

Item 8 - Correspondence

From: [REDACTED]
To: [MCP-Chair; Smith, Parker](#)
Subject: Valid concerns and daily frustrations about even bigger impact for immediate perimeter of the proposed development at 9801 Georgia Ave
Date: Monday, February 26, 2024 1:31:21 PM

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

Good afternoon,

Kindly take the attached message and concerns into account as testimony and as a request to reject the project at 9801 Georgia Ave. and to rethink the whole project with the priority of taking into account the real needs for the immediate community, and the protections for small kids, like the elementary kids in this household and the neighbor friends on Forest Glen Rd, Myrtle, Forest Grove, etc., the young kids struggling to fit and find purpose and a sense of belonging, the bikers who afraid of the rush hour, emergency vehicles and lack of space, risk it to bike on Forest Glen Rd and across Georgia Ave., as well as the protections for the environment for which we have the huge responsibility to not just protect, but seriously and urgently, enhance.

- Household: [REDACTED] (appreciate if details are not publicly shared.

Thank you. Please let me know if possible)

- Reference: Preliminary Plan No. 120130160 and Site Plan No. 820230130

Begin forwarded message:

From: [REDACTED]
Subject: The valid concerns and daily frustrations about even bigger impact for immediate perimeter of the new development 9801 Georgia Ave
Date: February 26, 2024 at 1:00:30 PM EST
To: [REDACTED]

Dear Council members and stakeholders,

I want to share a message sent a little while ago with some members of the community, in hopes that everyone can bring into perspective and take a closer look at the factual, daily recurrent issues and serious concerns of families from households along the entire Forest Glen Rd. from Georgia Ave to Sligo Creek Pkwy., or right next to, or in the two blocks surrounding the proposed development at 9801 Georgia Ave., **AS THESE ARE the MOST DIRECTLY IMPACTED HOUSEHOLDS, ARE FACING MANY OF THE MENTIONED ISSUES AS OF NOW, and the situation WILL ONLY DETERIORATE EVEN MORE WITH the proposed PROJECT as it is planned now, not just for these households, but in one way or another to most of the households in the wider neighborhood, if things continue to be addressed the way they have so far.**

These are REAL DAILY OCCURRENCES and frustrations and by sending, Some of us feel that the opinions of people who are not impacted and would barely be impacted by the project are weighting more silly because we belong to a common listserv of a greater community. It is as if the view of 10 people from Forest Glen on a project in Bethesda would be highly taken into consideration and weighting more that the view of those a few steps from the project. Sure, everyone can give an opinion, but I hope MoCo is looking at who is giving the opinion, any pre-existing relations, and who are the most impacted, the most vulnerable, and the most in need of protection by MoCo's rules and institutions. What I have experienced and what I know some taxpayers have experienced, disappoints. Hoping that MoCo can make every possible effort now to correct and redirect funds, strategy, and processes, to reflect real needs and best better standards.

The email below had a few edits and updates later to reflect a couple of new concerns (Wheaton Park news), but its core message remains as it was originally distributed and it is shared by several community members directly impacted by the proposed Georgia /Forest Glen Rd project.

Thank you for your time and consideration.

█ -on Forest Glen Rd

█ > wrote:

...

I know we are all very busy, but we have been way to quiet and dormant to inform ourselves, speak-up, and demand proper standards in this process. Input from people who are not residents on the immediate perimeter and to be directly impacted by this project are weighting more because many of us, who will be really impacted on a daily basis, are absent or have not been able to articulate these issues through the process. This is serious and once it happens, we will not be able to cry over spilled milk.

Nowadays, heavy traffic, recurrent accidents, the danger for pedestrians, children, cyclists, etc., are quite high, unfortunate, and very real. Have you seen the impact on the church after a car, traveling from Georgia Ave cut through the whole front ending-up on Forest Glen and damaging the church's sign, pole anchor, and corner area of the front yard of the church right by the pedestrian crossing to the metro on the same intersection where this project will be built? Have you seen the traffic congestion in the mornings backing up all the way to the Hospital as people try to get to work, take their kids to school, take 495, or simply go to the metro?

We do not have other feeding streets to Georgia Ave., 495 or the metro. It is just Forest Glen Rd. That is it for everyone east of

Georgia north of 495, all up to Dennis. We have a hospital and a metro station 1-4 blocks away from this project's heavily congested at all times intersection, plus constant ambulances, firetrucks, other emergency vehicles, etc., as it is. Have you seen cars cutting through against traffic in desperate efforts to try to make it to turn left on Georgia Ave to go south to DC or take 495 when the two middle lines are insanely long and only a few cars make the traffic light cut?

Saturated Forest Glen Rd from Sligo to Georgia Ave is already diverting traffic to Dameron, Myrtle, Sherwood, Forest Grove, Sanford Rd., and Tilton Dr. Adding a significant number of cars in the hundreds, trying to access and exit the proposed project and on these same saturated streets, can only increase traffic and be a risk for everyone. In addition, it will attract homeless, loitering, drugs, and decrease quality of life for residents in the neighborhood. Just the way it happened at the intersections of Wheaton metro and Glenmont metro stations, which as of today has NOT been effectively resolved or addressed.

A more responsible management of this project would have been to actively engage all community members early on to truly request input before finalizing planning stage, and to consider ways to fix existing issues before dumping more on our neighborhood (my household got to know about it in December/22-January/23 when it was well advanced in blueprints and planning and only because a neighbor from Forest Grove left an informative note. Never the branches of the County that receive taxes for the household).

This intersection needs a massive revamping. A similar solution to what was done at Georgia Ave and Randolph, which is a dense traffic intersection, but doesn't even have the same localised intersection density need (existing residential buildings and commercial/public facilities: Americana, Bozzuto, Church, metro station, hospital!! and new projects) plus 495 access and exit, ALL in a 1-4-block perimeter. A tunnel or a bridge to accommodate overwhelming traffic needs and then, thinking about bringing more projects, or not, WOULD HAVE BEEN a RESPONSIBLE approach.

I am so really disappointed that MoCo's standards, processes, professionalism, and priorities are so low. And I add today to the frustration, their intention on reducing budget for the so much urgently needed Wheaton Regional Park development and the lack of speedy measures to improve and get MOCO schools to lead the Nation. We have plenty of highly qualified professional resources in MD, DC, VA (from NIH, NASA, Smithsonian, top universities and researchers, law makers, and diverse world industry experts, etc), that we could totally make agreements with them to exponentially bust schools capacity, quality and leading performance, but have an

obsolete system with a just satisfactory achievement way of thinking by decision makers.

I am not opposing to a project there. I am in total disagreement about how it has been handled and have always requested to truly look at these key factors. Better to change things at the planning stage than at completion stage (remember the parking at the Silver Spring metro?... just an example) which would be more cost-effective?

Thank you for reading and receiving my words and feelings with openness.

I propose a crazy idea, perhaps, related to what is really needed the most here to address youth and new generations' issues. Can the County consider buying the property to widen Forest Rd / Georgia Av, execute the proposed tunnel to the metro, and build an integrated green forest corridor and a library/cultural center. It may sound crazy to think about this; investing on getting these young people to stop violence and wasting time on screens and thoughts about drugs and nonsense, and to get them to create, exercise, ride their bikes, and learn.

From: [Sanders, Carrie](#)
To: [Dennis O'Brien](#)
Cc: [MCP-Chair](#); [Kronenberg, Robert](#); [Meredith.Wellington](#); [Sorrento, Christina](#); [Folden, Matthew](#); [Smith, Parker](#)
Subject: Development Review Process Workgroup Testimony
Date: Tuesday, February 27, 2024 12:16:55 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Dear Mr. O'Brien,

Thank you for your testimony on July 18, 2023 regarding the development review process in Montgomery County for the [public listening session](#) hosted by Delegate Leslie Lopez. The Development Review Process Workgroup (DRPW) consisted of representatives from Montgomery Planning, Montgomery Parks, county and state agencies, as well as from members of the public and the development community. Our charge was to offer recommendations, where appropriate, to streamline the development review process in Montgomery County. [Final recommendations from the DRPW](#) were provided to the Montgomery County State Delegation, three of which were introduced as state bills in October 2023.

Workgroup members value your comments regarding development in Montgomery County, and we want to take the opportunity to respond to your specific comment or concern. While not every concern was addressed or resolved during the public [workgroup meetings](#), we would like to respond to the specific issue, as appropriate. Some of the comments were specific to a particular project, master plan or project outside the scope of the DRPW, but they are important, nonetheless. If a comment was directed to another agency or stakeholder, that agency or stakeholder will respond. The project that is the subject of your testimony is an active development application. As a result, by copy of this email I am also entering your comments into the public record and on to the Planning Board Chair's office.

Response to your testimony:

The change of zoning at 9801 Georgia Avenue was the result of the Forest Glen/Montgomery Hills Sector Plan, which was adopted in May of 2020 by the Montgomery County Council. Outreach within the Plan area included a combination of low-tech and hi-tech engagement tools including but not limited to, mailers, flyers, one on one sessions with community stakeholders, signage at Forest Glen Metro and select bus stations and the MC React Map virtual outreach tool. The interactive mapping tool was the most successful of all the engagement tools receiving over 300 comments. Community engagement events and outreach for the development of the Forest Glen/Montgomery Hills Sector Plan Working Draft is shown on our website with the link below. In addition, planners visited association/organization meetings when invited to engage on the plan.

<https://montgomeryplanning.org/planning/communities/downcounty/forest-glen-montgomery-hills/forest-glen-montgomery-hills-sector-plan/forest-glen-montgomery-hills-outreach/>

Regarding the question of the classification of Woodland Drive as an urban road and 9801 Georgia property in a red policy area, the Forest Glen/Montgomery Hills Sector Plan expanded the Urban Road

Code boundary. The purpose of the Urban Road Code is to apply a context-sensitive design standard that recognized the needs and safety considerations when high volumes of motorists, transit users, bicyclists, and pedestrians are negotiating limited space within the public right-of-way. The code permits narrower lane widths to reduce vehicular speed and tighter curb radii to control vehicular turning maneuvers and prioritizes safety over traffic volume. The Urban Road Code boundary was expanded to allow for more appropriate roadway and intersection design standards to reduce target speeds, improve the walking and biking experience through intersections, and provide a consistent street cross section throughout the corridor. The Forest Glen/Montgomery Hills Sector Plan also recommended that a new Red Policy area encompassing an area of roughly one-half mile radius from the Forest Glen Metro Station.

For additional information about this project, please visit the Department's Development Application Information Center (DAIC) for the preliminary plan, site plan, forest conservation plan, or contact the lead reviewer, Parker Smith, at parker.smith@montgomeryplanning.org.

Thank you again for your testimony.



Carrie Sanders

Chief, Midcounty Planning Division

Montgomery County Planning Department
2425 Reedie Drive, Floor 13, Wheaton, MD 20902
carrie.sanders@montgomeryplanning.org
o: 301-495-4653



From: [Lisa Moreau](#)
To: [Sanders, Carrie](#)
Cc: [MCP-Chair](#); [Kronenberg, Robert](#); [Meredith.Wellington](#); [Sorrento, Christina](#); [Folden, Matthew](#); [Smith, Parker](#)
Subject: Re: Development Review Process Workgroup Testimony
Date: Tuesday, February 27, 2024 10:45:35 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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Dear Ms. Sanders,

Thank you for your response.

If I am interpreting this correctly, I am relieved to hear that the study of the traffic will continue at our very unique intersection. I am hopeful that it will be at the busiest times when we are at peak transit situations and school is in session.

It is a tough job to make housing changes responsibly, especially in such a crowded area near major beltway exit, hospital route, church location and metro stop. While I cannot imagine even more congestion in my area, I choose to believe that the input that our community members have provided about our safety concerns will be valued and respectfully acted upon in the interest of our long-term health and safety.

With appreciation,
Lisa Moreau
1609 Myrtle Rd, Silver Spring, MD 20902

On Tue, Feb 27, 2024 at 10:04 AM Sanders, Carrie <carrie.sanders@montgomeryplanning.org> wrote:

Dear Ms. Moreau,

Thank you for your testimony on July 18, 2023 regarding the development review process in Montgomery County for the [public listening session](#) hosted by Delegate Leslie Lopez. The Development Review Process Workgroup (DRPW) consisted of representatives from Montgomery Planning, Montgomery Parks, county, and state agencies, as well as from members of the public and the development community. Our charge was to offer recommendations, where appropriate, to streamline the development review process in Montgomery County. [Final recommendations from the DRPW](#) were provided to the Montgomery County State Delegation, three of which were introduced as state bills in October 2023.

Workgroup members value your comments regarding development in Montgomery County, and we want to take the opportunity to respond to your specific comment or concern. While not

every concern was addressed or resolved during the public [workgroup meetings](#), we would like to respond to the specific issue, as appropriate. Some of the comments were specific to a particular project, master plan or project outside the scope of the DRPW, but they are important, nonetheless. If a comment was directed to another agency or stakeholder, that agency or stakeholder will respond. The project that is the subject of your July 18, 2023, testimony is an active development application. As a result, by copy of this email I am also entering your comments into the public record and on to the Planning Board Chair's office.

Response to your testimony:

A Transportation Study (TIS) is required for the development. This study has been scoped and accepted by the Montgomery Planning, the Montgomery County Department of Transportation (MCDOT), and the Maryland Department of Transportation, State Highway Administration (MDOT SHA). As the project is in a red policy area, the applicant is not required to complete the Motor Vehicle System Adequacy Test. However, they will need to complete the Pedestrian System Adequacy Test, Bicycle System Adequacy Test, and Bus Transit System Adequacy Test as well as a Local Area Transportation Review (LATR) Vision Zero Statement. Additionally, per the Sketch Plan (320230020) resolution condition number 14, vehicular access on Georgia Avenue is preferred and vehicular access on Woodland Drive may be permitted by the Planning Board at the time of the Preliminary Plan based on an operational traffic study of the site access point. Therefore, the TIS does include an operational analysis and includes delay and queuing analysis at six intersections in the area. Weaving and merging analysis were also conducted along Georgia Avenue and a signal warrant analysis at the intersection of Georgia Avenue and Tilton Drive was completed.

As scoped, the TIS includes updated counts at the following locations:

- MD 97 and Tilton Drive
- Woodland Drive and Tilton Drive
- MD 97 and the Site Access
- Woodland Drive and Sherwood Road
- Forest Glen Road and MD 97
- Forest Glen Road and Woodland Drive

There is no congestion standard that is required to be met at these intersections as the development is located in a Red Policy area. However, each of these intersections were required to be analyzed to inform MCDOT and MDOT SHA about different access configurations the site and associated impacts. In addition, the TIS includes a Vision Zero Statement, which 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.

To address the comment on the credibility of the trip generation, there are a few clarifications needed. The 78 vehicles trips cited are the net new AM peak hour vehicle trips. To determine the number of trips generated by a proposed development, The Institute of Transportation Engineers, also called ITE, Trip Generation Manual is used. This is an industry standard approach to developing trip generation for transportation analysis as it uses survey data of similar land uses across the country to provide trip generation rate calculations. Per the LATR Guidelines, ITE trip generation rates are adjusted based on the policy area where a project is located. In this case, an adjustment was made for the Forest Glen policy area. A separate mode split assumption is also made based on the policy area. These modifications and factors are meant to better reflect trip making behavior of the specific area where a project is located. The result of the analysis provides the number of trips broken out by mode (i.e., auto, pedestrian, bicycle, etc.) as well as the total person trips generated, which is trips by all modes. Per the LATR, if a proposed development is replacing an existing land use, the development can use existing trip credits if that existing use was occupied for more than 12 years. The net person trips are calculated by subtracting the trips generated by the existing land use from the person trips generated by the proposed land use. This is how the 78 AM peak hour vehicle trip number was determined. This number does not reflect the total daily vehicle trips anticipated from the proposed development.

Additionally, the TIS methodology does require the applicant to collect counts to capture existing background traffic. So, the TIS will account for current traffic volumes and layer in the development trips on top of the existing traffic volumes. In addition, pipeline projects, or those that have entitlements but are not yet constructed/occupied, are also included in the background traffic conditions. In this case, trips from The Residences at Forest Glen which includes 189 multi-family dwelling units, will be included in the analysis.

For additional information about this project, please visit the Department's Development Application Information Center (DAIC) for the preliminary plan, site plan, forest conservation plan, or contact the lead reviewer, Parker Smith, at parker.smith@montgomeryplanning.org.

Thank you again for your testimony.

Carrie Sanders

Chief, Midcounty Planning Division

Montgomery County Planning Department

2425 Reedie Drive, Floor 13, Wheaton, MD 20902

carrie.sanders@montgomeryplanning.org



o: 301-495-4653



From: quillkdc@me.com
To: [Smith, Parker](#); [MCP-Chair](#); [Councilmember Will Jawando](#); councilmember.glass@montgomerycountymd.gov; councilmember.Sayles@montgomerycountymd.gov
Subject: Support for 9801 Georgia Avenue development
Date: Tuesday, February 27, 2024 9:45:44 AM

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

Hello—

I am writing to express my strong support for the proposed development at the corner of Georgia and Forest Glen. We desperately need more transit-accessible housing in Montgomery County, and this is a great place for it. I think the proposed retail on the ground floor will be great for our community, which currently has virtually no retail.

I live in Forest Glen, blocks from this corner. I would love to see homes for all these new neighbors!

Best,
Karen Caplan
1801 Brisbane Street
Silver Spring, MD 20902

From: [Kate Epstein](#)
To: [Smith, Parker](#); [MCP-Chair](#)
Cc: [councilmember.Fani-Gonzalez@montgomerycountymd.gov](#);
[councilmember.Albornoz@montgomerycountymd.gov](#); [councilmember.glass@montgomerycountymd.gov](#);
[Councilmember.Sayles@montgomerycountymd.gov](#); [councilmember.Jawando@montgomerycountymd.gov](#)
Subject: 9801 Georgia development
Date: Tuesday, February 27, 2024 9:41:15 AM

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

Dear All, please put me, as a resident of Forest Glen for 13 years who has walked past the monstrosity currently on the yard to get to the metro on a regular basis all that time in the column of enthusiastically favoring the new development. We need housing. Commerce there will be delightful. We need transit oriented development. I welcome my new neighbors. I may want to live there someday, as I love the neighborhood and, now 50, am not entirely sure I want to grow old in a split level.

My backyard will be better for this development and I look forward to it.

Thank you for your time and attention.

Kate Epstein

1703 Tilton Dr

Silver Spring MD 20902

781-718-4025

From: [Carole Tomayko](#)
To: [MCP-Chair](#)
Subject: 9801 Georgia Avenue
Date: Tuesday, February 27, 2024 8:01:03 AM

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

Planning Board Chair and Members:

Yet again, I write with reasons for calling a halt, or at very least a long pause, to the proposed building of a 390 multifamily dwelling and 450 parking spaces on the corner of Forest Glen and Georgia Avenue.

As a 48 year resident of Forest Estates, I have seen many changes in this neighborhood. Until now, I have stood behind and welcomed them all. However, the proposed redevelopment of the Medical Center*s 3.78 acre property on the already problematic corner of Georgia Avenue and Forest Glen Road has gotten this far in defiance of common sense and defined sector plan laws.

Do we need more multifamily housing? Definitely Yes. Does that housing have to be on such a monolithic scale served by a two-way entrance into a residential street? Emphatically, No. The traffic study as it was submitted by the developers was inadequate. Consequently, the plan needs to be revised and/or the builder replaced.

I suggest a smaller footprint for the building that allows genuine green space for its residents. Limiting parking spaces to the number of apartments in the new building also makes sense. Synchronizing the construction of the northeastern entrance to the Metro with the building of these apartments must also be considered.

Please deny approval of the plan as it stands. A new, smaller, more neighborhood friendly apartment complex with or without 5,000 square feet of commercial space will be welcome.

Carole Tomayko
1631 Belvedere Blvd.
Silver Spring, MD 20902

From: JF
To: MCP-Chair; Harris, Artie; Mika.Pedoeem@mncppc-mc.org; Linden, Josh; Hedrick, James; Bartley, Shawn; Smith, Parker
Cc: Marc.Elrch@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.Fani-Gonzalez@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; councilmember.friedsen@montgomerycountymd.gov; councilmember.balcombe@montgomerycountymd.gov; councilmember.luedtke@montgomerycountymd.gov; councilmember.mink@montgomerycountymd.gov; councilmember.sayles@montgomerycountymd.gov; councilmember.stewart@montgomerycountymd.gov
Subject: Comments on proposed development of 9801 Georgia Avenue
Date: Monday, February 26, 2024 9:20:21 PM

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

I'm writing in regard to the proposed development at 9801 Georgia Avenue, specifically Preliminary Plan 120230160 and Site Plan 820230130. The project proposes 390 apartment units and 466 parking spaces essentially on top of the Forest Glen Metro Station. The proposed entrance for vehicles is on the tertiary residential street Woodland Drive. I used to live in the Forest Estates neighborhood that is adjacent to the site and I now live several blocks away near Georgia Avenue and Evans Drive. I often use the Forest Glen Metro and I still visit old neighbors who live in the Forest Estates neighborhood very close to Woodland Drive.

I'm very aware of the need for more housing in the county so I support the building of the residences but I strongly oppose the number of proposed parking spaces and the main vehicle entrance for residents and their guests and for deliveries and for Metro drop-off on Woodland Drive. I'm very concerned for the safety of pedestrians and bike riders in the neighborhood and those who are headed to the Forest Glen Metro as well as parents and children who may be taking the bus on Georgia Avenue or walking to local schools including Florence Singer Elementary School and the child care center on Dameron Drive and parks such as Sligo Creek. With this proposed apartment building being so close to the Metro station, I do not understand the need for so many parking spaces. It's my understanding that County Executive Marc Elrich and County Councilmembers that I voted for support getting more cars off of our roads so I propose that the number of parking spaces for this building be greatly reduced.

I have also been surprised at the lack of communication to the public about this proposed project. I follow the work of the Planning Board and have seen announcements and notices of commenting periods on projects in the Wheaton area such as Carroll Knolls Local Park which my townhouse abuts and just today, I got an email from MoCO 360 Today about plans for a 450 unit apartment building above the Ellsworth Place Mall in downtown Silver Spring as well as new projects in Bethesda. I have also mailed back surveys regarding traffic patterns in the Montgomery Hills area of Georgia Avenue. I understand a lot of the plans for the

project near Woodland Drive, Forest Glen Road and Georgia Avenue were made during the pandemic but that's no excuse for the lack of opportunity for public input.

In summary, I know the county is desperate for housing so I support the number of apartments but the number of parking spaces just encourages more cars leading to environmental and safety concerns. The DC area is spending billions on public transportation to help save the planet. I beg you to do your part and save our streets and neighborhoods as well as reduce the potential for accidents. I have lived in the county virtually all of my life so I know its past history of developing wonderful parks and saving the agricultural preserve, unfortunately, at this time, more effort seems to be towards supporting developers. Please show me and the community that you will listen to the needs of the residents.

Thank you.
Sincerely,

Judith Furash
10514 Pennydog Lane
Wheaton, MD 20902

From: [ELIZABETH TEBOW](#)
To: [Smith, Parker](#)
Subject: Comments on the proposed development at 9801 Georgia Avening
Date: Monday, February 26, 2024 5:11:37 PM
Importance: High

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

Dear Planning Board Member:

My name is Elizabeth Tebow and I live at 9811 Capitol View Avenue, Silver Spring. I am writing to register my concerns regarding the proposed development as outlined in 12013160 Site Plan No. 8202330130. I have resided at my present home for over 40 years and have seen changes in the Wheaton, Kensington, Silver Spring area, both good and bad. I understand the need for more concentrated housing with access to transportation. However, I believe that the proposed "solution" in this case would adversely affect the immediate neighborhood as well as the cityscape and traffic. Increased traffic on Woodland Avenue and connecting neighborhood streets would be bad enough, but in addition, would also increase backups at the intersection of Georgia and Forest Glen. The height of the building would also detract from the largely residential profiles of the surrounding buildings. I hope you will take these factors, along with the original guidelines of the Sector Plan into account and help slow down the "Bethesda-zation" of this area.

Sincerely,

Elizabeth Tebow

Dtebow@comcast.net

301 938-4915

From: [Todd Montgomery](#)
To: [MCP-Chair](#)
Subject: Forest Glen Medical Center
Date: Wednesday, February 28, 2024 10:33:13 AM

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

Hello,

I'd like to submit testimony in regard to the Medical Center development. Generally, I am in favor of the development as I want to see transit oriented development and I am excited for the commercial space included in the development. As a neighborhood resident, I would prefer not to have the Woodland Dr entrance, but recognize that people who have studied the issue much more than I have view it as the best solution. It would be great to see the Planning Board consider redesigning the intersections in the area to improve traffic flow. The Forest Glen/Georgia Ave intersection in particular needs improvement. It would be great to see a permanent left turn lane from Georgia on to Forest Glen. Many cars use Tilton Dr as a cut through since turning left on to Forest Glen is not allowed at all times of day. Forest Glen is where that traffic ends up, so it would be nice to get that traffic off of a narrow neighborhood street. It would also be great to see some sort of modification to how Woodland meets Forest Glen to allow cars from Woodland better access to turning South on Georgia.

I know there is some concern about the number of parking spaces included for the new development, but living so close by to the development, I cannot imagine not having a car, and would want the residents to have that option. Therefore, I am in support of the parking being included. If the parking is cut, I would be worried about the impact that has on the street parking in our neighborhood. Since the developer already intends to include it, I see no reason to ask them to take it out and potentially create a new issue.

I also understand that the applicant is responsible for \$1.7 million in offsite multimodal deficiencies. While I don't fully understand what that means, if those funds could be used to fund/speed up the tunnel project underneath the Forest Glen/Georgia Ave intersection to allow better pedestrian access to the metro station I think that would be a great use of the funds. If that tunnel also serves simply as a pedestrian crossing (and doesn't require that you enter the metro station) it could also improve access to the Montgomery Hills commercial area for residents of our neighborhood, which would be great too. If for some reason the money isn't needed on that project, or can't be used on that project, I'd love to see the money be used to fund protected bike lane projects in our area. If there was better biking infrastructure, I would bike a lot more often instead of driving.

My address is:
1816 Tilton Dr
Silver Spring, MD 20902

Thanks,

Todd Montgomery

From: [Tom Phelps](#)
To: [MCP-Chair](#)
Subject: Redevelopment of 9801 Georgia Ave.
Date: Wednesday, February 28, 2024 6:59:58 AM

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

Good Morning:

My name is Thomas Phelps. I live at 1811 Sherwood Silver Spring, MD 20902. I am writing to express my opposition to the development proposal at 9801 Georgia Ave. Silver Spring. The plan does not fit with the current character of the surrounding neighborhood where I live. Also the addition of this much housing will exacerbate an already bad traffic situation at the intersection of Georgia Ave. and Forest Glen Rd. And lastly I also believe that having an exit from the property onto Woodland Dr is a bad idea. That road is not designed to handle that much traffic. Thank you for your time in reading this email.

Sincerely,
Thomas R. Phelps
1811 Sherwood Rd.
Silver Spring, MD 20902
phelpst28@gmail.com
(301) 385-8496

From: [Alison Gillespie](#)
To: [Smith, Parker](#); [MCP-Chair](#)
Cc: [Councilmember Jawando](#); [Sayles's Office, Councilmember](#); [Glass's Office, Councilmember](#); [Fani-Gonzalez's Office, Councilmember](#); [Councilmember Albornoz](#)
Subject: Letter regarding 9801 Georgia Avenue
Date: Tuesday, February 27, 2024 8:25:49 PM
Attachments: [Letter of support for 9801 Georgia Avenue Alison Gillespie Feb 2024.pdf](#)

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

To the Montgomery County Planning Board:

To the Members of the Montgomery County Planning Board:

I am writing this letter in support of the development proposed for 9801 Georgia Avenue.

I have lived two blocks away from this property since 2000, and during that time my entire family has walked past this lot to use the bus and Metro many times a week. We also drive past this lot very frequently via Georgia Avenue.

I am extremely committed to building a stronger, healthier community. For two years I was proud to serve as President of the Forest Estates Community Association which serves more than 700 homes in this area, and that presidential term capped almost a decade of work on the association in other roles, such as Chair of the Playground Committee, Chair of the Environmental Committee and more. I have led efforts to refresh playgrounds, clean up parks, and plant trees. In addition I have served as PTA president at the local middle school, and started the Safe Routes to School Committee for the Montgomery County Council of PTAs. I have worked throughout the county and state on many pedestrian and bike safety efforts and I also have pushed for support of local parks.

This new development is sorely needed. There simply is not enough housing in our region and putting more households near transit and on top of existing infrastructure makes a lot of sense environmentally and economically. I support affordable housing but also know that providing all kinds of housing helps to alleviate market pressure and open up more places to live for all.

This is a great place for lots of new people to live.

The current building and neglected wooded lot at this location is awful. There truly is nothing worth conserving there. It serves no one and does nothing for the community. It would be a huge stretch to call the adjoining lot forest – mostly its abandoned grocery carts covered in invasive weeds and few dying trees. Putting housing here is a great idea, and putting in housing that will include a ground floor with retail is even better. Please do not do

any thing in the name of “forest conservation” in this spot – it would be a complete waste of resources since the trees there are almost all dead.

I could actually envision myself living in the newly proposed development one day soon. I’m an empty nester – my kids graduated from Einstein high school and are now 20 and 22. They both have expressed despair over the lack of places they can afford in our area. So maybe one day soon they would be able to live here too. Who knows.

Either way, I do not see those who will live here as “other people” but rather as “my new neighbors.” I imagine they are not any different from me, because they want a nice place to live. I would like to invite the new people who move in to join our neighborhood association and will be happy to see them use the Metro, the local parks and all of the other local amenities we enjoy here. I am especially happy that they may use Metro. Our station is woefully underused – the least used in the entire system. WMATA has consistently threatened to close it permanently. What a waste that would be. We need more ridership at our station. More residents at this new development will help to make the station more viable.

I think that many of those who will move in to the new building will do the calculus and choose to live here because it is close to transit. The price tag of the location will likely be balanced in their minds with a choice to live car free or car minimal.

I don’t think, however, that anyone should be limited to only one car by the planning board or the county. That smacks of classism. We never ask anyone in a single family home to limit their car purchases. Why would we do that to someone in an apartment or condominium?

There will be adjustments. I know that some people have pushed for there to be only one entrance to this new building and want that entrance to be on Georgia Avenue. I do not think that’s a good idea. I believe that will only serve to make everyone miserable. I also wonder if it isn’t some misguided attempt to contain the new development in an unhealthy way. I wonder if those calling for no exit on Woodland Drive also imagine they can gate off the new building and keep it separate somehow, away from those who already live here.

I think planners call it “porosity” when new development and new amenities are blended into existing neighborhoods and roads. I think that we, the existing neighbors, will have to adjust. There will be new traffic patterns and other things we will experience. But porosity will ultimately benefit everyone. It will make our community stronger.

I am grateful for the staff recommendation to have the developer pay for sidewalks on the north side of Forest Glen and a stop sign at Tilton Drive.

I would also like it if the developer would be asked to do some traffic calming on the roads

closest to the development. I was thrilled to see this new development helped put Woodland Drive higher up on the Bike Master Plan priority list. Following what is prescribed in that plan would provide lots of traffic calming and aesthetic improvements too.

It would also be great to see sidewalks prioritized on all of the roads that currently lack them in our neighborhood. Ironically, many of those saying they don't want this building to include an exit for cars on Woodland live on streets that don't have sidewalks because for decades people who lived on those streets fought against sidewalks. That's actually how we ended up with this other neighborhood association that only has 70 homes, the Forest Grove group. About thirty years ago there was a huge rift between those who wanted sidewalks and those who didn't. The streets without sidewalks defected from Forest Estates and became Forest Grove. So now some of those same folks who have fought sidewalks are here screaming out about pedestrian safety.

You'll understand why I am skeptical – I am not sure that pedestrian safety is the real reason those bringing up lawsuits are fighting this development. I know some are genuinely worried about traffic. I am too. But lawsuits on minor things like the size of the signs does kind of seem to indicate that this group is looking for any lever they can find that will flip the switch to “no” on this new building. I can't respect that. We need housing too badly. And what is at that location now is just awful.

I also want to explain that the Forest Estates Community Association, the group that includes 700+ homes and that I once presided over, does not have an official position on this development and so anyone saying they speak for Forest Estates is not actually officially speaking for our neighborhood. I have been alarmed that some neighbors have played fast and loose with this – saying they are “from Forest Estates Community Association” when they do not represent anyone officially that way. It is key that you know that no vote was taken from the Forest Estates Community Association and no board members have been tasked with presenting any official opinion.

I also think that it would be a mistake to prioritize the demands of a small number of people who live in single family homes over the needs of hundreds of people who could potentially live in a multi-family building here in the future. Doing that means we think that the people who already own homes are more important or more worthy than those who want to live here. It just doesn't seem right to me.

I was pleased to see that the developer worked with the State Highway Administration to get their design to be pedestrian friendly on the Georgia Avenue side and I hope that this much needed construction project will spur and speed up the construction of the new, much needed underground entrance on the east side of Georgia into Metro.

Years ago when the Forest Glen Metro station was built, racist and classist fears fueled

pressure to only have a drive up entrance to the station, and the resulting station design is wasteful and silly. We also ended up with a dangerous crossing at Georgia instead of sensible double entrance on both sides of the street.

Please let's not make that mistake again. This new building gives a chance to start fresh and fix some old wrongs. Let's not cave to fears but embrace change and rise to the needs before us.

Thanks for your time and attention.

Alison Gillespie
1826 Brisbane Court
Silver Spring, MD 20902

To the Montgomery County Planning Board:

I am writing this letter in support of the development proposed for 9801 Georgia Avenue.

I have lived two blocks away from this property since 2000, and during that time my entire family has walked past this lot to use the bus and Metro many times a week. We also drive past this lot very frequently via Georgia Avenue.

I am extremely committed to building a stronger, healthier community. For two years I was proud to serve as President of the Forest Estates Community Association which serves more than 700 homes in this area, and that presidential term capped almost a decade of work on the association in other roles, such as Chair of the Playground Committee, Chair of the Environmental Committee and more. I have led efforts to refresh playgrounds, clean up parks, and plant trees. In addition I have served as PTA president at the local middle school, and started the Safe Routes to School Committee for the Montgomery County Council of PTAs. I have worked throughout the county and state on many pedestrian and bike safety efforts and I also have pushed for support of local parks.

This new development is sorely needed. There simply is not enough housing in our region and putting more households near transit and on top of existing infrastructure makes a lot of sense environmentally and economically. I support affordable housing but also know that providing all kinds of housing helps to alleviate market pressure and open up more places to live for all. This is a great place for lots of new people to live.

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Please let’s not make that mistake again. This new building gives a chance to start fresh and fix some old wrongs. Let’s not cave to fears but embrace change and rise to the needs before us.

Thanks for your time and attention.

Alison Gillespie
1826 Brisbane Court
Silver Spring, MD 20902

From: [Ethan Handelman](#)
To: [Smith, Parker](#); [MCP-Chair](#)
Cc: councilmember.Albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; Councilmember.Sayles@montgomerycountymd.gov; councilmember.Jawando@montgomerycountymd.gov
Subject: Support for rental development at Forest Glen Medical Center
Date: Tuesday, February 27, 2024 7:48:57 PM

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

To the Montgomery County Council:

I write in wholehearted support of the rental housing development proposed for the Forest Glen Medical Center site at Forest Glen Road and Georgia Avenue, 9801 Georgia Avenue. It will provide much-needed homes in our neighborhood, right next to the Forest Glen Metro station, and some commercial space to provide walkable amenities. It will replace a weed-choked corner of the lot with some usable green space. And it will align with the pedestrian tunnel across Georgia Avenue to improve safety.

I applaud the work of County staff in their work to make the development plan compatible with community needs. The conditions proposed in Attachment J address concerns raised around traffic calming measures, pedestrian safety, curb appeal, and greenery effectively within the limits of a feasible development.

Based on more than 20 years personal experience working in affordable housing, I have seen many instances of community concern about new development all around this country. When community concerns are raised constructively and engaged with effectively by local planners and property developers, they result in development that better meets the community needs. When community concerns continually escalate without resolution, they can block development, even when it is sorely needed. In this instance, Montgomery County has listened to and addressed community concerns well.

Many people in Montgomery County don't realize just how difficult property development is. Interest rates are suddenly much higher than before, costs (especially insurance) are rising fast, and there are very few lots zoned for rental housing development. All of that makes it very difficult to make the financing of a new project pencil out—that is, for the projected revenues from rent to support the loan needed to construct the building. It is a minor miracle every time a development project is completed.

Please do not add unachievable conditions to this development. If required costs rise to the point that the deal doesn't pencil out, then the development won't happen. We will miss an opportunity to add much needed rental homes near transit. It will be that much more difficult for our kids to afford to live near where they grew up. And we will be discouraging future development in a place that needs it very much.

I look forward to welcoming new neighbors to our Forest Estates neighborhood. I look forward to visiting a new coffee shop on the corner. And I look forward to a pleasant walk to a safe pedestrian tunnel under Georgia Avenue.

Sincerely,

Ethan Handelman
1703 Tilton Dr
Silver Spring, MD 20902

From: [Anne Gregal](#)
To: [MCP-Chair](#); [Smith, Parker](#)
Subject: Comments on the proposed development at 9801 Georgia Avenue
Date: Monday, February 26, 2024 12:35:32 PM

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

Reference: Preliminary Plan No. 120130160 and Site Plan No. 820230130

Dear Members of the Planning Board and Council Members,

I am writing to ask that you not allow the garage at 9801 Georgia Avenue to have an entrance onto Woodland Drive. The traffic is already horrible at Woodland and Forest Glen Rd, and this will make it so much worse. I have 3 school-aged children who walk down our narrow roads without sidewalks to the bus stop for elementary school or bike all the way through our neighborhood to Sligo Middle School. It is already dangerous with the current amount of drivers commuting in the morning. Cars speed by on our narrow neighborhood roads as they try to avoid Forest Glen while dropping off their children at the daycare on Dameron.

I am also very concerned about the kiss and ride that will be placed on top of this mess of traffic at the corner of Woodland and Forest Glen Road. Cars will be backed up to get out of the neighborhood, and then on top of that we'll have cars double-parking to drop people off at the metro. We already have cars who get frustrated waiting and they pull out to go around the car ahead of them. This will make it so much worse and so very unsafe.

If you do decide to allow this garage entrance onto Woodland, I request that you require the developer to put the kiss and ride inside their garage so the drop offs will not further aggravate this unsafe intersection.

Please consider the alternate interpretation of this traffic study that concludes there should be an additional light at Tilton and Georgia Avenue so that cars could make a U-Turn safely to travel south-bound toward the beltway and D.C. This would negate the need for an entrance onto Woodland Drive.

Thank you,

Anne Gregal
1814 Sherwood Ave
Silver Spring, MD 20902

From: [Suzanna Wight Kelley](mailto:Suzanna.Wight.Kelley@montgomerycountymd.gov)
To: Marc.Elich@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov;
Councilmember.Fani-Gonzalez@montgomerycountymd.gov;
Councilmember.Albornoz@montgomerycountymd.gov; Councilmember.Balcombe@montgomerycountymd.gov;
Councilmember.Friedson@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; MCP-Chair; [Harris, Artie](mailto:Harris,Artie); [Pedoeem, Mitra](mailto:Pedoeem,Mitra); [Linden, Josh](mailto:Linden,Josh);
[Hedrick, James](mailto:Hedrick,James); [Bartley, Shawn](mailto:Bartley,Shawn); parker.smith@montgomeryplanning.org
Subject: Comments on the proposed development at 9801 Georgia Avenue
Date: Monday, February 26, 2024 10:58:27 AM

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

Re: Preliminary Plan No. 120130160 and Site Plan No. 820230130

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 Georgia 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. More green space and a more pedestrian friendly approach to the sidewalk will allow people who are using public transportation feel safe using that sidewalk.
2. **Transit Oriented Development** - With an exorbitant number of 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 more cars on Georgia 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 is the smallest possible retail allowed and does not address the community's need for walkable local business. Now, there is talk of redeveloping the metro station which again, I fully support. Let's see the kind of development like has been done at Ft Totten and Rhode Island Ave where local coffee shops, stores and businesses can thrive because people from the community and the hospital want to shop there. They won't want to if they think they will be run over by a car because the sidewalk is directly adjacent to a 8- lane road.

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: [Lisa Moreau](#)
To: [MCP-Chair](#); [MCP-Chair](#); [Harris, Artie](#); [Pedoeem, Mitra](#); [Linden, Josh](#); [Hedrick, James](#); [Bartley, Shawn](#); [Marc.Elrich@montgomerycountymd.gov](#); [Councilmember.Glass@montgomerycountymd.gov](#); [Councilmember.Fani-Gonzalez@montgomerycountymd.gov](#); [Councilmember.Albornoz@montgomerycountymd.gov](#); [Councilmember.Balcombe@montgomerycountymd.gov](#); [Councilmember.Friedson@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](#); [Smith, Parker](#)
Subject: Comments on the proposed development at 9801 Georgia Avenue
Date: Sunday, February 25, 2024 8:59:06 PM

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

Reference: Preliminary Plan No. 120130160 and Site Plan No. 820230130

Subject: Comments on the proposed development at 9801 Georgia Avenue

Dear Montgomery Planning Board members and Elected Representatives:

I am writing to express my concerns about the 415-unit residential/commercial development proposed for the Forest Glen Medical Center site at 9801 Georgia Avenue, which sits a little over a block from my home of 22 years.

I am an advocate for smart development in the county, and I also believe that a carefully planned multi-family development is a positive for that site and the sustainability of our county in the long run. However, **it is clear the currently proposed project is not well thought-out and the impacts to the pedestrians and vehicular traffic at the already failing Forest Glen/Georgia Avenue intersection have not been adequately considered for safety.**

My number one concern is the fact that the developer has made the case that their traffic study is accurate when it is based on flawed assumptions and a study that was done at one of the least busy times in our neighborhood. I have difficulty believing the current number of per-person trips that will be made with the size of their proposed design is accurate. The intersection at Forest Glen and Georgia already fails miserably multiple hours during each day when traffic is backed up past Holy Cross Hospital with neighborhood residents seeking to travel South to the Beltway or DC. Travelers must wait 10-15 minutes to work through the queue first to Forest Glen, then to get through the intersection at Georgia. The development will have ALL new southbound traffic exiting to Woodland drive with no easy way to enter the queue to Forest Glen. The impact of even a small amount of additional traffic will greatly exacerbate the current problems with the Forest Glen/GA Ave intersection. The impact of this development on traffic and parking on my street and for my neighbors within several blocks of the site will be extreme. The idea that a development that proposes to add 500+ new cars, plus traffic associated with the commercial businesses to an already failing, dangerous intersection could proceed without a true, well-researched traffic study is mind boggling. **This**

project cannot be allowed to proceed without a proper traffic study that is made during the busiest times and seasons of the year. It will be a detriment to the safety of our community members and those people who are serviced by Holy Cross Hospital.

I am also concerned that the current width of Myrtle Road, which would face any Woodland Road entrance/exit to this proposed property, is hardly wide enough for even our own school buses, which transport children to our overcrowded public schools, to come down. We have had numerous times since curbs were placed on our roads that the school buses have had difficulty navigating between the parked cars down our street. It is difficult to imagine that introducing more vehicles to this neighborhood will be safe for our children and our community. For this reason, I truly believe that access to this proposed building needs to stay on Georgia Avenue. I do not understand why traffic cannot be confined to the parking structure under the building and not to the side streets where pedestrians are present because of the proximity to the metro station and hospital on Forest Glen Road.

I have several other concerns that have not been addressed, such as the impact to gas and sewer infrastructure on my street which is “downhill” from this project. Gas lines in the neighborhood are failing with new leaks reported all the time. Sewer infrastructure is similarly at the end of its life, and I am concerned that this project will cause that infrastructure to fail before it can be replaced.

In summary, while I am not opposed to smart, sustainable development at the 9801 Georgia Avenue site, the current project as proposed feels like a safety failure. I would ask that the board and county executives and representatives truly consider the traffic consequences, and other aspects of the project described above be examined more closely before considered for approval.

Thank you for your consideration.

Sincerely,
Michael and Lisa Moreau
1609 Myrtle Road
Silver Spring, MD 20902

From: [Chris Bort](#)
To: [Smith, Parker](#); [MCP-Chair](#); [Harris, Artie](#); mira.pedoeem@mncppc.org; [Linden, Josh](#); [Hedrick, James](#); [Bartley, Shawn](#)
Subject: Comments on the proposed development at 9801 Georgia Avenue
Date: Saturday, February 24, 2024 1:26:06 PM

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

Reference: Preliminary Plan No. 120130160; Site Plan No. 820230130

Good afternoon,

As a resident who will be affected by the development at 9801 Georgia, I'm appealing for careful consideration of the way the proposed development will affect pedestrian, cyclist, and traffic safety on Woodland Road. I commute to my office by bike four days a week and use Woodland Rd to get to Forest Grove Rd so as to cross Georgia. I am already taking a risk from traffic coming from the blind spot on my right when I turn left onto Woodland. I'm concerned that the proposed design will impose hazardous levels of car activity on a neighborhood street that's already overused as a cut-through and is not designed to accommodate such traffic. Please do as much as you can to get the developers to comply with neighborhood safety considerations.

Sincerely,

Chris Bort

1706 Myrtle Rd
Silver Spring, MD 20902

From: [Robert Fares](#)
To: [Smith, Parker](#); [MCP-Chair](#)
Subject: Letter in support of Preliminary Plan application 120230160 and Site Plan application 820230130
Date: Friday, February 23, 2024 6:47:49 PM
Attachments: [RFares - Comments in Support of 9801 Georgia Avenue Applications.docx](#)

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

Good evening,

Please see the attached letter in support of Preliminary Plan application 120230160 and Site Plan application 820230130, concerning the development at 9801 Georgia Avenue. Please enter this letter into the record for the proceedings.

Thank you for your consideration!

Robert Fares
Email: robertfares@gmail.com

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

Robert Fares
1815 Myrtle Rd
Silver Spring MD 20902
robertfares@gmail.com

February 23, 2023

Dear members of the M-NCPPC Planning Board,

My name is Robert Fares and I am one of the adjacent property owners to 9801 Georgia Avenue, the development site for Preliminary Plan application 120230160 and Site Plan application 820230130. I am writing to express my strong support for the applications.

I have reviewed the Development Review Committee's comments on the applications and the developer's constructive responses to those comments, including the notable collaboration regarding traffic impacts. For the reasons detailed below, the Planning Board should approve the applications subject to the implementation of traffic "Scenario 3," i.e., a garage entrance/exit on Woodland Drive with the addition of a traffic signal at the intersection of Tilton Drive and Georgia Avenue.

I. The Proposed Development Will Bring Much Needed Housing and Retail to the Site Above the Forest Glen Metro Station and Should Be Approved

As the Planning Board is no doubt aware, the Forest Glen Metro Station is the least utilized station in the *entire* Metro system. Therefore, the land above the Forest Glen Metro Station is not only one of the greatest opportunity sites for new housing and retail in Montgomery County, but possibly in the entire DC-MD-VA metro area. While there are certainly challenges associated with developing housing and retail at this site, the benefits of any development will almost certainly outweigh the costs. Moreover, construction of the proposed development would likely serve to hasten the redevelopment of the Metro parking lot on the west side of Georgia Avenue, thereby accelerating the Forest Glen area's transformation into a more walkable, sustainable community that conforms to the Sector Plan and achieves the vision of Thrive Montgomery 2050. Accordingly, I urge the Planning Board to accept the applications.

II. The Planning Board Should Ensure That the New Metro Entrance Adjacent to the Proposed Development Is Completed on the Same Schedule as the Proposed Development

While the proposed development will provide significant benefits to the Forest Glen area and to Montgomery County, many of those benefits depend on timely construction of the planned second entrance to the Forest Glen Metro Station adjacent to the proposed development. I know from experience that crossing Georgia Avenue is a harrowing and time-consuming experience for a pedestrian. If the new entrance is not completed before the proposed development opens, new residents will be more likely to use personal vehicles and/or ride share than use the Metro.

Furthermore, the success of the planned retail will be harmed by any delay in construction of the new Metro entrance because there will be less foot traffic in the area. Finally, constructing the development and the Metro entrance in series rather than in parallel will impose unnecessary additional construction disruptions and costs. While I understand that the Planning Board does not have control over the timing of construction of the new Metro entrance, I urge the Planning Board to use all of the tools at its disposal to ensure that construction of the proposed development is coordinated with construction of the new Metro entrance to the greatest extent possible.

III. While the Proposed Development May Have Modest Traffic Impacts, the Record Demonstrates that Traffic “Scenario 3” Will Sufficiently Mitigate Any Impacts

While I firmly support redevelopment of the site, I was initially concerned about the potential local traffic and pedestrian safety impacts of the development as proposed in the Sketch Plan application. Fortunately, the developer’s coordination with the State Highway Administration (SHA) and the Montgomery County Department of Transportation (MCDOT) regarding traffic impacts has been fruitful, and I now squarely believe that the record demonstrates that traffic impacts will be sufficiently mitigated.

Specifically, consistent with the Planning Board’s conditional acceptance of the Sketch Plan Application, the developer has completed a full traffic study and coordinated with SHA and MCDOT to consider three alternatives for vehicle traffic management: (1) “Scenario 1,” with site access to both Georgia Avenue and Woodland Drive; (2) “Scenario 2,” with site access to only Georgia Avenue; and (3) “Scenario 3,” which is Scenario 1 with the addition of a new traffic signal at the corner of Tilton Drive and Georgia Avenue. The record demonstrates that each of these scenarios was thoroughly studied and considered by the developer’s consultant, SHA, and MCDOT, in accordance with the Planning Board’s directive that the applicant conduct a Transportation Study.

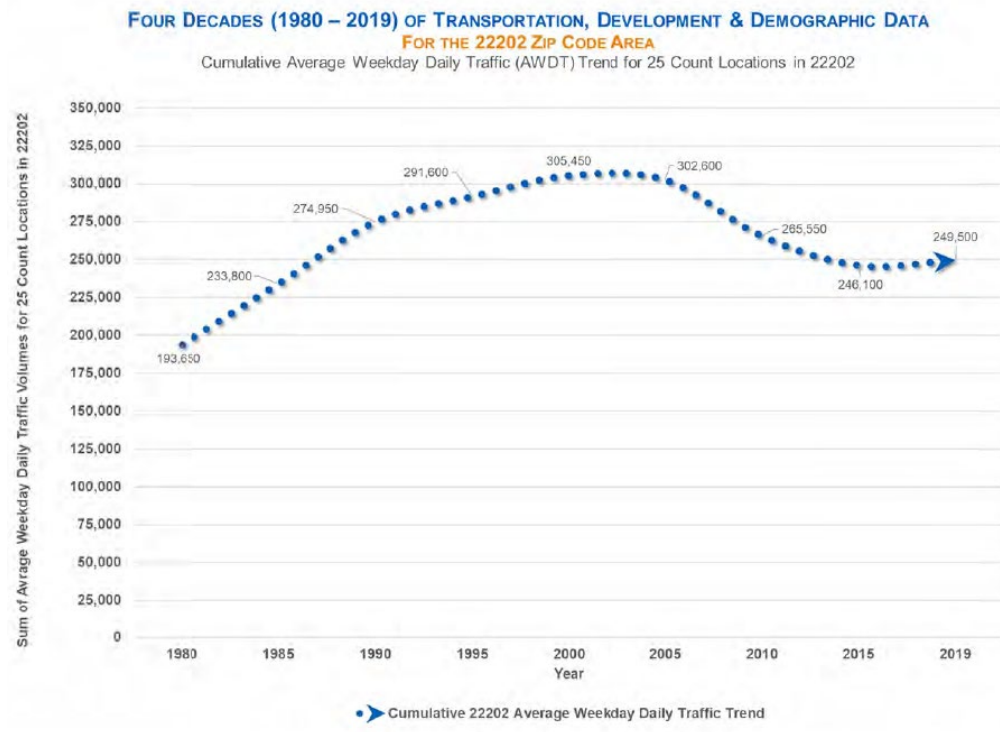
I agree with SHA and MCDOT that Scenario 3, i.e., site access to both Georgia Avenue and Woodland Drive *and* the addition of a traffic signal at Tilton Drive, is clearly the best alternative. Tilton Drive is a harrowing intersection, where every day hundreds (if not thousands) of vehicles make unprotected right and left turns with poor sight lines to oncoming traffic. Further, the absence of a light at Tilton Drive prevents pedestrians in the existing apartment building on the West side of Georgia Avenue from crossing to amenities on the East side of Georgia Avenue such as General Getty Neighborhood Park. Moreover, adding a traffic signal at Tilton Drive would likely reduce “cut through” traffic in the neighborhood, because westbound traffic on Forest Glen Road would have no incentive to cut up to Tilton Drive, via Woodland Drive, to head north on Georgia Avenue. In short, the benefits of a new signal at Tilton Drive vastly outweigh the costs of a new garage entry/exit on Woodland Drive, and therefore the Planning Board should accept the applications subject to the developer implementing Scenario 3.

I also believe SHA’s and MCDOT’s comments demonstrate that Scenario 2 is not viable, despite the Planning Board’s statement in its approval of the Sketch Plan Application that “vehicular access on Georgia Avenue is preferred.” While it was certainly worthwhile for the developer, SHA, and MCDOT to consider this alternative with an open mind, the record demonstrates that additional traffic weaving across the northbound lanes of Georgia Avenue to make an unprotected U-turn at Tilton Drive would introduce untenable risks of traffic fatalities on the already hazardous Georgia Avenue.

Given MCDOT’s and SHA’s definitive conclusions that limiting site access to Georgia Avenue is not viable, I urge the Planning Board to assess the developer’s applications based on their own merits, rather than against a hypothetical development without a garage entry/exit on Woodland Drive. The relevant transportation authorities have concluded that this hypothetical is not viable or in the public interest, and therefore it would be unreasonable to reject the proposed applications on the basis of site access to Woodland Drive.

IV. The Proposed Development Should Be Approved Because It Will Improve Traffic and Pedestrian Safety in the County as a Whole

As the Planning Board is no doubt aware, the transit-oriented nature of the proposed development will lead to a reduction in vehicle miles traveled per capita in the county as a whole, thereby reducing traffic congestion, traffic fatalities, and vehicle emissions. The wider metro area has many examples that demonstrate the traffic and pedestrian safety benefits of transit-oriented development, and it is highly likely the proposed development would prompt the same benefits for the Forest Glen area and Montgomery County if constructed. For example, due to Arlington County’s persistent transit-oriented development in the Crystal City area, cumulative average weekday daily traffic volumes *declined* 20% between 2000 and 2015 and remained relatively flat between 2015 and 2019, as illustrated below. Over the same period, Arlington County’s population *increased* by 26%, based on data from the St. Louis Federal Reserve. Montgomery County can and should replicate the success demonstrated in Arlington County by moving forward with the proposed development and continuing to pursue transit-oriented development county-wide.



Source: https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/09/DES-22202-Final_Report_2020_Update.pdf

V. While the Proposed Development Would Replace 1.25 Acres of “Remnant Forest,” This Is No Reason to Reject the Applications

Page 74 of the Sector plan recommends that any development on the site provide an area of equal environmental and community benefit to the existing 1.25 acres of “remnant forest.” The Planning Board should find that the application complies with this recommendation, principally because the current remnant forest provides little or no environmental benefit and provides no community benefit or access. Due to years of neglect, the remnant forest today consists of dead or dying trees, garbage, and several prominent “No Dumping” signs. Invasive plant species have overrun all of the trees on the site and are spreading their seeds to other trees in the neighborhood. Therefore, the vegetation on the site is an environmental nuisance as much as it is an environmental benefit. The site contains no trails, benches, or other community access facilities that make it attractive to anyone. Please see the photograph below demonstrating the state of the site on January 21, 2023. By any measure, the proposed development will vastly improve upon the current sorry state of this portion of the lot.



The “remnant forest.” Photograph taken by author on January 21, 2023.

VI. The Forest Grove Citizens Association Does Not Represent the Views of All Adjacent Residents

As the planning board is no doubt aware, the Forest Grove Citizens Association was one of the primary opponents to the developer’s Sketch Plan application and is one of the primary opponents of the instant Preliminary Plan and Site Plan applications. The Forest Grove Citizen’s Association has also twice

appealed the Planning Board's decisions regarding the Sketch Plan application to the Circuit Court for Montgomery County.¹

While the Forest Grove Citizens Association is certainly entitled to share its opinion before the Planning Board, I feel it is important for the Planning Board to understand that the Forest Grove Citizens Association does not adequately represent the views of the Forest Grove community or certainly the adjacent Forest Estates neighborhood.

In order to be a "member in good standing," with the eligibility to vote on the Forest Grove Citizen Association's actions, a resident is required to pay dues, which are used to support the association's lawyer. Therefore, Forest Grove residents that share my perspective are left with the untenable choice of either paying for a lawyer we oppose or foregoing our vote on matters before the association. To the extent we do attempt to engage, we must contend with passionate and often emotional neighbors that strongly disagree with our perspective. This dynamic prevents Forest Grove residents that disagree with the association's position from participating in the association whatsoever. Therefore, in my view the Forest Grove Citizens Association does not adequately represent the Forest Grove neighborhood.

Furthermore, the Forest Grove Citizens Association only represents a small fraction of the adjacent community. Specifically, Forest Grove consists of approximately 70 homes between Forest Glen Road and Sherwood Road, while Forest Estates consists of approximately 700 homes between Sanford Road and Dennis Avenue. The Forest Grove Citizens Association does not represent the 700 homes in Forest Estates. With the exception of outreach to like-minded opponents of the development, residents of Forest Estates have not been given an opportunity to shape the Forest Grove Citizens Association's position.

Accordingly, I respectfully request that the Planning Board give due consideration to the perspective of me and other supporters of the proposed development, and keep in mind that the Forest Grove Citizens Association does not and cannot speak for the adjacent community as a whole.

VII. The Planning Board Should Approve the Applications Despite the Change They Will Bring to the Adjacent Community

In closing, I would like to acknowledge that the proposed development will change the character of my neighborhood. As one of the adjacent property owners, I will be one of the residents most affected by this change. Nevertheless, I strongly 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 and confront climate change, things will surely change for the worse. Approving this development will bring change, but in the long run it will make it more likely that things change for the better. Accordingly, I respectfully urge the Planning Board to approve the applications.

¹ See *Forest Grove Citizens Association Et. A. v. Montgomery County Planning Board*, Civil Action No. C-15-CV-23-0002405; *In the Matter Of Forest Grove Citizens Association Et. Al.*, Civil Action No. C-15-CV-24-000505.

Sincerely,

Robert Fares

From: [Richard Simons](#)
To: [Smith, Parker](#); [MCP-Chair](#); [Harris, Artie](#); [Pedoeem, Mitra](#); [Hedrick, James](#); [Linden, Josh](#); [Bartley, Shawn](#)
Subject: Comments on Proposed Development at 9801 Georgia Ave.
Date: Friday, February 23, 2024 4:04:23 PM

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

Good Afternoon,

My name is Richard Simons and, along with my wife Christina, we live at 1809 Sherwood Road in Silver Spring. We're writing about the proposed development at 9801 Georgia Ave. (ref. Preliminary Plan No. 120130160 and Site Plan No. 820230130).

To start, thanks to you, Mr. Smith, for your assistance with a question I had last year on parking calculations. That question was, as you could guess, geared towards the proposed amount of parking at this proposed development.

So little has changed with this proposed development since Sketch Plan, despite instruction from the Planning Board, that I could have simply copy/pasted my previous email from around this time last year prior to the Board hearing on the Sketch Plan. This is unfortunate given the possibilities at this site.

As you all are aware, this portion of Forest Glen is well served by public transit. This proposed development currently sits across the street from the Forest Glen Metro and will eventually have a Metro entrance tunnel sitting on the property. Additionally, per pg 48 of the Sector Plan, "Regional transit service along Georgia Avenue includes the Y and Q bus lines, which have among the highest ridership for WMATA service in the county. The stops within the plan area with the highest activity are located at the corner of Forest Glen Road and Georgia Avenue." I've used these buses many times since moving to this area in October 2022 and can confirm this.

During a meeting with planning staff in November/December 2022, the developer's representative, Graham Brock, was asked why he was proposing over 500 parking spaces despite the building's proximity to the Metro and buses. Mr. Brock stated he was unsure where residents of the building would do their groceries. This response was met with the skepticism it deserved when someone from the county pointed out the Safeway that sits on top of the Wheaton Metro. This building, by the time it's constructed, will also be walking distance to two other grocery stores and a short bus ride to a Mom's Organic Market on Spring Street.

Fast forward to the board meeting on March 30, 2023 where the Board asked the same question. Mr. Brock prevaricated. Boardmember Hedrick specifically called on the developer to reduce parking in his final statements. The Board resolution approving the Sketch Plan stated, on page 6, "The Applicant should unbundle residential parking and substantially reduce parking accordingly to encourage transit use." Clearly both the Board, and planning staff, were asking the developer to use the flexibilities found in unbundled parking to reduce its amount, not, as the developer claims to "reduce parking space usage" (see Preliminary Plan document "Pre-Submission Meeting Info" pg. 26, 3rd to last paragraph beginning "In response to...").

In response to the above, JLB has reduced parking from a proposed "up to 540 spaces" to 466, 74 total or a reduction of about 14.8%. This is not substantial. While the 466 number does include motorcycle, compact, ADA, and EV charging spaces, the developer does not provide a breakout of spaces. When asked, by me, at a July 2023 community meeting (see Preliminary Plan document "Pre-Submission Meeting Info" pg. 26, 2nd full paragraph) Mr. Brock stated that he thought county code required one space per unit. He's wrong, especially given the optional table of minimums a developer can use when

proposing uncoupled parking. Mr. Brock went on to say that "...the project is bare bones on parking and that they are worried about being able to rent out the total units of the building with limited parking because the project is being designed for the current area as it is today." The more accurate, and less lawyerly way of stating it was "I need to rent my units." The developer statement of justification essentially says the same.

This project is manifestly not being designed for the current area as it is today. Besides the transit mentioned above, this county is spending billions on the Purple Line and on improvements to Georgia Avenue which will affect this development, and general area, in a positive manner. Bus Rapid Transit down Georgia Avenue is also in planning. The only mention of transit in the statement of justification for the Site Plan is when the developer seeks public benefit points for the location being near transit. Otherwise, this area is back in the 1960s in the eyes of the developer.

The proposed parking in this project, rather than being "designed for the area as it is today" is being designed to help the developer rent the units as fast as possible to allow for a quick sale to a management company.

This is not a call for no parking at all. However, an actual, substantial, reduction of parking at this site is in line with county and sector plan goals and becomes crucially important should an entrance on Woodland Drive move forward. It was also an instruction given by this board that's been effectively ignored. We ask that the short term self interest of a developer not override the long term goals and plans of this community and county. A nice development is possible here. What is before you is not that.

Thank you,

Richard Simons

From: [Nandini Arunkumar](#)
To: [MCP-Chair](#); [Harris, Artie](#); [Pedoeem, Mitra](#); [Linden, Josh](#); [Hedrick, James](#); [Bartley, Shawn](#)
Cc: [Marc Elrich](#); Councilmember.Glass@montgomerycountymd.gov; [Fani-Gonzalez's Office, Councilmember](#); Councilmember.Albornoz@montgomerycountymd.gov; Councilmember.Balcombe@montgomerycountymd.gov; Councilmember.Friedson@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; [Phillip Jakobsberg](#); [Monica Bradford](#); [Smith, Parker](#); [Folden, Matthew](#); [Brockmyer, Richard](#)
Subject: Re: Petition Opposing Woodland Dr. entrance to Proposed Development at 9801 Georgia Avenue (Preliminary Plan No. 120130160 and Site Plan No. 820230130)
Date: Friday, February 23, 2024 2:38:40 PM
Attachments: [Community Letter re 9801 Georgia Ave MoCo Planning Board 01.26.2023 \(1\).pdf](#)
[Petition Opposing Woodland Entrance.pdf](#)
[Letter to Planning Board \(Responses\) - Form Responses 02.23.2024.pdf](#)

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

Dear Chairman Harris and Planning Board Commissioners,

Please accept the attached letter, petition opposing the Woodland Dr. Entrance and updated list of citizen's signatures into the record of proposed development at 9801 Georgia Avenue (Preliminary Plan No. 120130160 and Site Plan No. 820230130).

Respectfully,
Nandini Arunkumar
1821 Sherwood Road

On Fri, Jan 26, 2024 at 3:58 PM Nandini Arunkumar <nandini.arunkumar@gmail.com> wrote:

Dear Chairman Harris and Planning Board Commissioners,

Please accept the attached letter, petition opposing the Woodland Dr. Entrance and citizen's signatures into the record of proposed development at 9801 Georgia Avenue (Preliminary Plan No. 120130160 and Site Plan No. 820230130).

Respectfully,
Nandini Arunkumar
1821 Sherwood Road

Phillip Jakobsberg
1709 Belvedere Blvd

cc:
Marc Elrich, Montgomery County Executive
Montgomery County Council

January 26, 2024

Artie Harris, Chairman
Montgomery County Planning Board
2425 Reddie Drive
14th Floor
Wheaton MD 20902

CC:
Montgomery County Planning Board
Marc Elrich, Montgomery County Executive
Montgomery County Council

Re: Proposed Development at 9801 Georgia Avenue
Preliminary Plan No. 120130160 and Site Plan No. 820230130

Dear Chairman Harris and Commissioners,

We are residents of the Forest Estates and Forest Grove neighborhoods and are writing to express our opposition with the planned development as presently proposed. We are writing to ask for your help in having our voices - the community's voice heard.

At the outset and as we have stated in previous letters, we want to acknowledge that there are potential positives from properly planned and properly sized improvements to that site which is situated directly across from the Forest Glen Metro station. However, the current plan is to build a 390 rental unit apartment building with 455 parking spaces with a primary exit for the 455-car garage on Woodland Drive. This we believe does not conform to the vision laid out for this site in the Forest Glen / Montgomery Hills Sector Plan.

The community has had and continues to have several concerns with the lack of conformance of this development to the Sector Plan, including amongst others:

- Location of the primary entrance to the development on Woodland Drive
- Excessive number of parking spots for a development that is less than 1000 ft from a Metro Station
- Design of the development as a tall, monolithic building spread across 2 city blocks that is not compatible in size and scale with the existing residential neighborhood of single family homes
- Clear cutting and removal of all (over 1 acre) trees and remnant forest on the site
- Refusal to comply with affordable housing targets set forth in the Sketch Plan

Concerns and Opposition to Entrance on Woodland Drive

Our biggest concern and point of opposition has been and continues to be the location of a primary entrance to the development on Woodland Drive and the resulting traffic and safety issues for the neighborhood. Woodland Drive is a "secondary residential road" and designated to be a Neighborhood Greenway in the Forest Glen/Montgomery Hills Sector Plan. Introducing a full-movement entrance where none currently exists, onto this neighborhood road, will have significant detrimental effect on traffic and hence the safety of our neighborhood. In addition, we also question the need for 455 parking spaces in a building across from a Metro Station and numerous bus routes.

The proposed full-movement entrance and loading dock will allow the new residents of 9801 Georgia Avenue and service/delivery/trash trucks to enter and exit the development from all directions from Woodland Drive. We strongly believe this will result in:

- **Safety hazards for children & commuters** walking and biking to school and Metro.
- **Decreased safety on neighborhood roads** as the new residents take alternate routes and cut through our neighborhood on the narrow neighborhood streets to avoid delays on Woodland Drive.
- **Increased vehicle traffic volume** which is the opposite of giving priority to walking and biking as is appropriate for a Neighborhood Greenway.
- Serious delays for residents trying to exit our neighborhood, **worsening congestion** and making the intersection of Woodland Drive at Forest Glen Road more dangerous.

Background and History:

Since September 2022 when we were made aware of the proposed development, the Community has actively voiced its opposition to multiple facets of the project. The Planning Board received over 400 pages of letters from the community (attached) with over 85% in opposition to the Sketch Plan that was proposed by the developer. In March of 2023, the Planning Board held a public hearing for the approval of the Sketch Plan. Over 25 people from the community testified, again with an overwhelming majority opposed to the development.

Per the Resolution passed by the Planning Board approving the Sketch Plan ([9801-Georgia-Ave-Sketch-Plan-No-320230020-MCPB-No-23-027](#)), the Board stated that, “*Vehicular access on Georgia Avenue is preferred.*” and that “*Vehicular access on Woodland Drive may be permitted by the Planning Board at the time of the Preliminary Plan based on an operational traffic study of the site access point*”. Pursuant to the Planning Board’s instructions, the developer submitted a traffic study report. As one could reasonably expect from a study funded by a biased party, it concluded that the Woodland Drive entrance was needed and that it would have a minor impact on our neighborhood. We strongly disagree with many of the assumptions, methods, and conclusions of this traffic study.

After the traffic report was published, we attempted to set up meetings with the responsible County and State transportation officials. Our intent was to better understand what the study means (none of us have a background in traffic engineering), and to better understand how the study meshes with our real-world, lived experiences. We have received no responses to repeated attempts. We have been forced to hire a traffic consultant to help us understand this report, run our own “traffic experiment” simulating cars exiting on Woodland Drive and have showed that the conclusions of the developer’s traffic study are biased. Please watch the short summary of our traffic experiment [here](#).

Over the course of this process, one thing has become clear - our concerns are being ignored by all stakeholders: the developer, the Planning Board and the county and state transportation officials and our elected representatives. To many of us living here, the design, layout and details of the development seem to be a foregone conclusion - something the County and developer have agreed to without our input. But given the massive impact of this development on our neighborhood and on the safety of our streets, we need a voice in the process.

We, the existing community, matter. Our neighbors’ voices matter. Our families’ voices matter. The Planning Board and our elected representatives should respect and protect those voices. As Commissioner Bartley from the County Planning Board forewarned when declining to approve JLB’s sketch plan application, “there’s a perception that we don’t listen to the community.” That is exactly what is happening – on multiple levels.

We want our concerns to be represented and taken seriously before this process goes any further. Toward that end, we implore you as the Planning Board to understand the serious concerns and focused opposition that have been voiced by the community based on our lived experiences and deny the entrance on Woodland Drive.

We include with this letter, a petition opposing the Woodland entrance with signatures from over 290 residents in the immediate neighborhood and ask for your help in denying this entrance.

Thank you,
Voices of Forest Estates
Forest Grove Citizens Association

Signed _____

Nandini Arunkumar
1821 Sherwood Rd
Secretary, Forest Grove Citizens Association

Phil Jakobsberg
1709 Belvedere Blvd
Resident, Forest Estates

Sign onto Letter to Planning Board

November 2023

To: Montgomery County Planning Board

From: Residents of Forest Grove and Forest Estates Neighborhoods

Subject: Proposed Entrance to 9801 Georgia Avenue from Woodland Drive

JLB Partners have submitted Preliminary and Site Plans for 9801 Georgia Avenue, a large apartment building with 390 rental units and 455 parking spaces, to be situated across from the Forest Glen Metro station. The Preliminary Plan includes a primary exit for the 455-car garage from a new driveway onto Woodland Drive at Sherwood Road. Woodland Drive is designated to be a Neighborhood Greenway in the Forest Glen/Montgomery Hills Sector Plan.

We, the undersigned, strongly oppose locating an entrance on Woodland Drive due to the detrimental effect that such an entrance will have on the safety of our neighborhood. In addition, we question the need for 455 parking spaces so close to a Metro Station and numerous bus routes.

Although the community supports carefully planned development at this site, full-movement access from Woodland Drive is designed to allow the new residents of 9801 and service/delivery trucks to enter and exit the development from all directions, resulting in

- Safety hazards for children & commuters walking and biking to school and Metro
- Serious delays for residents trying to exit our neighborhood, worsening congestion where Woodland Drive intersects with Forest Glen Road and with Tilton Drive
- Decreased safety on neighborhood roads as 9801 residents take alternate routes throughout the neighborhood to avoid delays on Woodland.
- Increased vehicle traffic volume which is the opposite of giving priority to walking and biking as is appropriate for a Neighborhood Greenway.

We believe that the vehicular plan for 9801 Georgia Avenue negatively impacts the safety of our neighborhood and runs counter to Montgomery County's goal of SAFE STREETS FOR ALL.

We request that you do not approve the Preliminary Plan for 9801 Georgia Avenue as submitted.

monicabradford6@gmail.com [Switch account](#)



Not shared

* Indicates required question

First Name *

Your answer

Last Name *

Your answer

Street Address *

Your answer

Email Address *

Your answer

By completing this form, I am stating that my signature should be added to the letter. *

Yes

No

Would you like to be contacted about attending the Planning Board Preliminary Hearing?

Yes

No

Submit

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Timestamp	First Name	Last Name	Street Address	Email Address	Would you like to be contacted about attending the Planning Board Preliminary Hearing?	By completing this form, I am stating that my signature should be added to the letter.
11/7/2023 8:04:42	Phillip	Jakobsberg	1709 Belvedere Blvd	pjakobsberg@gmail.com	Yes	
11/7/2023 8:07:37	Monica	Bradford	9807 Forest Grove Rd	monicabradford6@gmail.com	Yes	
11/7/2023 9:35:43	Nandini	Arunkumar	1821 Sherwood Rd	nandini.arunkumar@gmail.com	Yes	
11/15/2023 17:33:57	Rachel	Rushforth	1817 Tilton Drive	rachel.rasband@gmail.com	Yes	Yes
11/15/2023 17:38:45	Behrooz	Ghoraishi	10017 Woodland Drive	beh12rooz@gmail.com	Yes	Yes
11/15/2023 17:56:31	Lisa	Moreau	1609 Myrtle Road	moreaus@gmail.com	Yes	Yes
11/15/2023 18:08:16	Karen	Hathcock	1705 Sherwood Rd	Ksh20902@gmail.com	Yes	Yes
11/15/2023 18:16:06	Teresa	Driskell	1801 Sanford Rd.	driskelltw@aol.com		Yes
11/15/2023 18:16:47	Michael	Driskell	1801 Sanford Rd.	Tiredhungrybroke@aol.com	No	Yes
11/15/2023 18:21:39	Susan	Carr	1803 Sanford Rd	sundancesue@gmail.com	No	No
11/15/2023 18:22:11	John	Lee	1706 Sanford Rd.	Johnlee48@comcast.net	Yes	Yes
11/15/2023 18:22:31	Matthew	Grussing	1618 Belvedere Boulevard	matthew.grussing@gmail.com	Yes	Yes
11/15/2023 18:28:56	Paul	Zovko	10312 Folk Street Silver Spring, MD	pzbcc@aol.com	Yes	Yes
11/15/2023 18:45:49	Elizabeth	Scott	1602 Sherwood Rd	elizabetho.scott@gmail.com	Yes	Yes
11/15/2023 18:48:32	Caroline	Hanover	1805 Forest Glen Rd	carolinehanover@yahoo.com	Yes	Yes
11/15/2023 18:48:55	Robert	Garagusi	1804 Sherwood Rd	rgaragusi@bancstarmortgage.com	Yes	Yes
11/15/2023 18:49:44	Jennifer	Chorpening	1711 Forest Glen Rd	Chorpie1@hotmail.com	No	Yes
11/15/2023 18:55:12	Erin	Gajarsa	1702 Myrtle Road	Erin.ortolan@gmail.com		Yes
11/15/2023 18:56:49	Nathanael	Green	1602 Sherwood Rd	nathanaelgreen@msn.com	Yes	Yes
11/15/2023 19:18:11	Lisa	Moreau	1609 Myrtle Road	moreaus@gmail.com	Yes	Yes
11/15/2023 19:31:25	Rebecca	Vogel	1814 Tilton Dr	beccavogel@gmail.com	No	Yes
11/15/2023 19:38:14	Catherine	O'Brien	9810 Forest Grove Drive	cso9810@aol.com	Yes	Yes
11/15/2023 19:43:56	Steve	Pomponi	1607 Brisbane St	SRPOMPONI@NETSCAPE.NET	No	Yes
11/15/2023 19:53:47	Michelle	McLean	1700 Sherwood Rd	ephesians688@gmail.com	No	Yes
11/15/2023 19:54:44	Barbara	Sanders	1621 Sherwood Rd	basanders01@gmail.com	No	Yes
11/15/2023 19:55:54	Sarah	Summerlin	1725 Cody Drive	sarahesummerlin@gmail.com	Yes	Yes
11/15/2023 20:08:47	Mitzi	Kelley	1705 Sanford Road	mmcgkelley@aol.com	Yes	Yes
11/15/2023 20:10:22	Amy	Mitchell	1800 Sherwood Rd.	Amy.mitchell92@gmail.Com	Yes	Yes
11/15/2023 20:15:29	Jim	Sandiford	1805 Forest Glen Road, Silver Spring	jimsandiford@gmail.com	Yes	Yes
11/15/2023 20:17:31	Candace	Campbell	1610 Myrtle Rd	bccc59@hotmail.com	Yes	Yes
11/15/2023 20:22:35	Whitney	Warren	9808 Dameron Drive	Wmwdad99@yahoo.com	Yes	Yes
11/15/2023 20:23:39	Christopher	Bort	1706 Myrtle Rd, Silver Spring, MD 2	chrisbort@gmail.com	No	Yes
11/15/2023 20:27:07	Donna	Rinaldo	1610 Brisbane St. Silver Spring MD	drinaldo40@gmail.com	No	Yes
11/15/2023 20:39:57	Naomi	Mulligan Kolb	9801 Forest Grove Dr	nkmulligan@gmail.com	No	Yes
11/15/2023 21:05:11	Brad	Christie	1610 Myrtle Rd	bccc59@hotmail.com	Yes	Yes
11/15/2023 21:20:20	Mike	Sidorov	1804 Myrtle Rd	msidorov1@gmail.com	No	Yes
11/15/2023 21:44:05	Mike	Krause	10306 Julep Avenue	mikekrause@erols.com	No	Yes
11/15/2023 21:52:29	Edward and Martha	Jenkins	9806 Forest Grove Drive	EandMJenk@msn.com	Yes	Yes
11/15/2023 22:31:10	Dennis	O'Brien	9810 Forest Grove Drive, Silver Spring	dennyob58@aol.com	Yes	Yes
11/15/2023 22:41:09	Kim	Levone	1704 Sherwood Road Silver Spring,	kim.levone@gmail.com	Yes	Yes
11/15/2023 22:45:13	Caroline	Garagusi	1804 Sherwood Rd	carolinegaragusi@gmail.com	No	Yes

Timestamp	First Name	Last Name	Street Address	Email Address	Would you like to be contacted about attending the Planning Board Preliminary Hearing?	By completing this form, I am stating that my signature should be added to the letter.
11/15/2023 23:01:38	Nandini	Arunkumar	1821 Sherwood Rd	nandini.arunkumar@gmail.com	Yes	Yes
11/15/2023 23:28:06	Richard	Simons	1809 Sherwood Road	rjsimons84@yahoo.com	Yes	Yes
11/16/2023 0:06:58	Oliver	Pagan	1704 sanford rd ss md 20902	Opagan1@verizon.net	Yes	Yes
11/16/2023 3:22:28	Paul	OBrien	9804 Dameron Drive	obrienp44@gmail.com	No	Yes
11/16/2023 5:16:10	Brenda	Lorenzo	1708 Tilton Drive Silver Spring, MD 2	Brendalorenzo516@yahoo.com	No	Yes
11/16/2023 7:16:20	Mary Catherine	Mindling	1809 Sanford Rd	cmindling@gmail.com	Yes	Yes
11/16/2023 7:17:38	Barbara	O'Brien	9804 Dameron Drive	bmob69@verizon.net	No	Yes
11/16/2023 7:28:36	Carole	Tomayko	1631 Belvedere Blvd	tomaykoc@hotmail.com	Yes	Yes
11/16/2023 7:33:37	Deryl	Davis	9808 Dameron Drive	derylandrewdavis@gmail.com	Yes	Yes
11/16/2023 7:34:40	Stephen	Haykin	1619 Sherwood Rd, Silver Spring, M	Smhaykin@gmail.com	Yes	Yes
11/16/2023 7:52:07	Becca	Knox	1638 Belvedere Boulevard	Neccabox@gmail.com	Yes	Yes
11/16/2023 8:17:44	Khin	Brody	1812 Sanford Road	khin.brody@gmail.com	No	Yes
11/16/2023 8:27:35	Peggy and Chuck	Kullberg	306 Timberwood Ave Silver Spring, M	Kullberg@verizon.net	Yes	Yes
11/16/2023 8:34:16	Wendy	Rainey	1811 Myrtle Road, Silver Spring, MD	oakviewgirl1500@gmail.com	Yes	Yes
11/16/2023 8:36:50	Zelda	McBride	1426 Woodman Avenue	zmcbride@starpower.net	No	No
11/16/2023 8:47:27	Frances	Hanley	1717 Cody Dr	Franciegal@aol.com	No	Yes
11/16/2023 8:50:17	Deborah	Williams	9900 Woodland Drive, Silver Spring,	williams.deboraha@gmail.com	Yes	Yes
11/16/2023 9:12:00	Daniel	Chapman	10201 Forest Grove Drive, Silver Sp	chapman20002@gmail.com	Yes	Yes
11/16/2023 9:14:11	Amelia	Kinter	1611 Sherwood Road, Silver Spring,	amelia.kinter@gmail.com	Yes	Yes
11/16/2023 9:24:48	Brett	Gellman	1812 Myrtle Road	bjgellman@gmail.com	Yes	Yes
11/16/2023 9:35:08	Sandra	Marquardt	1636 Brisbane Street, Silver Spring,	smarquardt2@gmail.com	Yes	Yes
11/16/2023 10:02:14	Tom	Davis	1704 Myrtle Rd	Tdavis_e@msn.com	Yes	Yes
11/16/2023 10:40:18	John	Saville	9909 Dameron Drive	jhn.saville@gmail.com	No	Yes
11/16/2023 11:10:09	Tanya	Olson	9822 Woodland Drive	tanya.olson33@gmail.com	Yes	Yes
11/16/2023 11:49:13	Chris	Lowther	1719 Dublin Drive	clowther06@gmail.com	Yes	Yes
11/16/2023 12:15:44	Donna	Diamante	1614 Sherwood Road	donnadiamante@aol.com	Yes	Yes
11/16/2023 12:31:20	Matthew	Dean	9900 Woodland Drive	matthew.dean208@gmail.com	Yes	Yes
11/16/2023 13:28:06	Miriam	Davidson	1604 Myrtle Road	thedavidsons@outlook.com	Yes	Yes
11/16/2023 14:06:27	Edson	Perez	1716 Tilton Drive silver Spring MD 2	edson@profish.com	Yes	Yes
11/16/2023 14:18:00	Linda	Nemec	1706 Myrtle Road	lindanemec@gmail.com	Yes	Yes
11/16/2023 15:03:59	Elizabeth	Peters	1714 Tilton Drive	Estocum@gmail.com	No	Yes
11/16/2023 15:08:27	Stephanie	Steele	1707 Cody Drive	steele0722@gmail.com	No	Yes
11/16/2023 16:20:44	Anne	Gregal	1814 Sherwood Rd	anne.gregal@gmail.com	Yes	Yes
11/16/2023 16:57:27	Allan	Jaworski	1601 Cody Drive, Silver Spring, MD	allan.jaworski@gmail.com	No	Yes
11/16/2023 17:52:06	Dawn	McCann	1707 Sherwood Road Silver spring M	dawnmccann@gmail.com	Yes	Yes
11/16/2023 18:11:22	Linda and Jack	Taylor	1703 Sherwood Road	j_and_l_taylor@yahoo.com	No	Yes
11/16/2023 19:07:42	Michael	Miller	1807 Sherwood Road	Michaelmiller1949@gmail.com	No	Yes
11/16/2023 19:33:56	Eileen	Kraus-Jakobsberg	1709 Belvedere Blvd	ejakobsberg@gmail.com	No	Yes
11/16/2023 19:44:22	Deborah	Winn	1601 Cody Drive	debbiewinn2@gmail.com	Yes	Yes
11/16/2023 20:59:11	Geoffrey	Irving	1815 Sherwood	girving143@gmail.com	Yes	Yes
11/16/2023 21:23:42	Naomi	Walker	1812 Tilton Dr	naomiwalker@gmail.com	Yes	Yes

Timestamp	First Name	Last Name	Street Address	Email Address	Would you like to be contacted about attending the Planning Board Preliminary Hearing?	By completing this form, I am stating that my signature should be added to the letter.
11/16/2023 21:51:57	Molly	Holden	1820 Tilton Dr	M.33.Holden@gmail.com	No	Yes
11/16/2023 21:52:50	Dawn	Vest	1807 Belvedere Blvd	Dvest3@gmail.com		Yes
11/16/2023 21:58:12	Sara	Cartmill	1601 myrtle road	Saracartmill@gmail.com	No	Yes
11/16/2023 22:01:40	David	Lott	1601 Myrtle Rd	daveglott@gmail.com	Yes	Yes
11/17/2023 7:55:25	Aaron	Rising	1607 Myrtle Rd	aaron.rising@gmail.com	Yes	Yes
11/17/2023 8:19:59	Thomas	Phelps	1811 Sherwood Rd	phelpst28@gmail.com		Yes
11/17/2023 9:14:20	Sean	Smith	1735 Dublin Drive	stsmith42@yahoo.com	No	Yes
11/17/2023 10:34:55	Oliver	Pagan	1704 sanford rd	Opagan1@verizon.net	Yes	Yes
11/17/2023 12:09:06	Meghan	Maskew	1513 Sanford Road	meghanmaskew@gmail.com	Yes	Yes
11/17/2023 12:10:38	Tisha	Cherry	9908 Forest Grove Drive	talktotisha@gmail.com	Yes	Yes
11/17/2023 12:59:12	Tamara	Sidorov	1804 Myrtle Road	tamarajoy6@gmail.com	No	Yes
11/17/2023 13:48:05	Eliza	Davis	9808 Dameron Drive	elizamwdavis@gmail.com	No	Yes
11/17/2023 16:05:34	Anna	Irving	1815 Sherwood Rd	anna.c.irving@gmail.com	Yes	Yes
11/17/2023 17:04:50	Lynn	Pomponi	1607 Brisbane street	breeze2902@yahoo.com	Yes	Yes
11/18/2023 11:52:10	Joel	Johnson	1603 Myrtle Rd	joelrjohnson@gmail.com	Yes	Yes
11/18/2023 22:00:04	Robert	Cmarik	1717 Dublin Drive	bcmarik@gmail.com	Yes	Yes
11/18/2023 22:41:32	M	Klein	1717 Dublin Dr	mbkleindc2@gmail.com	Yes	Yes
11/19/2023 13:05:14	Joshua	Milton	1819 Sherwood Road, Silver Spring,	jmilton18@gmail.com	Yes	Yes
11/19/2023 13:08:06	Suzanne	Milton	1819 Sherwood Road, Silver Spring,	smilton18@gmail.com	Yes	Yes
11/19/2023 14:28:29	Mary	Petrizzo	1801 Belvedere Blvd.	marypetrizzo@verizon.net	Yes	Yes
11/19/2023 14:29:40	Bebe	Edmondson	1805 Belvedere Blvd.	bebese@rcn.com	No	Yes
11/19/2023 14:30:52	Jose	Chieng	1805 Belvedere Blvd.	bebese@rcn.com	No	Yes
11/19/2023 14:32:27	tucker	chieng	1805 Belvedere Blvd.	tuckerchieng@gmail.com	No	Yes
11/19/2023 14:35:23	Bev	Vest	1807 Belvedere Blvd	Dvest3@gmail.com	No	Yes
11/19/2023 14:36:35	Karen	Robison	1809 Belvedere Blvd.	krobison@gmail.com	No	Yes
11/19/2023 14:37:34	Ed	Robison	1809 Belvedere Blvd.	erobison@gmail.com	No	Yes
11/19/2023 14:38:09	Erika	Sparks	1603 Brisbane St	sparks.erika@gmail.com	No	Yes
11/19/2023 14:39:13	Dan	Kunitz	1811 Belvedere Blvd.	Dan100@kunitzarchives.com	Yes	Yes
11/19/2023 14:39:24	Russell	Burnett	1701 Sherwood Road, Silver Spring	russell.burnett@gmail.com	Yes	Yes
11/19/2023 14:40:20	Danielle	Kunitz	1811 Belvedere Blvd.	danielle@violetcreative.com	Yes	Yes
11/19/2023 14:41:38	Jeanette	Moses	1815 Belvedere Blvd.	jmose3ym@gmail.com	Yes	Yes
11/19/2023 14:43:02	Edgar	Artero	1803 Belvedere Blvd.	edgarartero@gmail.com	No	Yes
11/19/2023 14:44:14	Celia	Voyles	1707 Belvedere Blvd.	celiavoyles@gmail.com	Yes	Yes
11/19/2023 14:46:06	Helen	Gray	10001 Forest Grove Drive	don't have 301-681-8041	Yes	Yes
11/19/2023 14:46:47	Victoria	Gray	10001 Forest Grove Drive	na	Yes	Yes
11/19/2023 15:23:37	Jeff	Archer	1639 Belvedere Blvd.	jeffrarcher@email.com	No	No
11/19/2023 15:25:17	Myrtle	Sutphin	1613 Belvedere Blvd.	Mgsutphin@aol.com	No	Yes
11/19/2023 15:27:19	Timothy	Fiocchi	1613 Belvedere Blvd.	TimFiocchi@aol.com	No	Yes
11/19/2023 15:28:21	Tom	Gilguny	1615 Belvedere Blvd.	gilguny@yahoo.com	No	Yes
11/19/2023 15:40:03	Austin	Villanneva	1611 Belvedere Blvd.	Villanneva3@gmail.com	No	Yes
11/19/2023 15:42:12	Alex	Villanneva	1611 Belvedere Blvd.	alexvillanneva3@gmail.com	No	Yes

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11/19/2023 15:44:57	Felice	DAgnillo	1705 Belvedere Blvd.	fballa@hotmail.com	No	Yes
11/19/2023 15:46:12	Bianca	Pastran	1807 Belvedere Blvd.	faim.1807@gmail.com	No	Yes
11/19/2023 15:48:42	Meghan	McCormick	1803 August Dr.	na	No	Yes
11/19/2023 15:49:41	Jill	Tran	1600 Belvedere Blvd.	na	No	Yes
11/19/2023 15:50:49	Monica	Weber	1607 Belvedere Blvd.	monicaweber88@gmail.com	No	Yes
11/19/2023 15:51:39	Matt	White	1607 Belvedere Blvd.	na	No	Yes
11/19/2023 15:57:40	Marfa	Barros	1608 Belvedere Blvd.	marfayjorge@gmail.com	No	Yes
11/19/2023 15:59:06	Cara	Pasquale	1612 Belvedere Blvd.	cara.pasquale@gmail.com	Yes	Yes
11/19/2023 16:02:56	Matt	Coin	1616 Belvedere Blvd.	ksg030@gmail.com	Yes	Yes
11/19/2023 16:07:43	Rebecca	Jelfo	10004 Forest Grove Dr.	RJelfo@gmail.com	Yes	Yes
11/19/2023 16:11:04	Elliott	Alderman	1800 Belvedere Blvd.	eald1@verizon.net	Yes	Yes
11/19/2023 16:12:56	Becca	Knox	1638 Belvedere Blvd	neccabox@gmail.com	Yes	Yes
11/19/2023 16:14:39	Brian	Livelsberger	10315 Julep Ave.	livelsbe@gmail.com	No	Yes
11/19/2023 16:16:11	Gulnar	Nagashybayera	10315 Julep Ave.	gulnarn@gmail.com	No	Yes
11/19/2023 16:18:06	H	Ward	1804 Everett St.	hw394502@gmail.com	No	Yes
11/19/2023 16:20:34	Kevin	Sidwell	1701 Belvedere Blvd.	kevinsidwell@hotmail.com	No	Yes
11/19/2023 16:22:59	Erin	Sidwell	1701 Belvedere Blvd.	erinmilesidwell@gmail.com	No	Yes
11/19/2023 16:24:39	John Michael	Bloomquist	100315 Dutch Ship Court	johnmichael.Bloomquist@gmail.c	Yes	Yes
11/19/2023 16:25:45	Heather	Cassidy	1800 Belvedere Blvd.	Heathercass@gmail.com	Yes	Yes
11/19/2023 16:27:08	Reneu	Kramer	1606 Tilton	reneudkramer@gmail.com	No	Yes
11/19/2023 16:30:14	Matt	Stilmell	1606 Tilton Dr.	matthew.d.stilmell@gmail.com	No	Yes
11/19/2023 16:32:29	Joe	Kruger	1614 Brisbane	joe.kruger@gmail.com	No	Yes
11/19/2023 16:52:26	Joanne	Moses	1815 Belvedere Blvd.	rubypepper14@gmail.com	Yes	Yes
11/19/2023 18:31:11	Leslie	Weiner-Leandro	1603 Belvedere Blvd.	lweinerleandro@gmail.com	No	Yes
11/19/2023 19:03:48	Robert V.	Rebois	1705 Forest Glen Rd.	vicrebois@gmail.com	Yes	Yes
11/19/2023 19:56:23	Paul	Rades	9909 Forest Grove Dr.	babbabogo@gmail.com	Yes	Yes
11/19/2023 22:34:32	Everett	Redmond	1609 Sherwood Rd	everett.redmond@gmail.com	Yes	Yes
11/22/2023 20:28:31	Cindu	Artero	1803 Belvedere Blvd	cindyartero@gmail.com	No	Yes
11/24/2023 18:52:50	Allison	Garagusi	1804 sherwood	garagusi@verizon.net	Yes	Yes
11/24/2023 18:53:34	Brendon	Garagusi	1804 sherwood rd	bgaragusi@gmail.com	No	Yes
11/24/2023 18:55:12	Christian	Garagusi	1804 sherwood rd	GARAGUSC@email.sc.edu	No	Yes
11/24/2023 22:23:13	Abigail	Sztein	1816 Sherwood Road	abigail.rosalind@gmail.com	Yes	Yes
11/25/2023 10:36:14	Salah	Elmana	9820 Woodland Drive	none	No	Yes
11/25/2023 10:37:06	Serena	Washington	1712 Cody Dr.	none	No	Yes
11/25/2023 10:38:33	Barry	Smith	1624 Belvedere Blvd.	none	No	Yes
11/25/2023 10:39:31	David	Fosnocht	1812 August Dr.	none	No	Yes
11/25/2023 10:40:14	Muriel	Hasbun	1812 August Dr.	none	No	Yes
11/25/2023 10:41:12	Maria	Gorrick	1810 Sherwood Dr.	mgorrick2@gmail.com	No	Yes
11/25/2023 10:41:46	Tim	Whistler	1810 Sherwood Dr.	none	No	Yes
11/25/2023 10:42:24	Brian	Frey	1609 Forest Glen Road	none	No	Yes
11/25/2023 10:45:33	Chris	Ryan	1519 Forest Glen Rd.	none	No	Yes

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11/25/2023 10:47:04	Prathima	Kathiresan	1511 Forest Glen Rd.	none	No	Yes
11/25/2023 10:47:54	Randy	Scope	1700 Myrtle Rd.	none	No	Yes
11/25/2023 10:48:58	Jennifer	Scope	1700 Myrtle Rd	jenscope@yahoo.com	Yes	Yes
11/25/2023 10:49:46	Kenneth	Fox	1624 Brisbane Street	Winderfox@aol.com	Yes	Yes
11/25/2023 10:51:02	James	Teague	1707 Myrtle Road	none	No	Yes
11/25/2023 10:51:40	Adam	Sand	9808 Forest Grove Rd.	none	No	Yes
11/25/2023 10:52:16	Kathleen	Kantor	9808 Forest Grove Drive	none	No	Yes
11/25/2023 16:39:07	Rosa	Guixens-Fox	1624 Brisbane St. Silver Spring, MD	felixguix@aol.com	Yes	Yes
11/26/2023 17:06:06	Mary	Snieckus	1700 Dublin Drive	msnieckus@gmail.com	Yes	Yes
11/30/2023 7:25:17	Gayle	Miller	1807 Sherwood Rd, Silver Spring 20	gaylemiller50@gmail.com	Yes	Yes
12/3/2023 15:43:46	Carlos	Milanes	11812 Belvedere Blvd.	ccmilanes@gmail.com	Yes	Yes
12/3/2023 15:45:02	Olga	Gonzalez	1812 Belvedere Blvd.	olgaicerqueira@gmail.com	Yes	Yes
12/3/2023 15:46:31	Julia	Sloan	1806 Belvedere Blvd.	osprey599@aol.com	Yes	Yes
12/3/2023 15:47:40	Edward	Sloan	1806 Belvedere Blvd.	edward.sloan@gmail.com	Yes	Yes
12/3/2023 15:49:20	Czarina	Biton	1636 Belvedere Blvd.	Czarina.Biton@gmail.com	Yes	Yes
12/3/2023 15:50:45	Lisa	Feldman	1707 Tilton Drive	isalayeld-manafay@yahoo.com	Yes	Yes
12/3/2023 15:51:39	Ian	Feldman	1707 Tilton Drive	ianfeld1@umbc.edu	No	Yes
12/3/2023 15:52:20	Teresa	Perez	1807 Tilton Dr.	na	No	Yes
12/3/2023 15:54:10	Robert	Sutton	1813 Tilton Drive	rwsutton1@gmail.com	No	Yes
12/3/2023 15:55:16	Robert	Jones	1815 Tilton Dr.	debbobbrooke@msn.com	Yes	Yes
12/3/2023 15:56:22	Blake	Rushforth	1817 Tilton Dr.	blake.rushforth@gmail.com	Yes	Yes
12/3/2023 15:58:02	Thomas	O'Herron	1819 Tilton Dr.	na	No	Yes
12/3/2023 15:59:03	Marlee	Miller	1823 Tilton Dr.	marlee.miller@gmail.com	Yes	Yes
12/3/2023 16:00:25	Drew	Fiorandi	1822 Tilton Dr.	na	No	Yes
12/3/2023 16:02:33	Leo	Domingues	1818 Tilton Drive	Domingues1022@gmail.com	Yes	Yes
12/3/2023 16:03:52	Jon	Wills	1814 Tilton Dr.	jwillsjwills@gmail.com	No	Yes
12/3/2023 19:15:10	Cheryl	Hogue	1820 Sanford Rd.	cheryl.hogue@gmail.com	No	Yes
12/3/2023 19:17:05	Jason	Acevedo	1818 Sanford Rd.	acevedojason1@gmail.com	No	Yes
12/3/2023 19:18:10	Margaret	Richey	1817 Sanford Rd.	margaretrichey@gmail.com	No	Yes
12/3/2023 19:19:07	David	Richey	1817 Sanford Rd.	daverichey@gmail.com	Yes	Yes
12/3/2023 19:20:07	Anne	Yau	9905 Woodland Dr.	anne.mcguire@gmail.com	Yes	Yes
12/3/2023 19:21:29	Megan	Keister	9902 Woodland Dr.	mekk9@verizon.net	Yes	Yes
12/3/2023 19:22:50	Jacqueline	Luna Cruz	1818 Sanford Rd.	jlunac7@yahoo.com	No	Yes
12/3/2023 19:23:43	Timothy	Powers	1811 Sanford Rd.	tepwing@yahoo.com	Yes	Yes
12/3/2023 19:24:33	Seung	Lee	1811 Sanford Rd.	s56Lee@yahoo.com	No	Yes
12/3/2023 19:25:41	Likun	Bowden	9824 Woodland Dr.	bowdenandfamily@gmail.com	Yes	Yes
12/3/2023 19:26:28	Scott	Bowden	9824 Woodland Dr.	bowdenandfamily@gmail.com	No	Yes
12/3/2023 19:27:42	Katie	Howard	9901 Woodland Dr.	katieanneh78@hotmail.com	Yes	Yes
12/3/2023 19:28:35	Michael	Murray	1821 Sanford Rd.	mcmurr@gmail.com	Yes	Yes
12/3/2023 19:29:12	Amy	Morgan	1821 Sanford Rd.	mcmurr@gmail.com	No	Yes
12/3/2023 19:30:22	Shelby	Marrero	1816 Sanford Rd.	shelbypmarrero@gmail.com	No	Yes

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12/3/2023 19:31:19	Robert	Marrero	1816 Sanford Rd.	marrero504@gmail.com	Yes	Yes
12/3/2023 19:33:04	Marge	Gillis	1806 Sanford Road	nana6gc@verizon.net	Yes	Yes
12/3/2023 19:34:05	Kathleen	Johnson	1800 Sanford Rd.	kj11@comcast.net	Yes	Yes
12/3/2023 19:34:48	Yang Jian	Chen	1807 Sanford Rd.	n/A	No	Yes
12/3/2023 19:35:39	Bana	Cowden	1815 Sanford Rd.	michael.cowden@gmail.com	No	Yes
12/3/2023 19:36:21	Mike	Cowden	1815 Sanford Rd.	michael.cowden@gmail.com	No	Yes
12/8/2023 13:33:37	Michael	Manuel	1809 Myrtle Road	mickeymanuel@gmail.com	Yes	Yes
12/9/2023 22:11:25	Connor	Christie	1610 Myrtle Rd, SS MD 20902	cchristie92@hotmail.com	No	Yes
12/10/2023 2:44:26	Kristi	O'Malley	1806 Myrtle Road, Silver Spring, MD	knomalley@gmail.com	Yes	Yes
12/10/2023 2:49:05	Andrew	O'Malley	1806 Myrtle Rd, Silver Spring, MD 2	anomalley@gmail.com	No	Yes
12/10/2023 11:27:41	Barry	Wasco	1702 Forest Glen Rd.	Barry.Wasco@yahoo.com	Yes	Yes
12/10/2023 11:31:37	Jeri	wasco	1702 Forest Glen Rd.	JeriWasco@outlook.com	Yes	Yes
12/10/2023 11:33:14	Joe	Petrizzo	1801 Belvedere Blvd.	Petrizz@verizon.net	Yes	Yes
12/10/2023 11:37:18	Elliott	Alderman	1800 Belvedere Blvd.	elliott@thecontentlamp.com	Yes	Yes
12/10/2023 11:59:16	Heather	Cassidy	1800 Belvedere Blvd.	heathercass@gmail.com	Yes	Yes
12/10/2023 12:00:20	Aimee	Lacosta	1810 Belvedere Blvd.	lacosta1810@gmail.com	Yes	Yes
12/10/2023 12:01:28	Bill	Lacosta	1810 Belvedere Blvd.	lacostabill@gmail.com	Yes	Yes
12/11/2023 11:19:18	Michele	Rovins	1807 Forest Glen Road	michele.rovins9@gmail.com	Yes	Yes
12/11/2023 11:20:25	Luis	Diaz Bonilla	1807 Forest Glen Road	ldiazb72@gmail.com	No	Yes
12/11/2023 22:44:00	Pamela	Stanziani	1810 Myrtle Road	Pamela.Stanziani@fda.hhs.gov	Yes	Yes
12/11/2023 22:45:02	Bruce	Bromley	9804 Forest Grove Road	None	Yes	Yes
12/11/2023 22:45:38	David	Sandiford	1805 Forest Glen Road	None	Yes	Yes
12/13/2023 22:53:12	Rajesh	Rai	1821 Sherwood Rd	rajraipv@gmail.com	Yes	Yes
12/14/2023 9:06:22	Melanie	Tarutani	1802 Sherwood Rd	Mtarutani@gmail.com	Yes	Yes
12/14/2023 9:28:10	Neil	Morgan	9809 Forest Grove Dr Silver Spring,	nmorgan111@aol.com	Yes	Yes
12/14/2023 9:41:01	John	hathway	1803 Myrtle road silver spring	mmhathway@gmail.com	Yes	Yes
12/14/2023 9:47:12	Mary Margaret	hathway	1803 Myrtle road silver spring	mmhathway@gmail.com	Yes	Yes
12/14/2023 16:48:35	A.J.	Emerson	1616 Tilton Dr.	ajemerson@gmail.com	No	Yes
12/14/2023 16:50:14	Janna	Chesno	Chesno	jchesno@comcast.net	Yes	Yes
12/14/2023 16:55:02	Marina	Miller	1605 Tilton Dr.	mileledeva@hotmail.com	Yes	Yes
12/14/2023 16:57:18	Ky	Printup	1615 Tilton Dr.	kyerionp@gmail.com	Yes	Yes
12/14/2023 16:58:51	Pilar	Martinez	1711 Tilton Dr.	pmartinez377@aol.com	Yes	Yes
12/14/2023 17:01:52	Suzanne	Lofhjelm	1715 Tilton Dr.	s.lofhjelm@gmail.com	Yes	Yes
12/14/2023 17:07:50	James	Teague	1707 Myrtle Rd.	n/a	No	Yes
12/14/2023 17:09:33	Adam	Sand	9808 Forest Grove Rd.	n/a	No	Yes
12/14/2023 17:10:22	Kathleen	Kantor	9808 Forest Grove Rd.	n/a	No	Yes
12/14/2023 17:11:09	Peter	Stone	1808 Sherwood Rd.	n/a	No	Yes
12/14/2023 17:12:25	Renard	Jenkins	9903 Forest Grove Dr.	n/a	No	Yes
12/14/2023 17:13:56	Rafael	Pulupa	1712 Tilton Dr.	n/a	No	Yes
12/14/2023 17:15:02	Laurie	Anderson	1700 Tilton Dr.	n/a	No	Yes
12/14/2023 17:17:07	Mary	Hathaway	1803 Myrtle Rd.	mmhathaway@verizon.net	Yes	Yes

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12/14/2023 17:18:17	John	Hathaway	1803 Myrtle Rd.	n/a	No	Yes
12/14/2023 17:20:17	Dorothy	Haldeman	1703 Myrtle Rd.	dahaldell@verizon.net	Yes	Yes
12/14/2023 17:25:40	Otto	Gonzalez	1705 Myrtle Rd.	n/a	No	Yes
12/14/2023 17:27:18	Jessica	Gajarsa	1705 Myrtle Rd.	jessica.gajarsa@gmail.com	Yes	Yes
12/14/2023 17:29:10	Joseph	Wong	1701 Myrtle Rd.	joejameswong@gmail.com	Yes	Yes
12/14/2023 17:33:44	Melissa	Carle	1702 Sherwood Rd.	melissamcarle@gmail.com	Yes	Yes
12/14/2023 17:34:44	Timothy	Carle	1702 Sherwood Rd.	n/a	No	Yes
12/14/2023 17:36:15	Susan	Aldridge	1711 Sherwood Rd.	saldridge0313@gmail.com	Yes	Yes
12/14/2023 17:37:05	James	Aldridge	1711 Sherwood Rd.	n/a	No	Yes
12/14/2023 17:38:43	Karen	Rajan	1801 Sherwood Rd.	karenflute@comcast.net	Yes	Yes
12/14/2023 17:39:50	Elaine	Lewis	1806 Sherwood Rd.	elainelewis1@gmail.com	No	Yes
12/14/2023 17:41:08	Larry	Baizer	1806 Sherwood Rd.	lbaizer@yahoo.com	Yes	Yes
12/15/2023 13:18:33	Anika	Rai	1821 Sherwood Rd	anika.ra@gmail.com	Yes	Yes
12/19/2023 21:41:03	Marge	Kumaki	1503 Woodman Ave	mkumaki1446@gmail.com	Yes	Yes
1/3/2024 18:31:01	Mary	Spring	1713 Sanford Rd.	n/a	Yes	Yes
1/3/2024 18:32:16	John	Kelley	1705 Sanford Rd.	n/a	No	Yes
1/3/2024 18:33:45	Christopher	Newman	1703 Sanford Rd.	cwnewman1992@gmail.com	Yes	Yes
1/3/2024 18:34:37	Shaina	Newman	1703 Sanford Rd.	n/a	No	Yes
1/3/2024 18:36:01	Amri	Joyner	1613 Sanford Rd.	ahjoyner@gmail.com	No	Yes
1/3/2024 18:36:49	Paul	Joyner	1613 Sanford Rd.	n/a	No	Yes
1/3/2024 18:38:40	Hilary	Park	1609 Sanford Rd.	mhryon@gmail.com	No	Yes
1/3/2024 18:40:16	Maureen	Hearn	1605 Sanford Rd.	hellroaringtrail@yahoo.com	No	Yes
1/3/2024 18:41:20	Dyanne	Griffith	1601 Sanford Rd.	n/a	No	Yes
1/3/2024 18:43:14	Kathleen	Ortner	1724 Dublin Drive	kortner28@yahoo.com	No	Yes
1/3/2024 18:44:49	Karen	Mason	1508 Sanford Rd.	kitmason@gmail.com	No	Yes
1/3/2024 18:45:51	Clifford	Rand	1604 Sanford Rd.	n/a	No	Yes
1/3/2024 18:46:36	Beverly	Rand	1604 Sanford Rd.	n/a	No	Yes
1/3/2024 18:48:17	Michael	Murray	1606 Sanford Rd.	michael.murray988@gmail.com	Yes	Yes
1/3/2024 18:50:27	Emily	Madlangbayan	1700 Sanford Rd.	madlaem@msn.com	No	Yes
1/3/2024 18:56:37	Caroline	Abdu	1700 Sanford Rd.	clineabdu@gmail.com	No	Yes
1/3/2024 18:57:55	Oliver	Pagan	1704 Sanford Rd.	opagan1@verizon.net	Yes	Yes
1/3/2024 18:58:46	Marie	Pagan	1704 Sanford Rd.	n/a	Yes	Yes
1/3/2024 19:24:34	Margo	Kelly	1702 Sanford Rd.	mmkelly40@aol.com	Yes	Yes
1/20/2024 22:32:55	Caitlin	Craig	1700 Brisbane St	caitmsheehan@gmail.com	No	Yes
1/20/2024 22:41:26	Monica	Weber	1607 Belvedere Blvd	Monicaweber88@gmail.com	Yes	Yes
1/20/2024 22:50:38	Ann	Foxen	1907 AUGUST DR	whitefoxen@gmail.com	No	Yes
1/20/2024 23:22:51	Sara	Cartmill	1601 myrtle road	Saracartmill@gmail.com	No	Yes
1/20/2024 23:26:24	Jamie	Sullivan	1708 Cody Drive, Silver Spring, MD	Jlamson09@gmail.com	No	Yes
1/21/2024 0:15:44	Shawn	Sullivan	1708 Cody Drive, Silver Spring MD 2	Shawnsllvn@yahoo.com	Yes	Yes
1/21/2024 5:23:59	Mary	Mindling	1809 Sanford Rd	cmindling@gmail.com	Yes	Yes
1/21/2024 6:33:15	Behrooz	Ghoraihi	10017 Woodland Drive	beh12rooz@gmail.com	Yes	Yes

Timestamp	First Name	Last Name	Street Address	Email Address	Would you like to be contacted about attending the Planning Board Preliminary Hearing?	By completing this form, I am stating that my signature should be added to the letter.
1/21/2024 7:32:46	Allison	Becker	1605 Cody Drive, Silver Spring, MD	anavratil@gmail.com	Yes	Yes
1/21/2024 12:20:24	Sandra	Marquardt	1636 Brisbane Street	smarquardt2@gmail.com	No	Yes
1/30/2024 19:20:47	Stephen	Haykin	1619 Sherwood Rd	Smhaykin@gmail.com	Yes	Yes
2/11/2024 23:25:06	Vara	Barnes	1603 Cody Drive	varabarnes@gmail.com	No	Yes
2/11/2024 23:28:24	Marc	Sarata	1603 Cody Drive	MarcSarata@gmail.com	Yes	Yes
2/12/2024 7:42:57	Diana	Marrero	1501 Sanford Road	Dm493@georgetown.edu	Yes	Yes
2/12/2024 9:07:08	Meghan	Maskew	1513 Sanford Road	meghanmaskew@gmail.com	Yes	Yes
2/17/2024 15:53:29	Todd	Montgomery	1816 Tilton Dr	Todd.montgomery9@gmail.com	Yes	Yes
2/17/2024 15:58:04	Kimberly	Robinson	10309 Folk St	karobinson17@gmail.com	No	Yes
2/17/2024 17:42:05	Mary	Glantz	1718 Dublin Drive	Maryglantz@hotmail.com	No	Yes
2/17/2024 18:04:26	Michelle	Schohn	1718 Dublin Drive	Jmschohn@gmail.com	Yes	Yes
2/17/2024 19:13:52	Lindsey	DaSilva	10205 Folk Street	Garv211@hotmail.com	No	Yes
2/17/2024 20:39:33	Laura	Pifer	10306 Inwood avenue	Laura.junk22@gmail.com	Yes	Yes
2/17/2024 20:40:39	Jon	Pifer	10306 Inwood Avenue	Laura.junk22@gmail.com	Yes	Yes
2/18/2024 10:30:25	Kelly	Bromley	9804 Forest Grove Drive	bkbromley@hotmail.com	Yes	Yes
2/18/2024 14:27:56	Matthew	Tanner	1611 Brisbane Street	mtanner@gmail.com	Yes	Yes
2/18/2024 17:27:22	Eliza	Davis	9808 Dameron Drive	elizamwdavis@gmail.com	No	Yes
2/19/2024 11:32:26	Frances	Hanley	1717 Cody Dr	Franciegal@aol.com	No	Yes
2/20/2024 0:29:27	Wilson	Moreno	Forest Glen Rd	Lugego1@yahoo.com	Yes	Yes
2/20/2024 10:21:02	Kimberly	Gilgunn	1615 Belvedere Blvd	kgilgunn@yahoo.com	No	Yes
2/20/2024 16:37:28	Pablo	Sztein	1816 SHERWOOD RD	pablo.sztein@gmail.com	Yes	Yes
2/22/2024 18:25:23	Noelani	Mussman	1823 Brisbane St.	noelani@gmail.com	Yes	Yes
2/22/2024 18:27:37	Nathaniel	Davis	9808 Dameron Drive	nateandrewdavis2003@gmail.com	No	Yes
2/22/2024 18:29:33	Mark	Broderick	1634 Brisbane St.	n/a	No	Yes
2/22/2024 18:30:55	Liza	Dawson	1632 Brisbane St.	dawsonliza19@gmail.com	Yes	Yes
2/22/2024 18:33:34	Michael	Murray	10009 Forest Grove Dr.	m_murrayjr@hotmail.com	No	Yes
2/22/2024 18:35:06	Heike	Dungan	1628 Brisbane St.	n/a	No	Yes
2/22/2024 18:36:57	Kate	Droege	1616 Brisbane St.	droeges@verizon.net	No	Yes
2/22/2024 18:38:32	Juliet	Bram	1605 Brisbane St.	jhbram@gmail.com	Yes	Yes
2/22/2024 18:40:09	Bernie	Cobbler	1703 Brisbane St.	bubbman@gmail.com	No	Yes

From: [Smith, Parker](#)
To: [mary margaret Hathway](#)
Cc: [MCP-Chair](#)
Subject: RE: Georgie Ave/Forest Glen
Date: Friday, February 23, 2024 11:18:11 AM

Hello Ms. Hathway,

Thanks for your comments. I will forward this testimony to the relevant Planning and other agency reviewers for the project. By copy of this email, I have also entered your comments into the public record.

This project has a Planning Board Hearing date of March 7th, 2024, and we will be accepting written testimony all the way up until noon on March 6th. You may also sign up to testify in-person at the Planning Board Hearing beginning on February 26th.

Please let me know if you have any further comments or questions about the project or the process itself.

Thanks,

Parker Smith

Planner II

Montgomery County Planning Department
2425 Reedie Drive, Floor 14, Wheaton, MD 20902
parker.smith@montgomeryplanning.org
301-495-1327

From: mary margaret Hathway <mmhathway@gmail.com>
Sent: Thursday, February 22, 2024 10:15 PM
To: Smith, Parker <Parker.Smith@montgomeryplanning.org>
Subject: Georgie Ave/Forest Glen

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

Sent from my iPhone

February 22, 2024

Montgomery County Park & Planning Board
Rockville, MD

Re: **Preliminary Plan No. 120130160 and Site Plan No. 820230130
Comments on Proposed Development of Forest Glen Medical Center: Georgia
Avenue, Woodland Drive and Forest Glen Road**

Dear Planning Board,

We write in regards to the proposed development at the current location of the Forest Glen Medical Center, located at the northeast quadrant of the intersection of Georgia Ave and Forest Glen Road, and bordered on the east by Woodland Drive. We are the residents who live in the immediate neighborhood (5 houses away) most affected by the proposal.

The proposed development would consist of over 400 apartment units, with currently 466 parking spaces, and would involve making a curb cut entrance from Woodland Drive (where none exists now) to access the development.

We oppose the proposed development.

And for a number of reasons. First, in that the intersection of Georgia Avenue is already considered one of the most congested and dangerous in the State of Maryland, adding that many units in that location is **pouring fuel on the fire**. To the extent the existing zoning would allow for such incredible density in our neighborhood, such zoning should be reconsidered, as we understand can be done.

Second, we, the homeowners who are immediately adjacent to the proposed development, were not given notice of this zoning change and were thus not involved in the process.

Third, the opening of an entrance on Woodland Drive to access the development is a **nightmare in the making**. For your information, Woodland Drive is already a traffic problem, as folks use this neighborhood road as a cut through from or to Forest Glen Road to avoid the traffic light at the intersection of Georgia Ave and Forest Glen Road. Indeed, the County has tried to address this dangerous habit in the past by placing barriers in strategic locations on Woodland Drive in an attempt to slow down the speeding cars. There is a good amount of pedestrian traffic already on Woodland, with folks going to Getty Park, children walking to school, and folks going to and from the metro. And, with WMATA planning a tunnel running under Georgia Avenue from the metro to the Forest Glen Medical Center, with a planned drive-by pick up on

Woodland Drive, Woodland Drive will become a parking lot. This of course will negatively affect those of us who have lived here for many years, have invested lots in our homes, and who have children that use Woodland, Sherwood Road and Myrtle Road to walk, or drive, in and out of our neighborhood.

Fourth, dropping over 400 new apartment/ residences into this neighborhood will only exacerbate the already existing school overcrowding that exists in our local public schools.

The Sector Plan of 2019 has as its goal to "improve the overall quality of life within the Forest Glen/Montgomery Hills area." (Chapter 1, 1.1 Plan Vision). This development **will not** fulfill that goal. In fact, it will do the opposite. **It will in fact deteriorate and make worse the quality of life of the citizens who live in the immediate neighborhood.**

And trying to address this disaster with "traffic calming measures" won't help. Yes, you might see some "calming," as traffic comes to a standstill. It will be gridlock, then chaos, as folks try to extricate themselves from the standstill. **Any temporary "calming" is only the calm before the storm.**

We suggest an alternative: instead of a massive Titanic- looking development, put in townhouses, as was done in Wheaton Forest on the east side of the Wheaton Metro. Do not allow any entrance on Woodland but leave in place the entrance on Forest Glen. That entrance is admittedly not optimum, but it has worked these many years, and is a better solution than ruining the immediate neighborhood by putting an entrance on Woodland.

We urge you to reject the proposed development.

Respectfully,

A handwritten signature in blue ink, consisting of two names joined by a plus sign: "Mary Margaret Hathaway + John Hathaway". The signature is written in a cursive, flowing style.

Mary Margaret and John Hathaway
1803 Myrtle Road, Silver Spring, MD
20902

From: [Pablo Sztein](#)
To: parker.smith@montgomeryplanning.org; [MCP-Chair](#); [Harris, Artie](#); [Pedoeem, Mitra](#); [Linden, Josh](#); [Hedrick, James](#); [Bartley, Shawn](#)
Subject: Comments on the proposed development at 9801 Georgia Avenue
Date: Friday, February 23, 2024 12:28:05 AM
Attachments: [Pablo Sztein Letter Regarding 9801 Georgia Ave Woodland Access 2-21-24.pdf](#)

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

Please see attached a letter based on the History of the Site, the 2020 Sector Plan, and the March 2023 Planning Board Sketch Plan Resolution:

I am writing to express my concern with the Woodland Drive garage entrance proposed in the Site Plan for 9801 Georgia Avenue. My primary concern remains pedestrian safety in our neighborhood (Forest Grove/Forest Estates) and the impact of the proposed Woodland Drive garage entrance on neighborhood pedestrian safety.

Thank you for your time,
Pablo Sztein
1816 Sherwood Rd, Silver Spring, MD 20902
(240) 535-7092
pablo.sztein@gmail.com

Re: Site Plan #820230130, Development at 9801 Georgia Avenue

February 21, 2024

Dear Planning Staff and Planning Board,

I am writing to express my concern with the Woodland Drive garage entrance proposed in the Site Plan for 9801 Georgia Avenue. My primary concern remains pedestrian safety in our neighborhood (Forest Grove/Forest Estates) and the impact of the proposed Woodland Drive garage entrance on neighborhood pedestrian safety.

Based on the History of the Site, the 2020 Sector Plan, and the March 2023 Planning Board Sketch Plan Resolution:

Since the lot at 9801 Georgia Ave. was first given a commercial use as a Medical Center in the 1960s, access from the existing lot to Woodland Rd. was purposefully prohibited. There was a good reason then, and the reason still exists today. To limit the number of cars that need to drive on neighborhood roads. To be safe for pedestrians. 60 years later, do we believe that traffic has become less dangerous?

I'd also like to point out that, while I was not able to participate in the sector plan development process, I have looked at the documents that were presented during the work sessions leading up to the sector plan. In general, there is no notice of any potential for access on Woodland Drive.

The only relevant comments I can find came from MCDOT responding to Forest Glen Metro, and Forest Glen respectively (https://montgomeryplanning.org/wp-content/uploads/2019/07/FGMH-PH-Testimony-Response-Matrix_1.pdf):

“Staff does not recommend duplicating this recommendation to the transportation section because the kiss & ride will be privately owned and maintained. The purpose of the on-site loop is to **reduce queuing on Woodland Drive.**”

“We intended to implement a mini circle at the intersection of Tilton Drive and Woodland Drive. However, our recent count revealed **significant pedestrian activity**. Hence, we are leaning towards an All-Way STOP at the intersection.”

The images used to discuss the concept in work session #2 slides show a row of townhouses along Woodland Rd. Indeed, it was even asked in this session if the sector plan should read “Line Woodside Drive with Townhouses.” (Incorrectly spelled, but obviously referring to Woodland Drive) Images of a tower at Forest Glen and Georgia Ave show a large garage next to it. (<https://montgomeryplanning.org/wp-content/uploads/2019/07/FGMH-Work-Session-2-Final.pdf>)

It is my understanding that all sector plan assessments of the site and traffic in the area were performed with only access to Georgia Ave. from this garage. I have asked this question directly to SHA, MCDOT, and planning staff and no one has denied it.

Why is it that the plan for this parking lot cannot go forth as envisioned in the documentation leading up to the sector plan? If it was analyzed as possible then, it should still be possible.

Along the same lines, I'd like to point out the relevant quotes from the sector plan that are contrary to allowing access onto Woodland Rd. for this garage that will allow upwards of 400 cars.

"For the purpose of providing a safe and efficient pick-up and drop-off area that will deter use of Georgia Avenue and Woodland Drive, this sector plan recommends a designated pick-up/drop-off area completely contained on the Forest Glen Medical Center site."

"Maintain existing curb cuts on Georgia Avenue at the present location or farther north from the intersection."

Finally, as we work towards a less car centric world and reach for zero traffic fatalities, there has been a commitment to Vision Zero within Montgomery County. This is stressed multiple times, both in the sector plan and by the planning board. Even this past week, there was a pedestrian struck and killed just blocks away from this site. If we accept the developer's plan, we as a community are deciding that the convenience of a garage entrance on Woodland Drive is more important than avoiding the addition of what will become another dangerous intersection.

"The Planning Board and County Council see this plan as a significant step toward achieving the county's Vision Zero goals in the area and towards reimagining an improved Georgia Avenue Corridor."

From the March 2023 planning board resolution: "One strategy that the Sector Plan recommends is to consolidate driveways to minimize interruptions for pedestrians and bicyclists, as well as to minimize conflicts between cars turning and those walking, biking, and rolling."

In the sector plan, Georgia Ave. is a Major Highway. Woodland is a secondary residential road. Georgia is listed as an unacceptable pedestrian link. Picking one place for a garage entrance is straightforward when assessing which side to allow pedestrian passage. A garage entrance on Woodland Drive should be avoided!

Just north of this site is Tilton Drive, the location at which most children and families will cross Georgia to get to Flora Singer Elementary School. The sector plan recommends a protected crossing at the intersection of Tilton Drive and Georgia Avenue (opposite the Americanna Finnmark property) for good reason. In fact, the technical appendix says "This plan confirms MCDOT's proposed all-way stop configuration at the intersection of Tilton Drive and Woodland Drive to slow traffic."

If the Woodland entrance is granted, pedestrians will need to cross this new garage entrance and loading dock on the way to the Tilton crossing. This includes myself with my 4-year-old, soon to start Kindergarten, as well as all the new families living at the 9801 Georgia Ave apartments choosing to walk to school or to the nearest bus stop.

Vision Zero initiatives include a Complete Streets Design Guide, a Bicycle Master Plan and a Pedestrian Master Plan. While the developer is being forced to meet the complete streets design guidelines, the decision to allow access on Woodland seems completely contrary to the Bicycle Master Plan and the Pedestrian Master Plan. **Woodland drive is a Tier 1 priority Neighborhood greenway according to the sector plan and the 2018 Bicycle Master Plan.** As a biker, I do not see how this road will be comfortable or safe for bikes to share with traffic as designed, with access on Woodland Dr. for a large garage and a loading dock for 390+ housing units.

In March of 2023 the planning board agreed with the community, after 28 in person testimonials and over 400 pages of write in testimony, that a single entrance on Georgia would be preferred. Although this is completely feasible, the developer has not made any inroads in trying to create a design that would be congruent with this request.

In this letter I hope I pointed out just a few reasons that were identified during the sector plan development process for why this proposed garage access onto Woodland Drive is 1) not necessary and 2) contrary to the recommendations and goals of Montgomery Counting plans for the future. Please elect to maintain the preference for a Georgia Avenue entrance only which was reached during the sketch plan meeting in March 2023.

Sincerely,

Pablo Sztein

1816 Sherwood Rd.

From: [H Stein](#)
To: [MCP-Chair](#)
Subject: Development at Georgia and Forest Glen
Date: Wednesday, February 28, 2024 1:25:52 PM

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I am a resident of the Forest Estates community and support the concept of building housing at this intersection, but with some reservations about the current plan.

Specifically:

1. New housing across the street from a Metro station should maximize the number of affordable units, not just the minimum amount as proposed by the developer.
2. New housing across the street from a Metro station should encourage the use of Metro and Metro buses, instead of offering more parking spaces than apartments as proposed by the developer.
3. Improvements must be made concurrently to the infrastructure of the neighborhood to accommodate this project: sidewalks on both sides of the street on all streets that are perpendicular and parallel to this development; traffic mitigation on all surrounding streets so that the intersections allow for the increased traffic; building of the proposed pedestrian tunnel under Georgia Avenue to the Metro station.

With these modifications to the current plans and these additional infrastructure improvements, this housing development can be an asset to the community and to Montgomery County.

Thank you.
Howard Stein

From: [H Stein](#)
To: [MCP-Chair](#)
Subject: Written testimony
Date: Wednesday, February 28, 2024 1:37:45 PM

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

I just sent a statement that I would like to be used for written testimony at the hearing next week:

Howard Stein
1711 Cody Drive
Silver Spring, MD 20902

From: [Tanya Olson](#)
To: [MCP-Chair](#)
Subject: Submitted Testimony. March 7 Meeting. Item 8
Date: Wednesday, February 28, 2024 1:33:45 PM
Attachments: [Written Testimony. March 7 Planning Board.pdf](#)

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

Please find attached below my submitted testimony for Item 8 of the March 7th board meeting.

Tanya Olson
9822 Woodland Drive
Silver Spring 20902

Written Testimony

March 7 Planning Board Meeting

Item 8

9801 Georgia Ave

I am writing to request modifications to the existing preliminary site plan for the building at 9801 Georgia Avenue. While I support housing of some sort to be built to replace the medical center, because the primary entrance must be on Woodland Drive, the number of cars must be reduced. Either the car/unit ration must be made smaller or the offered housing must be smaller, perhaps more townhouse oriented. I support some kind of housing being built upon the site but do not support the number of cars this proposal adds to Woodland Ave.

As a resident of Woodland Avenue, I have closely followed first the sector plan, then the rezoning of the medical center site and finally, the process of approval of this developer's site plan. When the sector plan was approved, Forest Glen neighbors (then represented by the FECA board, of which I was a member) were assured that (a) any housing that would replace the medical center would not be car-centric since it would be built atop the new Metro opening (b) a pull-in kiss and ride would be built on the medical center site for the new Metro opening; the kiss and ride would not simply be a pullover area on Woodland. These were important factors that the board fought for and were part of the reason the board encouraged Forest Estate residents to support the sector plan and the rezoning of the medical center site.

When the first site plans were presented, both of these promises were clearly and blatantly broken. The FECA board is no longer active but the key concerns neighbors have expressed have focused around these two issues. The current site plan will, primarily because of the car/unit ratio and the pull-over kiss and ride, add an unsustainable number of cars to a 6 block residential street that is already unsafe and over used.

As the homeowner at 9822 Woodland Drive, I use Woodland daily to go to and from work. I also see the number and speed of the cars that use Woodland. It is already difficult at best to move between Forest Glen and Woodland in the morning and afternoon. Adding 400+ cars to this situation will make it impossible to move between the two roads. Add to this a pullover kiss and ride on Woodland. It will be impossible to move between Forest Glen and Woodland either way. I am used to sitting on Woodland hoping there might be a small opportunity to turn right on to Forest Glen. Every day it is easily the most rage-inducing, stress-adding part of my commute. I can not imagine what it will be like with an extra 400+ cars added to this already disastrous corner. I appreciate the effort to add a light at Tilton as a way to relieve this challenge but accessing this light will still demand added traffic on Woodland. No matter what

any traffic study says or any developer hopes, adding that large number of cars to Woodland will be detrimental to all Forest Glen residents (the new residents won't like it any more than current residents do) and violates basic principles of the sector plan.

Woodland was marked for traffic calming as part of the sector plan and I appreciate that the site plan says traffic calming measures will be added. However, it is impossible for me to reconcile the words traffic calming and an additional 400+ cars. We do need traffic calming measures on Woodland- everyday I see cars speed and even drag race their way back and forth on Woodland. The 2 days the developers ran their traffic study were also days the neighborhood was having underground work done on either gas or water lines. For those days, as well as many days before and after, giant machinery sat on Woodland- diggers, rollers, and other huge industrial pieces. This both lowered the amount and speed of traffic on Woodland. I am sure it was not a coincidence that those 2 days were the days of the study. Traffic calming is needed and its inclusion in the sector plan was a major reason the FECA board and Forest Glen residents supported the sector plan. To see the term traffic calming distorted in this way is disappointing at best and disingenuous at worst.

I have heard no one in our neighborhood say we should not have housing atop the new Metro opening. The concerns I have heard have been about the amount of cars in proportion to the number of units. It defies logic and violates the long discussed and negotiated sector plan. Reducing the number of units or reducing the number of cars per unit would help this situation but the planning board will still have to work hard to gain traffic calming on Woodland. At this time, I would ask the planning board to require the developer to reduce the number of units and to reduce the unit to car ratio.

Tanya Olson
9822 Woodland Drive
Silver Spring 20902

From: [Kaufman, Connie](#)
To: [MCP-Chair](#)
Cc: [Folden, Matthew](#); martym@jlbpartners.com; gbrock@jlbpartners.com; [Smith, Parker](#); [Girard, Erin E.](#)
Subject: 9801 Georgia Avenue; Site Plan No. 120230160 and Preliminary Plan No. 820230130
Date: Friday, February 23, 2024 4:40:39 PM
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image005.png](#)
[Site and Preliminary Comprehensive Response to Comments 2-23-24..pdf](#)

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

Sent on behalf of Erin E. Girard, Esq.

Regards,
Connie Kaufman

Connie Kaufman

Legal Practice Assistant

11 N. Washington Street | Suite 700 | Rockville, MD 20850-4229
D: +1 301.517.4841 | O: +1 301.762.1600 | F: +1 443.874.1427



[vCard](#) | ckaufman@milesstockbridge.com



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February 23, 2024

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; Site Plan No. 120230160 and Preliminary Plan No. 820230130

Dear Chair Harris 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 Site Plan No. 820230130 (“Site Plan”) and Preliminary Plan No. 120230160 (“Preliminary Plan”)(Site Plan and Preliminary Plan collectively the “Applications”), the purpose of this letter and its attachments is to respond to community correspondence you have received criticizing various materials included in the Applications and imploring the Board to base its decision on the perceptions and opinions of neighbors of the Property instead of on the objective evidence of record. As explained more fully below and in the attached materials, the attacks on the Traffic Study prepared by Lenhart Traffic Consulting, Inc. (“Traffic Study”) and the approved Natural Resources Inventory/ Forest Stand Delineation (“NRI/FSD”) have no valid basis, and the clear preponderance of the evidence supports the proposed entrance on Woodland Drive.

As the Board is aware, the mixed-use project proposed for the Property (“Project”) has generated a significant amount of community involvement and galvanized a contingent of homeowners to engage in organized opposition to the Project. This opposition has resulted, in part, in the ongoing appeal of the Project’s Sketch Plan approval, which you saw on remand to decide questions of signage sufficiency in December. The participation of this contingent at the Sketch Plan hearing also resulted in the Planning Board’s inclusion of Condition No 14 of that approval, requiring an operational traffic study at the time of Preliminary Plan to assess whether an access point on Woodland Drive was necessary for safe and adequate circulation to and around the site. Pursuant to this condition, the Preliminary Plan application included the Traffic Study prepared by Lenhart Traffic Consulting, a reputable traffic engineering and transportation planning firm.¹ Over a period of months, the Traffic Study was thoroughly reviewed and commented on by your Transportation Planning Staff, the Montgomery County Department of Transportation (“MCDOT) and the

¹ See Resume of Nick Driban attached.

Maryland State Highway Administration (“SHA”). The input from these agencies resulted in numerous modifications to the study and resubmissions² that included additional data and analysis.

The Traffic Study ultimately evaluated three different scenarios: 1) access from both Georgia Avenue and Woodland Drive, 2) sole access from Georgia Avenue, and 3) access from both Georgia Avenue and Woodland Drive, with the inclusion of a new traffic signal at the intersection of Georgia Avenue and Tilton Drive/ Bonnywood Lane to the north of the Property. Lenhart Consulting’s conclusion was that the third scenario was the safest and most appropriate. After all comments were addressed and additional analysis completed, the relevant agencies concurred with this conclusion. MCDOT “recommend[ed] Scenario 3, considering safe traffic operations of the subject site as well as the neighborhood” (MCDOT Letter of February 5, 2024), SHA’s Travel Forecasting and Analysis Division concluded, “Based on the queue results provided in the report it appears that access Scenario 2 (access to only NB 97) has severe impacts to traffic flow on northbound 97 south of Tilton Drive due to U-turns and weaving, making this option less desirable than Scenario 3. We support Scenario 3, instead, with the two access points + the signal at Tilton Drive”), SHA’s Traffic Development and Support Division “concur[red] with scenario 3, signaling the intersection of MD 97 & Bonnywood Ln./ Tilton Dr. intersection based on the diversion assumptions” and SHA’s District 3 “recommend[ed] that site access should be provided primarily via Woodland Drive. To the greatest extent possible, traffic egress should be redirected towards the rear of the site onto Woodland Drive.” (SHA Letter of December 26, 2023, amended January 3 and 29, 2024)

Despite the concurrence of these experts that the Woodland Drive access was necessary, the opposition hired its own consultant and conducted its own “experiment” to attempt to discredit the Traffic Study. While the qualifications of the consultant, Endesco, Inc., to conduct such an analysis are unclear, as described more fully in the attached Memorandum from Lenhart Consulting responding to the Endesco Memorandum, it is clear that Endesco’s arguments demonstrate an obvious lack of familiarity with the County’s LATR Guidelines and requirements. As detailed in the attached memorandum, Endesco’s criticisms of the Traffic Study are unfounded, and, in some instances, based on incorrect information and assumptions. As such, the conclusions of the Traffic Study, endorsed by MCDOT, SHA and Planning Staff, is the only probative evidence of record on the access issue, and clearly supports the Woodland Drive access point.

Additionally, the more general assertions made by the community regarding its perception of how an access point on Woodland Drive will impact the adjacent area have no foundational support and, as such, cannot be relied on by this Board. 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

² While the opposition attempts to discredit the Traffic Study simply because JLB financed it, its preparation by well-respected experts, and its review by three independent agencies, all of whom have their own expertise, ensured a rationale and objective analysis.

lacking in probative value.” *Anderson v. Sawyer*, 23 Md. App. 612, 617-618 (1974). Moreover, the repeated demands by Forest Grove Citizens Association and Voices of Forest Estates that the Woodland Drive entrance be denied because of the number of people signing a petition requesting it and/ or the percentage of correspondence on the Project in opposition³, invite this Board to run afoul of established caselaw that such decisions cannot be made by plebiscite. *See Benner v. Tribbitt*, 190 Md. 6, 20 (1948)(“[I]n restricting individual rights by exercise of the police power neither a municipal corporation nor the state legislature itself can deprive an individual of property rights by a plebiscite of neighbors or for their benefit. Such action is arbitrary and unlawful....”).

Finally, in response to the August 31, 2023 email to Planning Staff from Friends of Sligo Creek, attached please find a responsive letter dated January 12, 2024 from Watershed Environmental, LLC. As noted in this memo, Watershed Environmental’s assessment of the Friends of Sligo Creek’s assertions included an on-site visit with Amy Lindsay of your Staff. As explained more fully in the letter, the various criticisms of the approved NRI/FSD for the Project are unsupported and/ or not in accordance with the relevant regulations and, thus, are unpersuasive in undermining the validity of the approved NRI/ FSD.

Thank you for your attention to this information. We will be present at the March 7th public hearing to answer any questions you may have.

Very truly yours,

MILES & STOCKBRIDGE P.C.

A handwritten signature in black ink that reads 'Erin E. Girard'.

Erin E. Girard

Encl.

cc: Matthew Folden
Parker Smith
Graham Brock
Martin Mankowski

³ These groups also assert that their concerns are being “ignored,” when the reality is that they are being listened to but disagreed with: an important distinction.

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:

Date: February 23, 2024

TO: Montgomery County Planning Department
2425 Reddie Drive
Wheaton, MD 20902

FROM: Nick Driban, PE, PTOE

RE: 9801 Georgia Avenue Traffic Study Supplement

This memorandum presents a response to the memorandum provided by Endesco, Inc. (Endesco), dated February 5, 2024, regarding the traffic studies completed for the 9801 Georgia Avenue project. Endesco reviewed the Local Area Transportation Review and Operational Analysis prepared by Lenhart Traffic Consulting, dated July 14, 2023, as well as the subsequent revision dated October 20, 2023, and offered their opinions on the study. Unfortunately, as demonstrated below, Endesco's review of the study appears to have been conducted either without any knowledge of, or without any consideration for, Montgomery County's Local Area Transportation Review (LATR) Guidelines, which provide a meticulous methodology by which transportation studies within the county must be conducted. Stated plainly, the opinions expressed in Endesco's memorandum are baseless, and are simply not supported by relevant Montgomery County and MDOT SHA guidelines pertaining to the methodologies and requirements for traffic studies of this type.

The document below presents a point-by-point rebuttal to the numerous incorrect, unsupported, and/or baseless claims outlined in Endesco's letter. However, prior to specific rebuttal points, the following key points must be noted with respect to the study completed by Lenhart Traffic Consulting:

1. The traffic study was independently reviewed and approved by transportation experts from 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). The study was revised and improved through multiple rounds of coordination with- and feedback from each of the three agencies, which was incorporated into the final version of the study, dated November 6, 2023. Ultimately, the study was found by all three agencies to be complete and accurate based on the requirements outlined in the detailed guidelines for such study – Montgomery County's Local Area Transportation Review (LATR) Guidelines and MDOT SHA's Access Manual.
2. The subject property is located within a Red Transportation Policy Area, as designated by Montgomery County. Per the LATR Guidelines, an adequacy evaluation of vehicular traffic is not required in Red Policy areas. In this case, vehicular analyses were included in the traffic study only for the purpose of evaluating the need for vehicular access along Woodland Drive, as required by Condition 14 of the project's Sketch Plan approval.
3. All reviewing agencies, including M-NCPPC, MCDOT, and MDOT SHA, have made findings concurring with the need for vehicular access along Woodland Drive.

The remainder of this memorandum provides a review of specific points raised by Endesco and responses to these points.

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Response to Section Entitled: ‘Existing Conditions’

This section can be summarized as follows, with our *italicized* notes/responses following each item:

- The traffic data used in the analyses was collected on Wednesday May 31, 2023. Memorial Day was on May 29, 2023. Traffic volumes are typically much lighter than normal during this holiday.
 - *The traffic data used in the study conforms to each of the requirements detailed in the LATR Guidelines and the MDOT SHA Access Manual, which outline in great detail when traffic data can and cannot be collected, including specific language documenting data collection restrictions surrounding holidays:*
 - *The LATR Guidelines state that “turning movement counts are acceptable when they are less than one year old at the time a transportation study is submitted.” The Guidelines further specify that “traffic counts should not be conducted according to the following:*
 - *On a Monday or Friday;*
 - *During summer months or when public schools are not in session;*
 - ***On federal, state, or county holidays; [emphasis added]***
 - ***On the day before or after federal holidays; [emphasis added]***
 - *During the last two weeks of December and first week of January or when a major incident or event results in significantly different traffic volumes and patterns;*
 - *When weather or other conditions have disrupted normal daily traffic; and*
 - *When federal, state or county government employees have mandated telework due to weather conditions or other circumstances.”*
 - *The MDOT SHA Access Permit Manual provides the following guidance on existing traffic data collection:*
 - *Traffic counts are to be performed at each intersection to be analyzed, if current turning movement counts are not available. The most recent traffic volume counts, whether by SHA, consultant or local jurisdiction, may be used for the study.*
 - *Counts should, as a rule, not be more than 1 year old from when the report is prepared. Counts between 1 and 3 years old may be used if factored to the current year. Counts older than 3 years will not be accepted.*
 - *Peak hour counts are acceptable at intersections, generally 7-9 AM and 4-6 PM.*
 - ***Counts are not to be taken on State or Federal holidays. [emphasis added]***
 - *The presence of schools in the area must be considered when determining the date of counts.*
 - *No data was provided to support the claim that traffic volumes have been growing at a rate of one-half to one percent every year. It is unclear where this assertion originates.*
 - *Historical peak hour traffic data from MDOT SHA at the intersection of MD 97 & Forest Glen Road was reviewed. As noted by Endesco, the morning/evening peak hour traffic volumes in March 2022 were 5,430 and 5,575, respectively. In September 2019, peak hour traffic volumes were 5,520 and 5,832, respectively. In October 2015, peak hour traffic volumes were 5,856 and 6,027, respectively. This data shows that traffic volumes at the intersection have been decreasing, rather than increasing as claimed by Endesco.*
- Traffic volumes on Georgia Avenue and Forest Glen Road have been growing at a rate of one-half to one percent every year. The traffic study volumes from 2023 are about 3 to 6 percent less than the SHA traffic volumes from 2022, leading to better level of service results.

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- *As outlined above, the traffic data used in the Lenhart traffic study was obtained on a valid date per the LATR and MDOT SHA guidelines.*
- *MDOT SHA's March 2022 traffic data, cited in the Endesco memo, shows that the intersection operates with Level of Service (LOS) 'C' during both morning and evening peak hours. The traffic-volume data used in the Lenhart Traffic study also results in LOS 'C' for the existing conditions, thus indicating that the identified differences in traffic volumes have no impact on the results or finding of the study.*
- The existing traffic data omits the traffic entering and exiting the existing site driveway on Georgia Avenue.
 - *The intersections included in the traffic study were determined through a thorough scoping process with M-NCPPC, MCDOT, and MDOT SHA Staff. The driveway in question is being relocated to the north as part of the redevelopment of the site. The existing traffic associated with the site was determined correctly, in accordance with the LATR Guidelines, as outlined in detail in the 'Site Trip Generation' section, below.*

Response to Section Entitled: 'Site Trip Generation'

This section can be summarized as follows, with our *italicized* notes/responses following each item:

- The ITE Trip Generation Manual was utilized to determine the existing traffic to and from the site. The trip generation table, shown on Exhibit B5 of the Lenhart traffic study, shows a net increase in vehicle trips of 78 during the morning peak and 63 during the evening peak.
 - *The trip generation for the site was conducted using the ITE Trip Generation Manual, 11th Edition, and modified using the relevant Vehicle Trip Adjustment Factors and Mode Split Assumptions provided in the LATR Guidelines. The trip generation table was independently reviewed and approved during the scoping process by M-NCPPC, MCDOT, and MDOT SHA Staff, and further reviewed and approved during their reviews of the completed study.*
- The site is currently open and generating traffic. It is industry practice and recommended to use actual traffic generation rather than using theoretical estimates using ITE or some other source.
 - *This claim is explicitly contradicted by the LATR Guidelines, which specify in Section III.B.6 that "the net peak hour person trips for the transportation study are calculated by subtracting the peak hour person trips generated by the existing use from the peak hour person trips generated by the proposed use, **using the current LATR trip generation methodology** [emphasis added], provided that the proposed use will be replacing an existing land use that has been occupied for more than 12 years." As the LATR trip generation methodology states that "The LATR process utilizes the most recently published vehicle trip generation rates in the Institute of Transportation Engineers (ITE) Trip Generation Manual," the methodology applied within the study is correct.*
 - *As stated above, the trip generation in this study was thoroughly reviewed and approved by all agencies prior to the completion of the traffic study.*
- The Adequacy Requirements and Study Area for Pedestrian Adequacy should be a 900-foot area walkshed rather than the 750-foot area walkshed used in the study.
 - *The statement that the study should have utilized a 900-foot area walkshed is based on incorrect assumptions regarding the methodology for calculating net peak hour person trips, as outlined above. As shown above, the trip generation for the redevelopment in the Lenhart Traffic Study is based on correct application of the methodology outlined in the*

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County's LATR Guidelines. The study areas for each of the adequacy evaluations were thoroughly reviewed and approved by M-NCPPC, MCDOT, and MDOT SHA during the scoping process for this project.

Response to Section Entitled: 'Site Trip Assignment'

This section can be summarized as follows, with our *italicized* notes/responses following each item:

- The site trip assignment seems to have been arbitrarily assigned without consideration of travel times or travel distances.
 - *As with the trip generation methodology discussed above, the County's LATR Guidelines present very-clear, specific guidelines for site trip assignment, which the Lenhart Traffic Study complies with. Specifically, Appendix 2 of the LATR Guidelines, Trip Distribution and Traffic Assignment Guidelines, details the methodology to determine trip distribution and assignment for residential and office land uses. The trip assignment percentages used in the traffic study were determined using the guidance in Appendix 2, and were reviewed and approved during the scoping process. Reviews and approvals of the completed traffic study by the three agencies confirm the appropriateness of the site trip assignment used in the traffic study.*
- Exhibit B7a: shows traffic volume coming from the west on Forest Glen Road and going straight through to Woodland Drive, turning left at Woodland Drive and then into the site. It would be shorter and easier to make a left at Georgia Avenue and enter the site from Georgia Avenue.
 - *The trip distribution, as presented, provides a conservative analysis of the operation of the proposed access on Woodland Drive and, importantly, a conservative evaluation of operations at the intersection of Forest Glen Road & Woodland Drive, since this intersection is of particular concern to the community.*
- Exhibit B11b: shows vehicles turning left from the site on to Woodland Drive going North, turning left on Tilton Drive and then turning left on Georgia Avenue to go south. It would be easier to make a right turn on Georgia Avenue and make a u-turn on Tilton Drive to go south on Georgia Avenue
 - *Exhibit B11b shows the trip assignment for Scenario 3, which assumes the intersection of MD 97 & Tilton Drive is signalized. With the proposed traffic signal at MD 97 & Tilton Drive, site traffic destined south along MD 97 is expected to balance between traveling south from the site to use Forest Glen Road and traveling north from the site to use Tilton Drive to access MD 97. The trip distribution shown on this exhibit represents a nearly balanced network based on the intersection and approach delays calculated in the Highway Capacity Manual (HCM) analyses.*

Response to Section Entitled: 'Traffic Diversion on to Residential Streets to Avoid Congestion on Forest Glen Road'

This section can be summarized as follows, with our *italicized* notes/responses following each item:

- The proposed scenarios with access off Woodland Drive would result in site traffic using Sherwood Road or Myrtle Road for access to and from Forest Glen Road from the east.
 - *Based on the agency-approved trip distribution and assignments for Scenario 3, the recommended scenario, only 10% of site trips are expected to/from the direction in question, which is to/from the east along Forest Glen Road. This equates to a very low*

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volume of trips, fewer than 10 inbound and 10 outbound trips during each of the peak hours that are even traveling in this direction to/from the site. With respect to whether any of these vehicles would be likely to utilize neighborhood streets to cut-through:

- *Queues along Forest Glen Road do not directly impede outbound trips from the site to the east, only the inbound trips to the site from the east. There are 4 inbound vehicles from the east during the morning peak hour and 9 during the evening peak hour. The results of the queuing analyses contained in the traffic study show that queues along westbound Forest Glen Road do not extend beyond Woodland Drive during the evening peak hour, so the 9 inbound trips during the evening peak would have no reason to utilize the neighborhood to access the site. If every inbound morning peak hour trip chose to avoid congestion along Forest Glen Road, this results in the potential that up to 4 total vehicles might utilize the urban street grid.*

Response to Section Entitled: ‘Level of Service/Delay Analysis’

This section can be summarized as follows, with our *italicized* notes/responses following each item:

- The Forest Grove Citizens Association conducted an experiment on Woodland Drive during the morning peak hour. The experiment consisted of 10 drivers queuing on Woodland Drive to turn right onto Forest Glen Road (one additional vehicle entered the queue that was not intentionally part of the study). The results of the experiment show that it took 11 minutes and 1 second for 11 vehicles to access Forest Glen Road. This experiment would be similar to Scenario 1 and Scenario 3.
 - *The Forest Grove Citizens Association created an unrealistic traffic situation to conduct an experiment.*
 - *The existing peak hour traffic data shows that only 47 vehicles use the southbound Woodland Drive approach during the morning peak hour (27 right-turns, 1 through, and 19 left-turns). On average, this means one car approaches Forest Glen Road from Woodland Drive every 76 seconds during the peak hour, as opposed to 11 vehicles arriving simultaneously, at the exact-same moment.*
 - *The Citizens Association acknowledges as much in their video of the experiment, stating that there are typically only 1-2 vehicles queued. This matches the average queue results observed in the field as well as the traffic simulation results.*
 - *No data is presented to support the claim that the results of the Community Association’s traffic experiment would be similar to Scenarios 1 or 3. Scenario 3, the recommended scenario, is discussed below.*
 - *With the signalization of MD 97 & Tilton Drive, site traffic is expected to balance between using Tilton Drive and Forest Glen Road to access MD 97. The projected volume for the southbound approach along Woodland Drive at Forest Glen Road totals 70 vehicles during the morning peak hour (42 right-turns, 1 through, and 27 left-turns). This is an increase of only 23 vehicles from existing conditions, the majority of which are turning right.*
 - *The signal at MD 97 & Tilton Drive will result in existing neighborhood traffic diverting from Forest Glen Road to Tilton Drive to access MD 97. This diversion will result in fewer vehicles along westbound Forest Glen Road, thus increasing the quantity of gaps in traffic. Additionally, MDOT SHA has a pending improvement at the MD 97 & Forest Glen intersection, which will add capacity*

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to the intersection, thereby further reducing the impact of queues from the signal along Forest Glen Road & Woodland Drive.

- *The traffic operations results from the Lenhart Traffic Study, including delay and queuing, at the intersection of Forest Glen Road & Woodland Drive do not indicate a significant increase in delay or queuing with the addition of site traffic.*
- The level of service at the intersection of Forest Glen Road and Woodland Drive is shown as LOS A for all three scenarios. The southbound approach of Woodland Drive varied from 33.4 seconds per vehicle (LOS D) for existing conditions to 33.1 seconds for Scenario 3. The queue lengths from the SimTraffic model for the southbound Woodland Drive at Forest Glen Road varied from 90 feet under existing conditions to 183 feet for Scenario 3. The modeling results are significantly better than real world conditions, particularly the delays on southbound Woodland Drive and westbound Forest Glen Road.
 - *The level of service at the intersection of Forest Glen Road and Woodland Drive is shown as LOS “A” based on the overall intersection delay. This is typical for unsignalized intersections with uncontrolled mainlines and stop-controlled minor street movements with significantly less volume than the mainline. The analysis was conducted in compliance with LATR Guidelines.*
 - *The modeling results are not significantly better than real world conditions.*
 - *Regarding southbound Woodland Drive:*
 - *As noted above, the results of the Community Association experiment are not realistic to the actual real-world delay as the experiment is based on an unrealistic, manufactured situation. The results of the experiment do not represent typical delay because in reality most vehicles arriving at Forest Glen Road will not have a queue in front of them (or there will be only 1-2 vehicles, as acknowledged by the citizens themselves).*
 - *The results of the queuing analysis in the study show that the average southbound Woodland Drive queue is 37 feet (a vehicle is typically assumed to occupy 25 feet for the purposes of queuing analysis, so this represents an average queue of 1.5 vehicles). This is consistent with the statement made by the Community Association that there are typically only 1 to 2 vehicles queued.*
- The traffic flow on Forest Glen Road Westbound is constrained by the traffic signal at Georgia Avenue/Forest Glen Road. The synchro 11 report for AM existing conditions show a queue of 0 vehicles going WB with 0 delay. Traffic backs up from Georgia Avenue through Woodland Drive and beyond. Lenhart’s modeling assumes free flow on Forest Glen resulting in 0 queues and 0 delay.
 - *The westbound queue is not shown as 0 vehicles as Endesco states, nor is the delay shown as 0. The queue results are based on SimTraffic simulation analyses and are presented on Exhibits B18a and B18b, with outputs from the SimTraffic model included in Appendix D. These exhibits clearly show that the 95th-percentile westbound queue in question extends beyond Woodland Drive during the morning peak hour, consistent with Endesco’s observations. It should be noted that field observations, consistent with traffic-modeled conditions as well as the community’s experiment, indicate that vehicles are still able to exit Woodland Drive.*

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- The Woodland Drive access will be used for all heavy vehicle deliveries and access. The operational analysis has not factored in the additional truck traffic that will be using Woodland Drive.
 - *The HCM and SimTraffic simulation analyses were conducted using the typical heavy vehicle percentage assumption of 2% of all vehicles. The models were reviewed by MDOT SHA and found to be acceptable.*
 - *ITE does not provide detailed truck trip generation rates for multifamily land uses, but it is assumed that less than 2% of trips are heavy vehicles, especially during the peak periods since most deliveries and loading activities occur off-peak.*
 - *ITE does provide truck trip generation rates for the Shopping Center land use, a use that can be used to approximate truck trip generation for the proposed retail use on the site.*
 - *Morning peak hour:*
 - *Overall Trip Generation Rate: 0.84 x ksf*
 - *Truck Trip Generation Rate: 0.01 x ksf*
 - *Truck Percentage: 1.2% [= 0.01/0.84]*
 - *Evening peak hour:*
 - *Overall Trip Generation Rate: 3.40 x ksf*
 - *Truck Trip Generation Rate: 0.01 x ksf*
 - *Truck Percentage: max. of 0.3% [= 0.01/3.40]*
 - *Based on the above, the 2% heavy vehicle percentage used in the HCM and queuing analyses actually provides a conservative analysis and accounts for more trucks than will typically be using Woodland Drive during the peak hours.*

Response to Section Entitled: ‘Forest Glen Sector Plan’

This section can be summarized as follows, with our *italicized* notes/responses following each item:

- The creation of a new driveway on Woodland Drive is contrary to the Vision Zero strategy as it creates additional conflict points.
 - *Provision of a driveway onto Woodland Drive is entirely aligned with Vision Zero principles. Montgomery County’s Vision Zero 2030 Action Plan references the Federal Highway Administration’s (FHWA) Corridor Access Management Proven Safety Countermeasures, with includes FHWA’s Access Management in the Vicinity of Intersections. According to FHWA’s Access Management in the Vicinity of Intersections: “To the extent possible, it is best to manage driveways so that access is provided to and from the roadway with the lower functional classification as these roadways typically have lower traffic volume and speeds. This helps to reduce the frequency of conflicts, which minimizes both the opportunity for crashes and the severity of those crashes, should they occur”.*
 - *The recommendation to allow access along Woodland Drive is supported by M-NCPPC, MCDOT, and MDOT SHA. These agencies have issued concurrence with the findings of the traffic study that access along Woodland Drive should be permitted as it allows for the safest access to the site.*

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Response to Section Entitled: ‘*Traffic Calming*’

This section can be summarized as follows, with our *italicized* notes/responses following each item:

- The applicant proposes to narrow Woodland Drive near the site entrance to create traffic calming. Narrowing of the roadway width would create turning issues for trucks entering and exiting the site.
 - *This assertion is entirely lacking in support. Truck turning movements are reviewed by County staff as part of the site plan review. Truck access to and from the site can be accommodated.*

Response to Section Entitled: ‘*Conclusions*’

This section can be summarized as follows, with our *italicized* notes/responses following each item:

- While the majority of this section restates the discussion points previously detailed in Endesco’s report, there is one recommendation made by Endesco in the final paragraph that is unique to this section. Endesco recommends a fourth scenario be analyzed which consists of access only on MD 97 and the signalization of MD 97 & Tilton Drive.
 - *M-NCPPC, MCDOT, and MDOT SHA Staff have issued concurrence that access along Woodland Drive should be provided. It should be noted that during the course of their reviews of the traffic study, the agencies requested numerous modifications to the study, including the addition of one scenario, as well as the addition of one interim scenario, however none of the agencies saw fit to include the scenario put forth by Endesco. The study was thoroughly reviewed and all angles were considered by the agencies prior to each agency making their individual finding and recommendation in favor of Scenario 3 (Accesses to MD 97 and to Woodland, with a traffic signal at the Tilton intersection).*
 - *In their review, MDOT SHA made the following findings with respect to the site’s access:*
 - *MDOT SHA specifically stated that “to the greatest extent possible, traffic egress should be directed towards the rear of the site onto Woodland Drive.”*
 - *Further, MDOT SHA has stated that u-turns at MD 97 & Tilton Drive should be permanently restricted to discourage site traffic from weaving across the northbound lanes to u-turn at the signalized intersection of MD 97 & Tilton Drive.*
 - *Consistent with the findings of the reviewing agencies, as outlined on Page 76 of the Lenhart Traffic Study, best practices from all levels – local, state, and federal – direct that access should be provided along the lower-classification street, which in this case is Woodland Drive.*

Based on the discussion contained in this memorandum, the document provided by Endesco, Inc. does not present any new information that would nullify previous assertions made as part of the Lenhart Traffic Study pertaining to traffic operations and safety in and around the site. As such, the findings and recommendations contained in the Lenhart Traffic study(ies) remain valid.

C. NICK DRIBAN, P.E., PTOE

SENIOR TRAFFIC ENGINEER

Mr. Driban has 17 years of experience in traffic engineering for various transportation planning, traffic modeling and simulation, traffic operations and safety analysis, traffic impact study, and data collection projects. Throughout his career, Mr. Driban has performed these services on projects within Montgomery County, as well as for clients throughout Maryland and around the Country. Mr. Driban has served as an active member on both the 2020- and 2024 Transportation Advisory Groups engaged with County staff to assist in their quadrennial update to the Growth and Infrastructure Policy, which governs transportation adequacy studies. In addition, Mr. Driban has provided expert witness testimony on traffic and transportation issues in Montgomery County before the Planning Board, Zoning Hearing Examiner, and Board of Appeals, as well as for numerous other jurisdictions throughout Maryland. His relevant experience includes:

SHA Access Management Division - Traffic Engineer

As an employee of the Maryland State Highway Administration's (SHA) Access Management Division, Mr. Driban was responsible for reviewing Traffic Impact Studies (TIS) and development plans throughout the State to determine compliance with the Maryland State Highway Access Manual. In this role Mr. Driban coordinated closely with local agency staff. Mr. Driban's primary responsibility was to review all Traffic Impact Studies to confirm that appropriate assumptions were used and provide guidance on required mitigation. Mr. Driban served as the primary point of contact in coordinating TIS reviews throughout SHA, and was responsible for providing comments to and coordinating with developers' engineers. Mr. Driban was also responsible for reviewing plans for new developments to provide recommendations related to access management.

SHA Districts 3, 4, 5, and 7 Traffic Engineering Services - Project Engineer

Mr. Driban has worked on hundreds of tasks to provide traffic engineering services for SHA on an as-needed basis throughout the state of Maryland, including within Baltimore County. He has prepared traffic operations and safety studies, including numerous traffic impact studies for rural, small-town, and urban areas throughout Maryland. Mr. Driban's assignments have included traffic impact studies, crash analysis and safety studies, pedestrian and bicycle facility evaluations, traffic signal warrant studies, access management evaluations, and signal timing and phasing analyses.

Montgomery County DOT Traffic Engineering and Operations Consulting Services - Task Manager

Mr. Driban managed traffic engineering tasks as part of back-to-back on-call contracts, including analyzing and recommending alternatives to improve pedestrian, bicycle, transit and vehicular operations and safety throughout Montgomery County, MD. Mr. Driban was responsible for overseeing traffic volume data collection, highway capacity analyses using an array of traffic software packages, conducting and reviewing traffic impact studies, corridor studies, safety studies, alternatives development, and/or conceptual design on nearly 50 tasks.

FIRM

Lenhart Traffic Consulting

YEARS OF EXPERIENCE

17

EDUCATION

BS, Civil Engineering

REGISTRATIONS

Professional Engineer:
Maryland (#40793)

Professional Traffic Operations Engineer (PTOE);
Institute of Transportation Engineers (#3442)

SPECIFIC SKILLS

- ✓ Traffic Impact/LATR Studies
- ✓ Transportation Safety Studies
- ✓ Traffic Modeling & Simulation Software
- ✓ Bicycle & Pedestrian Facility Design
- ✓ Parking Evaluations
- ✓ Traffic Signal Warrant Analyses
- ✓ ITE Trip Generation Studies
- ✓ Access Permit Coordination
- ✓ Roadway Safety Audits
- ✓ Alternatives Analysis
- ✓ Traffic Signal Timing and Coordination
- ✓ Intersection Safety/Capacity Improvements



WATERSHED ENVIRONMENTAL, LLC
Natural Resource Consulting • Wetlands • Forests • Streams

January 12, 2024

Mr. Martin T. Mankowski
Pre-Development Manager
JLB Partners LP
8120 Woodmont Avenue
Suite 850
Bethesda, Maryland 20814

RE: Forest Glen Medical Center Response

Dear Mr. Mankowski:

Per your request, we are writing responses to comments made by members of the Friends of Sligo Creek regarding the approved NRI/FSD and proposed FCP for the above referenced project. Watershed performed a field visit concurrently with Ms. Amy Lindsey, the staff reviewer, on January 4, 2024 at the project site. We reviewed the below comments and other concerns from the Friends of Sligo Creek. The below responses to those comments were verified to be accurate in the field with Ms. Lindsey. Two minor changes will be made to the significant/specimen tree table. Significant tree ST-1 will be changed from *Ulmus rubra* to *Ulmus spp.* The note referring to the presence of Poison Ivy vines will be removed from specimen tree ST-7.

Below are the comments from the Friends of Sligo Creek and Watershed's responses are provided in italics.

Comments and responses:

We noticed several mistakes in the developer's plan (to cut down the entire 58,000 sq. ft. woodland of about 60 trees) and request for a variance (to remove, in particular, 18 of the the significant trees of at least 24" DBH). The errors listed below cast doubt on the veracity of their plan. Regarding the "Significant & Tree Table," in particular:

Please note that the approved NRI/FSD shows 0.43 acres of area that meets the technical definition of forest, not the above referenced 1.33 acres of woodland.

It incorrectly states that the 33" DBH Tulip-tree (#7) has "many P. Ivy vines" when it actually has none at all. (See photos attached.) Poison Ivy vines would not be a concern, anyway, since they are (a) native, (b) do not threaten tree health, and (c) constitute an important food source for birds.

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The assessment of the presence of Poison Ivy vines was made during the initial field work in February 2022. The January 4, 2024, field visit found that there are no poison ivy vines currently present on tree ST-7. At the time the NRI/FSD was conducted, the tree was assessed to be in good condition, the presence or absence of poison ivy vines was not a factor in the assessment of the condition of the tree. The note indicating the presence of Poison Ivy vines on tree ST-7 will be removed from the Significant/Specimen Tree table on the FCP.

It lists only Poison Ivy among the vines on the trees, making no mention of the most rampant vine in this woodland: Winter Creeper (*Euonymus fortunei*). This non-native invasive species is the major threat to the trees and should be cut, but the developer's failure to correctly ID the vine is worrisome.

*The above comment is inaccurate. It is clearly stated in the second to last sentence of the forest stand description: "Non-native invasive vines climb the majority of trees within the forest stand as well as significant and specimen trees on the northern portion of the property and were identified as English Ivy (*Hetera helix*) and Climbing Euonymus (*Euonymus fortunei*)."*

It omits a very large Black Walnut tree which, even if the DBH is slightly less than 24", nevertheless towers over the woodland (See photos attached.) Needless to say, walnuts are a valuable food source for wildlife.

The forest technical manual does not require the individual identification, assessment, or tagging of trees less than 24" DBH within a forest stand. The walnut does not meet the criteria for a significant tree.

It makes no mention of the Japanese Pagoda Trees (*Styphnolobium japonicum*), which constitute about a third of the trees on the site. They seem to have been misidentified as Black Locust (which makes up another third of the trees, along with Box Elder). The reason may be that none of the Pagoda Trees reach 24" DBH.

During the January 4, 2024, field visit with Ms. Amy Lindsey, no Japanese Pagoda trees that were 24" DBH or greater that were found, nor was a predominance of Pagoda Trees observed within the forest stand on the project area as noted in the above comment. The presence of Japanese Pagoda would not change the acreage of forest on the project site and would likely reduce the forest stand priority for retention. The Japanese Pagoda, a non-native species, would likely reduce the quality and habitat value of the forest stand.

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It justifies removal of four significant trees by virtue of being "mostly dead", failing to recognize the value of dying trees and dead snags for wildlife, such as nesting woodpeckers and other cavity nesting birds and mammals.

The Natural Resource Inventory/Forest Stand Delineation is a document of fact noting existing site conditions. Standing dead trees factor positively into the forest structure analysis. However, the health of trees are a serious consideration in their removal as it relates to forest conservation planning for any project.

This NRI/FSD was conducted and prepared in accordance with the Montgomery County Trees Technical Manual and the State of Maryland Forest Conservation Technical Manual and was approved on April 24, 2023.

Should you have any questions, please feel free to contact me at 410-459-9522 or sean@wtshed.com.

Sincerely,

A handwritten signature in blue ink that reads "Sean McDonough". The signature is fluid and cursive, with the first name "Sean" and last name "McDonough" clearly legible.

Sean McDonough
Environmental Scientist

From: [Rigel W-H](#)
To: [Smith, Parker](#); [MCP-Chair](#)
Cc: [councilmember.Fani-Gonzalez@montgomerycountymd.gov](#);
[councilmember.Albornoz@montgomerycountymd.gov](#); [councilmember.glass@montgomerycountymd.gov](#);
[Councilmember.Sayles@montgomerycountymd.gov](#); [councilmember.Jawando@montgomerycountymd.gov](#)
Subject: In support of the 9801 Georgia Avenue development
Date: Thursday, February 29, 2024 9:38:47 AM

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

Good morning, I wanted to write a letter in **support** of the development at the intersection of Georgia Avenue and Forest Glen road. I grew up in the Woodside neighborhood, and have now moved to Forest Glen. Currently, the large lot that 9801 Ga sits on is a giant parking lot, along with a rather antiquated building. My partner walks up the hill on Forest Glen Rd. every weekday to use the metroline to get to work. She has to cross Georgia Avenue which can be scary at times with the unpredictable roadways, and the intersection being so frequented. I'd like to see a tunnel connecting under Georgia Ave, along with a apartment/condo development on the corner instead. The reason is because we are such a pro-public transportation area, but we still reserve large swaths of land for parking spaces. Why not use the areas surrounding metro stations to have apartments, and points of commerce to benefit the communities around them? I'd also like the same for Glenmont but that's an entire beast in and of itself.

I'm also a biker, and I navigate Georgia Avenue every single day to get to work as a Middle School teacher. If there was a way to not interact with Georgia Avenue then I'd be all the safer for it as a taxpayer and a human being. I've gotten swiped by cars negligent on turning right onto Forest Glen Road from Georgia.

I hope this email helps you make your decision. Progress is important in our suburban area, and I'd like to see more of the area surrounding Metro be utilized as housing that helps benefit our community, instead of vacant parking lots.

Thanks,
Rigel J. Wolf-Hubbard

From: [Suzanna Wight Kelley](mailto:Suzanna.Wight.Kelley@montgomeryplanning.org)
To: parker.smith@montgomeryplanning.org; [MCP-Chair](#); [Harris, Artie](#); [Pedoeem, Mitra](#); [Linden, Josh](#); [Hedrick, James](#); [Bartley, Shawn](#); Marc.Elrich@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov; Councilmember.Fani-Gonzalez@montgomerycountymd.gov; Councilmember.Albornoz@montgomerycountymd.gov; Councilmember.Balcombe@montgomerycountymd.gov; Councilmember.Friedson@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: Monday, February 26, 2024 10:51:13 AM

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

Re: Preliminary Plan No. 120130160 and Site Plan No. 820230130

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 Georgia 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. More green space and a more pedestrian friendly approach to the sidewalk will allow people who are using public transportation feel safe using that sidewalk.
2. **Transit Oriented Development** - With an exorbitant number of 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 more cars on Georgia 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 is the smallest possible retail allowed and does not address the community's need for walkable local business. Now, there is talk of redeveloping the metro station which again, I fully support. Let's see the kind of development like has been done at Ft Totten and Rhode Island Ave where local coffee shops, stores and businesses can thrive because people from the community and the hospital want to shop there. They won't want to if they think they will be run over by a car because the sidewalk is directly adjacent to a 8- lane road.

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: [Sanders, Carrie](#)
To: moreaus@gmail.com
Cc: [MCP-Chair](#); [Kronenberg, Robert](#); [Meredith.Wellington](#); [Sorrento, Christina](#); [Folden, Matthew](#); [Smith, Parker](#)
Subject: Development Review Process Workgroup Testimony
Date: Tuesday, February 27, 2024 10:04:39 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Dear Ms. Moreau,

Thank you for your testimony on July 18, 2023 regarding the development review process in Montgomery County for the [public listening session](#) hosted by Delegate Leslie Lopez. The Development Review Process Workgroup (DRPW) consisted of representatives from Montgomery Planning, Montgomery Parks, county, and state agencies, as well as from members of the public and the development community. Our charge was to offer recommendations, where appropriate, to streamline the development review process in Montgomery County. [Final recommendations from the DRPW](#) were provided to the Montgomery County State Delegation, three of which were introduced as state bills in October 2023.

Workgroup members value your comments regarding development in Montgomery County, and we want to take the opportunity to respond to your specific comment or concern. While not every concern was addressed or resolved during the public [workgroup meetings](#), we would like to respond to the specific issue, as appropriate. Some of the comments were specific to a particular project, master plan or project outside the scope of the DRPW, but they are important, nonetheless. If a comment was directed to another agency or stakeholder, that agency or stakeholder will respond. The project that is the subject of your July 18, 2023, testimony is an active development application. As a result, by copy of this email I am also entering your comments into the public record and on to the Planning Board Chair's office.

Response to your testimony:

A Transportation Study (TIS) is required for the development. This study has been scoped and accepted by the Montgomery Planning, the Montgomery County Department of Transportation (MCDOT), and the Maryland Department of Transportation, State Highway Administration (MDOT SHA). As the project is in a red policy area, the applicant is not required to complete the Motor Vehicle System Adequacy Test. However, they will need to complete the Pedestrian System Adequacy Test, Bicycle System Adequacy Test, and Bus Transit System Adequacy Test as well as a Local Area Transportation Review (LATR) Vision Zero Statement. Additionally, per the Sketch Plan (320230020) resolution condition number 14, vehicular access on Georgia Avenue is preferred and vehicular access on Woodland Drive may be permitted by the Planning Board at the time of the Preliminary Plan based on an operational traffic study of the site access point. Therefore, the TIS does include an operational analysis and includes delay and queuing analysis at six intersections in the area. Weaving and merging analysis were also conducted along Georgia Avenue and a signal warrant analysis at the intersection of Georgia Avenue and Tilton Drive was completed.

As scoped, the TIS includes updated counts at the following locations:

- MD 97 and Tilton Drive
- Woodland Drive and Tilton Drive
- MD 97 and the Site Access
- Woodland Drive and Sherwood Road
- Forest Glen Road and MD 97
- Forest Glen Road and Woodland Drive

There is no congestion standard that is required to be met at these intersections as the development is located in a Red Policy area. However, each of these intersections were required to be analyzed to inform MCDOT and MDOT SHA about different access configurations the site and associated impacts. In addition, the TIS includes a Vision Zero Statement, which 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.

To address the comment on the credibility of the trip generation, there are a few clarifications needed. The 78 vehicles trips cited are the net new AM peak hour vehicle trips. To determine the number of trips generated by a proposed development, The Institute of Transportation Engineers, also called ITE, Trip Generation Manual is used. This is an industry standard approach to developing trip generation for transportation analysis as it uses survey data of similar land uses across the country to provide trip generation rate calculations. Per the LATR Guidelines, ITE trip generation rates are adjusted based on the policy area where a project is located. In this case, an adjustment was made for the Forest Glen policy area. A separate mode split assumption is also made based on the policy area. These modifications and factors are meant to better reflect trip making behavior of the specific area where a project is located. The result of the analysis provides the number of trips broken out by mode (i.e., auto, pedestrian, bicycle, etc.) as well as the total person trips generated, which is trips by all modes. Per the LATR, if a proposed development is replacing an existing land use, the development can use existing trip credits if that existing use was occupied for more than 12 years. The net person trips are calculated by subtracting the trips generated by the existing land use from the person trips generated by the proposed land use. This is how the 78 AM peak hour vehicle trip number was determined. This number does not reflect the total daily vehicle trips anticipated from the proposed development.

Additionally, the TIS methodology does require the applicant to collect counts to capture existing background traffic. So, the TIS will account for current traffic volumes and layer in the development trips on top of the existing traffic volumes. In addition, pipeline projects, or those that have entitlements but are not yet constructed/occupied, are also included in the background traffic conditions. In this case, trips from The Residences at Forest Glen which includes 189 multi-family dwelling units, will be included in the analysis.

For additional information about this project, please visit the Department's Development Application Information Center (DAIC) for the preliminary plan, site plan, forest conservation plan, or contact the lead reviewer, Parker Smith, at parker.smith@montgomeryplanning.org.

Thank you again for your testimony.



Carrie Sanders

Chief, Midcounty Planning Division

Montgomery County Planning Department
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o: 301-495-4653

