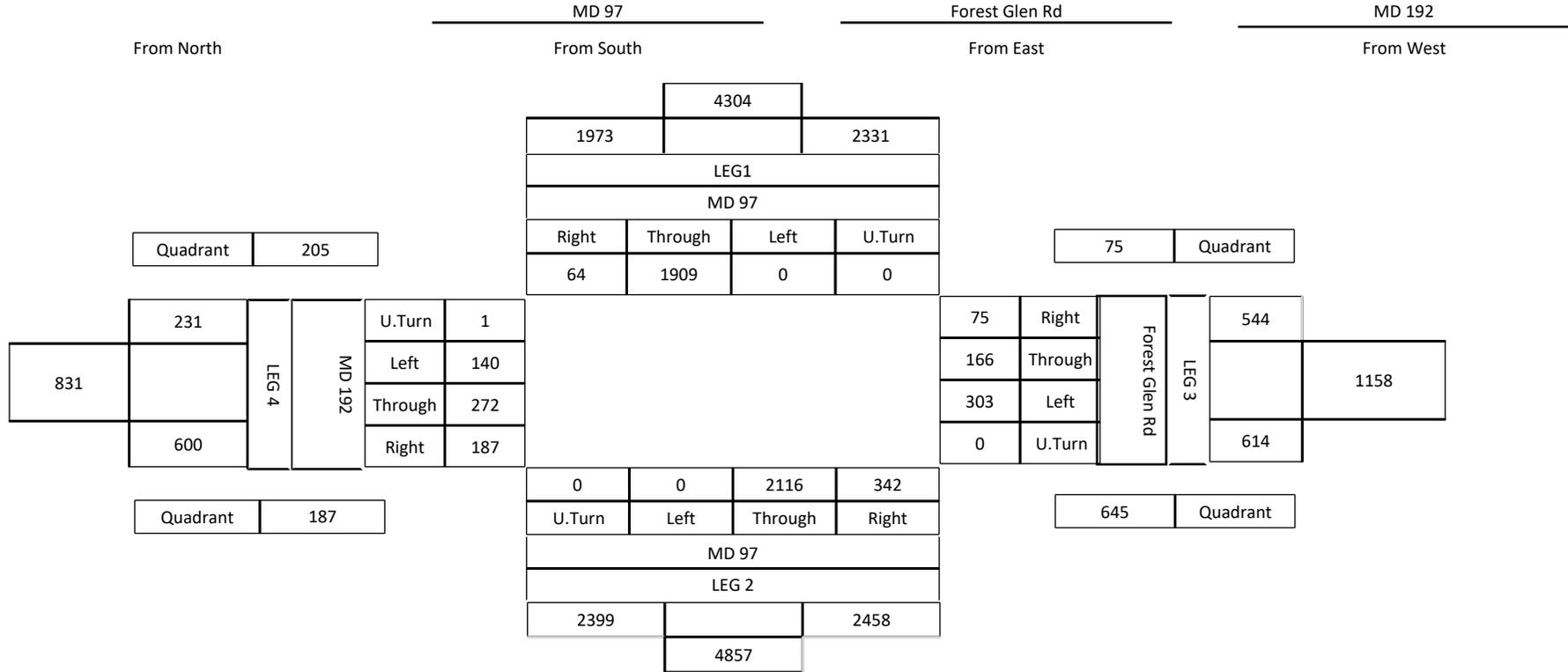




Maryland Department of Transportation
 State Highway Administration
 Data Services Division
 Turning Movement Summary Report

Station ID: S1998150144 County: Montgomery Comments:
 Date: 3/29/2022 12:00:00 AM Town: none
 Location: MD 97 at MD 192/Forest Glen Rd Weather: Sunny
 Interval: 60 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:30	08:15	5430	C	0.81	12:00PM-19:00PM	16:30	17:15	5575	C	0.74



Appendix B

MD 97 Corridor Project Information



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: A project to make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety and accessibility for vulnerable users in the study area.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections

- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered Exception Will Be Required
- Exception Granted

EXPLANATION: This project will address safety and accessibility for vulnerable users in the study area.

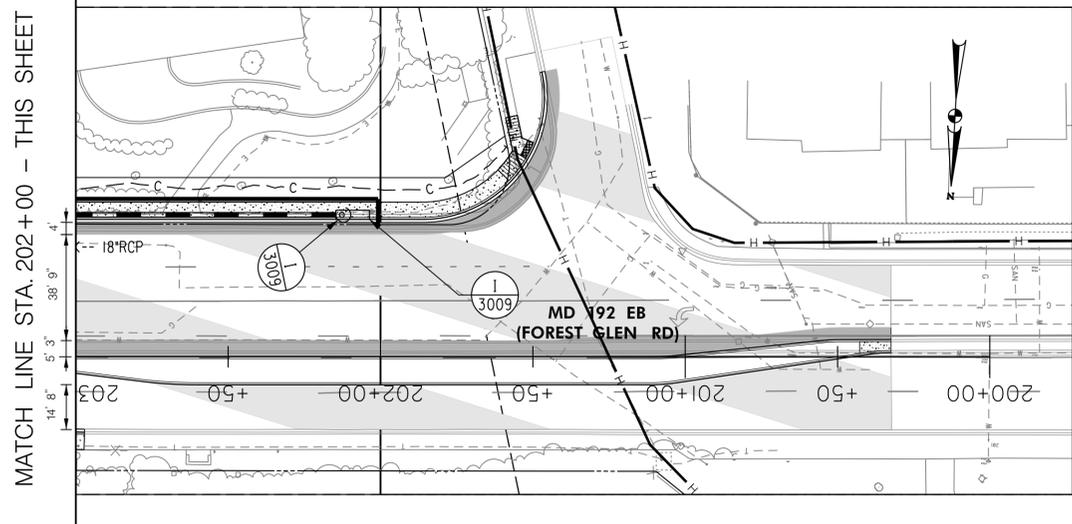
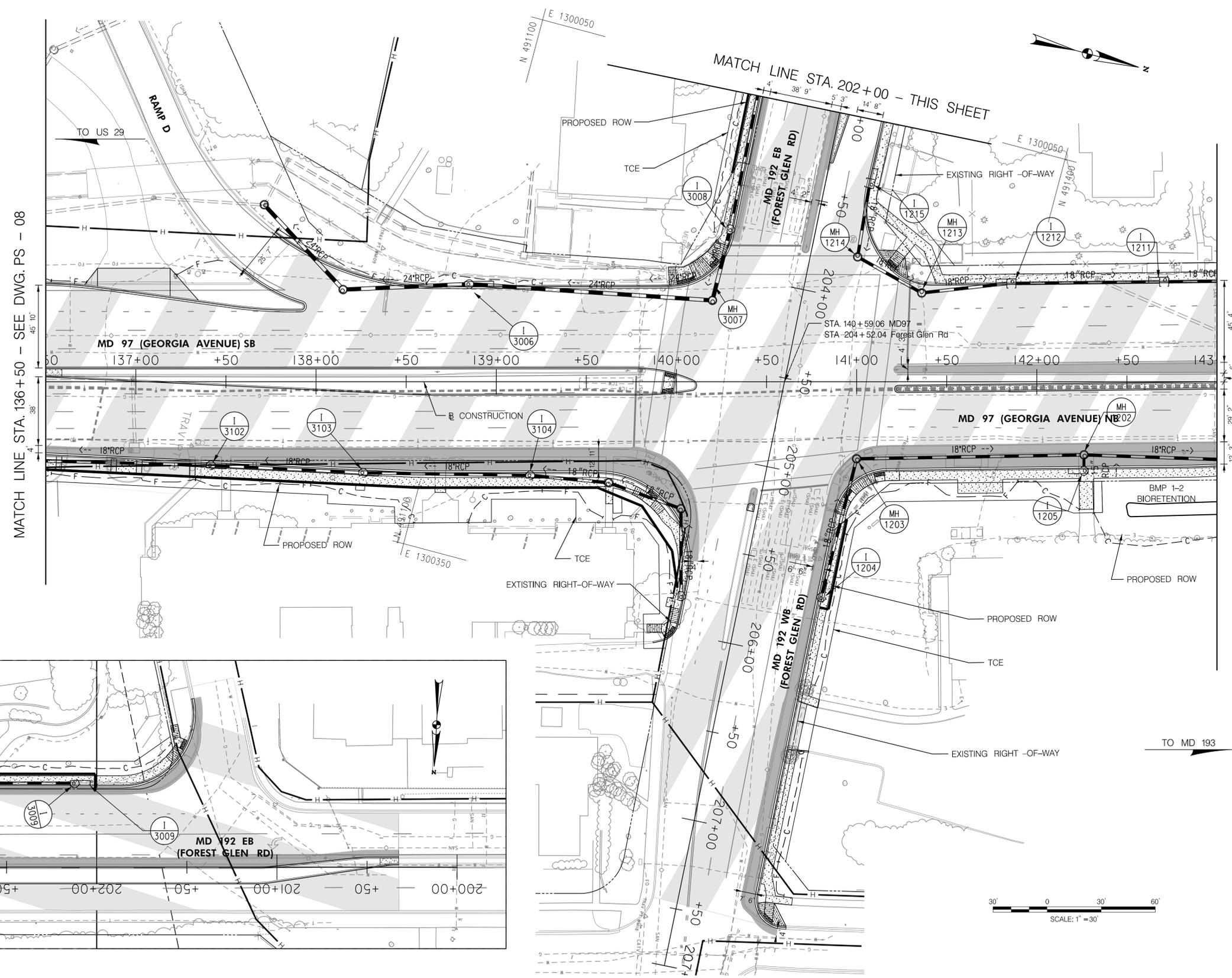
STATUS: Engineering underway. County contributed \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$42.9 million is due to the addition of additional design, right-of-way, utility, and construction funding. Additional project funding enabled by IJA increases.

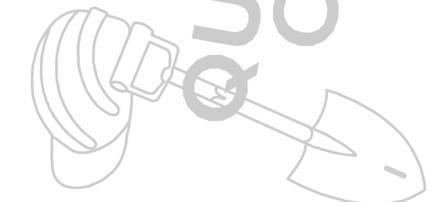
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2025... ..2026... ..2027... ..2028...	SIX YEAR TOTAL	BALANCE TO COMPLETE	POTENTIAL FUNDING SOURCE:			
									<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Planning	3,044	3,044	0	0	0	0	0	0	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Engineering	7,544	4,294	905	1,250	500	500	500	3,250	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Right-of-way	24,200	0	0	5,000	9,600	9,600	0	24,200	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Utilities	4,899	0	0	0	0	1,441	1,729	4,899	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Construction	17,339	0	0	0	0	0	3,712	9,580	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Total	57,025	7,388	905	6,250	10,100	11,541	2,229	41,929	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Federal-Aid	46,109	1,168	904	5,688	9,130	10,427	2,046	37,959	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Special	7,916	3,170	1	563	970	1,114	183	3,970	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER
Other	3,000	3,000	0	0	0	0	0	0	<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER

Classification:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
Estimated Annual Average Daily Traffic (vehicles per day)
CURRENT (2022) 78500
PROJECTED (2042) 93600



QUANTITIES UNDER CONSTRUCTION



HIGHWAY DESIGN DIVISION


MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

MD 97 (GEORGIA AVENUE)
 FROM MD 390 (16TH STREET)
 TO MD 192 (FOREST GLEN ROAD)
 WIDEN AND RESURFACE

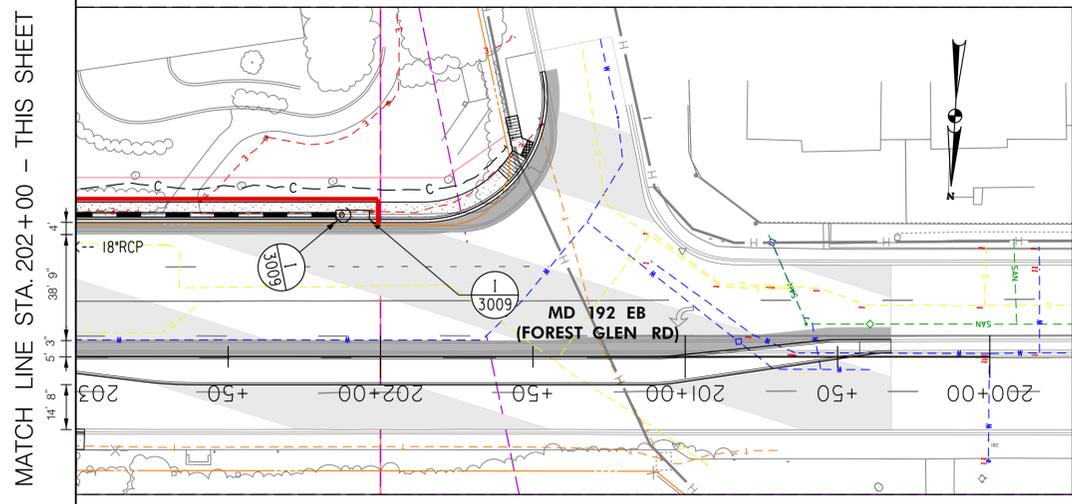
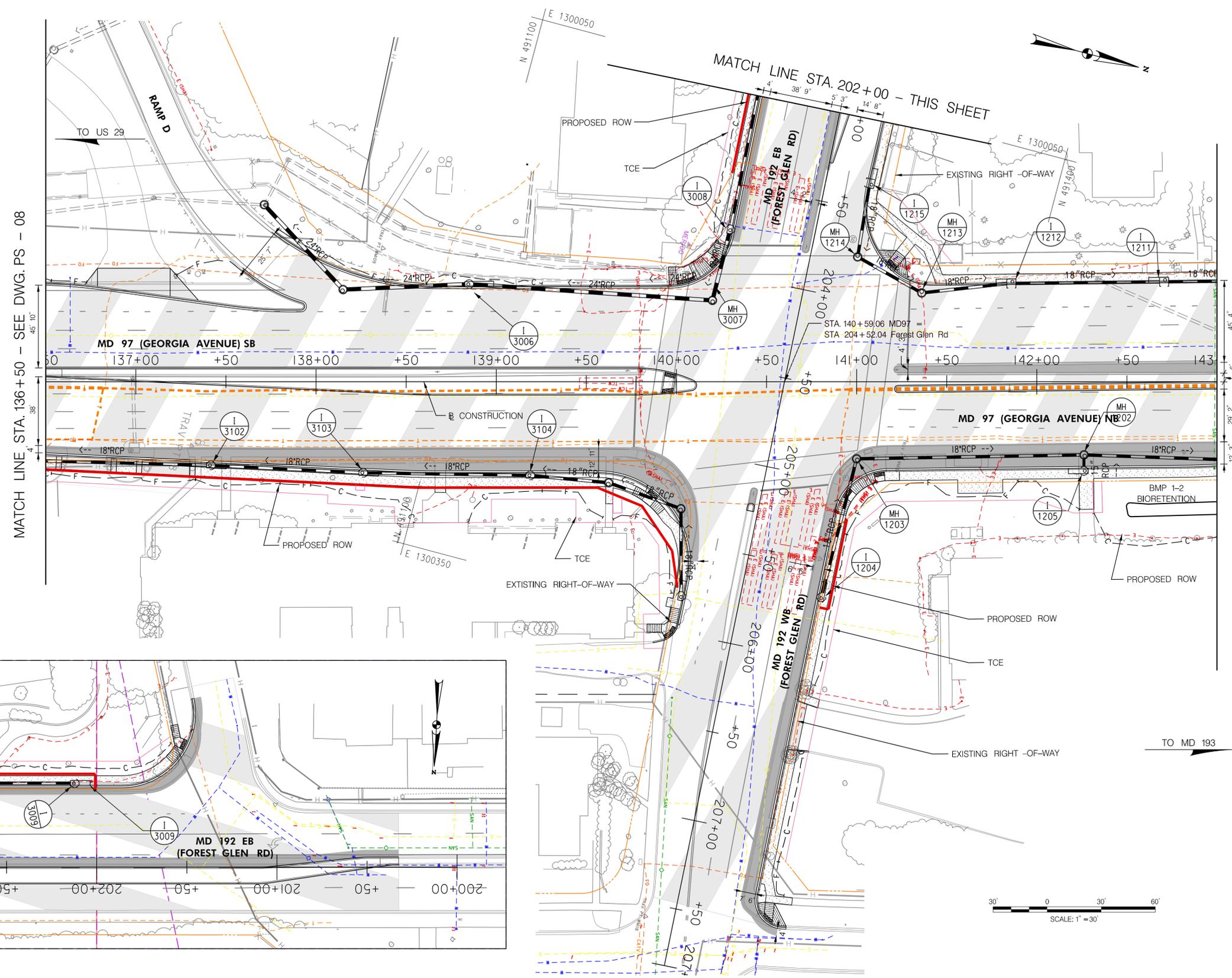
ROADWAY LEGEND	
	FULL DEPTH RECONSTRUCTION
	STAMPED CONCRETE (SEE LANDSCAPE DETAIL SHEET)
	EXISTING SIDEWALK/PAVEMENT REMOVAL
	ACCESS ROAD WITH CELLULAR CONFINEMENT LOAD SUPPORT SYSTEM
	PARTIAL DEPTH RECONSTRUCTION

R / W PLAT NUMBER

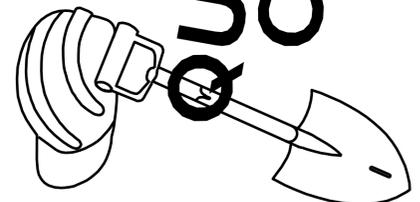
REVISIONS

ROADWAY PLAN	
SCALE 1" = 30'	ADVERTISED DATE NA
DESIGNED BY HDD	COUNTY MONTGOMERY
DRAWN BY HDD	LOGMILE
CHECKED BY HDD	HORIZONTAL SCALE
MDE/PRD 19-PR-0063	VERTICAL SCALE
DRAWING NO. PS-09 OF 10	SHEET NO. 18 OF 76

BY: mvdow



QUANTITIES UNDER CONSTRUCTION



HIGHWAY DESIGN DIVISION
 MD 97 (GEORGIA AVENUE)
 FROM MD 390 (16TH STREET)
 TO MD 192 (FOREST GLEN ROAD)
 WIDEN AND RESURFACE

ROADWAY LEGEND	
	FULL DEPTH RECONSTRUCTION
	STAMPED CONCRETE (SEE LANDSCAPE DETAIL SHEET)
	EXISTING SIDEWALK/PAVEMENT REMOVAL
	ACCESS ROAD WITH CELLULAR CONFINEMENT LOAD SUPPORT SYSTEM
	PARTIAL DEPTH RECONSTRUCTION

R / W PLAT NUMBER

REVISIONS

EXISTING UTILITY PLAN	
SCALE: 1" = 30'	ADVERTISED DATE: NA
DESIGNED BY: HDD	COUNTY: MONTGOMERY
DRAWN BY: HDD	LOGMILE: _____
CHECKED BY: HDD	HORIZONTAL SCALE: _____
MDE/PRD: 19-PR-0063	VERTICAL SCALE: _____
DRAWING NO. UT-09	OF 10 SHEET NO. 09 OF 10

BY: MGuiteau - Highway Design Division

Appendix C

Forest Glen Road Sidewalk Project Information

FOREST GLEN ROAD SIDEWALK

PLANNING BOARD
BRIEFING
OCTOBER 6, 2022



MC DOT

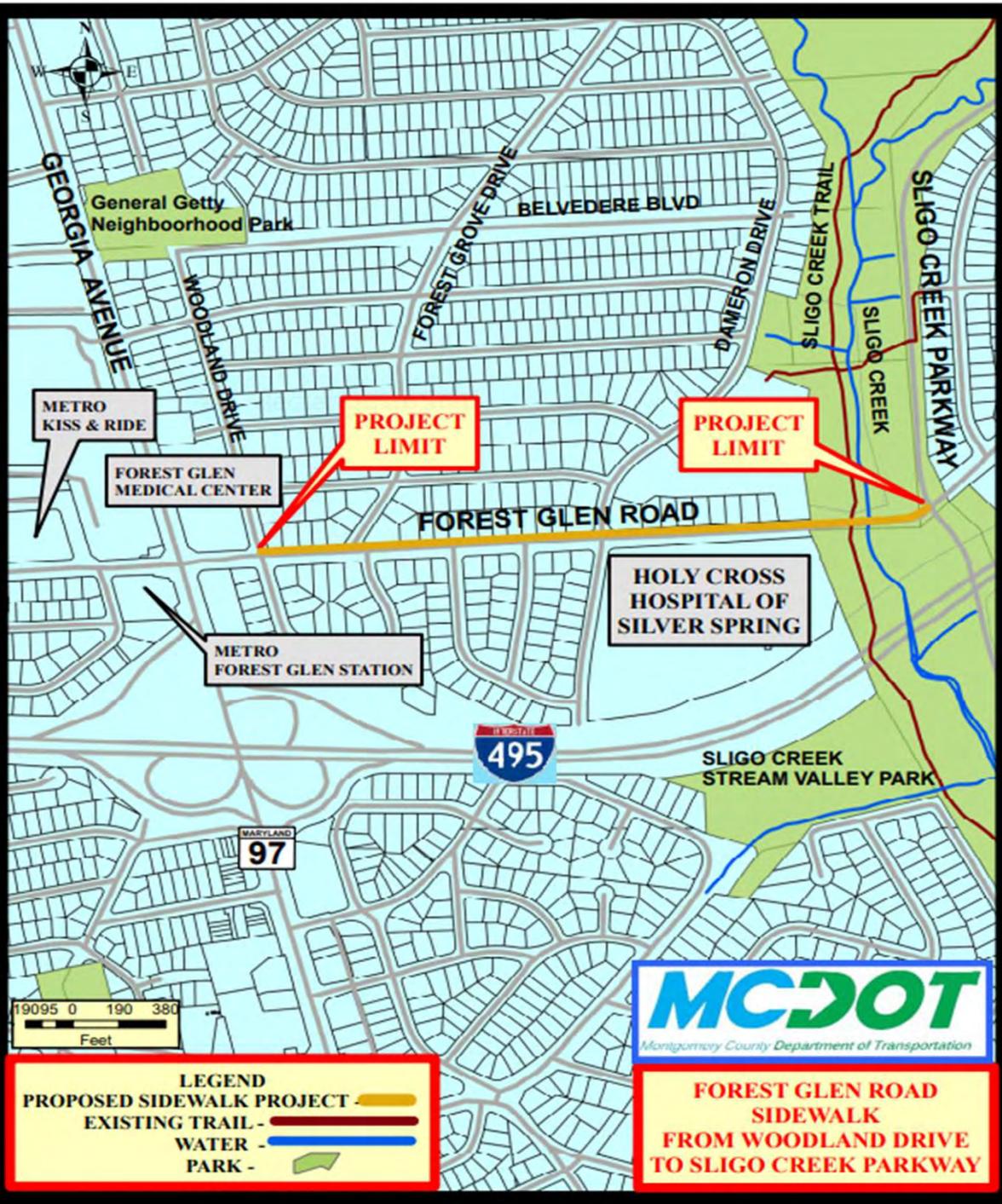
Outline

- Project Limits/Background
- Project Purpose
- Project Overview
- Conceptual Design
 - Option 1
 - Option 2
- Impacts Quantities
- Project Cost Estimate
- Project Schedule
- Discussion



Project Limits/ Background

- *November 2015*-Received request of the sidewalk construction along the north side of roadway.
- *May 2017*-Applied for Transportation Alternatives Program (TAP) Grant for preliminary (35%) design.
- *July 2018*-Awarded TAP Grant.
- *October 2020*-Started the preliminary design.
- *June 2021*-Virtual Public Meeting



Project Purpose

- Address **connectivity** and **safety** needs on Forest Glen Road.
- Connectivity to existing sidewalks, Sligo Creek Trail, Forest Glen Metro Station, Forest Glen Medical Center, Holy Cross Hospital, and Sligo Creek Stream Valley Park.
- Enhance safety for pedestrians and bicyclists, in keeping with Montgomery County Vision Zero Action Plan.



Project Overview

Sidewalk Improvement

- North side of Forest Glen Road
- Woodland Drive to Sligo Creek Parkway (Approx ½ mile)
- 6' wide concrete sidewalk
- 0'-6' wide grass buffer

Bike Path Improvement

- South side of Forest Glen Road
- Upgrade ex. sidepath to 8' width and addition of grass buffer

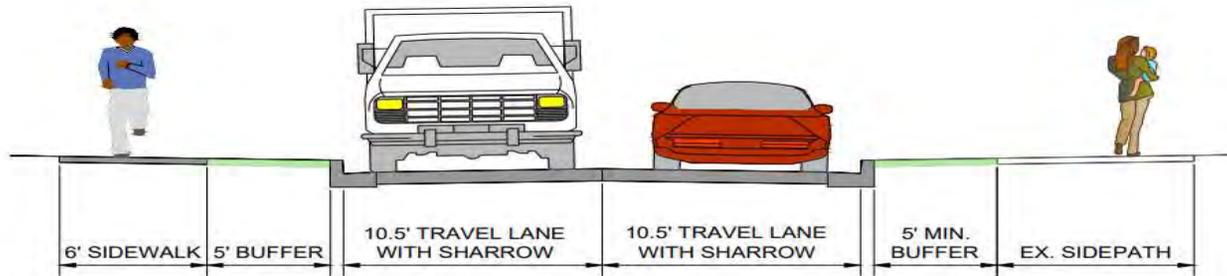


Conceptual Design

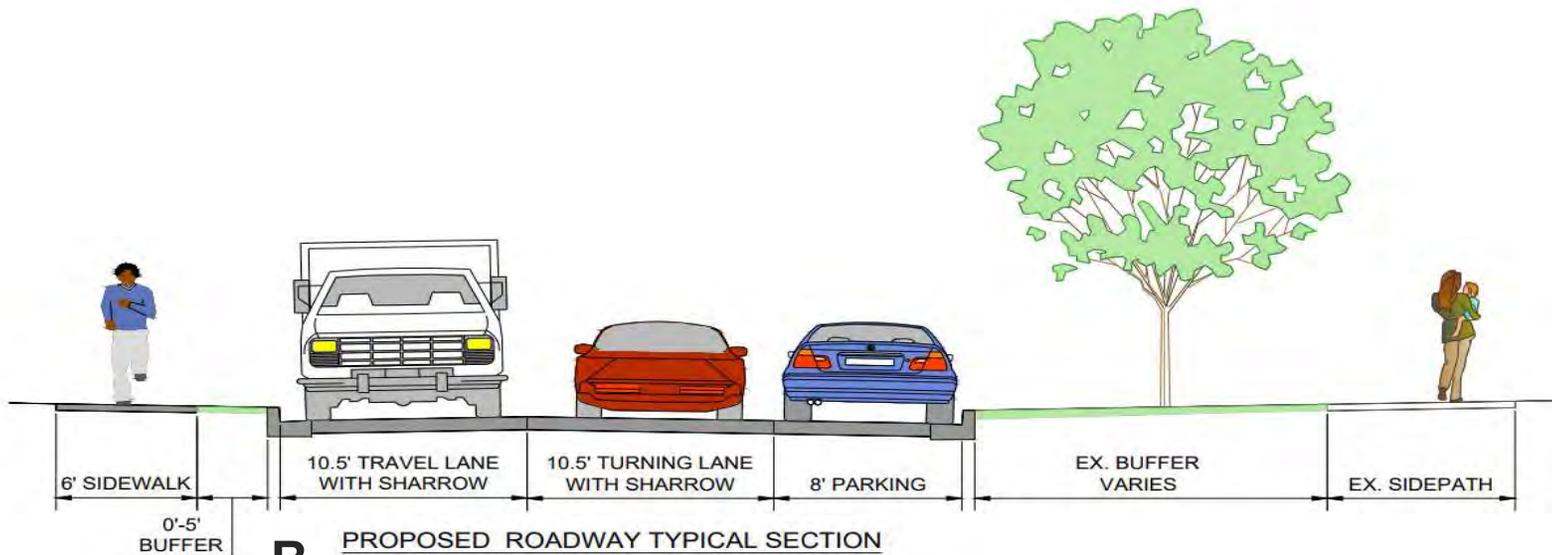
Option 1



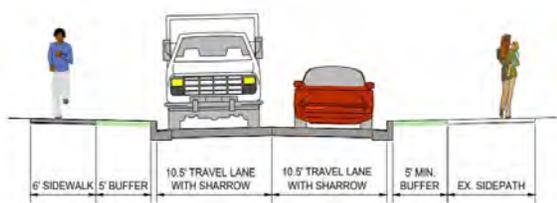
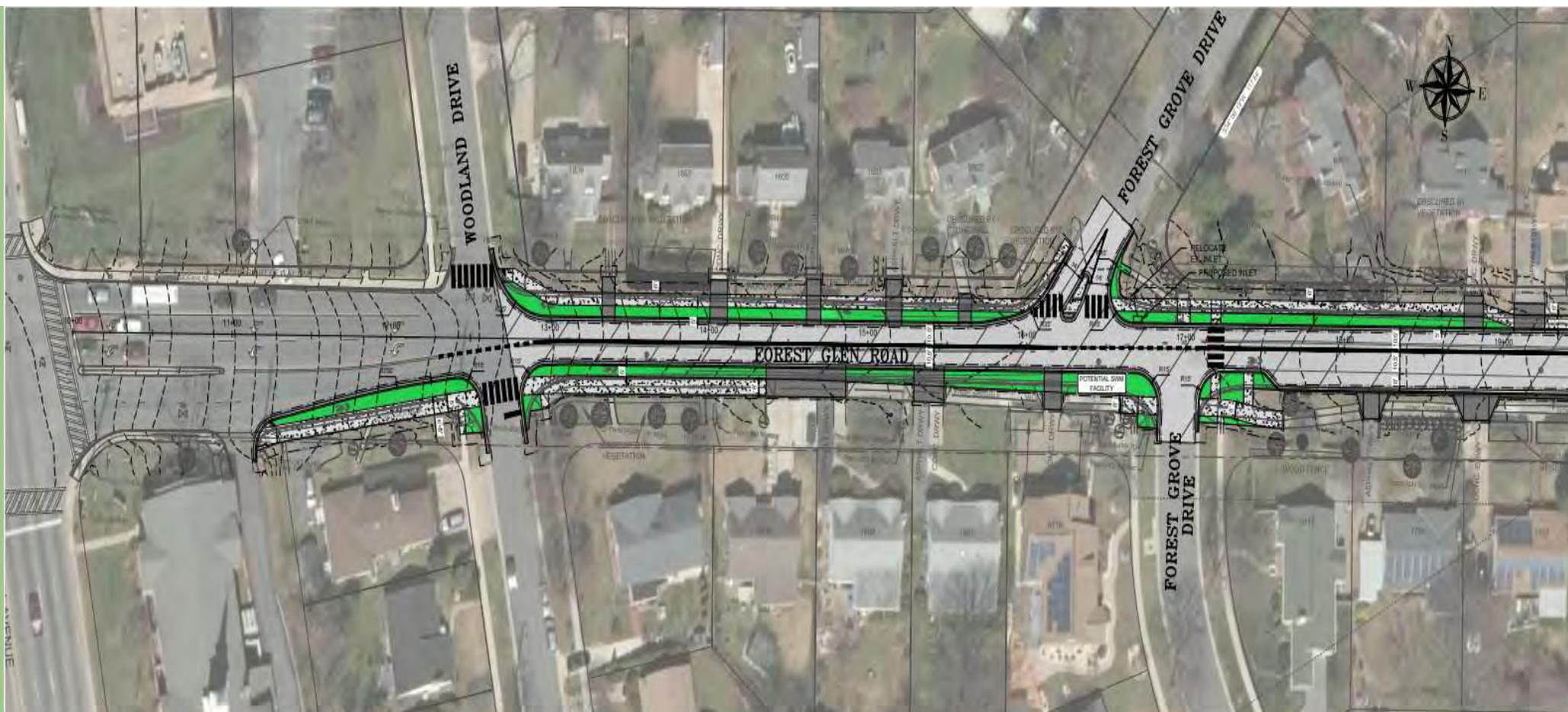
Typical Sections



A PROPOSED ROADWAY TYPICAL SECTION
WOODLAND DRIVE TO FOREST GROVE DRIVE

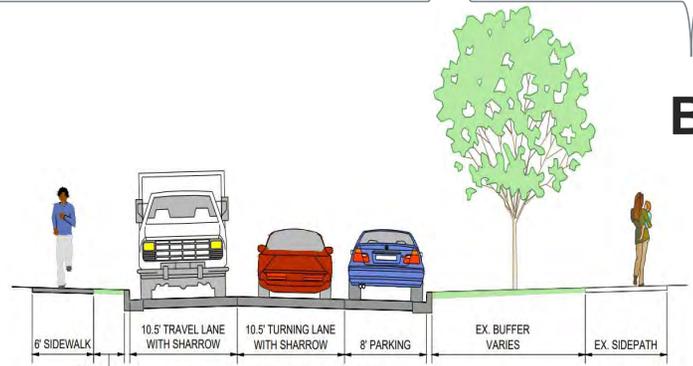


B PROPOSED ROADWAY TYPICAL SECTION
FOREST GROVE DRIVE TO SAXONY ROAD



A PROPOSED ROADWAY TYPICAL SECTION
WOODLAND DRIVE TO FOREST GROVE DRIVE

A



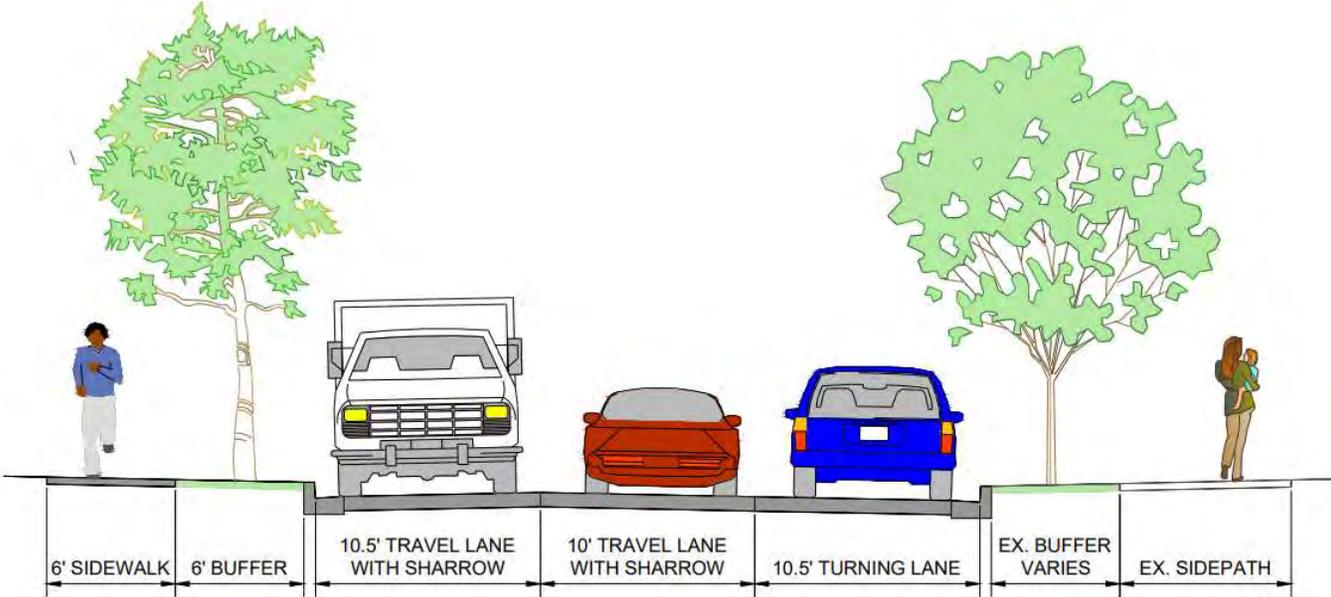
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FOREST GROVE DRIVE TO SAXONY ROAD

B

8

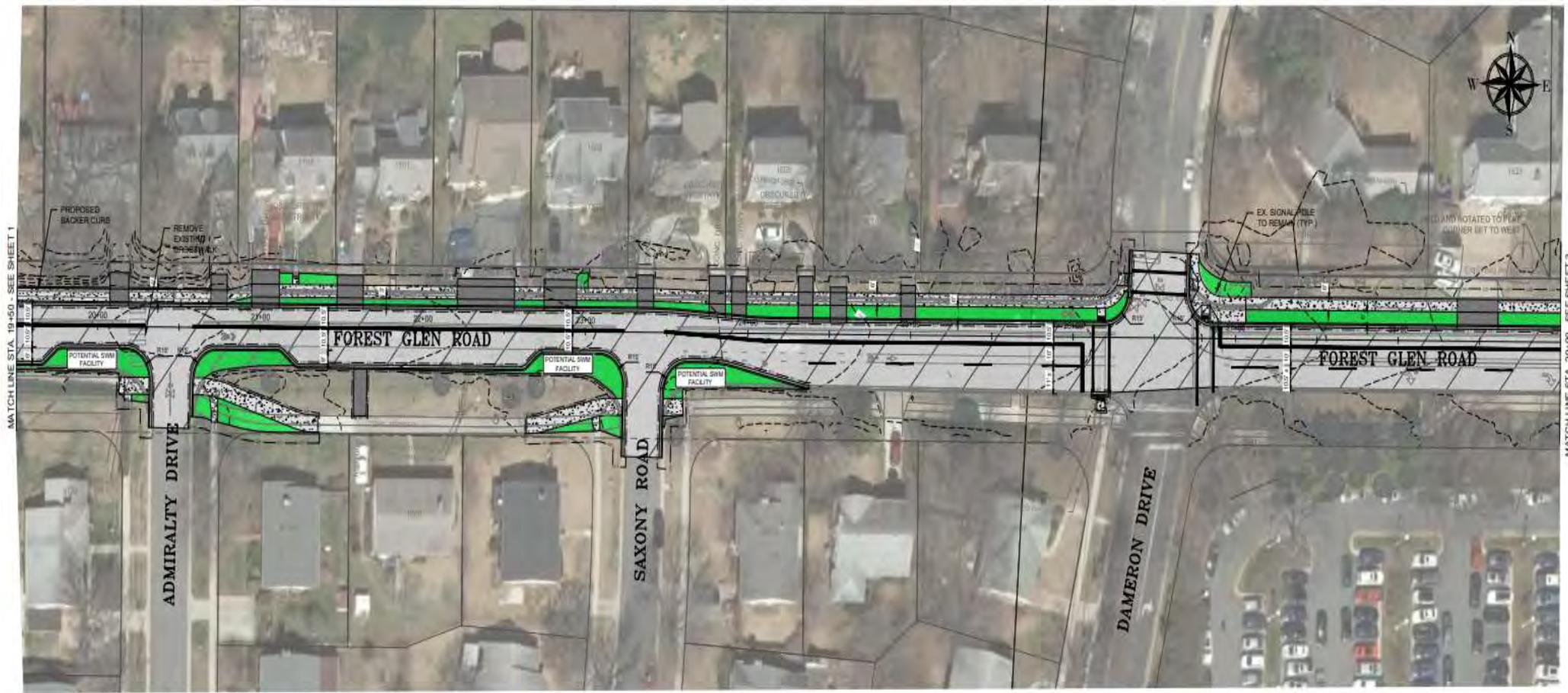
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Typical Sections



C PROPOSED ROADWAY TYPICAL SECTION
SAXONY ROAD TO HOSPITAL ENTRANCE



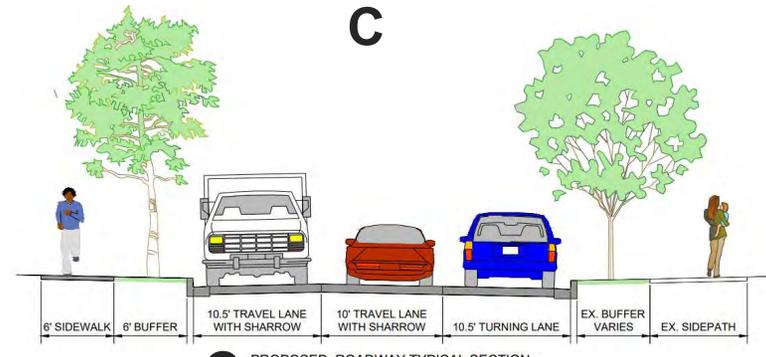
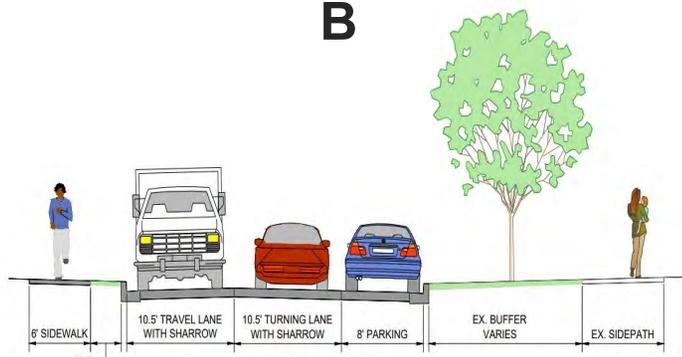


MATCHLINE STA. 19+50.00 - SEE SHEET 1

MATCHLINE STA. 29+00.00 - SEE SHEET 3

B

C



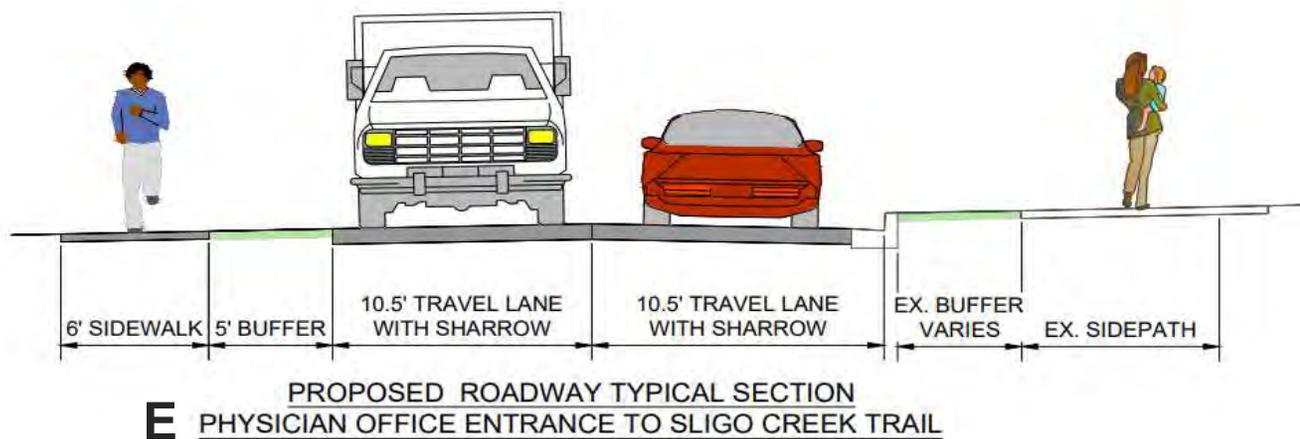
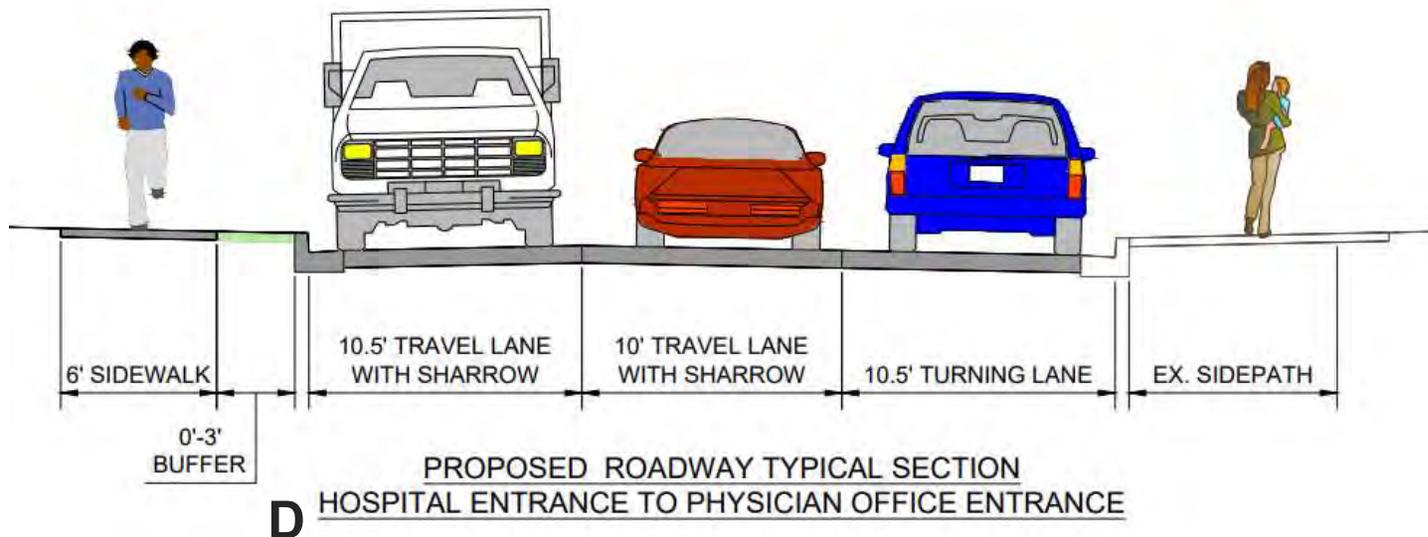
B PROPOSED ROADWAY TYPICAL SECTION
FOREST GROVE DRIVE TO SAXONY ROAD

C PROPOSED ROADWAY TYPICAL SECTION
SAXONY ROAD TO HOSPITAL ENTRANCE

10

10

Typical Sections

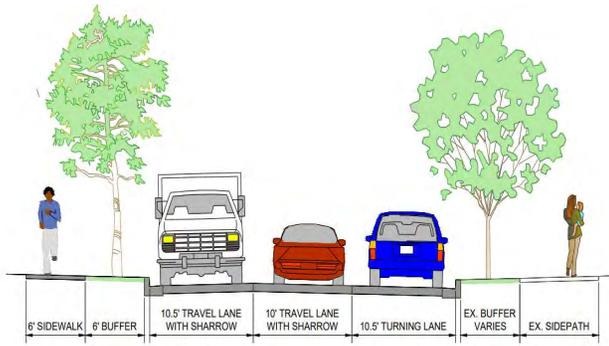




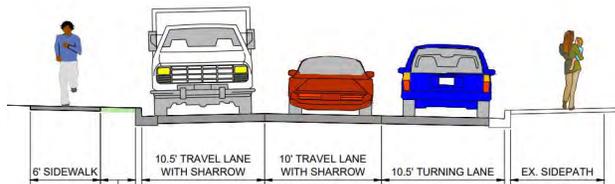
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D

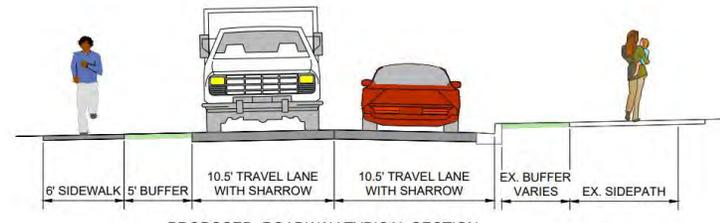
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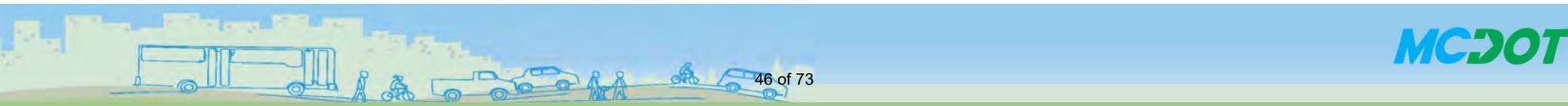
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SAXONY ROAD TO HOSPITAL ENTRANCE



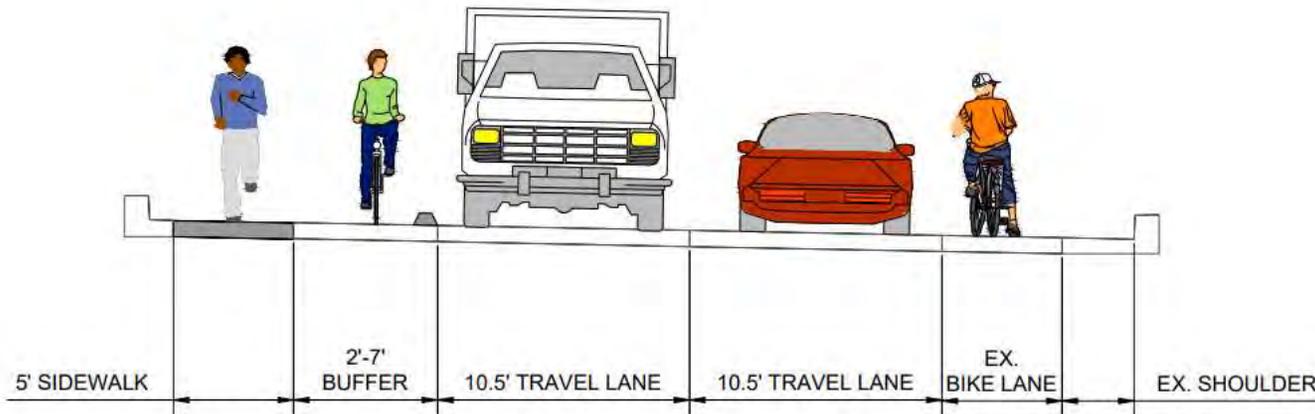
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HOSPITAL ENTRANCE TO PHYSICIAN OFFICE ENTRANCE



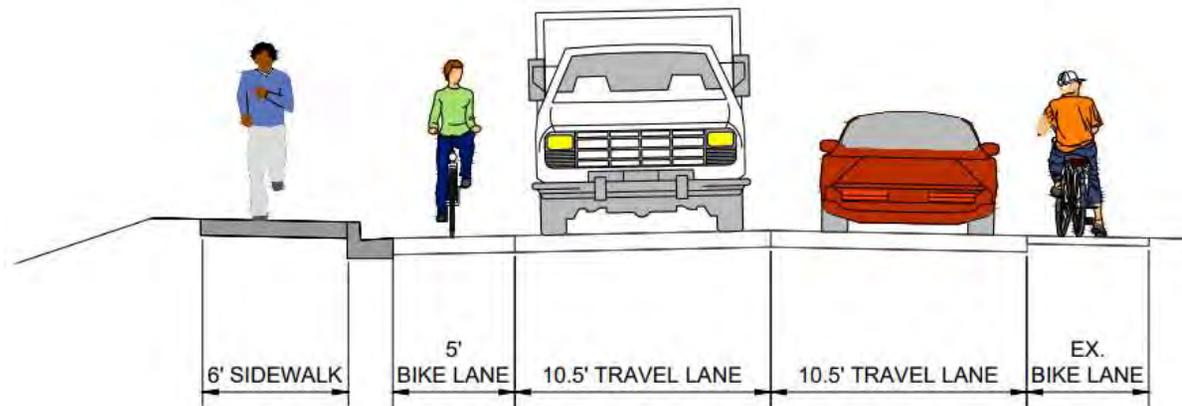
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PHYSICIAN OFFICE ENTRANCE TO SLIGO CREEK TRAIL



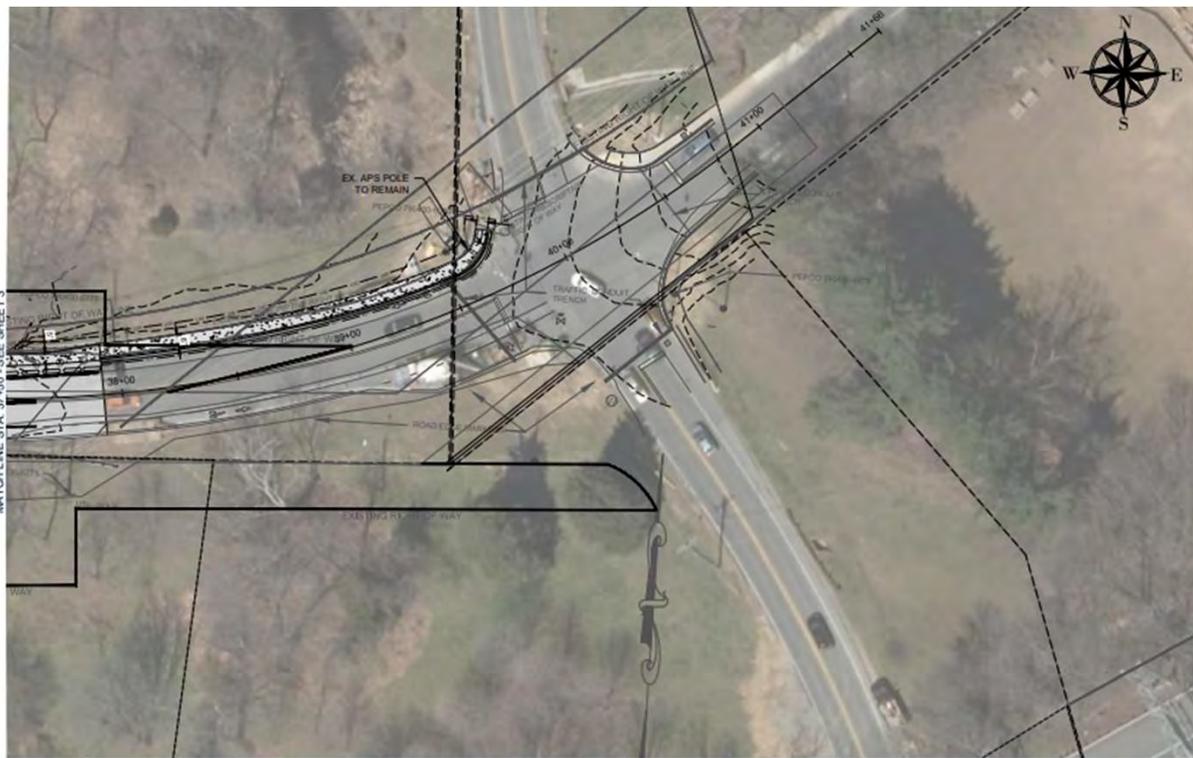
Typical Sections



F PROPOSED ROADWAY TYPICAL SECTION
BRIDGE SECTION

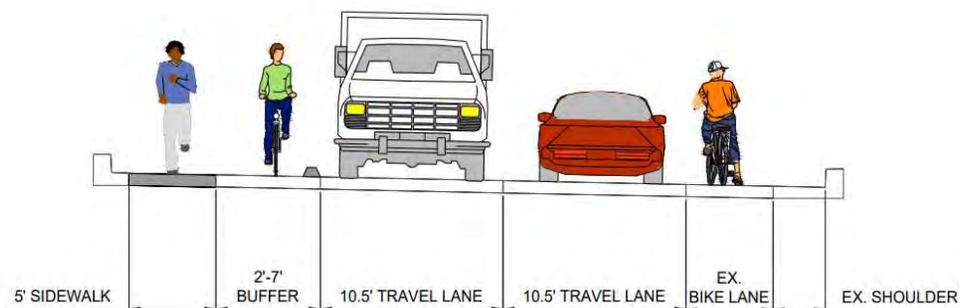


G PROPOSED ROADWAY TYPICAL SECTION
SLIGO CREEK TRAIL TO SLIGO CREEK PARKWAY

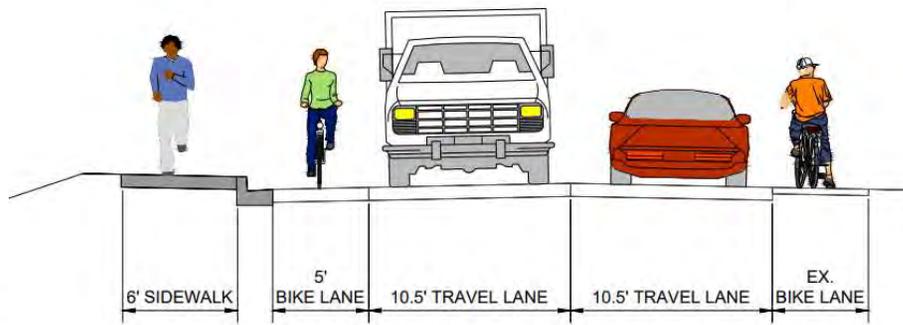


F

G



F PROPOSED ROADWAY TYPICAL SECTION BRIDGE SECTION



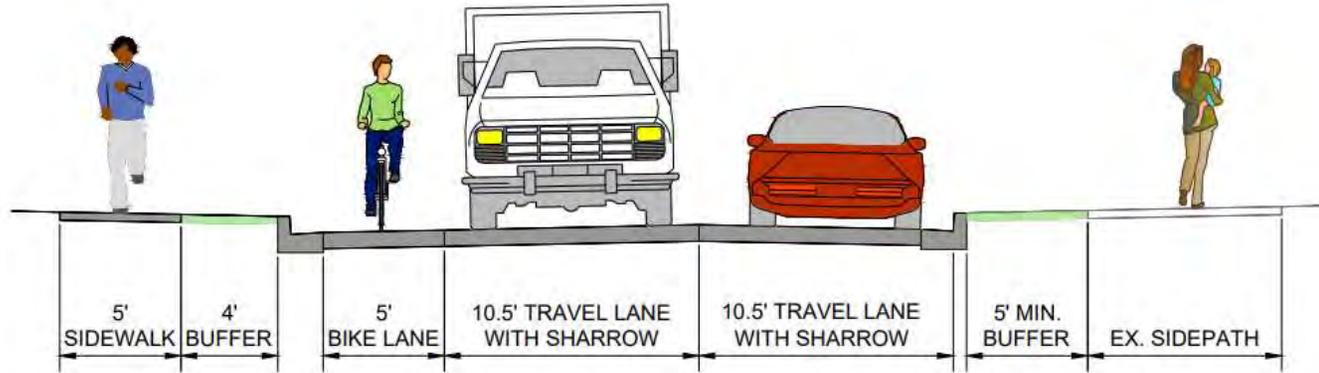
G PROPOSED ROADWAY TYPICAL SECTION SLIGO CREEK TRAIL TO SLIGO CREEK PARKWAY

Conceptual Design

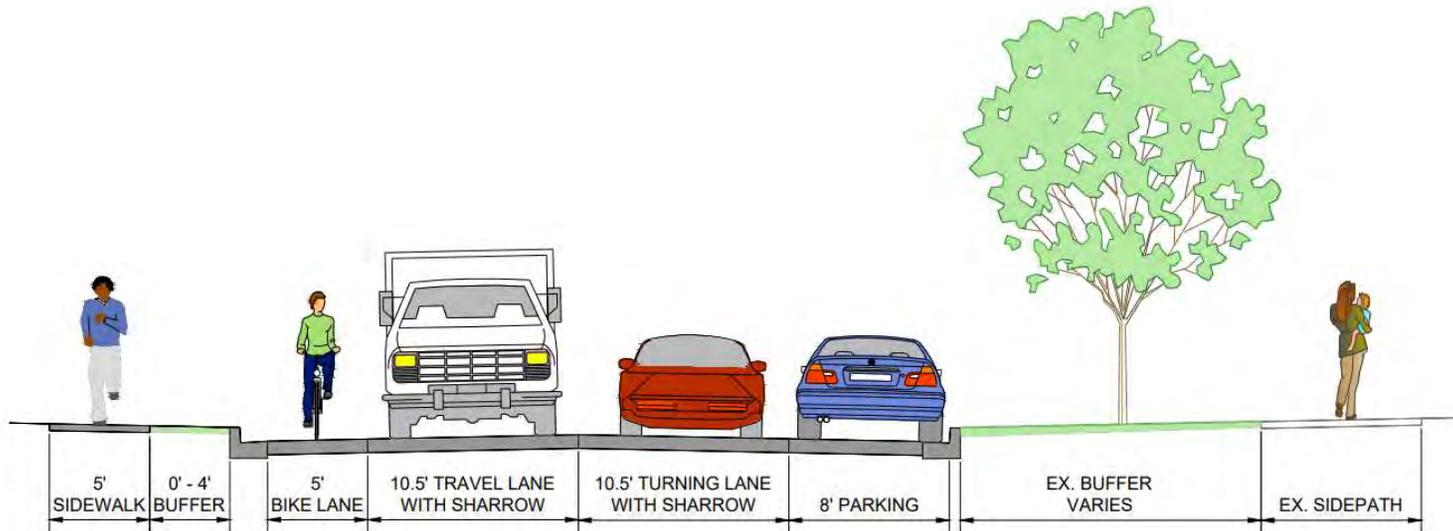
Option 2



Typical Sections

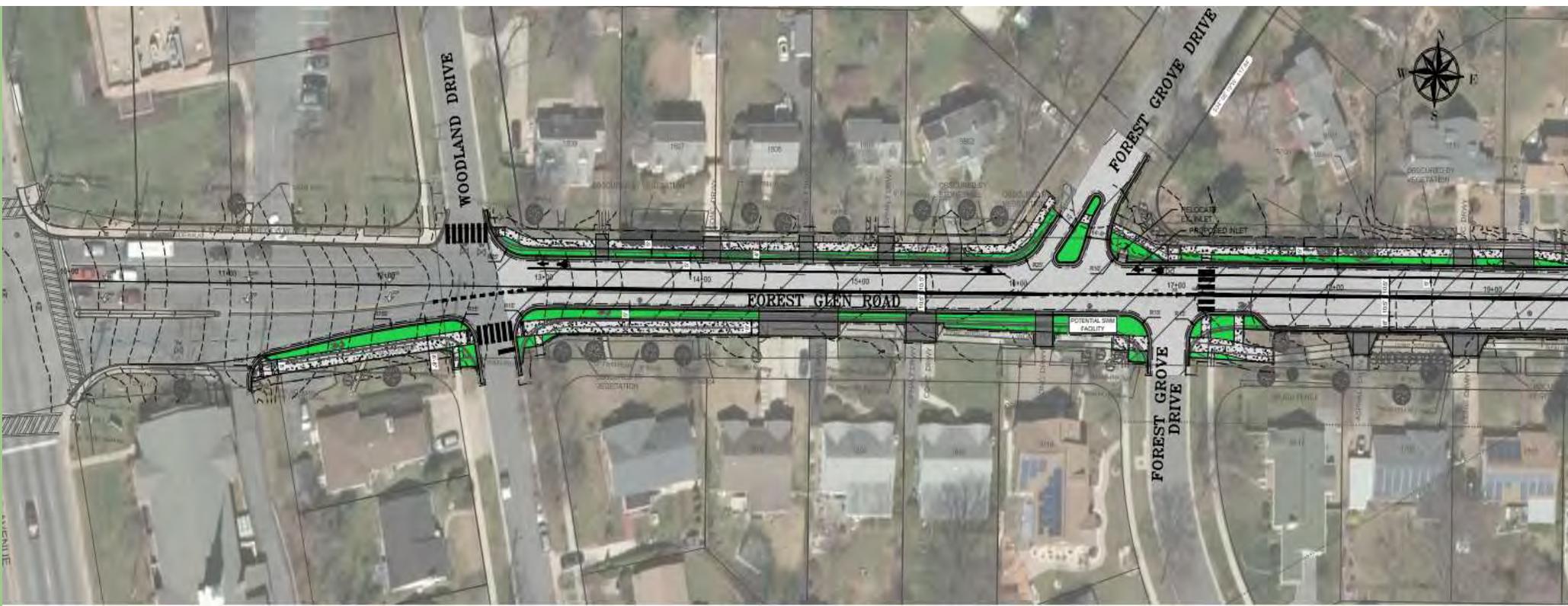


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WOODLAND DRIVE TO FOREST GROVE DRIVE

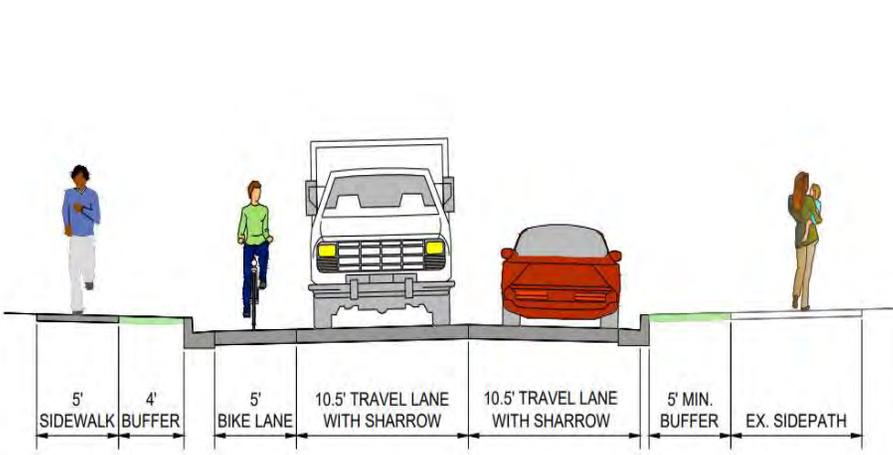


B PROPOSED ROADWAY TYPICAL SECTION
FOREST GROVE DRIVE TO SAXONY ROAD

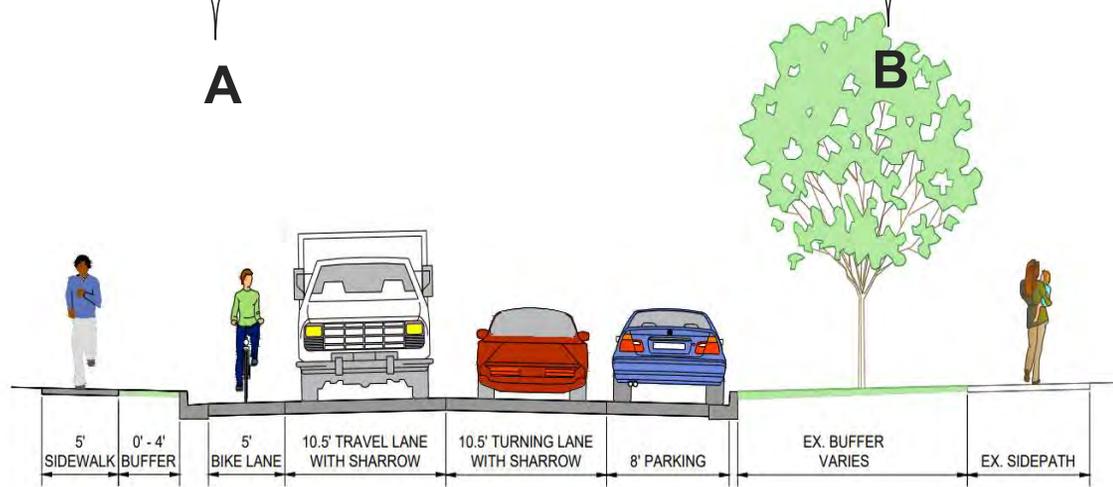




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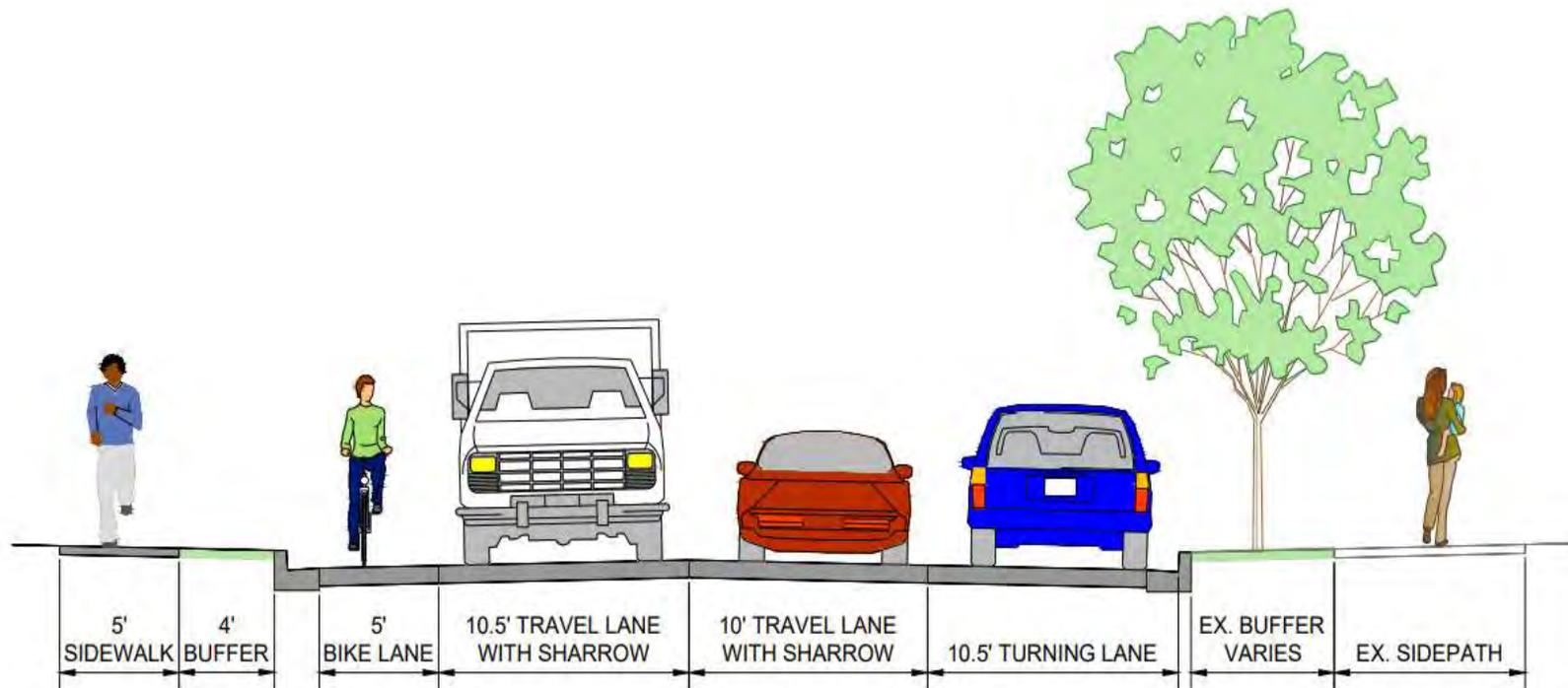
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WOODLAND DRIVE TO FOREST GROVE DRIVE



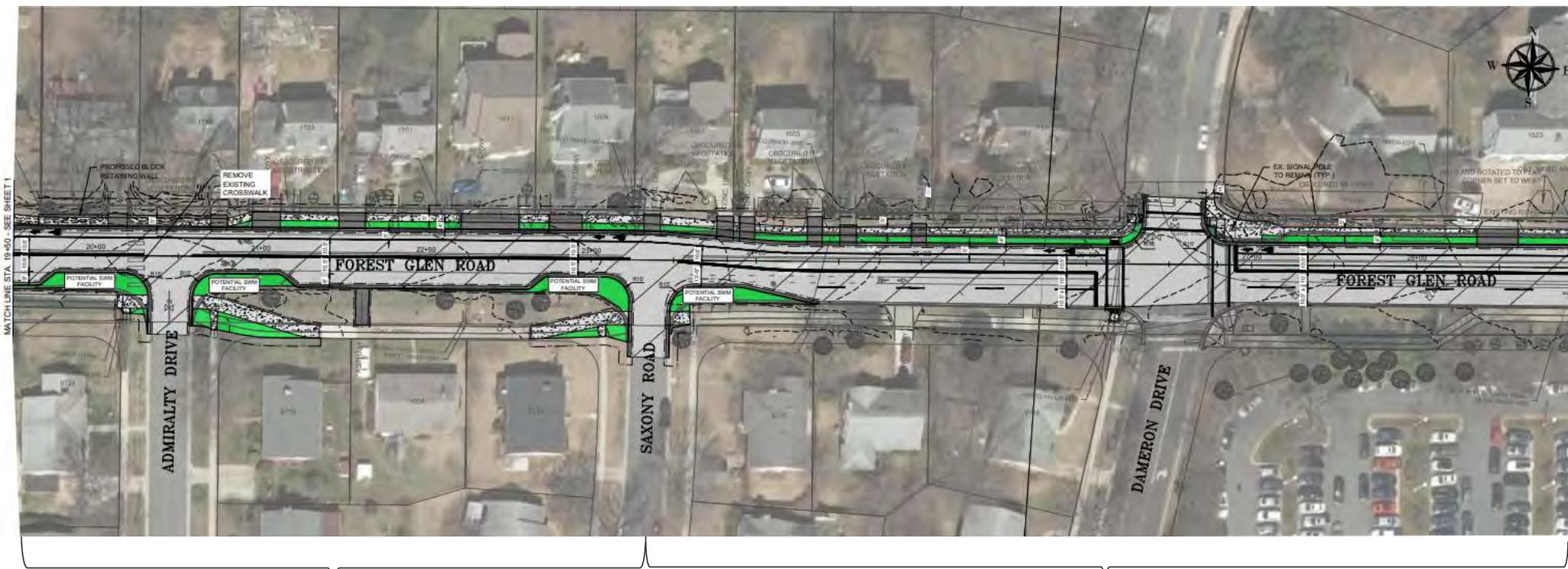
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FOREST GROVE DRIVE TO SAXONY ROAD



Typical Sections

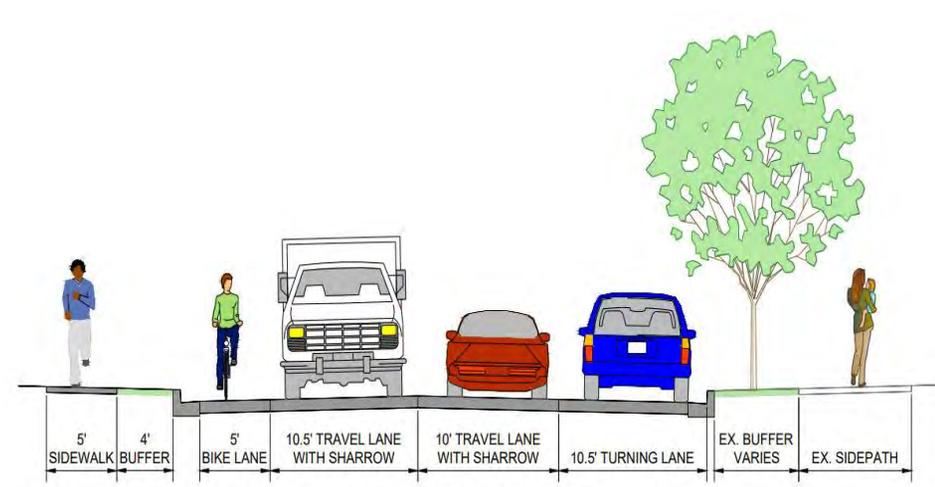
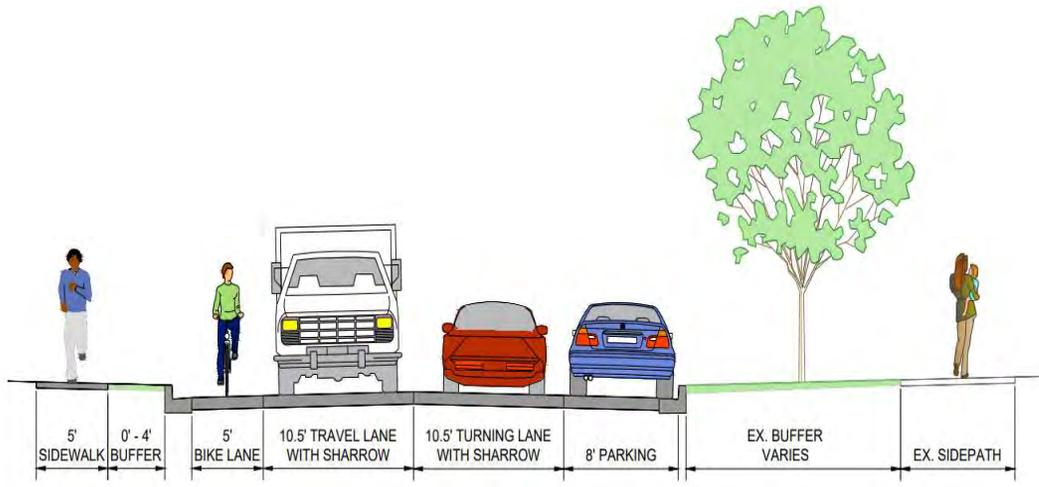


C PROPOSED ROADWAY TYPICAL SECTION
SAXONY ROAD TO PHYSICIAN OFFICE ENTRANCE



B

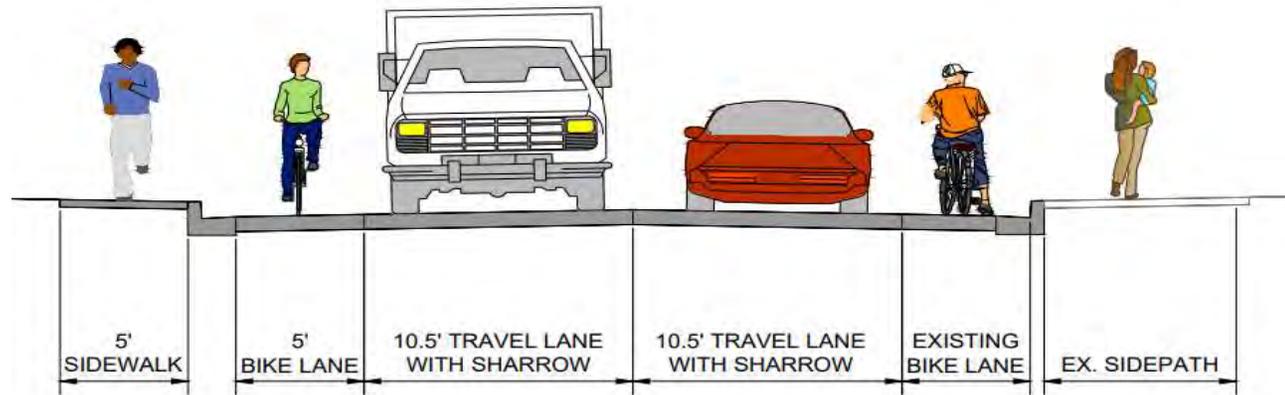
C



B PROPOSED ROADWAY TYPICAL SECTION
FOREST GROVE DRIVE TO SAXONY ROAD

C PROPOSED ROADWAY TYPICAL SECTION
SAXONY ROAD TO PHYSICIAN OFFICE ENTRANCE

Typical Sections



D PROPOSED ROADWAY TYPICAL SECTION
PHYSICIAN OFFICE ENTRANCE TO SLIGO CREEK TRAIL

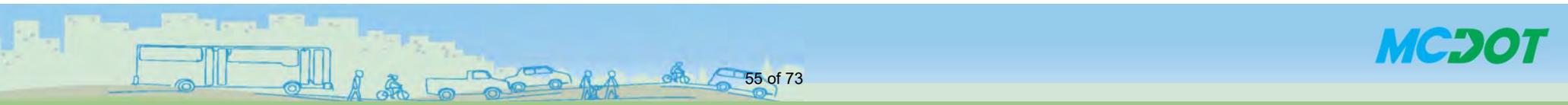
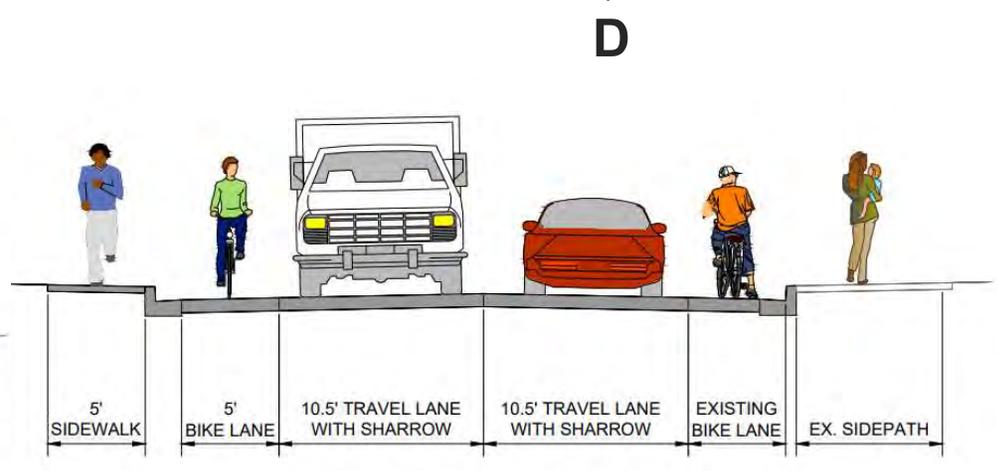
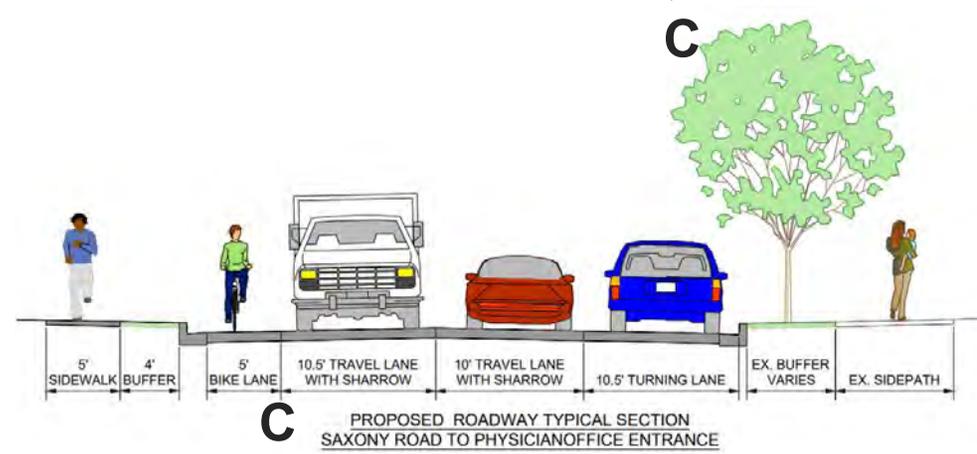




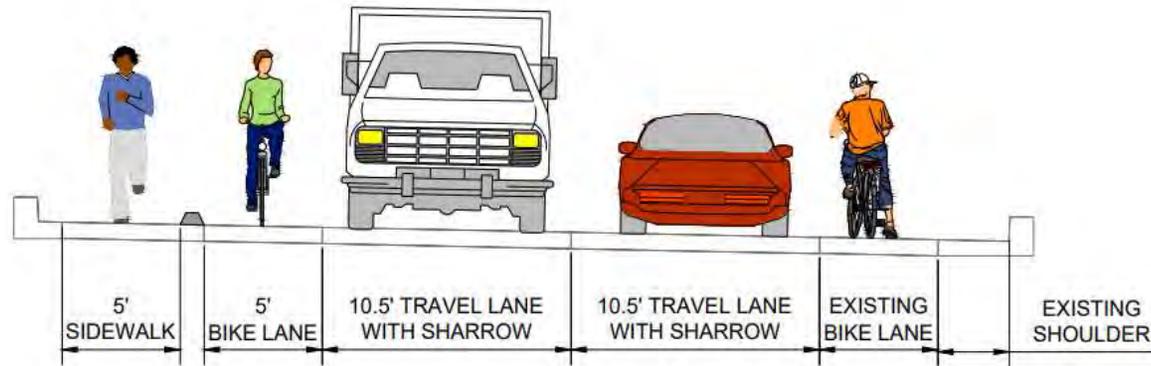
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FOREST GLEN ROAD

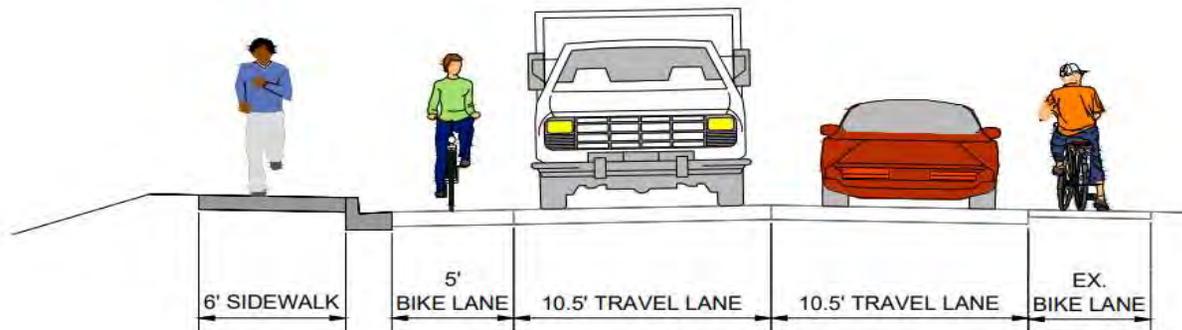
SLIGO CREEK TRAIL



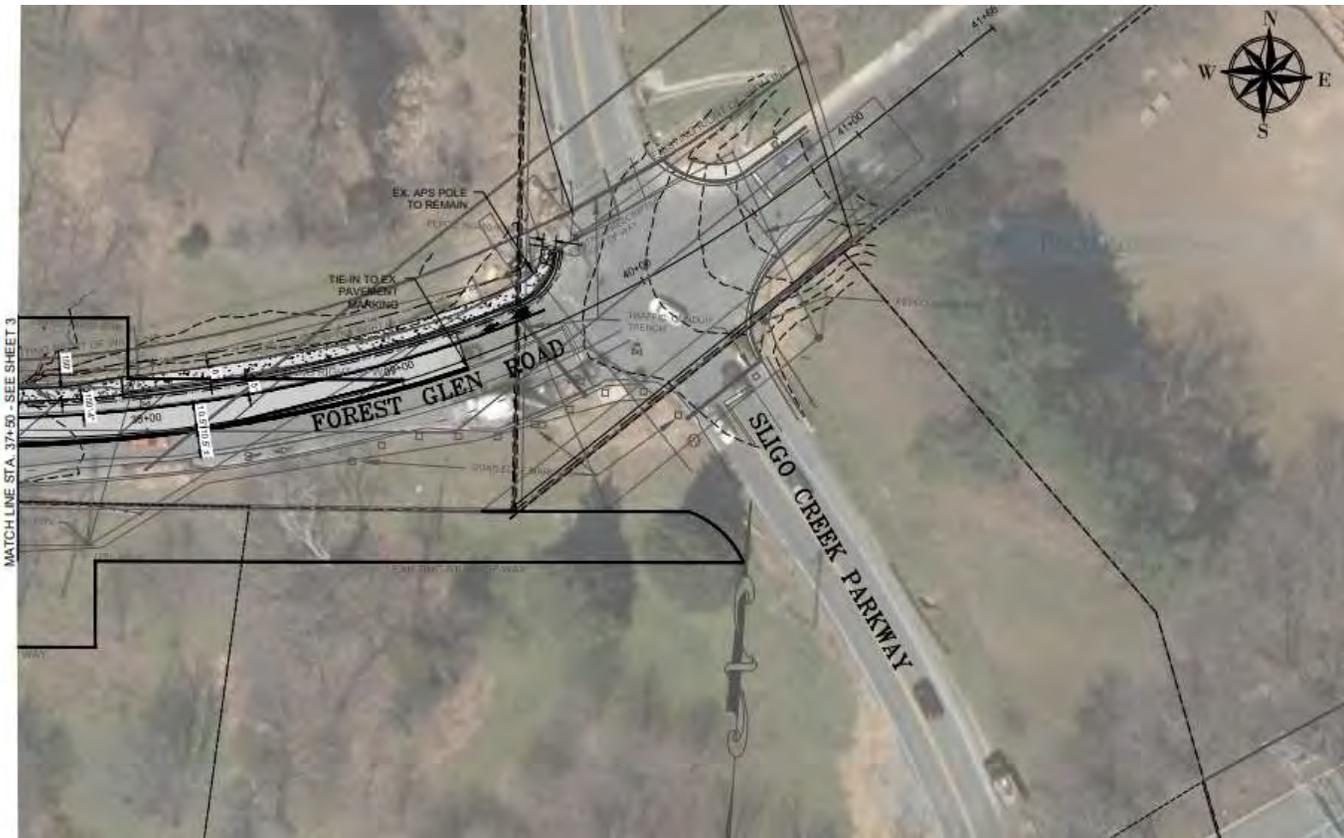
Typical Sections



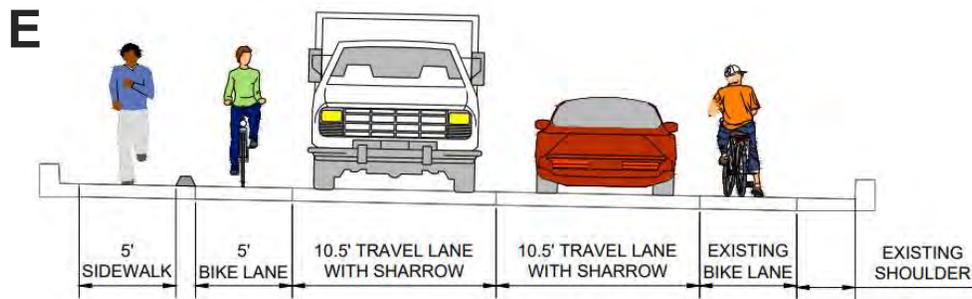
E PROPOSED ROADWAY TYPICAL SECTION
AT BRIDGE OVER SLIGO CREEK



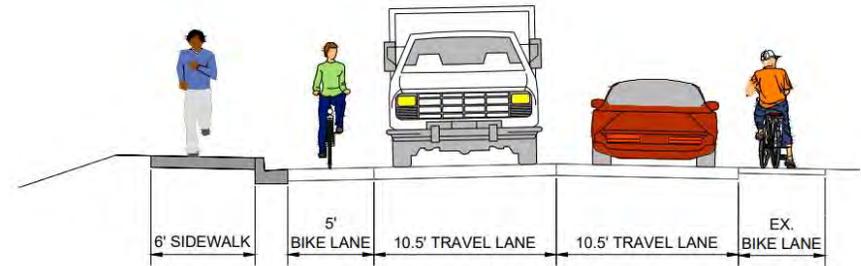
F PROPOSED ROADWAY TYPICAL SECTION
SLIGO CREEK TRAIL TO SLIGO CREEK PARKWAY



MATCH LINE STA. 37+50 - SEE SHEET 3



E PROPOSED ROADWAY TYPICAL SECTION AT BRIDGE OVER SLIGO CREEK



F PROPOSED ROADWAY TYPICAL SECTION SLIGO CREEK TRAIL TO SLIGO CREEK PARKWAY

Impacts Quantities

Impact	Option 1	Option 2
Utility Impacts	11 Poles	15 Poles
Tree Impacts	3	11
Property Impacts (#)	17	23
ROW Impacts	9,318 SF	8,929 SF
Construction Cost	\$1,383,000	\$1,437,000



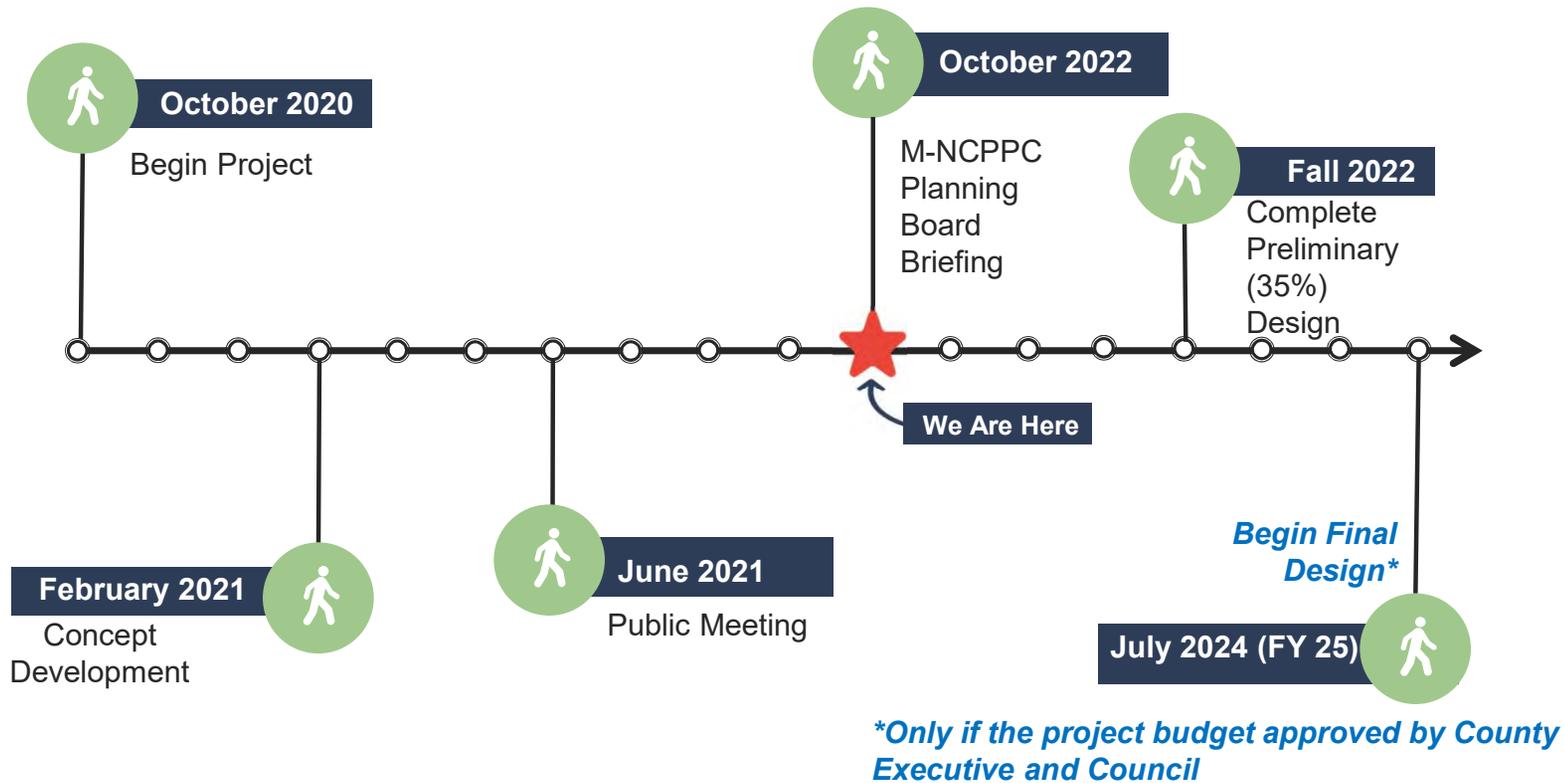


Project Cost Estimate

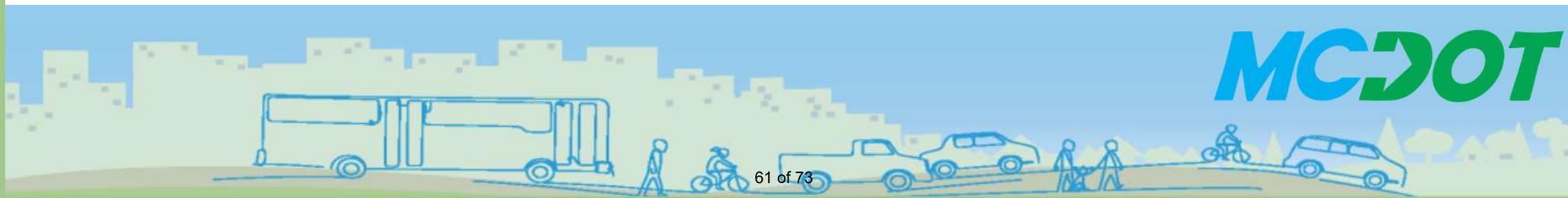
	Option 1	Option 2
Planning, Design and Supervision	\$1,330K	\$1,330K
Land	\$162K	\$171K
Site Improvements and Utilities	\$525K	\$585K
Construction	\$1,383K	\$1,437K
Total Project Estimate	\$3.4M	\$3.5M



Project Schedule



Discussion



Appendix D

Forest Glen Metro Access Project Information



Forest Glen Passageway (P501911)

Category	Transportation	Date Last Modified	01/04/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,127	364	888	4,875	1,500	-	-	1,125	1,125	1,125	-
Land	1,000	-	-	1,000	-	200	800	-	-	-	-
Site Improvements and Utilities	3,250	-	-	3,250	-	-	-	1,625	1,625	-	-
Construction	30,175	-	-	30,175	-	-	-	7,675	11,250	11,250	-
TOTAL EXPENDITURES	40,552	364	888	39,300	1,500	200	800	10,425	14,000	12,375	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	40,552	364	888	39,300	1,500	200	800	10,425	14,000	12,375	-
TOTAL FUNDING SOURCES	40,552	364	888	39,300	1,500	200	800	10,425	14,000	12,375	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,000	Year First Appropriation	FY21
Cumulative Appropriation	2,752	Last FY's Cost Estimate	40,552
Expenditure / Encumbrances	1,262		
Unencumbered Balance	1,490		

PROJECT DESCRIPTION

This project provides for design, right-of-way acquisition, utility relocations, and construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station from neighborhoods and institutions located on the east side of Georgia Avenue. There is currently an underground walkway from the parking and bus area on the northwest quadrant of the intersection to the southwest quadrant. A new connection would be made to this passageway connecting the southwest quadrant to the northeast quadrant. A ramp connection and elevators bring the underground connection to grade on the northeast corner of the intersection.

LOCATION

MD97 (Georgia Avenue) at Forest Glen Road/Forest Glen Metro Station.

ESTIMATED SCHEDULE

Design started in FY22, utility relocations and construction will begin in FY26.

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 97 (Georgia Avenue) and Forest Glen Road to access the Metro Station. This project will eliminate the need for these at-grade pedestrian crossings and will also facilitate crossing of the road for community members who are not using Metro. Traffic volumes and speeds on MD 97 can be very high and pedestrians must cross over eight lanes of traffic. These crossings can be very intimidating, reducing community connectivity and use of the Forest Glen Metro Station. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

OTHER

Site improvements and utilities funding has been adjusted to FY25 on the front end of construction because the utility relocations will need to come early on to allow for excavation.

FISCAL NOTE

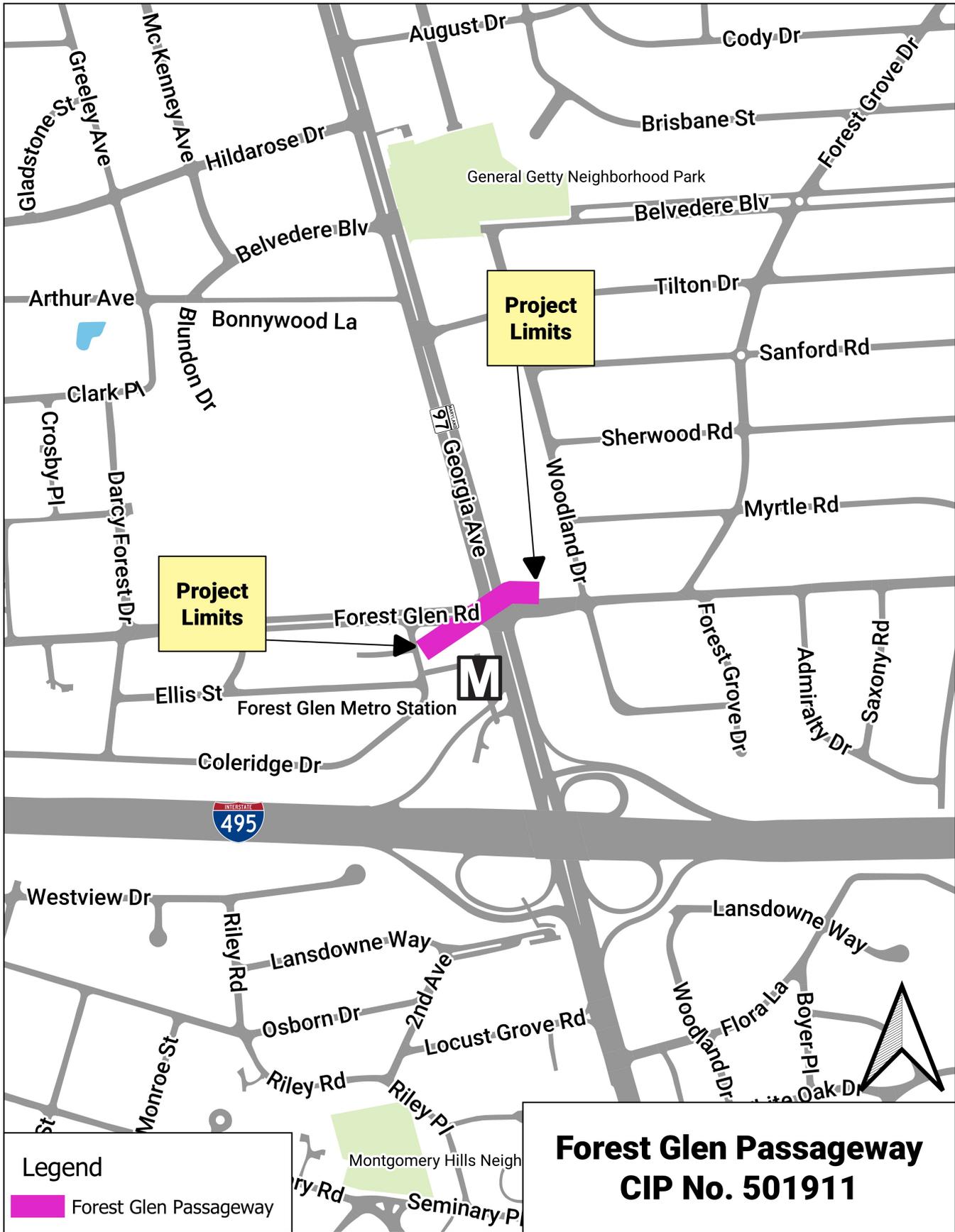
Construction costs are based on conceptual plans and will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.



Legend

 Forest Glen Passageway

**Forest Glen Passageway
CIP No. 501911**

CARL M. FREEMAN
 FREEMAN (CONDOMINIUM DEED)
 ("AMERICANA FINMARK
 CONDOMINIUM")
 LIBER 4536 FOLIO 64
 CONDOMINIUM PLATS
 1168, 1169, & 1170

WASHINGTON AREA
 METROPOLITAN AREA
 TRANSIT AUTHORITY
 LIBER 5721 FOLIO 712
 PART 1

FOREST GLEN MEDICAL CENTER, LLP
 LIBER 24966 FOLIO 662
 PARCEL "A"
 "FOREST GROVE"
 PLAT No. 8215

RANDALL J. NEELY
 LIBER 21697 FOLIO 145
 LOT 14
 "NORTHMONT"
 PLAT No. 3224

TRUSTEES OF MONTGOMERY HILLS
 BAPTIST CHURCH, INC.
 LIBER 27309 FOLIO 297,
 PARCEL "A"
 "NORTHMONT"
 PLAT No. 4569

MAP JPI2 PARCEL N574
 WASHINGTON METROPOLITAN AREA
 TRANSIT AUTHORITY
 LIBER 5508 FOLIO 12

OPERATOR: agc; jbb
 FILE NAME: C:\ad\ek\com\fs\Cloud\Projects\2020\20097_MCDOTransp\Task 5 - Forest Glen Pedestrian Tunnel\CADD\Plans\Skinch Plan-Forest Glen-January 2022-2d.dgn
 PLOTTED: 1/11/2022

DRAWN BY AGA
 CHECKED BY EDJ

SCALE: 1"=30'

MONTGOMERY COUNTY
 DEPARTMENT OF TRANSPORTATION
 CONTRACT No. 1082910
 MDOT SHA No.
 FAP No.

FOREST GLEN PEDESTRIAN TUNNEL
 ALONG FOREST GLEN ROAD FROM
 WOODLAND DRIVE TO COLERIDGE DRIVE
 CROSSING OVER GEORGE AVENUE (MD 97)

PLAN FOR AGENCY REVIEW MEETING



SCALE: 1"=30'
 DATE: JANUARY 12, 2022
 SHEET 1 OF 1



PS-01

Appendix E

Neighborhood Greenway Information

NEIGHBORHOOD GREENWAY

Neighborhood greenways are streets with low motorized vehicle traffic volumes and speeds, designed and designated to give walking and bicycling priority. They use signs, pavement markings and speed and volume management measures to discourage through trips by motor vehicles and create safe, comfortable crossings of busy arterial streets.

NEIGHBORHOOD GREENWAYS



TYPICAL APPLICATION

- Neighborhood greenways use existing low-stress streets that parallel a major corridor.
- Roads with speeds less than or equal to 25 mph and volumes less than 3,000 ADT.
- If these conditions are not met, the treatments explained on pages 44 to 48 should be employed to reach these guidelines.

GUIDANCE

- Each of the subsequent pages provide additional guidance for implementation:
 - Traffic calming via raised pavement (page 45).
 - Traffic calming via street narrowing (page 46).
 - Traffic diversion (page 47).
 - Crossing treatments (page 48).

CONSIDERATIONS

- Given Montgomery County's non-grid street network, identification of connected, parallel routes may be difficult in some areas. It may be necessary to re-route short segments of neighborhood greenways along higher-stress routes, in which case separated bikeways, such as sidepaths or separated bike lanes, will be necessary.

REFERENCES

IPBI, Alta Planning + Design, Portland State University. *Bicycle Boulevard Planning and Design Guidebook*. 2009.
NACTO. *Urban Bikeway Design Guide*. 2nd Edition.
Portland Bureau of Transportation. *Neighborhood Greenway Assessment Report*. 2015.

NEIGHBORHOOD GREENWAY TREATMENTS



TRAFFIC CALMING VIA RAISED PAVEMENT

Vertical traffic calming forces motorists to drive at slower speeds. These treatments lower the speed differential between bicyclists and cars, increasing bicyclist comfort. They are typically used where traffic controls are less frequent, for instance, along a segment where stop signs may have been removed to ease bicyclist travel.



Speed cushion



Speed hump



Raised crosswalk



Curve profile options

TYPICAL APPLICATION

Vertical traffic calming is not necessary on all neighborhood greenways. It should be considered where a street meets the criteria identified by the Montgomery County Department of Transportation for traffic calming.

GUIDANCE

Continuous devices, such as speed humps and raised crosswalks, are more effective to achieve slower speeds than speed cushions.

CONSIDERATIONS

- Speed humps and raised crosswalks affect bicyclist comfort. The approach profile should preferably be flat-topped, but sinusoidal and circular profiles are acceptable.
- Where traffic calming must not slow an emergency vehicle, speed cushions or raised crosswalks should be considered. Speed cushions provide gaps spaced for an emergency vehicle's wheelbase to pass through without slowing. These gaps also provide a space for bicyclists to pass through unabated.
- Consider using raised crosswalks at intersections to slow traffic turning onto the neighborhood greenway from a major street.

REFERENCES

- IPBI, Alta Planning + Design, Portland State University. Bicycle Boulevard Planning and Design Guidebook. 2009.*
- NACTO. Urban Bikeway Design Guide. 2nd Edition.*
- Portland Bureau of Transportation. Neighborhood Greenway Assessment Report. 2015.*

TRAFFIC CALMING VIA STREET NARROWING

Horizontal traffic calming reduces speeds by narrowing lanes, creating a sense of enclosure and additional friction between passing vehicles. Narrower conditions require more careful maneuvering around fixed objects and when passing bicyclists or oncoming automobile traffic. Some treatments may slow traffic by requiring motorists to yield to oncoming traffic.



Chicane



Neckdown



Curb extension



Neighborhood traffic circle

TYPICAL APPLICATION

Street segments or intersections where street width contributes to higher motor vehicle speeds. Especially where:

- On-street parking has low rate of occupancy during most times of day.
- There is desire to remove or decrease stop control at a minor intersection.

GUIDANCE

Horizontal treatments are most effective if they deflect motorists midblock (with chicanes) or within intersections (with neighborhood traffic circles).

CONSIDERATIONS

- Must be designed to deflect motor vehicle traffic without forcing the bicycle path of travel to be directed into a merging motorist.
- Neighborhood traffic circles should be considered at local street intersections to prioritize the through movement of bicyclists (by removing stop control or converting to yield control) without increasing motorist speeds.
- Costs for infrastructure will range depending on complexity and permanence of design. Simple, interim treatments, such as striping and flexposts are low-cost. Curbed, permanent treatments that integrate plantings or green infrastructure are higher cost.

REFERENCES

IPBI, Alta Planning + Design, Portland State University. *Bicycle Boulevard Planning and Design Guidebook*. 2009.

NACTO. *Urban Bikeway Design Guide*. 2nd Edition.

Portland Bureau of Transportation. *Neighborhood Greenway Assessment Report*. 2015.

TRAFFIC DIVERSION

Traffic diversion strategies are used to reroute traffic from a neighborhood greenway onto other adjacent streets by installing design treatments that restrict motorized traffic from passing through.



Partial closure - permanent, signalized



Diagonal diverter



Partial closure - interim, stop-control



Full closure

TYPICAL APPLICATION

- Diversion can be used to reduce motor vehicle traffic on neighborhood greenways to desired volumes:
 - Preferred: 1,000 - 1,500 vehicles per day.
 - Acceptable: up to 3,000 vehicles per day.

GUIDANCE

- Diversion treatments must be designed to provide a minimum clear width of 6 feet for a bicyclist to pass through.
- Some treatments may require a separate pedestrian accommodation.

CONSIDERATIONS

- Diversion is most applicable in areas with a grid of streets to disperse traffic and may not be appropriate in some areas of Montgomery County.
- Diversion shifts trips from the neighborhood greenway onto adjacent streets. This change in traffic volume on other local streets must be identified and addressed during the planning, design and evaluation process.
- Where motor vehicle volumes are already within the desired range, diversion may be considered to maintain desired volumes.
- Temporary materials may be used to test diversion impacts before permanent, curbed diverters are installed.
- Consultation with emergency services will be necessary to understand their routing needs.

REFERENCES

- IPBI, Alta Planning + Design, Portland State University. *Bicycle Boulevard Planning and Design Guidebook*. 2009.
- NACTO. *Urban Bikeway Design Guide*. 2nd Edition.
- Portland Bureau of Transportation. *Neighborhood Greenway Assessment Report*. 2015.

CROSSING TREATMENTS

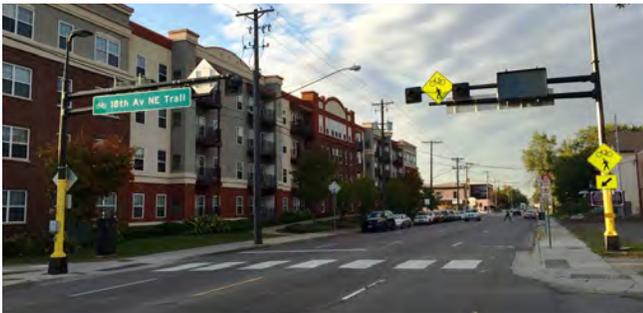
While the street segments of a neighborhood greenway may be generally comfortable for bicyclists without significant improvement, major street crossings must be addressed to provide safe, convenient and comfortable travel along the entire route. Treatments provide waiting space for bicyclists, control cross traffic or ease bicyclist use by removing traffic control for travel along the neighborhood greenway route.



Off-set intersection bicyclist left turn median diverter



Bicycle box with lead-in bike lane



HAWK beacon



Offset crossing left turn box with lead-in bike lane

TYPICAL APPLICATION

Intersections along a neighborhood greenway route may need treatment in the following situations:

- Unsignalized crossings of arterial or collector streets with high traffic volumes and speeds.
- Offset intersections where the greenway route makes two turns in short succession.
- Two-way stop-controlled intersections where the traffic calming benefit of the stop control is not needed for motor vehicle traffic.

GUIDANCE

Medians should be a minimum of 6 feet in width, although 8 feet is desirable to allow adequate space for a person to wait with bicycle.

CONSIDERATIONS

- Adjustments to traffic control such as a high-intensity activated crosswalk (HAWK) beacon or stop sign adjustments may necessitate a traffic study. HAWK signals are not currently approved for use in Maryland.
- Median islands may be constructed to require right-in/right-out turns by motor vehicles while still allowing left turns by bicyclists at off-set intersections.
- Numerous treatments exist to accommodate offset intersection crossings and the full range of design treatments should be considered in these situations. These treatments include left turn queue boxes, two-way center left turn lanes, median left turn pockets and short sidepath segments.

REFERENCES

- IPBI, Alta Planning + Design, Portland State University. *Bicycle Boulevard Planning and Design Guidebook*. 2009.
- NACTO. *Urban Bikeway Design Guide*. 2nd Edition.
- Portland Bureau of Transportation. *Neighborhood Greenway Assessment Report*. 2015.