

Item 8 - Correspondence

From: [Sanders, Carrie](#)
To: [Peggy Dennis](#)
Cc: [MCP-Chair](#); [Kronenberg, Robert](#); [Meredith.Wellington](#); [Sorrento, Christina](#); [Folden, Matthew](#); [Smith, Parker](#)
Subject: Development Review Process Workgroup Testimony
Date: Tuesday, February 27, 2024 10:27:03 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Dear Ms. Dennis,

Thank you for testimony on August 2, 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:

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). While the TIS is completed at the applicant's expense the analysis and TIS were completed by a licensed traffic engineering firm and the results are being reviewed by agency staff. Further, the TIS, once completed, is also reviewed by each agency and the findings must be accepted by each agency before the project can go to the Planning Board to seek entitlements. Throughout the development review process, residents can share their thoughts and concerns with Montgomery Planning staff and can also provide written and in-person testimony at the Planning Board hearing.

The Transportation Study (TIS) does assess the traffic impact of the entrance one Woodland Drive. As the project is located in a red policy area, the applicant is not required to complete the Motor Vehicle System Adequacy Test. However, 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 includes this analysis. MCDOT and MDOT SHA are the lead agencies in determining access to public roads and will determine if the Woodland Drive access is permissible.

The Planning Department evaluates development applications for their compliance with the Zoning Code (Chapter 59), the Subdivision Regulations (Chapter 50), Forest Conservation Law (Chapter 22A), and the Forest Glen/Montgomery Hills Master Plan. Planning Staff evaluates whether the requirements for development, which are extensive, are met, and makes a recommendation to the Planning Board on whether the requirements are met. The process is based on the technical requirements of the County Code. If Planning Staff finds that those requirements are being met, it is presented through a projects finding's to the Planning Board. Additionally, Planning Staff and the Planning Board receive and consider all submitted public input for all projects, and public hearings are held for each Planning Board item to hear all testimony. The public is invited to submit written and oral testimony to the Planning Board prior to the Planning Board's decision on the proposed development.

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: [Pablo Sztein](#)
To: [Smith, Parker](#); [MCP-Chair](#); [Harris, Artie](#); [Pedoeem, Mitra](#); [Linden, Josh](#); [Hedrick, James](#); [Bartley, Shawn](#); [Brockmyer, Richard](#); [Kwesi Woodroffe](#); [Somarajan, Deepak](#); [Torma, Rebecca](#)
Subject: Additional comments on the proposed development at 9801 Georgia Avenue
Date: Thursday, February 29, 2024 10:58:41 AM
Attachments: [Pablo Sztein Letter Analysis of 9801 Georgia Ave Woodland Access Study 2-29-24.pdf](#)

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

Please see attached a letter based on the results of the developer's operational traffic study:

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.

My request to the planning board: In the future, please have a third-party independent group perform traffic studies such as this one. Charge a fee and have a pre-determined list of audited and verified independent (free of conflict of interest) consultants that will perform the task.

The community is the main stakeholder that voiced its concern about the Woodland Road access at the Sketch Plan hearing and that the operational study was being performed almost completely due to that concern. After the Sketch plan hearing, the traffic consultant for the developer, MCDOT, MDOT SHA and MNCPPC met multiple times. Multiple versions of the LATR were published with many comments about inadequacies about the study from the different divisions. At no point was the community allowed to hear the discussion or be in the room to ask questions or provide its own comments.

This is my opportunity to comment on the issues with the analysis and the process. I apologize for the length. Feel free to contact me with questions or requests.

Thank you for your time,

Pablo Sztein

1816 Sherwood Rd, Silver Spring, MD 20902
(240) 535-7092
pablo.sztein@gmail.com

On Fri, Feb 23, 2024 at 11:13 AM Smith, Parker <Parker.Smith@montgomeryplanning.org> wrote:

Hi Pablo,

Thanks for making sure your comments got to me. I will forward this testimony to the relevant Planning and other agency reviewers for the project. By virtue of you including the Planning Board Chair on the initial email, your comments have also been entered into the public record.

As a reminder, 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 Reddie Drive, Floor 14, Wheaton, MD 20902

parker.smith@montgomeryplanning.org

301-495-1327

From: Pablo Sztein <pablo.sztein@gmail.com>

Sent: Friday, February 23, 2024 12:32 AM

To: Smith, Parker <Parker.Smith@montgomeryplanning.org>

Subject: Fwd: Comments on the proposed development at 9801 Georgia Avenue

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

Parker,

Sending again because it got bounced. Apparently montgomery planing is not a thing :-).

----- Forwarded message -----

From: **Pablo Sztein** <pablo.sztein@gmail.com>

Date: Fri, Feb 23, 2024 at 12:27 AM

Subject: Comments on the proposed development at 9801 Georgia Avenue

To: <parker.smith@montgomeryplaning.org>, <MCP-Chair@mncppc.org>, <Artie.Harris@mncppc.org>, <Mitra.Pedoeem@mncppc.org>, <Josh.Linden@mncppc.org>, <James.Hedrick@mncppc.org>, <Shawn.Bartley@mncppc.org>

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

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

February 29, 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 results of the developer's operational traffic study:

As per the March 2023 planning board resolution after the sketch plan hearing:

"Vehicular access on Georgia Avenue is preferred. 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."

And

"Loading is integrated into the parking garage and accessed from Woodland Drive. This access will be evaluated with the operational traffic study of the site access points."

This letter documents some of the many issues with the Traffic Impact Studies (TIS) and the Local Area Transportation Review and Operational Analysis (LATR) provided by the developer.

This letter will also discuss some of the comments from MDOT SHA and MCDOT.

Why did I do all this work?

- 1) We moved to our house at Woodland Dr. and Sherwood Rd. in 2015. I have a four-year-old son who kicks soccer balls into Woodland Dr. We walk to Getty Park along Woodland Dr. (using the sidewalk that may soon have loading and parking access). He is learning to ride his bike on that side walk as well. While I know that the site was primed for development, I was hoping that the site would not rob us of our safety. I was hoping that one day, in fact, we could share our charming neighborhood with others. Now I suspect that Montgomery County and the developer are trading safety for convenience. Further, in looking at the report and the evidence available, I do not believe the reasoning is sound.
- 2) I found it interesting. I have a background in engineering with a bachelor's in mechanical engineering and a master's in Aerospace Engineering from the University of Maryland. I served two internships with Parson's Transportation, working on traffic simulation part of the time, but that was a million years ago. Today my work revolves around analysis, design and development for occupant safety and medical devices for DoD and civilian use. I worked directly with the team that coordinated with the community hired PE, PTOE. I also learned a lot by reaching out to the University of Maryland Traffic Safety and Operations Lab and spoke with Yao Cheng, a Faculty Specialist working with Dr. Chang and Saed Rahwanji, formerly working at MDOT SHA and now at UMD.
- 3) I have found this report deficient and biased in such a manner that I feel it deserves a thorough review. If the work is not objective, and the work is instead "exactly what the developer paid for", then I hope the planning board sees that.

For reference, I am including a timeline of documents at the end of the letter because it is incredibly hard to follow these documents on the DAIC website.

It should first be pointed out that even prior to the request by the planning board for this operational study, a Transportation Impact Study was submitted on December 13, 2021. A second impact study was submitted September 29, 2022. A third impact study was submitted February 17, 2023, after it was determined an LATR would be necessary.

- The first study estimated that the existing land use generates 85 AM and 125 PM peak hour person trips.
- The second study documented that the existing land use generates 115 AM and 169 PM peak hour person trips and states, "the number of units proposed on the site has increased from 384 units to 415 units, however this change has no impact on the overall finding of the originally-approved Traffic Statement"
- A third study states "the existing land use generates a total of 106 AM- and 156 PM peak hour person trips."

It is hard to understand why there would be a change in the existing land use generation numbers, except that the developer points out in both TIS documents "The redevelopment generates fewer than 50 net peak hour person trips and, therefore, is exempt from being required to perform LATR adequacy testing."

- If one were to use the original existing land use trip generation numbers of 85 AM and 125 PM peak hour person trips, the net increases for the second study would actually be 72 person trips in the AM peak hour and a net increase of 32 person trips in the PM peak hour and this statement would be false.
- The third study does go on to state "Therefore, the redevelopment of the site will result in a net increase of 172 person trips in the AM peak hour and 70 person trips in the PM peak hour."

The first study numbers would be used again in the first version of the LATR but adjusted up to 106 AM and 156 PM peak hour person trips per ITE. **Why do we have three different sets of numbers and tables when using the same ITE guidelines?**

Next, we need to focus on the proposed land generation numbers.

- The first study suggests "the proposed land use will generate a total of 96 AM- and 96 PM peak hour person trips."
- The second study suggests "the proposed land use will generate a total of 157 AM- and 157 PM peak hour person trips."
- The third study suggests "the proposed land use will generate a total of 278 AM- and 226 PM peak hour person trips."
- The LATR report suggests that the housing will generate 242 AM- and 230 PM peak hour person trips and the retail will generate another 24 AM and 61 PM peak hour person trips. (Total: 266 AM- and 291 PM peak hour person trips.)

All of a sudden, we have a net increase of 160 person trips in the AM peak hour and a net increase of 135 person trips in the PM peak hour. **How are these numbers so far off from the original statement? How can we say this is not subjective with this much variability?**

These statements alone were enough to convince the community that this traffic study was not going to be trustworthy. Add to this the knowledge that the traffic consultant performing the LATR requested by the planning board was the same as the one that was testifying for the developer. The community felt slighted and concerned about the bias noted in the study.

My request to the planning board: **In the future, please have a third-party independent group perform traffic studies such as this one. Charge a fee and have a pre-determined list of audited and verified independent (free of conflict of interest) consultants that will perform the task.**

In September and October of 2023, the community reached out to MCDOT and SHA for help understanding the traffic study but was given little to no response. After trip generation and counts, the LATR becomes increasingly harder to understand. The community needed an advocate that would be respected and hopefully allowed a seat at the table. **For these reasons, the community started a GoFundMe to contract a PE, PTOE to analyze the LATR.**

I want to note at this point that **the community is the main stakeholder** that voiced its concern about the Woodland Road access at the Sketch Plan hearing and that the operational study was being performed almost completely due to that concern. After the Sketch plan hearing, the traffic consultant for the developer, MCDOT, MDOT SHA and MNCPPC met multiple times. Multiple versions of the LATR were published with many comments about inadequacies about the study from the different divisions. **At no point was the community allowed to hear the discussion or be in the room to ask questions or provide its own comments.**

If there is anyone that could inform traffic engineers about the reality of traffic in the area, it is the community that drives and walks through the site every day. The current medical center has a meager number of open offices and is nowhere near full. Traffic to and from the medical center site is small and almost everyone drives in.

Compare this to what we can expect from a site that will have 390 units with over 500 bedrooms, 5000 square feet of retail and a 460-car parking garage with decoupled parking. **No one should believe that this could only generate a net 50 additional person trips.**

Further, the traffic consultant hired by the community stated in his analysis:

“The site is currently occupied 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. The consultant should actually use the existing traffic to and from the site as the existing site generated traffic and not use ITE for the existing conditions. Vehicle and pedestrian trip generation data at the site was collected on Wednesday, November 8 between the hours of 6:30 to 9:30 AM and 4 PM to 7 PM.”

Based on his study, as shown in Figure 1, the community can more accurately expect a net increase of 184 person trips in the AM peak hour and a net increase of 238 person trips in the PM peak hour.

If we were to accept these observed numbers, instead of estimates, the consultant points out that per “Adequacy Requirements and Study Area for Pedestrian Adequacy is now for a 900 foot Area walkshed versus a 750 foot Area Walkshed used by the Consultant in the LATR. The LATR should be updated with the corrected Walkshed. Essentially, the Pedestrian System Adequacy,

the Bicycle System Adequacy and the Bus Transit System Adequacy need to be updated to meet the GIP Requirements.”

The amount of money that the developer needs to spend to help the community is based on this area walkshed and a proportionality guide. This was changed during the LATR revisions. In the first LATR, it was \$1,736,813 and later revised to \$2,079,332. That is a lot of money, but it should be more.

| EXISTING OBSERVED TRIPS | | | | | | |
|---------------------------|--------------|-----|-------|--------------|-----|-------|
| | AM Peak Hour | | | PM Peak Hour | | |
| | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Total Person Trips | 57 | 25 | 82 | 20 | 33 | 53 |
| Auto Driver Trips | 48 | 20 | 68 | 17 | 25 | 42 |
| Auto Passengers (1) | 8 | 2 | 10 | 3 | 5 | 8 |
| Pedestrians Incl. Transit | 1 | 3 | 4 | 0 | 3 | 3 |

(1) Computed based on LATR

Based on the observed trip generation data and the Consultant’s proposed development trip computations (from Exhibit B5), the net increase in Person Trips and Vehicle trips is as follows:

| | NET INCREASE IN TRIPS | | | | | |
|--------------|-----------------------|-----|-------|-------------------|-----|-------|
| | Total Person Trips | | | Auto Driver Trips | | |
| | IN | OUT | TOTAL | IN | OUT | TOTAL |
| AM Peak Hour | 15 | 169 | 184 | -11 | 81 | 70 |
| PM Peak Hour | 152 | 86 | 238 | 72 | 37 | 109 |

Figure 1: Existing Observed Trip data gathered by community hired traffic consultant

The LATR by the developer goes on to conduct the adequacy requirements studies for motor vehicles, pedestrians and bicycles.

The study states “The property is located within the Forest Glen Policy Area, a Red policy area. Per the LATR Guidelines, a motor vehicle adequacy evaluation is not required for development located in Red policy areas. However, in this case, an analysis of motor vehicles was conducted in order to address questions related to the site access configuration.”

I want to take this opportunity to say two things.

First, I want to point to section G. of the county LATR (<https://montgomeryplanning.org/wp-content/uploads/2021/06/2021-LATR-Guidelines-Update.pdf>)

“Congestion is often a reflection of economic activity. In areas with many high-quality travel choices, a focus on reducing traffic congestion is counterproductive. Therefore, greater vehicular traffic congestion is permitted in policy areas with greater transit accessibility and usage, and non-motorized quality of service is prioritized in areas where higher pedestrian and bicyclist volumes are expected.”

To me, this reads as if we (Montgomery County) don’t need to care about traffic congestion because traffic congestion brings money. This is counter to some of the statements in the sector plan such as “the plan boundaries were tested against a policy area standard of 80 seconds and the seventh was tested against a policy area standard of 120

seconds." And "The 120 seconds per vehicle capacity standard would thus apply to the following intersections along Georgia Avenue: Forest Glen Road." I also do not think this illustrates the situation around the Forest Glen metro station in the slightest. Forest Glen is suburban and has very little walkability. It is flanked on either side by Downtown Silver Spring and Wheaton. This area does not need to be urban, although I applaud the efforts of Montgomery County Planning to try to make our communities more "walkable".

Second, Woodland Drive is the boundary for the red zone. This means that either the line is drawn down the middle or, more likely based on the categorization of the road, on the West side of Woodland Rd. **To allow a developer to push traffic outside of the red policy area should probably automatically forfeit the idea that the development is fully within the red policy area.**

With respect to the pedestrian and bicycle adequacy studies, I have relatively little to say. What I can say is that it is clear that the current Pedestrian Level of Comfort (PLOC) is good and comfortable along Woodland and pretty much nowhere else around the site. While I have hope that all that is described will be performed to better the usability of the site, **it is clear that the Woodland garage access will undoubtedly lower this PLOC.** My family walks along the West side of Woodland to get to Getty park on a weekly basis. My son is learning to ride his bike on that sidewalk where the garage entrance and loading dock will go. It seems irrational to lose the only side of the site that currently works for pedestrians and bicyclists.

For this letter, I will omit my feelings on the Vision Zero aspect of the report because **I wrote a separate letter directly relating to how this access is contrary to the history of the site, the 2020 sector plan and the March 2023 planning board resolution.** This included a review of the issues with the access onto Woodland with respect to Vision Zero.

Appendix B Vehicular Analysis

The main part of the report, and most of the appendices, are based on the "Vehicular analysis ... requested during the scoping process to determine the necessity of the access along Woodland Drive." This part of the report also has the most issues.

I will try to include only truly important issues and omit most that were already found by MDOT SHA, MCDOT and MNCPPC staff and are included in the LATR comments. These include issues with calculations for traffic flow, trip generation continuity, issues with coded turning, computational errors and artificial limitations placed on the simulation. **In general, the simulation does not reflect the reality when simulating current traffic flow and the simulations of future scenarios are incomplete.**

First, the simulation is populated using existing traffic data as well as traffic counts generated by the developer. "Turning movement counts were conducted on Wednesday, May 31, 2023." This is within two days of Memorial day, close to the end of the school year when some kids aren't even in school anymore.

The Maryland State Highway traffic impact study guidelines (<https://www.roads.maryland.gov/ohd2/traffic%20impact%20study%20guidelines.pdf>) clearly state:

- **Counts are not to be taken on or within 2 business days of State or Federal holidays,** with the exception of Christmas Day and New Year's Day. Counts are not to

be taken during the period beginning 5 business days prior to Christmas Day, through at least 2 business days after Martin Luther King, Jr. Day. Standard weekday counts must be taken on Tuesdays, Wednesdays, or Thursdays, and under normalized conditions (fair weather, limited to no roadway construction, etc.).

- **The presence of schools in the area must be considered when determining the date of counts.** SHA reserves the right to determine if counts must be taken while local schools are in session.

The counts used for this simulation completely omitted counts of the current use of the site. As stated by the community hired traffic consultant, "This is critical information because it would compare the trip generation estimated by Lenhart using the ITE Trip Generation report versus the actual trip generation. Further, the traffic volumes do not balance going north between Forest Glen Road and Tilton Drive."

It should be noted that, for the most part, the discussion about the results of the vehicular analysis below discusses mainly the AM peak hour. It is suggested that during the AM peak hour the traffic from the area is looking to go Southbound, into the city. This is true from looking at the traffic cameras and the SHA traffic counts. An issue arises here because, outside **a design with a direct left turn from the garage access**, access only from Georgia Ave. requires traffic to go northbound to then reach a southbound route. Return PM traffic is able to cleanly enter the site from Georgia and there has been no argument from the developer otherwise.

Discussion of the Vehicular Analysis in Appendix B of the developer's LATR report.

The intersections accounted for in this study only include a one street radius away from the site. North south roads are only Georgia Ave. and Woodland Drive and East-West roads are Forest Glen on the South side, Sherwood at the site and Tilton/Bonnywood on the North. Limiting the simulation to these turning points is bound to cause issues such as:

- As stated by the community hired traffic consultant, "Traffic backs up on Forest Glen Road from Georgia Avenue all the way past the intersection with Woodland Drive to Dameron Drive." **Therefore the study should at least include up to Dameron Drive on the East.**
- As stated by the community hired traffic consultant, "The traffic analysis assumes that traffic exiting or entering the site will not use any residential streets to avoid severe congestion on Forest Glen Road." **Therefore, the study should at least try to include these neighborhood streets.** There are ways to get down to Dameron Drive and out to Holy Cross Hospital as well as ways to bypass through the neighborhood to Dennis Ave.
- The North end of the study should have included at least up to August Drive, the next signal and past the end of any possible backup from the Forest Glen light on Georgia Ave. In the simulation, all traffic heading northbound on Georgia Ave. and wanting to go southbound is required to do a u-turn at Tilton/Bonnywood. **In reality, there are three more curb cuts where u-turns are allowed and easily feasible after Tilton/Bonnywood.** Additionally, there seems to be a restriction on wanting to turn right at Tilton/Bonnywood to go back down Woodland and to Forest Glen Road to go Southbound on Georgia Ave.

The issues with not including the larger area in the simulation become apparent when reading the results of the study.

Issues from not including up to Dameron Drive to the East:

- 1) From the developer report: "Note that the westbound **queues at the intersection of MD 97 & Forest Glen Road exceed the distance between MD 97 and Woodland Drive.** As such, these queues have been reported as 222 feet, the link distance of the segment. The westbound queue at the intersection of Forest Glen Road & Woodland Drive shows the additional length of the queue beyond the intersection with Woodland Drive."
- 2) The queue lengths then show 146' Westbound Through/Left and 68' Westbound Through/Right at Forest Glen Road and Woodland in Exhibit B18a. At some point this becomes a single lane and in reality, these should show that they extend to Dameron Drive and that the queue lengths are closer to 1278' (0.3 mi ~ 1500 ft. minus 222') as shown in the image below. **The level of error here is gross, and therefore nothing at this intersection in the simulation should be used to derive conclusions.**

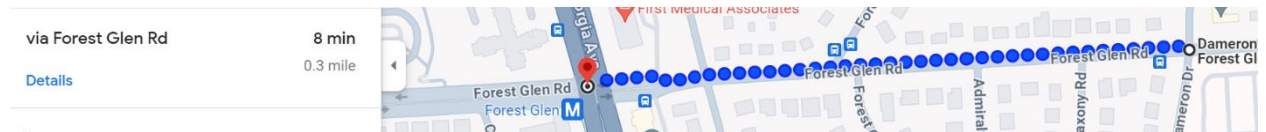


Figure 2: Expected Queue Westbound on Forest Glen Rd.

- 3) Here is a conclusion that is derived from the simulation: "Furthermore, when considering the southbound Woodland Drive approach at Forest Glen Road, specifically, and during the morning peak when southbound volume is highest, the southbound approach delay increases by only 1.9 seconds/vehicle between the total condition scenarios with and without the Woodland Drive access (40.5 seconds/vehicle for Scenario 1 and 38.6 seconds/vehicle for Scenario 2)."
- 4) From the developer's report, "...vehicles queuing along westbound Forest Glen Road were observed blocking the intersection with Woodland Drive under existing conditions."
- 5) The community put together an experiment and created a video that clearly demonstrates the current trouble at Woodland and Forest Glen Road. The delays from the video were closer to 1 minute per car on average just to merge into Forest Glen from Woodland. **If a line of five to ten cars develops on Woodland at Forest Glen Road, it can be expected that it could take upwards of 5 to 10 minutes to make that right turn onto Forest Glen Road.** Add to this: bikers, pedestrians, cars dropping off metro riders at the lay-by, trucks for the building and additional garage traffic and we could easily see a dangerous situation due to anxious morning drivers.
- 6) Another conclusion that is derived from this simulation: "As shown on Exhibits B18a and B18b, there is minimal difference in queuing along the southbound Woodland Drive approach at the intersection of Forest Glen Road between Scenarios 1, 2 and 3 (interim condition), less than one vehicle (~25 feet) of difference in queue length between the scenarios." **For some reason, they are reporting a difference in the PM queues and not the AM queues here, and they do not state this fact. Should we chock this up to a mistake? Also, most sources that site ITE that I am seeing show a car length in a queue of about 20'.** B18a shows an existing queue of 90' (4.5 cars), a background queue of 112' (5.6 cars), a scenario 1 queue of 198' (9.9 cars), a scenario 2 queue of 180' (9 cars), and scenario 3 ultimate and interim queues of 102' and 93' respectively (5.1 cars and 4.65 cars)

Issues with the simulation from not including neighborhood streets:

- 1) For the third and fourth iterations of the vehicular analysis, a "scenario 3" was introduced. Scenario 3 includes a signal at Tilton and Forest Glen Road along with the access on Woodland Drive. The goal is that traffic would be driven northbound on Woodland to use Tilton to take a left onto Georgia instead of using Woodland Rd. **It has to be asked, what would happen if we have a light at Tilton to control u-turn traffic and keep our neighborhood streets safe? This is what the community hired consultant suggested. Why not just a dedicated light at the garage access? This is what I ask.**
- 2) **In general, there will be traffic through the neighborhood, down Myrtle, Sherwood, Sanford, Tilton, Forest Grove and Dameron and this has not been studied. Forest Grove allows some to cut all the way to Dennis Ave.** I do understand how large this would make the simulation, but these are questions that should be asked.
- 3) **A major issue in the simulation is documented in the report:** Conditions seen in the simulation at Tilton and MD 97 were "not consistent with real-world observations, which showed that these left-turn and through movements are able to proceed through the intersection with similar delay to the right-turn movements. In order to calibrate the existing conditions of the simulation to the observed existing conditions at this location, the left-turn and through volumes from Tilton Drive and Bonnywood Lane (a total of 14 vehicles during the AM peak hour and 5 vehicles during the PM peak hour) were removed from the simulation at this intersection. This has been a calibration technique historically supported by SHA for low-volume movements under circumstances where other calibration techniques are not successful. It is important to note that the proposed redevelopment does not add any additional through or left-turn volume at these movements, and the volumes were removed from this one location only to calibrate the queues of the simulation to the observed queues." **Not only is this a sign that the simulation is faulty, but this is false for Scenario 3.**

Issues with not including up to August Drive to the North:

- 1) The intersection at August Drive is discussed in the report and yet omitted in the simulation. "The right-in/right-out only access along MD 97 will require vehicles destined south along MD 97 to u-turn on MD 97. The first location for vehicles to u-turn is Tilton Drive, approximately 450 feet north of the site. **It is expected that all vehicles requiring a u-turn maneuver will do so at this location** as the closest location to u-turn at a traffic signal is August Drive, more than 1,000 feet north of Tilton Drive, and the traffic signal at August Drive does not include a phase for northbound u-turns." **August Drive has a dedicated u-turn lane and there are two curb cuts at Belvedere Rd. and Hildarose that are omitted from this discussion.**
- 2) **At 30 mph (44 ft/s) a driver going north on Georgia Ave. will encounter a u-turn opportunity approximately every 10 seconds going from the site and ending at August Drive, with four total opportunities to make a u-turn without waiting in a queue.**

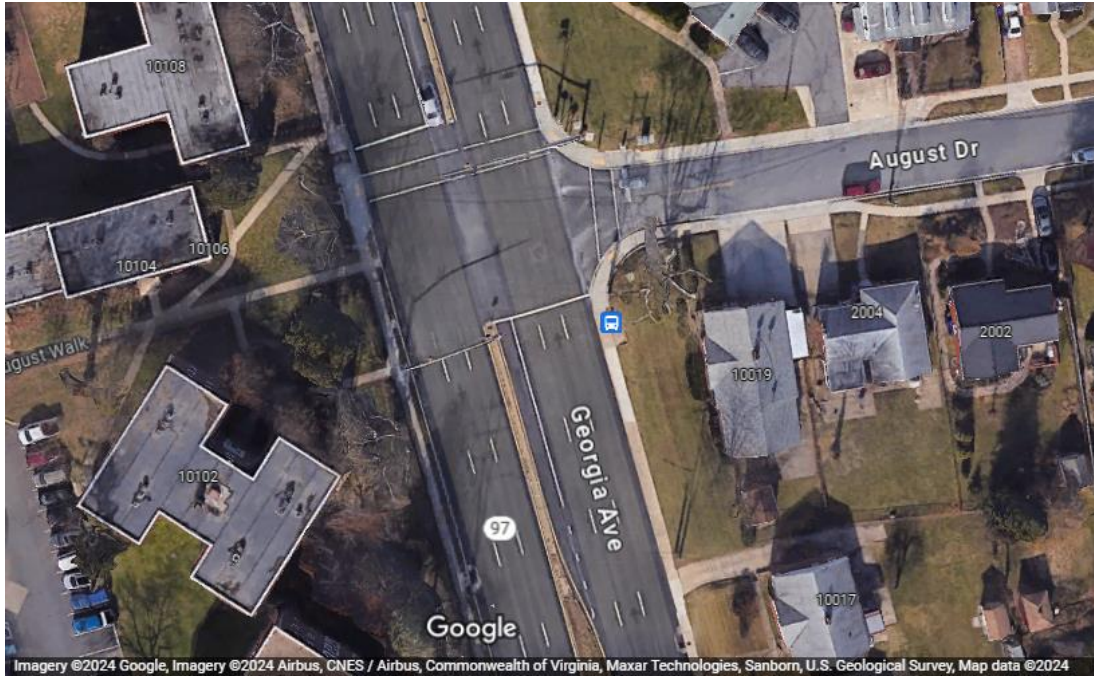


Figure 3: Dedicated u-turn lane at August Dr. and Georgia Ave.

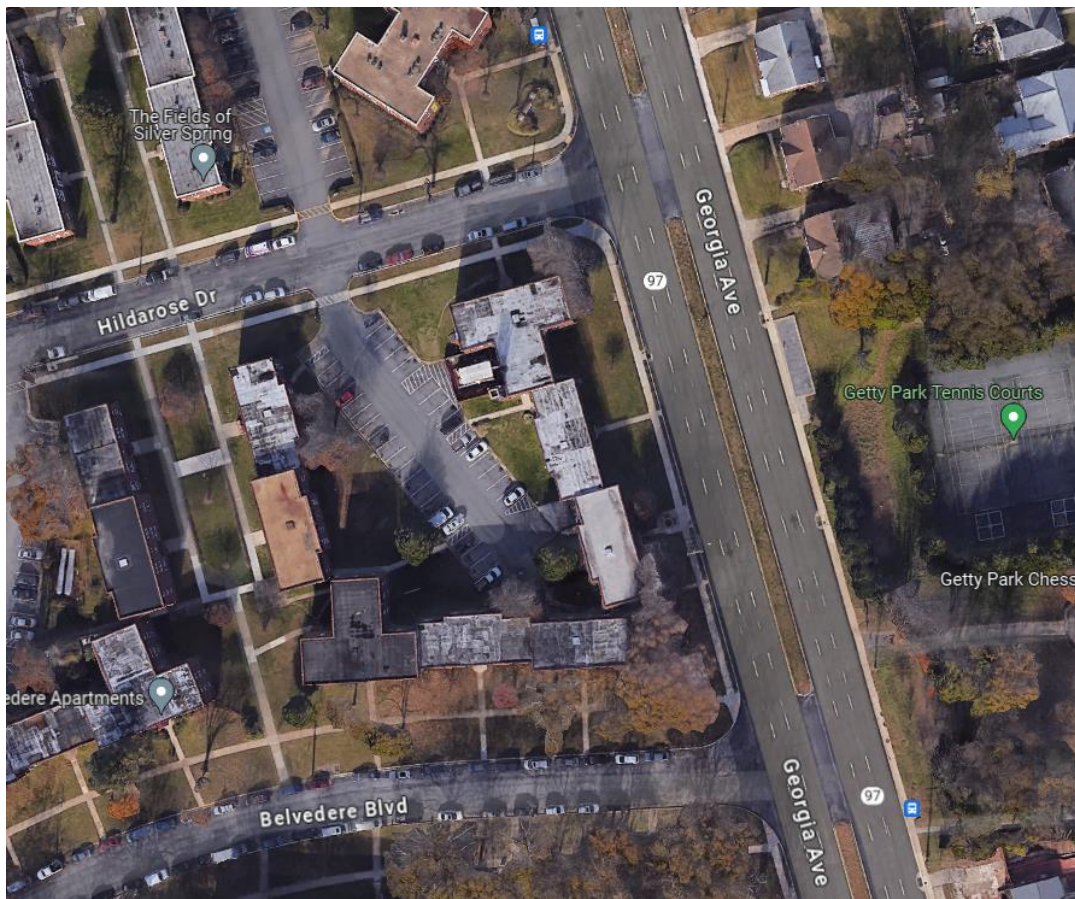


Figure 4: Curb cuts for u-turn capacity at Belvedere Blvd. and Hildarose Dr.

- 3) Vehicles exiting the site would be required to merge onto MD 97 and perform 3 lane changes to utilize the left-turn lane at Tilton Drive. **This is not an issue. Not only have I tried it many times, and I invite anyone to try it, but I have studied the traffic cam data at the intersection of Georgia Ave. and Forest Glen Road.**
- 4) **The data from studying the traffic video to analyze gaps in traffic shows that the average gap is around 18 seconds, with an average wait time between gaps of about 11 seconds. Gaps means absolutely zero other cars on the road. There is no reason to think there should be any problem merging onto MD 97 and getting to the left lane. Why didn’t MCDOT or SHA do this instead of inferring or believing the reported analysis?**
- 5) Conclusion from the analysis: “Restricting site access to MD 97, only, creates impactful network-wide queuing issues due to the difficulty of the northbound u-turn at Tilton Drive & MD 97.” **Only in this very restricted simulation.**
- 6) From the report: “In contrast, the delay of the northbound left/u-turn at MD 97 & Tilton Drive is significantly impacted by the Woodland Drive access. Under Scenario 1, when access is permitted to Woodland Drive, the northbound left/u-turn delay is 46.1 seconds/vehicle. This delay increases to 175.8 seconds/vehicle under Scenario 2, when all site traffic is required to exit the site along MD 97.” **None of these numbers can be trusted based on the issues recounted above about this intersection.**

Scenario 3 was introduced in the third and fourth iterations of the analysis. This scenario keeps the Woodland Access but signalizes Tilton at Georgia Ave. to allow for traffic to turn left onto Georgia Ave. The ratios of the traffic that would go to Woodland vs Tilton seemed to be arbitrarily selected. More worryingly, if we trust the traffic counts, **adding a signal at Tilton could be worse than Scenario 1 or 2. According to the developer’s report, the signal seems to divert traffic from Forest Glen through small neighborhood streets and to the Tilton Signal.**

Table 1: Comparison of Traffic Generated by Scenarios

| | Scenario 1 AM Peak Hour Volumes (B8) | Scenario 2 AM Peak Hour Volumes (B10) | Scenario 3 AM Interim and Ultimate Peak Hour Volumes (Exhibit B15 and B16) |
|--|--------------------------------------|---------------------------------------|--|
| To Northbound Georgia from Site | 13 | 101 | 13 |
| To Woodland Forest Glen | 133 | 47 | 70 |
| To Tilton and Georgia | 62 | 62 | 214 |
| Total | 208 | 210 | 297 |
| Background Residential Traffic (B4e) | 109 | 109 | 109 |
| Total Cars Added to Residential Streets | 86 | 0 | 175 |

Note what the developer and this traffic study is suggesting: **Instead of adding 101 cars to a highway (B4e morning peak hour volume of 1120 cars, less than 10% added and nowhere**

near capacity), we should add 86 or even 175 cars to residential streets (B4e morning peak hour volume of 109 cars, 78.8% increase for Scenario 1 and 160% increase for Scenario 3). Please, someone, go look at Tilton Drive and tell me that it is not going to back up all the way to Woodland Rd. under Scenario 3. There will not be a way to enter the neighborhood because cars parked on the street can only allow for 1 car to pass at a time.

At one point the report states, "Most site traffic, approximately 87%, is destined to/from south of the site, so nearly all outbound site traffic would be required to make the challenging weave and u-turn maneuver." even though the report also states, "As shown, there is a **slight increase** in the density of the weave segment with the removal of the site access along Woodland Drive."

While talking to the University of Maryland Traffic Safety and Operations Lab and to our community hired traffic engineer, I was told that SHA will do anything to keep traffic off their highways. This seems counterintuitive but does seem to be what we are seeing in this case as well. In this case, even if it means pushing traffic into neighborhoods.

Using the language in the developer's report, MDOT SHA has used the justification that u-turns and weaving are an issue with an exit on Georgia Ave. I think anyone who stands on the corner of the current site and watches traffic could refute this statement. I did that for you below.

From SHA response to the community hired traffic engineer's analysis:

"The Endesco report states that the traffic light at the intersection of Georgia Avenue/Forest Glen Road provides enough gap for the vehicles to safely exit the site and move over to the left lane for making U-turns. This is a subject statement, and it's not clear what the basis is for this claim. The traffic volumes in the peak hour appear to be a 50/50 split. Will defer to MDSHA for further clarification."

o SHA does not concur with the statement by Endesco regarding adequate gap availability. Site related traffic destined for southbound MD 355 would need to travel northbound to the intersection of MD 97 and Tilton Drive and execute a U-turn to travel southbound. The available weave distance for vehicles to travel from the site access into the northbound left turn lane at the MD 97 (Georgia Avenue) and Tilton Drive intersection is limited, particularly when the queues back from Tilton on MD 97 are considered. As a result, SHA projects that this may lead to an increase in the number of side swipe crashes at this location **if that U-turn movement is not mitigated.**

o Based on the analysis conducted, it is noted that without mitigation, **if all the development related northbound U-turns were added to the existing northbound left turn volumes at the MD 97 and Tilton Avenue intersection,** the left turn queues would exceed the available left turn bay storage. Consequently, the northbound left turn queues would spill into the through lanes on MD 97. An increase in the number of rear end and sideswipe crashes is projected as a result."

Note again the false statements, as discussed above, that all traffic would have to u-turn at MD 97 and Tilton Avenue. This is not true with current traffic, and does not account for using Woodland via Tilton as an alternative. Additionally, SHA seems completely against suggesting any mitigation tactics that are not moving traffic onto residential streets. For instance, there must be signage that could control any spillage from the left turn bay storage and suggest alternate ways of getting Southbound.

As a response to this statement, since it seems **none of the traffic engineers actually want to measure this** (something I really did do when I was an intern at Parsons Transportation), I have analyzed traffic camera footage to decidedly prove there are more than enough gaps and that the gaps are enormous. Video clearly shows that **the gaps are such that no weaving would be needed, and it should be easy to move directly into the left lane**. In general, there are about 120 gaps per hour varying from 5 seconds to 70 seconds. This would be plenty to cover all the cars needing to exit onto Georgia Ave. in Scenario 2. The average gap time is about 18 seconds with an average wait time of about 11 seconds between gaps. More data analysis is included below, and the entirety of the data will be copied to the end of this letter.

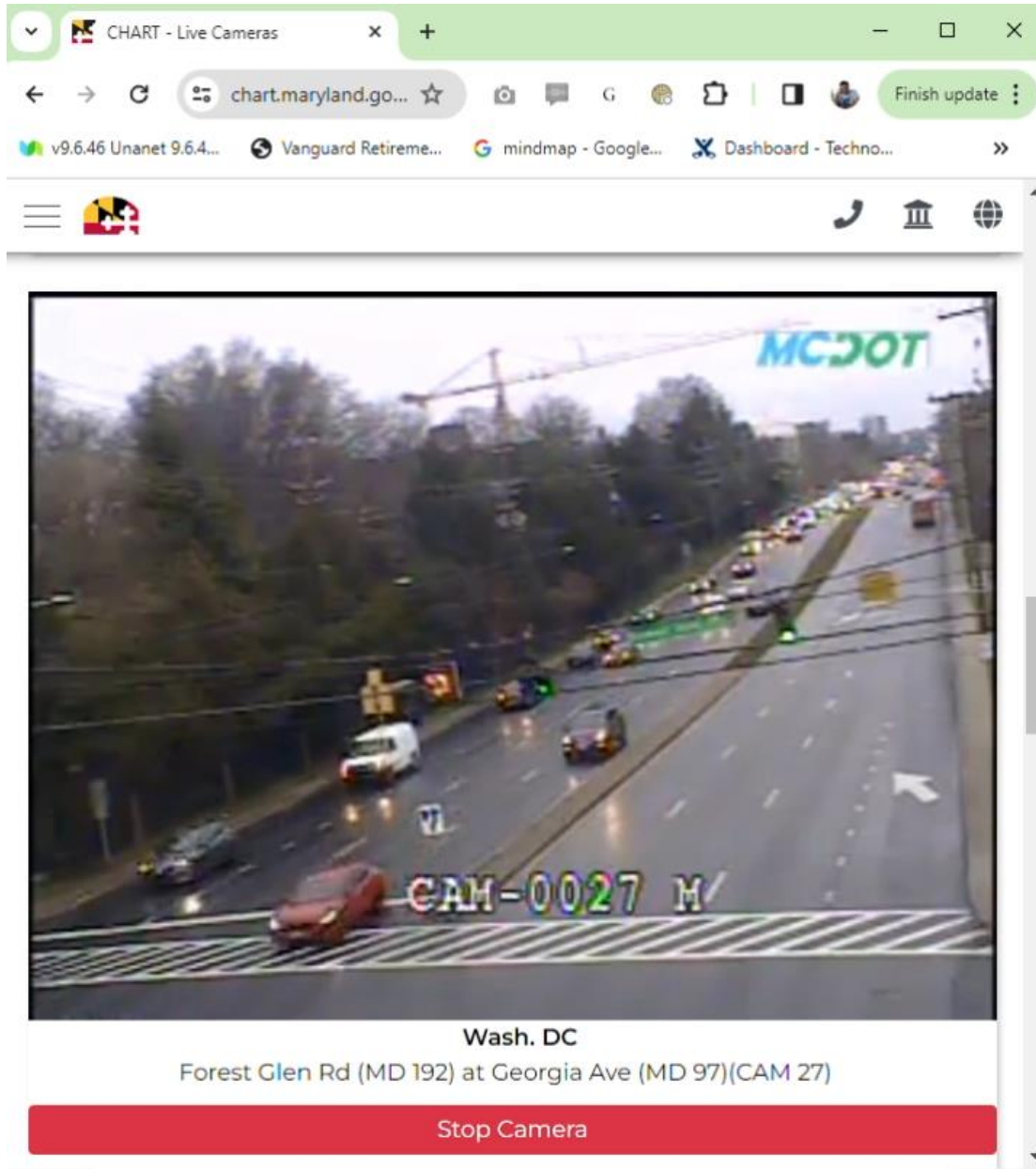


Figure 5: Still from 8:04 AM on 2/28/24 from captured video from MCDOT traffic camera

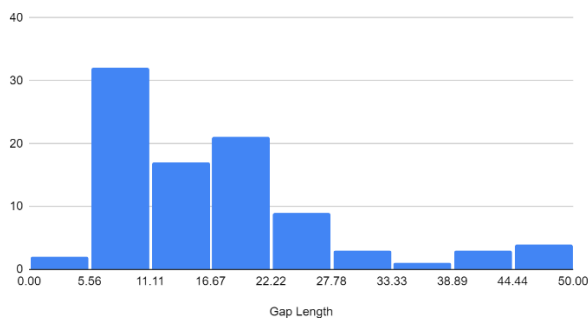
I recorded 3 hours and 45 minutes of peak AM traffic. Video is available streamed from the traffic camera streaming on <https://chart.maryland.gov/TrafficCameras/GetTrafficCameras> and I was able to capture the video for review and stopping and starting the video as needed. I used the highest wire, with the traffic light hung on it, as a stop and start point (it seemed closest to where the new access will be) and used time in the video to assess time passing. I will keep the video and can share a link to anyone that would like to see it. This video should be easily accessible to MCDOT staff. This traffic cam could also have been used by the developer to study existing traffic and assess the true necessity of the Woodland entrance, had they seen it to their benefit. I wish I had seen it earlier.

The tables below contain the basic statistics for each of the sample times investigated. The number of gaps noted is divided by the number of hours of video to determine an approximate number of gaps per hour. These gaps range in size and so does the time between the gaps. The max, min and average for each are calculated in seconds. Histograms (a running tally) of the gaps and time between gaps with a specific size are plotted for reference. A time between gaps of 0 seconds is due to 1 car creating a separation in the gap. As can be seen, this is the majority of time between the gaps. It should be noted that the longest time between gaps of 95 seconds, seen on 2/26/28, seems like a complete outlier and if left out the max would be around 50 seconds, which matches up with the max from the other two days.

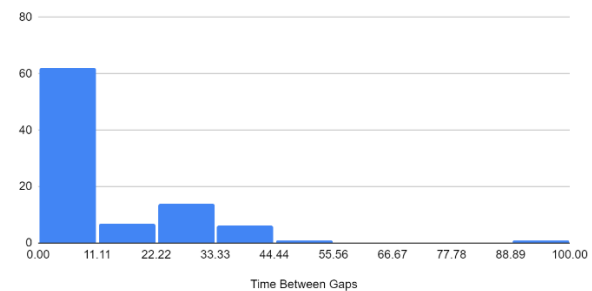
Data from 2/26/28 from 8:16 AM to 9:00 AM:

| | | | | | |
|---------------------|-----------------------|---------|-------------|----------------|-----------|
| # of Gaps | 92 | | | | |
| Total time of video | 2646 seconds | | | | |
| | 44.1 minutes | | | | |
| | 0.74 hours | | | | |
| # of Gaps/hour | 125.17 | | | | |
| | | | | | |
| | Max (s) | Min (s) | Average (s) | Total Time (s) | % of Time |
| Gap | 48 | 4 | 17.34 | 1578 | 59.64% |
| Time Between Gaps | 95 | 0 | 11.38 | 1036 | 39.15% |
| | Unaccounted for time: | | | 32 | |

Histogram of Gap Length from 8/26/24 from 8:16 AM to 9 AM

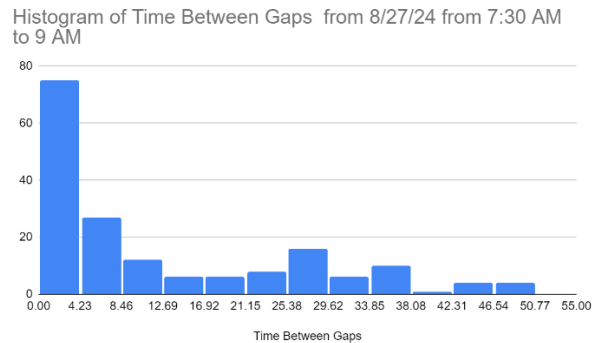
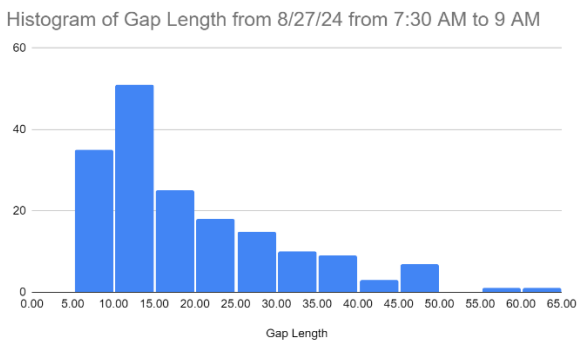


Histogram of Time Between Gaps from 8/26/24 from 8:16 AM to 9 AM



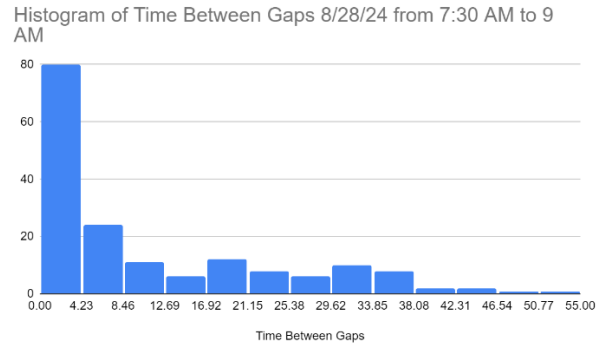
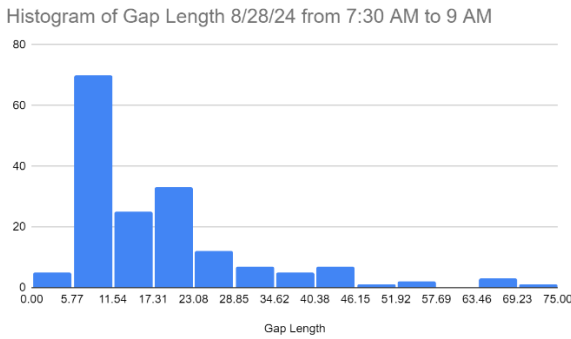
Data from 2/27/24 from 7:30 AM to 9 AM:

| | | | | | |
|---------------------|-----------------------|---------|-------------|----------------|-----------|
| # of Gaps | 176 | | | | |
| Total time of video | 5409 seconds | | | | |
| | 90.15 minutes | | | | |
| | 1.50 hours | | | | |
| # of Gaps/hour | 117.14 | | | | |
| | | | | | |
| | Max (s) | Min (s) | Average (s) | Total Time (s) | % of Time |
| Gap | 63 | 5 | 18.86 | 3300 | 61.01% |
| Time Between Gaps | 50 | 0 | 12.05 | 2109 | 38.99% |
| | Unaccounted for time: | | | 0 | |



Data from 2/28/24 from 7:30 AM to 9 AM:

| | | | | | |
|---------------------|-----------------------|---------|-------------|----------------|-----------|
| # of Gaps | 187 | | | | |
| Total time of video | 5374 seconds | | | | |
| | 89.57 minutes | | | | |
| | 1.49 hours | | | | |
| # of Gaps/hour | 125.27 | | | | |
| | | | | | |
| | Max (s) | Min (s) | Average (s) | Total Time (s) | % of Time |
| Gap | 70 | 5 | 18.09 | 3364 | 62.60% |
| Time Between Gaps | 53 | 0 | 10.77 | 2003 | 37.27% |
| | Unaccounted for time: | | | 7 | |



Appendix D of the Vehicular analysis: HCM/SimTraffic/HCS Report Sheets

I have spent more time on this than I should ever have allowed, but I do want to cover something here that the community hired traffic consultant mentioned and that was refuted by MCDOT in their response.

The response from MCDOT to the community hired traffic consultant’s analysis reads “[The Endesco report states that the synchro 11 report for AM existing conditions show a queue of 0 vehicles going WB with 0 delay. That is not concurrent with the latest report dated November 6, 2023 per the Applicant's consultant. Exhibit B17 has the results.](#)”

I have the latest report pulled up. Exhibit B17 is the results of the Level of Service Analysis. This analysis does not have queue numbers or delay numbers. It does show, what I cannot believe could be correct, a LOS of A for all scenarios for Forest Glen Road and Woodland Drive in the AM. Exhibit B18 does have some queuing analysis, but that is not what the community consultant was trying to point to. It would have been nice to have had a better back and forth with MCDOT to be able to answer questions in real time.

Instead, what the community hired consultant was pointing to were the Synchro 11 report numbers in appendix D. Every Woodland Road and Forest Glen Road summary (pg. 126 for AM existing, pg. 132 for AM Background, pg. 138 for AM total scenario 1, pg. 144 for AM total scenario 2, pg. 150 for AM total scenario 3 etc...) show west bound queue lengths of 0 and delay of 0 for WB1 and WB2 (apparently split into two lanes). **This means that their simulation suggests no delay getting through this intersection and no queues back to Dameron, as has been noted by video and anyone who has been on the site in the morning.** I cannot be sure why these numbers would be so wrong, but the community hired consultant suggested it could be a way to try to somehow assist the simulation in helping cars turn right onto Forest Glen Road from Woodland. This should be investigated. Later, the queuing and blocking reports show different numbers and show small queues up to 57’ and 95’ for WB1 and WB2, which are still low compared to expected numbers. Something is wrong here. This simulation does not match reality and should not be used to make decisions.

Metro Drop-Off/Pick-Up Analysis

The discussion of the lay-by concept in section 6 deserves attention, but it is almost purely subjective and not worth a deep dive. The developer states they expect “14 morning trips and 13 evening trips to the proposed dropoff/pick-up area.” **I’m not sure why this couldn’t be handled in the garage?**

The developer states "The Forest Glen Sector Plan specifies that the drop-off/pick-up area should be located within the 9801 Georgia Avenue property. The circulation pattern that would be needed to accommodate such a facility on-site would create many inefficiencies and displace activating ground floor uses that are in-line with County policies calling for street and open space activation." **Basically saying, we could do it wouldn't be in our best interest.**

The developer states "The southbound Woodland Drive approach at Forest Glen Road is a low volume roadway with less than 100 vehicles per hour under all scenarios, even with the addition of site traffic under Scenario 1 where access is allowed along Woodland Drive." **This seems false based on the volumes listed in Table 1 above.**

Loading Analysis

Last, but not least, the loading analysis requested by the planning board is sparse in detail and incomplete. There are a few words in the site circulation section of the LATR and a very low level "Loading Management Plan" document as well as truck movement drawings for garbage trucks and SU30 trucks.

From the circulation section of the LATR, "A parking garage is proposed for the site. Internal connectivity will be provided within the parking garage. Circulation within the parking garage will be designed to facilitate safe and efficient movement. Loading will be handled in such a way that there are no impacts to any of the surrounding roadways." **That is it.** Do we just need to believe this?

The loading management plan states, "A manager will be designated to schedule resident move-ins and move-outs, coordinate waste management and coordinate with vendors to schedule deliveries. The manager will work with vendors and residents to minimize service and delivery trips to the site during peak traffic hours." While this is a good first step, the adjacent community needs and deserves more information on this. **How many trucks can we expect per day? How many times a week will we get garbage trucks collecting trash from 390 units and a 5000 sq.ft. retail space? How are we going to control noise, trash and pests?**

The truck movement drawings show trucks going up Sherwood to back up through two lanes of traffic and a pedestrian walkway, coming very close to a fire hydrant. This seems excessive and probably could have been positioned in a better way. I do not understand why this turning movement could not have been handled on the site completely. Also, I have been told that the site will not be able to accommodate SU40 trucks, and this is why they have not been studied. I have seen 80-foot tractor trailers come down Woodland before and I know that the location getting deliveries does not always have control over what kind of trucks come to deliver. Maybe the new traffic calming measures will stop this, but we need to know how these trucks will be handled.

Bottom Line after trying to understand this report.

As an engineer, I would not use results of a predictive simulation or finite element analysis if it does not match up with hand calculations or expected results.

Conclusion

These conclusions in the study are based on the results of this vehicular analysis simulations. Indeed, based on the discussion above about the lack of fidelity in the simulation, they are not valid conclusions:

- “The results of the LOS analyses indicate that there is no merit to restricting the Woodland Drive access. Although the LATR Guidelines no longer provide congestion standards for Red Policy Areas, all study intersections operate well within the previously established delay threshold of 120 seconds for intersections in Red Policy Areas.”
- “The results of the queuing analyses also support the maintenance of the proposed access along Woodland Drive. The queues for the northbound left/u-turn at MD 97 & Tilton Drive was found to far exceed the available storage space under total conditions for the scenario in which access is provided only along MD 97. When access is provided along Woodland Drive, the northbound left/u-turn queue is contained within the available storage space. In the comments provided by MDOT SHA on October 5, 2023, MDOT SHA notes that the scenario with access provided solely along MD 97, the network queuing penalty is 1,939 compared to 752 for the scenario in which access is also provided along Woodland Drive.”

This statement in the conclusion has also been discussed and proven verifiably false. Gaps are prevalent and my analysis has shown there is plenty of time to safely join traffic on Georgia Ave. Whether a u-turn is required is up for debate. I believe that proper signage and traffic control tools can make u-turns safe as well, especially if all four potential u-turn options within a ¼ mile of the site are made available.

- “Forcing all site traffic to utilize a single access along MD 97 requires all vehicles exiting the site and destined to the south to perform a dangerous weave and u-turn maneuver along a high-speed, heavy-volume arterial. Permitting the site access along Woodland Drive allows the site trips to utilize the signalized intersection of MD 97 & Forest Glen Road to continue south, creating a safer road network for all users.”

The following statement is not as was written in the March 2023 Planning Board resolution and is misleading. Note the term “unless that road is classified as a residential road” in the language from the resolution:

- “Best practices established in local, state, and federal guidelines concur that, whenever possible, access from the lower-classification roadway should be prioritized. As an example, the Montgomery County Complete Streets Guidelines state that “access from lower classification streets should be prioritized per the Department of Permitting Services’ Driveway Construction Policy”. FHWA guidance states that providing access to lower classification roadways helps to reduce the frequency and severity of conflicts. As such, access should be provided along Woodland Drive.”

From the planning board resolution:

“Under the conditions of approval, vehicular access on Woodland Drive may be permitted by the Planning Board. Potentially allowing site access on Woodland Drive complies with the site access requirements of Chapter 59- 6.1.4.E. This provision indicates that vehicle access to the Property must be provided from the street with the lower roadway classification **unless that**

road is classified as a residential road. As Woodland Drive is classified as a residential road, the Board is therefore not required to allow site access from Woodland Drive. However, the provision does not prohibit the Board from allowing access from a residential road, therefore the Board will make a determination about site access from Woodland Drive at the time of Preliminary Plan review based on an operational traffic study of the site access point, as required by Condition 14.

The developer makes this statement, but does not include any information about the additional traffic this will bring through the neighborhood itself. 214 cars going up Tilton in the morning is a scary thought. I think this is a lack of foresight and planning, to come up with a last minute fix and then move forward without fully looking into all of the other issues it will cause.

- "A traffic signal is recommended at the intersection of MD 97 & Tilton Drive in order to facilitate the Sector-Planned Protected Crossing at this location. Installation of this traffic signal will reduce the volume of both existing traffic and site traffic at the intersection of Woodland Drive & Forest Glen Road as a result of providing a second, alternative signalized access point to MD 97 for the residences located immediately to the northeast of the site."

I agree with the items below:

- It is recommended that the speed limit along Forest Glen Road be reduced to 25 MPH to improve pedestrian level of comfort and safety.
- Speed enforcement, such as speed cameras, if applicable, should be utilized to monitor traffic along Forest Glen Road, specifically at Coleridge Drive.
- Based on community feedback, Do Not Block Intersection (R10-7) signs should be implemented at the intersection of Woodland Drive & Forest Glen Road, along with appropriate striping within the intersection, in order to enhance the ability of vehicles leaving Woodland Drive to turn to Forest Glen Road.

In fact, I very much enjoyed being able to have some time to talk to Matt Folden, Richard Brockmeyer and Parker Smith as well as some of the dialogue with the MCDOT personnel. I think we would agree on many things, and I am glad that we have them as employees of Montgomery County. SHA refused to talk to me or the community.

I disagree with the position that we cannot make this site work without access on Woodland and I disagree with the number of parking spots that the developer suggests they need. I wish that the language "line Woodland Rd. with town houses" would have stayed in the sector plan. Whatever happens, this letter is a document stating that it may have been possible, that the developer should have been forced to try, and I am sure once it is allowed it will never be undone.

Special attention should be given to the Parking Management excerpt on page 113 of the report. This specifically calls out "For residential uses, each 2 percent reduction in parking below the minimum number of spaces yields a 1 percent reduction in vehicle trip generation rates for that use."

Sincerely,

Pablo Szein of 1816 Sherwood Rd. Silver Spring MD 20902

Timeline of documents:

Timeline of documents below because it is incredibly hard to follow these documents on the DAIC website.

Pre March 20th 2023 Sketch Plan Hearing

December 13, 2021: First TIS from Lenhart Traffic Consulting.

Conclusion: As shown on Exhibit 2, the existing land use generates a total of 85 AM- and 125 PM peak hour person trips. The proposed land use will generate a total of 96 AM- and 96 PM peak hour person trips. Therefore, the redevelopment of the site will result in a net increase of 31 person trips in the AM peak hour and a net decrease of 23 person trips in the PM peak hour.

- The project is located within the Forest Glen Policy Area.
- The redevelopment generates fewer than 50 net peak hour person trips and, therefore, is exempt from being required to perform LATR adequacy testing.

September 29, 2022: Second draft of TIS from Lenhart Traffic Consulting.

“Since the original approval, the number of units proposed on the site has increased from 384 units to 415 units, however this change has no impact on the overall finding of the originally-approved Traffic Statement that a Transportation Impact Study is not required according to the LATR Guidelines, as documented below.”

Conclusion: As shown on Exhibit 2, the existing land use generates a total of 115 AM- and 169 PM peak hour person trips. The proposed land use will generate a total of 157 AM- and 157 PM peak hour person trips. Therefore, the redevelopment of the site will result in a net increase of 42 person trips in the AM peak hour and a net decrease of 12 person trips in the PM peak hour.

- The project is located within the Forest Glen Policy Area.
- The redevelopment generates fewer than 50 net peak hour person trips and, therefore, is exempt from being required to perform LATR adequacy testing.

February 17, 2023: A third draft of a TIS from Lenhart Traffic Consulting.

“As shown on Exhibit 2, the existing land use generates a total of 106 AM- and 156 PM peak hour person trips. The proposed land use will generate a total of 278 AM- and 226 PM peak hour person trips. Therefore, the redevelopment of the site will result in a net increase of 172 person trips in the AM peak hour and 70 person trips in the PM peak hour.”

- The project is located within the Forest Glen Policy Area.
- The redevelopment generates greater than 50 net peak hour person trips.
- A full LATR study will be required with Preliminary Plan submittal.

Post March 20th 2023 Sketch Plan hearing

July 14, 2023: First version of the LATR

August 2, 2023: Second version of the LATR

October 20, 2023: Third version of the LATR based on comments from MDOT SHA, MNCPPC and MCDOT

October 30, 2023: Loading management plan

November 6, 2023: Fourth version of the LATR based on further commentary.

Posted 10/4/2022: Circulation drawings of vehicles and pedestrians

Posted 2/17/23: Final Circulation drawings of vehicles and pedestrians.

Posted 7/19/23: Updated circulation drawings of vehicles and pedestrians. SU30 truck turning motion into loading dock.

Posted 10/30/23: Updated SU30 in and out truck turning motions into loading dock.

Posted 12/8/23: Updated SU30 in and out truck turning motions into loading dock.

Posted 1/5/24: Updated circulation drawings of vehicles and pedestrians.

| Data from traffic cam at Forest Glen and Georgia Avenue on 2/26/24 from 8:16 to 9AM | | | | | | | | | |
|---|------------|---------|---------------|----------|---------|---------------|------------|-------------------|--|
| Gap | Time Start | | | Time End | | | | | |
| | 1 Minute | Seconds | Seconds Total | Minute | Seconds | Seconds Total | Gap Length | Time Between Gaps | |
| 2 | 0 | 18 | 18 | 0 | 43 | 43 | 25 | 3 | |
| 3 | 0 | 46 | 46 | 0 | 56 | 56 | 10 | 16 | |
| 4 | 1 | 12 | 72 | 1 | 21 | 81 | 9 | 2 | |
| 5 | 1 | 23 | 83 | 1 | 44 | 104 | 21 | 1 | |
| 6 | 1 | 45 | 105 | 2 | 7 | 127 | 22 | 1 | |
| 7 | 2 | 8 | 128 | 2 | 53 | 173 | 45 | 19 | |
| 8 | 3 | 12 | 192 | 3 | 22 | 202 | 10 | 7 | |
| 9 | 3 | 29 | 209 | 3 | 40 | 220 | 11 | 7 | |
| 10 | 3 | 47 | 227 | 3 | 53 | 233 | 6 | 1 | |
| 11 | 3 | 54 | 234 | 4 | 2 | 242 | 8 | 18 | |
| 12 | 4 | 20 | 260 | 4 | 35 | 275 | 15 | 12 | |
| 13 | 4 | 47 | 287 | 5 | 35 | 335 | 48 | 0 | |
| 14 | 5 | 35 | 335 | 5 | 48 | 348 | 13 | 33 | |
| 15 | 6 | 21 | 381 | 6 | 30 | 390 | 9 | 8 | |
| 16 | 6 | 38 | 398 | 6 | 44 | 404 | 6 | 6 | |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|----|----|----|------|----|----|------|----|----|
| 17 | 6 | 50 | 410 | 6 | 54 | 414 | 4 | 6 |
| 18 | 7 | 0 | 420 | 7 | 8 | 428 | 8 | 5 |
| 19 | 7 | 13 | 433 | 7 | 30 | 450 | 17 | 2 |
| 20 | 7 | 32 | 452 | 7 | 45 | 465 | 13 | 0 |
| 21 | 7 | 45 | 465 | 8 | 32 | 512 | 47 | 0 |
| 22 | 8 | 32 | 512 | 8 | 54 | 534 | 22 | 25 |
| 23 | 9 | 19 | 559 | 9 | 49 | 589 | 30 | 0 |
| 24 | 9 | 49 | 589 | 10 | 0 | 600 | 11 | 10 |
| 25 | 10 | 10 | 610 | 10 | 20 | 620 | 10 | 6 |
| 26 | 10 | 26 | 626 | 10 | 43 | 643 | 17 | 0 |
| 27 | 10 | 43 | 643 | 11 | 12 | 672 | 29 | 0 |
| 28 | 11 | 12 | 672 | 11 | 24 | 684 | 12 | 0 |
| 29 | 11 | 24 | 684 | 11 | 37 | 697 | 13 | 0 |
| 30 | 11 | 37 | 697 | 11 | 54 | 714 | 17 | 33 |
| 31 | 12 | 27 | 747 | 12 | 35 | 755 | 8 | 36 |
| 32 | 13 | 11 | 791 | 13 | 20 | 800 | 9 | 0 |
| 33 | 13 | 20 | 800 | 13 | 26 | 806 | 6 | 6 |
| 34 | 13 | 32 | 812 | 13 | 45 | 825 | 13 | 0 |
| 35 | 13 | 45 | 825 | 14 | 10 | 850 | 25 | 0 |
| 36 | 14 | 10 | 850 | 14 | 30 | 870 | 20 | 0 |
| 37 | 14 | 30 | 870 | 14 | 54 | 894 | 24 | 30 |
| 38 | 15 | 24 | 924 | 15 | 33 | 933 | 9 | 25 |
| 39 | 15 | 58 | 958 | 16 | 5 | 965 | 7 | 19 |
| 40 | 16 | 24 | 984 | 16 | 45 | 1005 | 21 | 0 |
| 41 | 16 | 45 | 1005 | 17 | 31 | 1051 | 46 | 5 |
| 42 | 17 | 36 | 1056 | 17 | 56 | 1076 | 20 | 26 |
| 43 | 18 | 22 | 1102 | 18 | 47 | 1127 | 25 | 26 |
| 44 | 19 | 13 | 1153 | 19 | 19 | 1159 | 6 | 2 |
| 45 | 19 | 21 | 1161 | 19 | 27 | 1167 | 6 | 6 |
| 46 | 19 | 33 | 1173 | 19 | 44 | 1184 | 11 | 2 |
| 47 | 19 | 46 | 1186 | 20 | 3 | 1203 | 17 | 0 |
| 48 | 20 | 3 | 1203 | 20 | 30 | 1230 | 27 | 0 |
| 49 | 20 | 30 | 1230 | 20 | 39 | 1239 | 9 | 0 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|----|----|----|------|----|----|------|----|----|
| 50 | 20 | 39 | 1239 | 20 | 53 | 1253 | 14 | 37 |
| 51 | 21 | 30 | 1290 | 21 | 55 | 1315 | 25 | 27 |
| 52 | 22 | 22 | 1342 | 22 | 44 | 1364 | 22 | 4 |
| 53 | 22 | 48 | 1368 | 23 | 8 | 1388 | 20 | 5 |
| 54 | 23 | 13 | 1393 | 23 | 53 | 1433 | 40 | 38 |
| 55 | 24 | 31 | 1471 | 24 | 37 | 1477 | 6 | 43 |
| 56 | 25 | 20 | 1520 | 25 | 24 | 1524 | 4 | 9 |
| 57 | 25 | 33 | 1533 | 25 | 44 | 1544 | 11 | 0 |
| 58 | 25 | 44 | 1544 | 25 | 56 | 1556 | 12 | 0 |
| 59 | 25 | 56 | 1556 | 26 | 15 | 1575 | 19 | 0 |
| 60 | 26 | 15 | 1575 | 26 | 54 | 1614 | 39 | 28 |
| 61 | 27 | 22 | 1642 | 27 | 35 | 1655 | 13 | 40 |
| 62 | 28 | 15 | 1695 | 28 | 27 | 1707 | 12 | 0 |
| 63 | 28 | 27 | 1707 | 28 | 45 | 1725 | 18 | 5 |
| 64 | 28 | 50 | 1730 | 28 | 59 | 1739 | 9 | 0 |
| 65 | 28 | 59 | 1739 | 29 | 10 | 1750 | 11 | 4 |
| 66 | 29 | 14 | 1754 | 29 | 23 | 1763 | 9 | 0 |
| 67 | 29 | 23 | 1763 | 29 | 47 | 1787 | 24 | 23 |
| 68 | 30 | 10 | 1810 | 30 | 54 | 1854 | 44 | 27 |
| 69 | 31 | 21 | 1881 | 31 | 31 | 1891 | 10 | 0 |
| 70 | 31 | 31 | 1891 | 31 | 52 | 1912 | 21 | 12 |
| 71 | 32 | 4 | 1924 | 32 | 10 | 1930 | 6 | 0 |
| 72 | 32 | 10 | 1930 | 32 | 32 | 1952 | 22 | 0 |
| 73 | 32 | 32 | 1952 | 32 | 50 | 1970 | 18 | 32 |
| 74 | 33 | 22 | 2002 | 33 | 38 | 2018 | 16 | 0 |
| 75 | 33 | 38 | 2018 | 33 | 51 | 2031 | 13 | 41 |
| 76 | 34 | 32 | 2072 | 34 | 44 | 2084 | 12 | 8 |
| 77 | 34 | 52 | 2092 | 35 | 7 | 2107 | 15 | 0 |
| 78 | 35 | 7 | 2107 | 35 | 25 | 2125 | 18 | 7 |
| 79 | 35 | 32 | 2132 | 35 | 42 | 2142 | 10 | 0 |
| 80 | 35 | 42 | 2142 | 35 | 51 | 2151 | 9 | 32 |
| 81 | 36 | 23 | 2183 | 36 | 44 | 2204 | 21 | 49 |
| 82 | 37 | 33 | 2253 | 37 | 44 | 2264 | 11 | 7 |

| | | | | | | | | |
|----|----|----|------|----|----|------|----|----|
| 83 | 37 | 51 | 2271 | 38 | 18 | 2298 | 27 | 0 |
| 84 | 38 | 18 | 2298 | 38 | 32 | 2312 | 14 | 0 |
| 85 | 38 | 32 | 2312 | 38 | 58 | 2338 | 26 | 95 |
| 86 | 40 | 33 | 2433 | 40 | 45 | 2445 | 12 | 0 |
| 87 | 40 | 45 | 2445 | 41 | 17 | 2477 | 32 | 0 |
| 88 | 41 | 17 | 2477 | 41 | 54 | 2514 | 37 | 22 |
| 89 | 42 | 16 | 2536 | 42 | 25 | 2545 | 9 | 0 |
| 90 | 42 | 25 | 2545 | 42 | 47 | 2567 | 22 | 29 |
| 91 | 43 | 16 | 2596 | 43 | 24 | 2604 | 8 | 8 |
| 92 | 43 | 32 | 2612 | 43 | 52 | 2632 | 20 | 0 |
| | 43 | 52 | 2632 | 44 | 6 | 2646 | 14 | |

| Data from traffic cam at Forest Glen and Georgia Avenue on 2/27/24 from 7:30AM to 9AM | | | | | | | | | |
|---|------------|---------|---------------|----------|---------|---------------|------------|-------------------|--|
| | Time Start | | | Time End | | | | | |
| Gap | Minute | Seconds | Seconds Total | Minute | Seconds | Seconds Total | Gap Length | Time Between Gaps | |
| 1 | 0 | 0 | 0 | 0 | 36 | 36 | 36 | 0 | |
| 2 | 0 | 36 | 36 | 1 | 10 | 70 | 34 | 28 | |
| 3 | 1 | 38 | 98 | 1 | 51 | 111 | 13 | 0 | |
| 4 | 1 | 51 | 111 | 1 | 59 | 119 | 8 | 0 | |
| 5 | 1 | 59 | 119 | 2 | 7 | 127 | 8 | 8 | |
| 6 | 2 | 15 | 135 | 2 | 33 | 153 | 18 | 7 | |
| 7 | 2 | 40 | 160 | 3 | 1 | 181 | 21 | 0 | |
| 8 | 3 | 1 | 181 | 3 | 19 | 199 | 18 | 0 | |
| 9 | 3 | 19 | 199 | 3 | 45 | 225 | 26 | 0 | |
| 10 | 3 | 45 | 225 | 3 | 55 | 235 | 10 | 0 | |
| 11 | 3 | 55 | 235 | 4 | 10 | 250 | 15 | 15 | |
| 12 | 4 | 25 | 265 | 4 | 31 | 271 | 6 | 0 | |
| 13 | 4 | 31 | 271 | 5 | 7 | 307 | 36 | 17 | |
| 14 | 5 | 24 | 324 | 5 | 32 | 332 | 8 | 1 | |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|----|----|----|------|----|----|------|----|----|
| 15 | 5 | 33 | 333 | 5 | 44 | 344 | 11 | 1 |
| 16 | 5 | 45 | 345 | 6 | 0 | 360 | 15 | 10 |
| 17 | 6 | 10 | 370 | 6 | 19 | 379 | 9 | 0 |
| 18 | 6 | 19 | 379 | 6 | 50 | 410 | 31 | 0 |
| 19 | 6 | 50 | 410 | 7 | 9 | 429 | 19 | 22 |
| 20 | 7 | 31 | 451 | 7 | 36 | 456 | 5 | 1 |
| 21 | 7 | 37 | 457 | 7 | 53 | 473 | 16 | 0 |
| 22 | 7 | 53 | 473 | 8 | 4 | 484 | 11 | 0 |
| 23 | 8 | 4 | 484 | 8 | 11 | 491 | 7 | 9 |
| 24 | 8 | 20 | 500 | 8 | 27 | 507 | 7 | 1 |
| 25 | 8 | 28 | 508 | 8 | 48 | 528 | 20 | 0 |
| 26 | 8 | 48 | 528 | 9 | 13 | 553 | 25 | 8 |
| 27 | 9 | 21 | 561 | 10 | 9 | 609 | 48 | 22 |
| 28 | 10 | 31 | 631 | 10 | 38 | 638 | 7 | 6 |
| 29 | 10 | 44 | 644 | 10 | 57 | 657 | 13 | 49 |
| 30 | 11 | 46 | 706 | 12 | 20 | 740 | 34 | 0 |
| 31 | 12 | 20 | 740 | 13 | 1 | 781 | 41 | 26 |
| 32 | 13 | 27 | 807 | 13 | 35 | 815 | 8 | 0 |
| 33 | 13 | 35 | 815 | 13 | 46 | 826 | 11 | 9 |
| 34 | 13 | 55 | 835 | 14 | 2 | 842 | 7 | 7 |
| 35 | 14 | 9 | 849 | 14 | 15 | 855 | 6 | 0 |
| 36 | 14 | 15 | 855 | 14 | 23 | 863 | 8 | 7 |
| 37 | 14 | 30 | 870 | 14 | 37 | 877 | 7 | 12 |
| 38 | 14 | 49 | 889 | 15 | 0 | 900 | 11 | 10 |
| 39 | 15 | 10 | 910 | 15 | 42 | 942 | 32 | 0 |
| 40 | 15 | 42 | 942 | 16 | 7 | 967 | 25 | 29 |
| 41 | 16 | 36 | 996 | 17 | 2 | 1022 | 26 | 37 |
| 42 | 17 | 39 | 1059 | 17 | 45 | 1065 | 6 | 0 |
| 43 | 17 | 45 | 1065 | 17 | 56 | 1076 | 11 | 0 |
| 44 | 17 | 56 | 1076 | 18 | 30 | 1110 | 34 | 4 |
| 45 | 18 | 34 | 1114 | 18 | 40 | 1120 | 6 | 8 |
| 46 | 18 | 48 | 1128 | 18 | 58 | 1138 | 10 | 0 |
| 47 | 18 | 58 | 1138 | 19 | 9 | 1149 | 11 | 29 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|----|----|----|------|----|----|------|----|----|
| 48 | 19 | 38 | 1178 | 19 | 44 | 1184 | 6 | 5 |
| 49 | 19 | 49 | 1189 | 20 | 6 | 1206 | 17 | 24 |
| 50 | 20 | 30 | 1230 | 20 | 43 | 1243 | 13 | 6 |
| 51 | 20 | 49 | 1249 | 20 | 57 | 1257 | 8 | 10 |
| 52 | 21 | 7 | 1267 | 21 | 31 | 1291 | 24 | 0 |
| 53 | 21 | 31 | 1291 | 22 | 8 | 1328 | 37 | 47 |
| 54 | 22 | 55 | 1375 | 23 | 6 | 1386 | 11 | 42 |
| 55 | 23 | 48 | 1428 | 23 | 59 | 1439 | 11 | 7 |
| 56 | 24 | 6 | 1446 | 24 | 32 | 1472 | 26 | 5 |
| 57 | 24 | 37 | 1477 | 25 | 1 | 1501 | 24 | 0 |
| 58 | 25 | 1 | 1501 | 25 | 10 | 1510 | 9 | 26 |
| 59 | 25 | 36 | 1536 | 25 | 43 | 1543 | 7 | 14 |
| 60 | 25 | 57 | 1557 | 26 | 7 | 1567 | 10 | 19 |
| 61 | 26 | 26 | 1586 | 26 | 36 | 1596 | 10 | 9 |
| 62 | 26 | 45 | 1605 | 27 | 4 | 1624 | 19 | 2 |
| 63 | 27 | 6 | 1626 | 27 | 21 | 1641 | 15 | 0 |
| 64 | 27 | 21 | 1641 | 28 | 5 | 1685 | 44 | 34 |
| 65 | 28 | 39 | 1719 | 29 | 8 | 1748 | 29 | 36 |
| 66 | 29 | 44 | 1784 | 30 | 2 | 1802 | 18 | 5 |
| 67 | 30 | 7 | 1807 | 30 | 21 | 1821 | 14 | 11 |
| 68 | 30 | 32 | 1832 | 31 | 8 | 1868 | 36 | 28 |
| 69 | 31 | 36 | 1896 | 31 | 48 | 1908 | 12 | 45 |
| 70 | 32 | 33 | 1953 | 32 | 40 | 1960 | 7 | 8 |
| 71 | 32 | 48 | 1968 | 32 | 59 | 1979 | 11 | 0 |
| 72 | 32 | 59 | 1979 | 33 | 47 | 2027 | 48 | 0 |
| 73 | 33 | 47 | 2027 | 34 | 8 | 2048 | 21 | 35 |
| 74 | 34 | 43 | 2083 | 35 | 2 | 2102 | 19 | 36 |
| 75 | 35 | 38 | 2138 | 35 | 43 | 2143 | 5 | 0 |
| 76 | 35 | 43 | 2143 | 35 | 56 | 2156 | 13 | 0 |
| 77 | 35 | 56 | 2156 | 36 | 42 | 2202 | 46 | 7 |
| 78 | 36 | 49 | 2209 | 37 | 8 | 2228 | 19 | 20 |
| 79 | 37 | 28 | 2248 | 37 | 41 | 2261 | 13 | 5 |
| 80 | 37 | 46 | 2266 | 38 | 22 | 2302 | 36 | 23 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|-----|----|----|------|----|----|------|----|----|
| 81 | 38 | 45 | 2325 | 39 | 15 | 2355 | 30 | 0 |
| 82 | 39 | 15 | 2355 | 39 | 33 | 2373 | 18 | 0 |
| 83 | 39 | 33 | 2373 | 39 | 47 | 2387 | 14 | 0 |
| 84 | 39 | 47 | 2387 | 40 | 10 | 2410 | 23 | 33 |
| 85 | 40 | 43 | 2443 | 40 | 55 | 2455 | 12 | 10 |
| 86 | 41 | 5 | 2465 | 41 | 16 | 2476 | 11 | 27 |
| 87 | 41 | 43 | 2503 | 42 | 0 | 2520 | 17 | 1 |
| 88 | 42 | 1 | 2521 | 43 | 4 | 2584 | 63 | 28 |
| 89 | 43 | 32 | 2612 | 43 | 58 | 2638 | 26 | 0 |
| 90 | 43 | 58 | 2638 | 44 | 8 | 2648 | 10 | 0 |
| 91 | 44 | 8 | 2648 | 44 | 24 | 2664 | 16 | 22 |
| 92 | 44 | 46 | 2686 | 45 | 0 | 2700 | 14 | 10 |
| 93 | 45 | 10 | 2710 | 45 | 20 | 2720 | 10 | 0 |
| 94 | 45 | 20 | 2720 | 45 | 55 | 2755 | 35 | 0 |
| 95 | 45 | 55 | 2755 | 46 | 10 | 2770 | 15 | 31 |
| 96 | 46 | 41 | 2801 | 46 | 50 | 2810 | 9 | 0 |
| 97 | 46 | 50 | 2810 | 47 | 20 | 2840 | 30 | 30 |
| 98 | 47 | 50 | 2870 | 48 | 3 | 2883 | 13 | 2 |
| 99 | 48 | 5 | 2885 | 48 | 31 | 2911 | 26 | 0 |
| 100 | 48 | 31 | 2911 | 48 | 58 | 2938 | 27 | 45 |
| 101 | 49 | 43 | 2983 | 50 | 13 | 3013 | 30 | 27 |
| 102 | 50 | 40 | 3040 | 50 | 52 | 3052 | 12 | 0 |
| 103 | 50 | 52 | 3052 | 51 | 1 | 3061 | 9 | 5 |
| 104 | 51 | 6 | 3066 | 51 | 53 | 3113 | 47 | 0 |
| 105 | 51 | 53 | 3113 | 52 | 10 | 3130 | 17 | 35 |
| 106 | 52 | 45 | 3165 | 52 | 54 | 3174 | 9 | 0 |
| 107 | 52 | 54 | 3174 | 53 | 22 | 3202 | 28 | 16 |
| 108 | 53 | 38 | 3218 | 53 | 52 | 3232 | 14 | 0 |
| 109 | 53 | 52 | 3232 | 54 | 2 | 3242 | 10 | 10 |
| 110 | 54 | 12 | 3252 | 55 | 11 | 3311 | 59 | 24 |
| 111 | 55 | 35 | 3335 | 55 | 47 | 3347 | 12 | 0 |
| 112 | 55 | 47 | 3347 | 56 | 0 | 3360 | 13 | 50 |
| 113 | 56 | 50 | 3410 | 57 | 1 | 3421 | 11 | 7 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|-----|----|----|------|----|----|------|----|----|
| 114 | 57 | 8 | 3428 | 57 | 29 | 3449 | 21 | 0 |
| 115 | 57 | 29 | 3449 | 58 | 10 | 3490 | 41 | 32 |
| 116 | 58 | 42 | 3522 | 59 | 12 | 3552 | 30 | 16 |
| 117 | 59 | 28 | 3568 | 59 | 36 | 3576 | 8 | 5 |
| 118 | 59 | 41 | 3581 | 60 | 2 | 3602 | 21 | 8 |
| 119 | 60 | 10 | 3610 | 60 | 58 | 3658 | 48 | 0 |
| 120 | 60 | 58 | 3658 | 61 | 10 | 3670 | 12 | 25 |
| 121 | 61 | 35 | 3695 | 61 | 54 | 3714 | 19 | 0 |
| 122 | 61 | 54 | 3714 | 62 | 7 | 3727 | 13 | 43 |
| 123 | 62 | 50 | 3770 | 63 | 0 | 3780 | 10 | 8 |
| 124 | 63 | 8 | 3788 | 63 | 43 | 3823 | 35 | 0 |
| 125 | 63 | 43 | 3823 | 64 | 11 | 3851 | 28 | 27 |
| 126 | 64 | 38 | 3878 | 65 | 3 | 3903 | 25 | 48 |
| 127 | 65 | 51 | 3951 | 66 | 3 | 3963 | 12 | 0 |
| 128 | 66 | 3 | 3963 | 66 | 15 | 3975 | 12 | 0 |
| 129 | 66 | 15 | 3975 | 66 | 26 | 3986 | 11 | 0 |
| 130 | 66 | 26 | 3986 | 66 | 40 | 4000 | 14 | 0 |
| 131 | 66 | 40 | 4000 | 66 | 57 | 4017 | 17 | 0 |
| 132 | 66 | 57 | 4017 | 67 | 11 | 4031 | 14 | 29 |
| 133 | 67 | 40 | 4060 | 68 | 10 | 4090 | 30 | 33 |
| 134 | 68 | 43 | 4123 | 68 | 59 | 4139 | 16 | 0 |
| 135 | 68 | 59 | 4139 | 69 | 24 | 4164 | 25 | 0 |
| 136 | 69 | 24 | 4164 | 69 | 38 | 4178 | 14 | 0 |
| 137 | 69 | 38 | 4178 | 70 | 2 | 4202 | 24 | 27 |
| 138 | 70 | 29 | 4229 | 70 | 40 | 4240 | 11 | 0 |
| 139 | 70 | 40 | 4240 | 71 | 4 | 4264 | 24 | 0 |
| 140 | 71 | 4 | 4264 | 71 | 15 | 4275 | 11 | 24 |
| 141 | 71 | 39 | 4299 | 71 | 46 | 4306 | 7 | 7 |
| 142 | 71 | 53 | 4313 | 71 | 59 | 4319 | 6 | 2 |
| 143 | 72 | 1 | 4321 | 72 | 23 | 4343 | 22 | 0 |
| 144 | 72 | 23 | 4343 | 72 | 36 | 4356 | 13 | 4 |
| 145 | 72 | 40 | 4360 | 72 | 48 | 4368 | 8 | 0 |
| 146 | 72 | 48 | 4368 | 73 | 9 | 4389 | 21 | 21 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|-----|----|----|------|-------------|----|------|----|----|
| 147 | 73 | 30 | 4410 | 73 | 55 | 4435 | 25 | 0 |
| 148 | 73 | 55 | 4435 | 74 | 11 | 4451 | 16 | 37 |
| 149 | 74 | 48 | 4488 | 75 | 1 | 4501 | 13 | 11 |
| 150 | 75 | 12 | 4512 | 76 | 0 | 4560 | 48 | 27 |
| 151 | 76 | 27 | 4587 | 76 | 48 | 4608 | 21 | 0 |
| 152 | 76 | 48 | 4608 | 77 | 4 | 4624 | 16 | 43 |
| 153 | 77 | 47 | 4667 | 78 | 11 | 4691 | 24 | 0 |
| 154 | 78 | 11 | 4691 | 78 | 34 | 4714 | 23 | 0 |
| 155 | 78 | 34 | 4714 | 78 | 45 | 4725 | 11 | 5 |
| 156 | 78 | 50 | 4730 | 79 | 10 | 4750 | 20 | 29 |
| 157 | 79 | 39 | 4779 | 79 | 44 | 4784 | 5 | 0 |
| 158 | 79 | 44 | 4784 | 80 | 6 | 4806 | 22 | 1 |
| 159 | 80 | 7 | 4807 | 80 | 15 | 4815 | 8 | 19 |
| 160 | 80 | 34 | 4834 | 80 | 42 | 4842 | 8 | 7 |
| 161 | 80 | 49 | 4849 | 81 | 0 | 4860 | 11 | 14 |
| 162 | 81 | 14 | 4874 | 81 | 50 | 4910 | 36 | 6 |
| 163 | 81 | 56 | 4916 | 82 | 10 | 4930 | 14 | 34 |
| 164 | 82 | 44 | 4964 | 82 | 51 | 4971 | 7 | 13 |
| 165 | 83 | 4 | 4984 | 83 | 11 | 4991 | 7 | 37 |
| 166 | 83 | 48 | 5028 | 84 | 2 | 5042 | 14 | 21 |
| 167 | 84 | 23 | 5063 | 85 | 10 | 5110 | 47 | 30 |
| 168 | 85 | 40 | 5140 | 86 | 18 | 5178 | 38 | 28 |
| 169 | 86 | 46 | 5206 | 87 | 1 | 5221 | 15 | 1 |
| 170 | 87 | 2 | 5222 | 87 | 20 | 5240 | 18 | 6 |
| 171 | 87 | 26 | 5246 | 87 | 33 | 5253 | 7 | 7 |
| 172 | 87 | 40 | 5260 | 88 | 7 | 5287 | 27 | 26 |
| 173 | 88 | 33 | 5313 | 88 | 55 | 5335 | 22 | 0 |
| 174 | 88 | 55 | 5335 | 89 | 13 | 5353 | 18 | 35 |
| 175 | 89 | 48 | 5388 | 90 | 1 | 5401 | 13 | 8 |
| 176 | 90 | 9 | 5409 | end of file | | | | |

| | | | | | | | | |
|--|--|--|--|--|--|--|--|--|
| Data from traffic cam at Forest Glen and Georgia | | | | | | | | |
|--|--|--|--|--|--|--|--|--|

| Avenue on 2/28/24 from 7:30AM to 9AM | | | | | | | | | |
|--------------------------------------|------------|---------|---------------|----------|---------|---------------|------------|-------------------|--|
| Gap | Time Start | | | Time End | | | Gap Length | Time Between Gaps | |
| | Minute | Seconds | Seconds Total | Minute | Seconds | Seconds Total | | | |
| 1 | 0 | 7 | 7 | 0 | 27 | 27 | 20 | 28 | |
| 2 | 0 | 55 | 55 | 1 | 14 | 74 | 19 | 19 | |
| 3 | 1 | 33 | 93 | 1 | 42 | 102 | 9 | 5 | |
| 4 | 1 | 47 | 107 | 1 | 56 | 116 | 9 | 0 | |
| 5 | 1 | 56 | 116 | 2 | 16 | 136 | 20 | 0 | |
| 6 | 2 | 16 | 136 | 2 | 36 | 156 | 20 | 0 | |
| 7 | 2 | 36 | 156 | 2 | 56 | 176 | 20 | 0 | |
| 8 | 2 | 56 | 176 | 3 | 10 | 190 | 14 | 0 | |
| 9 | 3 | 10 | 190 | 3 | 26 | 206 | 16 | 16 | |
| 10 | 3 | 42 | 222 | 4 | 26 | 266 | 44 | 39 | |
| 11 | 5 | 5 | 305 | 5 | 16 | 316 | 11 | 7 | |
| 12 | 5 | 23 | 323 | 5 | 47 | 347 | 24 | 3 | |
| 13 | 5 | 50 | 350 | 6 | 0 | 360 | 10 | 0 | |
| 14 | 6 | 0 | 360 | 6 | 25 | 385 | 25 | 37 | |
| 15 | 7 | 2 | 422 | 7 | 18 | 438 | 16 | 12 | |
| 16 | 7 | 30 | 450 | 7 | 37 | 457 | 7 | 0 | |
| 17 | 7 | 37 | 457 | 7 | 44 | 464 | 7 | 6 | |
| 18 | 7 | 50 | 470 | 8 | 0 | 480 | 10 | 7 | |
| 19 | 8 | 7 | 487 | 8 | 16 | 496 | 9 | 6 | |
| 20 | 8 | 22 | 502 | 8 | 58 | 538 | 36 | 0 | |
| 21 | 8 | 58 | 538 | 9 | 28 | 568 | 30 | 23 | |
| 22 | 9 | 51 | 591 | 10 | 15 | 615 | 24 | 34 | |
| 23 | 10 | 49 | 649 | 10 | 55 | 655 | 6 | 9 | |
| 24 | 11 | 4 | 664 | 11 | 16 | 676 | 12 | 7 | |
| 25 | 11 | 23 | 683 | 11 | 56 | 716 | 33 | 0 | |
| 26 | 11 | 56 | 716 | 12 | 17 | 737 | 21 | 0 | |
| 27 | 12 | 17 | 737 | 12 | 26 | 746 | 9 | 29 | |
| 28 | 12 | 55 | 775 | 13 | 13 | 793 | 18 | 0 | |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|----|----|----|------|----|----|------|----|----|
| 29 | 13 | 13 | 793 | 13 | 22 | 802 | 9 | 17 |
| 30 | 13 | 39 | 819 | 13 | 50 | 830 | 11 | 0 |
| 31 | 13 | 50 | 830 | 13 | 56 | 836 | 6 | 0 |
| 32 | 13 | 56 | 836 | 14 | 5 | 845 | 9 | 0 |
| 33 | 14 | 5 | 845 | 14 | 16 | 856 | 11 | 11 |
| 34 | 14 | 27 | 867 | 14 | 36 | 876 | 9 | 11 |
| 35 | 14 | 47 | 887 | 15 | 20 | 920 | 33 | 0 |
| 36 | 15 | 20 | 920 | 16 | 26 | 986 | 66 | 3 |
| 37 | 16 | 29 | 989 | 16 | 40 | 1000 | 11 | 0 |
| 38 | 16 | 40 | 1000 | 16 | 48 | 1008 | 8 | 11 |
| 39 | 16 | 59 | 1019 | 17 | 18 | 1038 | 19 | 6 |
| 40 | 17 | 24 | 1044 | 17 | 50 | 1070 | 26 | 0 |
| 41 | 17 | 50 | 1070 | 18 | 11 | 1091 | 21 | 0 |
| 42 | 18 | 11 | 1091 | 18 | 27 | 1107 | 16 | 24 |
| 43 | 18 | 51 | 1131 | 19 | 0 | 1140 | 9 | 4 |
| 44 | 19 | 4 | 1144 | 19 | 13 | 1153 | 9 | 3 |
| 45 | 19 | 16 | 1156 | 19 | 21 | 1161 | 5 | 20 |
| 46 | 19 | 41 | 1181 | 19 | 48 | 1188 | 7 | 0 |
| 47 | 19 | 48 | 1188 | 19 | 57 | 1197 | 9 | 0 |
| 48 | 19 | 57 | 1197 | 20 | 3 | 1203 | 6 | 0 |
| 49 | 20 | 3 | 1203 | 20 | 21 | 1221 | 18 | 0 |
| 50 | 20 | 21 | 1221 | 20 | 40 | 1240 | 19 | 0 |
| 51 | 20 | 40 | 1240 | 21 | 20 | 1280 | 40 | 20 |
| 52 | 21 | 40 | 1300 | 21 | 46 | 1306 | 6 | 0 |
| 53 | 21 | 46 | 1306 | 22 | 4 | 1324 | 18 | 42 |
| 54 | 22 | 46 | 1366 | 22 | 53 | 1373 | 7 | 33 |
| 55 | 23 | 26 | 1406 | 23 | 54 | 1434 | 28 | 8 |
| 56 | 24 | 2 | 1442 | 24 | 16 | 1456 | 14 | 0 |
| 57 | 24 | 16 | 1456 | 24 | 29 | 1469 | 13 | 27 |
| 58 | 24 | 56 | 1496 | 25 | 8 | 1508 | 12 | 33 |
| 59 | 25 | 41 | 1541 | 25 | 50 | 1550 | 9 | 0 |
| 60 | 25 | 50 | 1550 | 25 | 55 | 1555 | 5 | 0 |
| 61 | 25 | 55 | 1555 | 26 | 15 | 1575 | 20 | 4 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|----|----|----|------|----|----|------|----|----|
| 62 | 26 | 19 | 1579 | 26 | 28 | 1588 | 9 | 0 |
| 63 | 26 | 28 | 1588 | 27 | 2 | 1622 | 34 | 0 |
| 64 | 27 | 2 | 1622 | 27 | 20 | 1640 | 18 | 38 |
| 65 | 27 | 58 | 1678 | 28 | 6 | 1686 | 8 | 0 |
| 66 | 28 | 6 | 1686 | 28 | 12 | 1692 | 6 | 30 |
| 67 | 28 | 42 | 1722 | 28 | 52 | 1732 | 10 | 0 |
| 68 | 28 | 52 | 1732 | 29 | 0 | 1740 | 8 | 0 |
| 69 | 29 | 0 | 1740 | 29 | 50 | 1790 | 50 | 0 |
| 70 | 29 | 50 | 1790 | 30 | 29 | 1829 | 39 | 31 |
| 71 | 31 | 0 | 1860 | 31 | 17 | 1877 | 17 | 0 |
| 72 | 31 | 17 | 1877 | 31 | 25 | 1885 | 8 | 15 |
| 73 | 31 | 40 | 1900 | 31 | 48 | 1908 | 8 | 5 |
| 74 | 31 | 53 | 1913 | 32 | 14 | 1934 | 21 | 5 |
| 75 | 32 | 19 | 1939 | 33 | 26 | 2006 | 67 | 30 |
| 76 | 33 | 56 | 2036 | 34 | 8 | 2048 | 12 | 25 |
| 77 | 34 | 33 | 2073 | 34 | 42 | 2082 | 9 | 3 |
| 78 | 34 | 45 | 2085 | 34 | 54 | 2094 | 9 | 0 |
| 79 | 34 | 54 | 2094 | 35 | 50 | 2150 | 56 | 17 |
| 80 | 36 | 7 | 2167 | 36 | 27 | 2187 | 20 | 38 |
| 81 | 37 | 5 | 2225 | 37 | 35 | 2255 | 30 | 22 |
| 82 | 37 | 57 | 2277 | 38 | 15 | 2295 | 18 | 6 |
| 83 | 38 | 21 | 2301 | 39 | 26 | 2366 | 65 | 37 |
| 84 | 40 | 3 | 2403 | 40 | 26 | 2426 | 23 | 15 |
| 85 | 40 | 41 | 2441 | 40 | 48 | 2448 | 7 | 21 |
| 86 | 41 | 9 | 2469 | 41 | 15 | 2475 | 6 | 6 |
| 87 | 41 | 21 | 2481 | 42 | 17 | 2537 | 56 | 35 |
| 88 | 42 | 52 | 2572 | 43 | 12 | 2592 | 20 | 5 |
| 89 | 43 | 17 | 2597 | 43 | 37 | 2617 | 20 | 6 |
| 90 | 43 | 43 | 2623 | 43 | 53 | 2633 | 10 | 11 |
| 91 | 44 | 4 | 2644 | 44 | 16 | 2656 | 12 | 0 |
| 92 | 44 | 16 | 2656 | 44 | 34 | 2674 | 18 | 6 |
| 93 | 44 | 40 | 2680 | 45 | 20 | 2720 | 40 | 0 |
| 94 | 45 | 20 | 2720 | 45 | 27 | 2727 | 7 | 34 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|-----|----|----|------|----|----|------|----|----|
| 95 | 46 | 1 | 2761 | 46 | 37 | 2797 | 36 | 33 |
| 96 | 47 | 10 | 2830 | 47 | 18 | 2838 | 8 | 0 |
| 97 | 47 | 18 | 2838 | 48 | 28 | 2908 | 70 | 23 |
| 98 | 48 | 51 | 2931 | 49 | 2 | 2942 | 11 | 0 |
| 99 | 49 | 2 | 2942 | 49 | 23 | 2963 | 21 | 6 |
| 100 | 49 | 29 | 2969 | 49 | 37 | 2977 | 8 | 8 |
| 101 | 49 | 45 | 2985 | 49 | 52 | 2992 | 7 | 0 |
| 102 | 49 | 52 | 2992 | 49 | 59 | 2999 | 7 | 7 |
| 103 | 50 | 6 | 3006 | 50 | 18 | 3018 | 12 | 7 |
| 104 | 50 | 25 | 3025 | 51 | 6 | 3066 | 41 | 0 |
| 105 | 51 | 6 | 3066 | 51 | 27 | 3087 | 21 | 33 |
| 106 | 52 | 0 | 3120 | 52 | 23 | 3143 | 23 | 20 |
| 107 | 52 | 43 | 3163 | 52 | 52 | 3172 | 9 | 8 |
| 108 | 53 | 0 | 3180 | 53 | 18 | 3198 | 18 | 6 |
| 109 | 53 | 24 | 3204 | 53 | 46 | 3226 | 22 | 9 |
| 110 | 53 | 55 | 3235 | 54 | 27 | 3267 | 32 | 22 |
| 111 | 54 | 49 | 3289 | 54 | 56 | 3296 | 7 | 0 |
| 112 | 54 | 56 | 3296 | 55 | 3 | 3303 | 7 | 0 |
| 113 | 55 | 3 | 3303 | 55 | 18 | 3318 | 15 | 38 |
| 114 | 55 | 56 | 3356 | 56 | 2 | 3362 | 6 | 0 |
| 115 | 56 | 2 | 3362 | 56 | 17 | 3377 | 15 | 13 |
| 116 | 56 | 30 | 3390 | 56 | 54 | 3414 | 24 | 15 |
| 117 | 57 | 9 | 3429 | 57 | 26 | 3446 | 17 | 20 |
| 118 | 57 | 46 | 3466 | 57 | 56 | 3476 | 10 | 0 |
| 119 | 57 | 56 | 3476 | 58 | 22 | 3502 | 26 | 44 |
| 120 | 59 | 6 | 3546 | 59 | 26 | 3566 | 20 | 0 |
| 121 | 59 | 26 | 3566 | 59 | 48 | 3588 | 22 | 0 |
| 122 | 59 | 48 | 3588 | 60 | 17 | 3617 | 29 | 0 |
| 123 | 60 | 17 | 3617 | 60 | 28 | 3628 | 11 | 33 |
| 124 | 61 | 1 | 3661 | 61 | 10 | 3670 | 9 | 2 |
| 125 | 61 | 12 | 3672 | 61 | 22 | 3682 | 10 | 17 |
| 126 | 61 | 39 | 3699 | 61 | 45 | 3705 | 6 | 3 |
| 127 | 61 | 48 | 3708 | 61 | 57 | 3717 | 9 | 2 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|-----|----|----|------|----|----|------|----|----|
| 128 | 61 | 59 | 3719 | 62 | 5 | 3725 | 6 | 0 |
| 129 | 62 | 5 | 3725 | 62 | 18 | 3738 | 13 | 9 |
| 130 | 62 | 27 | 3747 | 63 | 12 | 3792 | 45 | 3 |
| 131 | 63 | 15 | 3795 | 63 | 26 | 3806 | 11 | 31 |
| 132 | 63 | 57 | 3837 | 64 | 14 | 3854 | 17 | 53 |
| 133 | 65 | 7 | 3907 | 65 | 17 | 3917 | 10 | 5 |
| 134 | 65 | 22 | 3922 | 66 | 8 | 3968 | 46 | 13 |
| 135 | 66 | 21 | 3981 | 66 | 26 | 3986 | 5 | 19 |
| 136 | 66 | 45 | 4005 | 66 | 53 | 4013 | 8 | 0 |
| 137 | 66 | 53 | 4013 | 67 | 21 | 4041 | 28 | 0 |
| 138 | 67 | 21 | 4041 | 67 | 26 | 4046 | 5 | 23 |
| 139 | 67 | 49 | 4069 | 67 | 54 | 4074 | 5 | 11 |
| 140 | 68 | 5 | 4085 | 68 | 23 | 4103 | 18 | 0 |
| 141 | 68 | 23 | 4103 | 68 | 49 | 4129 | 26 | 0 |
| 142 | 68 | 49 | 4129 | 69 | 13 | 4153 | 24 | 1 |
| 143 | 69 | 14 | 4154 | 69 | 25 | 4165 | 11 | 31 |
| 144 | 69 | 56 | 4196 | 70 | 16 | 4216 | 20 | 44 |
| 145 | 71 | 0 | 4260 | 71 | 13 | 4273 | 13 | 10 |
| 146 | 71 | 23 | 4283 | 72 | 7 | 4327 | 44 | 5 |
| 147 | 72 | 12 | 4332 | 72 | 19 | 4339 | 7 | 0 |
| 148 | 72 | 19 | 4339 | 72 | 28 | 4348 | 9 | 27 |
| 149 | 72 | 55 | 4375 | 73 | 14 | 4394 | 19 | 0 |
| 150 | 73 | 14 | 4394 | 73 | 31 | 4411 | 17 | 21 |
| 151 | 73 | 52 | 4432 | 73 | 59 | 4439 | 7 | 9 |
| 152 | 74 | 8 | 4448 | 74 | 17 | 4457 | 9 | 4 |
| 153 | 74 | 21 | 4461 | 74 | 48 | 4488 | 27 | 0 |
| 154 | 74 | 48 | 4488 | 75 | 3 | 4503 | 15 | 3 |
| 155 | 75 | 6 | 4506 | 75 | 15 | 4515 | 9 | 0 |
| 156 | 75 | 15 | 4515 | 75 | 28 | 4528 | 13 | 25 |
| 157 | 75 | 53 | 4553 | 76 | 14 | 4574 | 21 | 49 |
| 158 | 77 | 3 | 4623 | 77 | 18 | 4638 | 15 | 0 |
| 159 | 77 | 18 | 4638 | 77 | 33 | 4653 | 15 | 0 |
| 160 | 77 | 33 | 4653 | 78 | 16 | 4696 | 43 | 0 |

Site plan #820230130, Development at 9801 Georgia Avenue, Analysis of developer's operational traffic study

| | | | | | | | | |
|-----|----|----|------|----------------|----|------|----|----|
| 161 | 78 | 16 | 4696 | 78 | 28 | 4708 | 12 | 29 |
| 162 | 78 | 57 | 4737 | 79 | 15 | 4755 | 18 | 0 |
| 163 | 79 | 15 | 4755 | 79 | 22 | 4762 | 7 | 6 |
| 164 | 79 | 28 | 4768 | 79 | 35 | 4775 | 7 | 18 |
| 165 | 79 | 53 | 4793 | 80 | 18 | 4818 | 25 | 0 |
| 166 | 80 | 18 | 4818 | 80 | 29 | 4829 | 11 | 0 |
| 167 | 80 | 29 | 4829 | 80 | 44 | 4844 | 15 | 0 |
| 168 | 80 | 44 | 4844 | 80 | 50 | 4850 | 6 | 0 |
| 169 | 80 | 50 | 4850 | 81 | 31 | 4891 | 41 | 28 |
| 170 | 81 | 59 | 4919 | 82 | 9 | 4929 | 10 | 0 |
| 171 | 82 | 9 | 4929 | 82 | 15 | 4935 | 6 | 0 |
| 172 | 82 | 15 | 4935 | 82 | 23 | 4943 | 8 | 34 |
| 173 | 82 | 57 | 4977 | 83 | 19 | 4999 | 22 | 4 |
| 174 | 83 | 23 | 5003 | 83 | 58 | 5038 | 35 | 0 |
| 175 | 83 | 58 | 5038 | 84 | 11 | 5051 | 13 | 0 |
| 176 | 84 | 11 | 5051 | 84 | 28 | 5068 | 17 | 30 |
| 177 | 84 | 58 | 5098 | 85 | 22 | 5122 | 24 | 0 |
| 178 | 85 | 22 | 5122 | 85 | 32 | 5132 | 10 | 12 |
| 179 | 85 | 44 | 5144 | 85 | 51 | 5151 | 7 | 18 |
| 180 | 86 | 9 | 5169 | 86 | 18 | 5178 | 9 | 0 |
| 181 | 86 | 18 | 5178 | 86 | 32 | 5192 | 14 | 0 |
| 182 | 86 | 32 | 5192 | 86 | 51 | 5211 | 19 | 0 |
| 183 | 86 | 51 | 5211 | 87 | 28 | 5248 | 37 | 28 |
| 184 | 87 | 56 | 5276 | 88 | 45 | 5325 | 49 | 21 |
| 185 | 89 | 6 | 5346 | 89 | 17 | 5357 | 11 | 5 |
| 186 | 89 | 22 | 5362 | 89 | 34 | 5374 | 12 | 0 |
| 187 | 89 | 34 | 5374 | end of file | | | | |

From: [Smith, Parker](#)
To: [Pablo Sztein](#)
Cc: [Smith, Parker](#); [MCP-Chair](#); [Harris, Artie](#); [Pedoeem, Mitra](#); [Linden, Josh](#); [Hedrick, James](#); [Bartley, Shawn](#); [Brockmyer, Richard](#); [Kwesi Woodroffe](#); [Somarajan, Deepak](#); [Torma, Rebecca](#)
Subject: RE: Comments on the proposed development at 9801 Georgia Avenue
Date: Thursday, February 29, 2024 2:22:58 PM

Hi Pablo,

Thanks for your note. By copy of this email I am forwarding your note pointing out the analysis on page 10 of your testimony to everyone you originally sent the testimony to.

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: Pablo Sztein <pablo.sztein@gmail.com>
Sent: Thursday, February 29, 2024 1:14 PM
To: Smith, Parker <Parker.Smith@montgomeryplanning.org>
Subject: Re: Comments on the proposed development at 9801 Georgia Avenue

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

Parker,

I just sent another set of comments. Hoping you got them this time.

Please point out the gap analysis along Georgia Avenue starting on pg. 10 to the rest of the staff. I think I kind of buried it a bit far in the report.

Thanks,
Pablo

On Fri, Feb 23, 2024 at 11:13 AM Smith, Parker <Parker.Smith@montgomeryplanning.org> wrote:

Hi Pablo,

Thanks for making sure your comments got to me. I will forward this testimony to the relevant Planning and other agency reviewers for the project. By virtue of you including the Planning Board Chair on the initial email, your comments have also been entered into the public record.

As a reminder, 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 Reedy Drive, Floor 14, Wheaton, MD 20902
parker.smith@montgomeryplanning.org
301-495-1327

From: Pablo Sztein <pablo.sztein@gmail.com>

Sent: Friday, February 23, 2024 12:32 AM

To: Smith, Parker <Parker.Smith@montgomeryplanning.org>

Subject: Fwd: Comments on the proposed development at 9801 Georgia Avenue

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

Parker,

Sending again because it got bounced. Apparently montgomery planing is not a thing :-).

----- Forwarded message -----

From: **Pablo Sztein** <pablo.sztein@gmail.com>

Date: Fri, Feb 23, 2024 at 12:27 AM

Subject: Comments on the proposed development at 9801 Georgia Avenue

To: <parker.smith@montgomeryplanning.org>, <MCP-Chair@mncppc.org>, <Artie.Harris@mncppc.org>, <Mitra.Pedoeem@mncppc.org>, <Josh.Linden@mncppc.org>, <James.Hedrick@mncppc.org>, <Shawn.Bartley@mncppc.org>

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

--

Pablo Sztein
(240) 535-7092
pablo.sztein@gmail.com

--

Pablo Sztein
(240) 535-7092
pablo.sztein@gmail.com

From: Sanders, Carrie
To: tomaykoc@hotmail.com
Cc: [MCP-Chair](#); [Kronenberg, Robert](#); [Meredith.Wellington](#); [Sorrento, Christina](#); [Folden, Matthew](#); [Smith, Parker](#)
Subject: Development Review Process Testimony
Date: Thursday, February 29, 2024 4:52:24 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Ms. Tomayko,

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:

The Montgomery Planning Department reviews development applications as they are submitted, within the timeframes proscribed in Chapter 59 of the Zoning Code. Reviewers evaluate development applications for their compliance with the Zoning Code (Chapter 59), the Subdivision Regulations (Chapter 50), Forest Conservation Law (Chapter 22A), and the Forest Glen/Montgomery Hills Master Plan. 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).

The Forest Glen Passageway Project (P501911) provides for design, right-of-way acquisition, utility relocations, and construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station from neighborhoods and institutions located on the east side of Georgia Avenue. The project is funded in the Capital Improvement Plan (CIP). While the proposed project is being designed to accommodate the future metro connection, it is not possible to require the applicant to postpone the process until the project is completed.

The MD 97 (Georgia Avenue) from MD 390 (16th Street) to MD 192 (Forest Glen Road) Safety and Accessibility Project is currently in the design phase. Roadway construction is not anticipated to begin until the spring of 2028. The project will likely take several years to be completed. While the proposed project is being designed to accommodate this project, it is not possible to require the applicant to postpone the process until the project is completed.

The Forest Glen Passageway Project and MD 97 (Georgia Avenue) from MD 390 (16th Street) to MD 192 (Forest Glen Road) Safety and Accessibility Project will include utility work. However, the project will also include some utility work and is coordinating with these two projects.

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 for your testimony,



Carrie Sanders

Chief, Midcounty Planning Division

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



From: [Tony Vernon](#)
To: [MCP-Chair](#); [Smith, Parker](#)
Cc: councilmember.fani-gonzalez@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.sayles@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov
Subject: Supporting 9801 Georgia Ave development plan
Date: Friday, March 1, 2024 9:50:39 AM

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

Hello,

I am writing in support of the development plan for 9801 Georgia Ave. The county is in desperate need of more housing, particularly affordable higher density units. This site is a short walk to metrorail and is right on bus lines, and as it is not within the residential area but on the main artery should not increase traffic in the neighborhood. I used to live very close to there and know that it is a great area and could be a real boon for more people to be able to live in the area. There's a nice local park, shopping is close by, and there's also the hospital to round out the many nice features for potential residents.

This is an excellent opportunity for the County to permit development which will expand the housing stock in a way that does not negatively impact surrounding development, while offering new residents a chance for affordable housing in a desirable area. I strongly encourage you to approve this request.

Best regards,
Anthony Vernon
202 Northwest Terrace, Silver Spring, MD 20901
tonyvernon156@gmail.com
703-408-3652 (please text first)

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“A man always finds himself in an unforeseeable situation. And then he has two legs to rest on: conscience and intellect.” - Yuri Lotman, as quoted by Alexei Navalny, Russian dissident

From: [Joy Behrens](#)
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: support for development at 9801 Georgia Ave, from a longtime neighbor
Date: Friday, March 1, 2024 12:05:33 PM

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

Dear Parker Smith and members of the Planning Board,

As a neighbor, I want to express my strong support for this development. (Apologies if you received a duplicate email; in my previous I made a typo in one of the email addresses.)

My name is Joy Behrens, and I live at 10112 Tenbrook Drive, Silver Spring MD, 20901. I've owned and lived in this house for 10 years, and in Silver Spring about 25 years.

I am really concerned about the high price of housing in Montgomery County. I live in a single-family house mainly because I could not find a home that was slightly bigger than my previous 2-BR condo. I do not need all this space, and yet I could not find what I was looking for, so I ended up with a bigger house than I wanted. There are not a lot of options for people like me who want to live in a moderate way.

I love living here, near Sligo Creek park, and near the Forest Glen metro station. And I would love it more with some more variety in terms of housing options and use of space. This area has so much potential.

After reviewing the Preliminary Plan application 120230160 and Site Plan application 820230130, I think the proposed development would be great! The addition of the multifamily building, with affordable units and with some retail space, would add to the livability and desirability of this neighborhood, and I would really welcome them.

Right now the intersection of Georgia Ave and Forest Glen road is kind of a waste, so car-oriented, and so difficult to be a pedestrian crossing Georgia Ave. Wouldn't it be lovely if there were an easier way to cross, and a couple of nice stores or eateries or friendly "third spaces" to meet up with neighbors?

Wouldn't it be wonderful to have affordable places to live right here? I think it would. I don't want my friends, relatives, and colleagues to have to drive from Gaithersburg or Damascus or Frederick because that's the only place they can afford. I would like them next door.

I am here to assure you that many of us would prefer not to live isolated in a single-family home. We need others nearby, and we thrive when there are spaces to interact. Some might worry about additional cars or traffic. To them I would say we already have the traffic -- let's make it worthwhile.

Let's make our spaces more accessible to people of modest means so that our friends and relatives can live nearby.

Let's make our spaces more friendly for getting together so that we can build stronger neighborhood ties.

I see this development as a way to increase the quality of community in the neighborhood I love, and I count on you to support it too.


Warm regards,

Joy Behrens
10112 Tenbrook Dr
Silver Spring, MD 20901

From: [Peter Frandsen \(via Google Docs\)](#)
To: [MCP-Chair](#)
Subject: 9801 Georgia Avenue Site Plan 820230130 2024
Date: Sunday, March 3, 2024 11:02:55 AM
Attachments: [9801 Georgia Avenue Site Plan 820230130 2024.pdf](#)

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

Peter Frandsen attached a document

—
 Peter Frandsen (peter.frandsen9@gmail.com) has attached the following document:
—

 9801 Georgia Avenue Site Plan 820230130 2024

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA

You have received this email because peter.frandsen9@gmail.com shared a document with you from Google Docs.



Peter A. Frandsen
9900 Georgia Avenue #302
Silver Spring, Maryland 20902-5242

March 4, 2024

M-NCPPC
Montgomery County
Planning Board
2425 Reddie Drive
Wheaton, MD 20902

Re: 9801 Georgia Avenue
Preliminary Plan 120230160
Site Plan 820230130
Forest Plan F20240040

Via email: mcp-chair@mncppc-mc.org

Dear Sirs,

I have been a resident of Wheaton, Maryland, since 1965 and have lived at the Americana Finnmark Condominium Housing Project since 1980. Americana Finnmark is a low density residential project of 316 dwelling units on fourteen acres of treed land. It is an island of green at the northwest quadrant of the traffic-choked intersection of Georgia Avenue (State Route 97) and Forest Glen Road (State Route 192).

I am opposed to increased development at the intersection of Georgia Avenue and Forest Glen Road. In particular I am opposed to development of the north-east quadrant of the intersection with 390 dwelling units and commercial space.

That intersection is located at one of the busiest intersections in the Washington metropolitan area and filled with non-local traffic. The intersection is already a major bottleneck in the down-county transportation system because of the high volume of traffic, poor design, and the inadequate and cramped Beltway interchange just a few hundred feet south of the intersection. Intense development will only make a bad situation much worse for everyone.

When the Forest Glen metro subway station was opened up over 40 years ago the area was residential and to this day is one of the very few subway stations in the system in a residential area. It should stay that way. The County Council originally approved the project decades ago with the understanding that the area remain residential. The July 1978 *Forest Glen Sector Plan Transit Impact Area and Vicinity* made clear the purpose of the Forest Glen metro station:

The Forest Glen station was intended primarily for local residents: parking there is intentionally limited and traffic from the Beltway wishing to use Metrorail is directed south to Silver Spring. In addition, traffic, including that exiting from the Beltway, is prohibited during the peak periods from making a left turn from northbound Georgia Avenue to the Forest Glen Metrorail station. Therefore, the principal method to increase use of Metrorail is to improve pedestrian and bicycle access to the station. [Sector Plan, page 43].

The subway station cannot handle the dreamed-of volumes of traffic that these new developments would bring to the area. There are only six elevators that can move passengers to the subway platform almost 200 feet below ground. (It is one of the deepest subway stations in the world.) There are no escalators as your predecessors thought some years back when first visiting the site. Passenger volume is very limited.

While it does make sense to encourage development around metro subway stations, the Forest Glen station is not meant for development. Any development should be done at the down county business cores in either Wheaton or Silver Spring or even Glenmont. Forest Glen does not have the capacity to handle commercial development. This principle has long been recognized.

The July 1996 *Forest Glen Sector Plan*, which quoted portions of the July 1978 *Sector Plan for the Forest Glen*, stated the following with regard to new development in Forest Glen:

... It appears that there is little opportunity for new development in Forest Glen. Several reasons can be cited for this, including the already extant conditions of traffic, the lack of vacant land, and the goals which seek to stabilize, preserve and protect from adverse impacts and undesirable non-residential intrusion those sound residential communities which now exist in the down County area. Moreover, it is the stated policy of Montgomery County to channel new development in the Glenmont Corridor into Silver Spring and, to a lesser degree, into Wheaton. [1996 Sector Plan, page 5]

Again, the 1996 *Sector Plan* cited the 1978 *Sector Plan* which recommended that:

. . . the predominantly low-density residential character of the Forest Glen area should be maintained. Recommendations for land use and zoning should support the retention of the existing sound and stable residential neighborhoods in Forest Glen and prevent the intrusion of disruptive land uses. Any new development recommended in the Plan should be limited to vacant parcels. The Plan discourages redevelopment of properties which contain sound structures.” [1996 Sector Plan, pages 5 and 7].

Every study of the intersection of the traffic congestion shows that it is one of the worst intersections in the county. All those reports done over the years should be appended to the documents backing up this proposed development. See, for example, the May 2019 Montgomery Planning report entitled *Forest Glen/Montgomery Hills Traffic Analysis*. The lack of commercial development in the area is one saving grace that prevents the traffic flow in the area from completely breaking down. Just look at Montgomery Hills to the immediate south to see how bad things can become. Because of congestion at the Forest Glen intersection, southbound emergency vehicles are sometimes forced to make a left turn onto Tilton Drive (directly across from Finnmark) and cut through the Forest Estates residential neighborhood to get to Holy Cross hospital.

In my neighborhood there is not sufficient parking outside the condominium grounds (there is plenty within the condominium which is why it is gated). Parked cars choke the nearby side streets. The problem will only get worse thanks to recently approved developments (Residences at Forest Glen) in the immediate neighborhood with inadequate parking spots within that will bring even more cars. Even more residential streets will become parking lots. There is no parking for the commercial

development. Southbound Georgia Avenue traffic cannot make a left into the proposed development.

Over the years some commercial zoning exceptions or variances have unfortunately been granted to residential structures on both sides of Georgia Avenue. Development encourages dangerous vehicular egress and ingress onto Georgia Avenue and slows traffic flow. These exceptions should no longer be granted and any existing exceptions should not be renewed. This creeping commercialism only encourages further development where it should not occur. The intrusions only destabilize a residential neighborhood. According to the draft December 2008 *Georgia Avenue Study: An Urban Design Framework* by the Planning Department, commercial intrusions are not a good idea. The report states:

The single-family detached houses between Forest Glen and Bel Pre Roads are the most severely impacted by high traffic and by the general degradation of the public realm. The houses' lower values create redevelopment pressure for non-residential uses through special exceptions or for higher residential densities through rezoning. In many cases, these conversions are done through inferior design changes such as paved front yards and out-of-scale additions that further contribute to the corridor's visual degradation. Once converted, increased value as commercial property makes the properties unlikely to revert to residential use. [Study, page 13]. The transportation problems here are virtually intractable. Radical solutions might call for the complete elimination of whole structures bordering Georgia Avenue and/or adding more concrete and asphalt. Some of the proposed extensive takings by the State Highway Administration to improve vehicular and pedestrian traffic flow in Montgomery Hills and redevelopment are outlined in the September 2018 report, *Forest Glen/Montgomery Hills Market Analysis by Partners for*

Economic Solutions. There are many difficulties, but doing nothing is not good either.

I understand that the remaining investors of the building that would be demolished would like to “cash out” by developing the land, retire, and leave the neighborhood to deal with the mess subsequently created. Perhaps the county could purchase the land and add it to the adjoining greenspace. The green space north of the medical building property that borders Georgia Avenue should be left as an open green space. It might even be called the Forest Estates Community Park. That park would be a better legacy than that which further destroys the livability of the Forest Glen area. It is much more in keeping with the character of the neighborhood. The proposed one-half acre civic-green at the south end of the property sounds like a sick joke. After development, the area can hardly be called Forest Glen anymore.

Building or subsidizing more housing for jobs in Northern Virginia should not be a goal of Montgomery County, Maryland.

Thank you very much for your consideration.

Very truly yours,
/s/ Peter A. Frandsen

peter.frandsen9@gmail.com

From: [Brian Blacklow](#)
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: Writing in SUPPORT of the Development Plan of 9801 Georgia Avenue
Date: Sunday, March 3, 2024 11:48:30 AM

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

Montgomery County Planning Committee Members and Honorable City Council Members,

My name is Brian Blacklow and I live at 1725 Cody Dr, Silver Spring, MD 20902. On almost every weekday, I traverse the .75 miles from my house to the Forest Glen Metro Stop. In addition to having to cross the busy and dangerous Georgia Avenue intersection, I would like to be able to walk to stores from my house. The current development plan makes it safer for pedestrians AND meets Montgomery County forward planning goals for walkability which is why I SUPPORT the development of 9801 Georgia Avenue. Additionally, it increases the amount of affordable housing in the County which is a laudable and important goal.

To reaffirm -- I am **writing to express support for the application and the development of 9801 Georgia Avenue** because it increases the walkability and livability of the neighborhood, meets forward planning goals of the County, and is smart growth centered and balanced. I encourage the planning council and board to approve this development and ignore the small (though loud) opposition, as this will IMPROVE the surrounding area in a significantly positive way.

Thank you for your time.

--

-Brian Blacklow
1725 Cody Dr.
Silver Spring, MD. 20902-4024
(828) 450-7889
bhblacklow@gmail.com

From: [David Briglia](#)
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 Avenue, Preliminary Plan No. 120230160, Site Plan No. 820230130, and Forest Conservation Plan No. F20240040
Date: Sunday, March 3, 2024 12:15:12 PM
Attachments: [03032024 Montgomery Planning Board 9801 Georgia Ave.docx](#)

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

Dear Honorable Members of the Montgomery Planning Board:

Please see my attached letter in support of Preliminary Plan No. 120230160, Site Plan No. 820230130 for 9801 Georgia Avenue.

Thank you,

David Briglia
1826 Brisbane Street
Silver Spring, MD 20902

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

David M. Briglia
1826 Brisbane Street
Silver Spring, MD 20902

March 3, 2024

Re: Preliminary Plan application 120230160; Site Plan application 820230130; 9801 Georgia Avenue, Silver Spring, MD

Dear Honorable Members of the Montgomery Planning Board:

I write in unqualified support of the above referenced application, requesting approval to build up to 390 multifamily dwelling units and 5,000 square feet of commercial use space at 9801 Georgia Avenue in Silver Spring.

I live in the Forest Estates Community, adjacent to General Getty Park and less than five minutes by foot from the site. I walk through the site every time I walk to Forest Glen Metro—which, before COVID, was nearly every weekday. My wife and I have lived in our current home for more than 23 years. I raised two children in this community.

I support this application because it will help allay the affordability crisis in housing in this County, make better use of a lot that is rapidly becoming derelict, increase residential density around an underused Metrorail stop, and take a meaningful step toward fulfilling on the promise, made in the Sector Plan for this community approved just a few years ago, to redevelop the Georgia Avenue corridor between Silver Spring and Wheaton. I welcome the addition of retail within a short walking distance of my home which I can access without having to traverse Georgia Avenue.

I hope the Board discounts the opposition of a handful of my neighbors to this essential project. The Board should not favor the parochial interests of a few households, looking to engross themselves on housing wealth, over the creation of 390 households. There is no sound reason to reduce the number of proposed units or to reduce or eliminate the commercial space in the proposed development, or to eliminate access to the site on Woodland Avenue. (If I were to have any objection to this project, it is that the proposed structure is too short and has too few residential units). Concerns over pedestrian safety on Woodland Avenue are already adequately addressed.

There is no legitimate reason for a “forest conservation plan” for this site. The lot currently features only a copse of sick and dying trees, littered with vines and trash, that occasionally serves as a staging ground for criminal activity.

Thank you for your consideration of the foregoing.

Sincerely,

David M. Briglia

From: [joanna silver](mailto:joanna.silver)
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: Writing in Support of the Forest Glen/Georgia Avenue Development
Date: Sunday, March 3, 2024 5:11:35 PM

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

Dear Planning Board Members,

I am writing to express my support for the development at 9801 Georgia Avenue, Silver Spring. I live at 1802 Tilton Drive - around the corner from where the development will be located. I have lived in the Forest Estates neighborhood since 2006. I understand my neighbor's concerns about increased traffic but I believe that is a small price to pay for increased housing around public transit, which is something this County should be prioritizing in order to increase affordable housing more generally and to decrease the environment impact of the suburban sprawl that has resulted from the lack of affordable housing in our more densely populated regions. I am also excited about the idea of some retail businesses within walking distance of my home. I believe requiring the developer to fund a traffic light at Tilton and Georgia and sidewalks on the North side of Forest Glen makes sense and will mitigate some of the concerns around increased traffic.

Thank you in advance for taking my position into consideration.

Joanna Silver, she/her

joannabethsilver@hotmail.com

202-251-0235

From: anna.priddy
To: MCP-Chair
Cc: councilmember.fani-gonzalez@montgomerycountymd.gov; Albornoz's Office, Councilmember; Glass's Office, Councilmember; Councilmember.Sayles@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov
Subject: Written testimony in support of 9801 Georgia Ave (March 7 hearing)
Date: Monday, March 4, 2024 6:16:45 AM

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

I write to voice my strong support for the application and the new residential development at 9801 Georgia Ave.

I am a resident of the Forest Estates neighborhood adjacent to the property and regularly walk and drive by the existing Medical Center. I strongly support residential housing density built near transit because of the many benefits it brings: additional housing to address the housing shortage in our region, new walkable amenities such as a grocery/market, and reduced dependence on cars. These benefits are not only effective countermeasures against the climate emergency, but they also create a quality of life that is vibrant, pleasant, and enjoyable for all.

The increased housing density at 9801 and the planned development at the Forest Glen Metro makes pedestrian, bike, and transit improvements at this site all the more critical. The intersection at Georgia and Forest Glen Road is already one of the most congested in the state and is the site of frequent crashes and near misses. If new and existing residents do not feel safe walking or biking in the immediate areas surrounding their home they will drive cars instead, as most already do. I therefore support this development be built with the fewest parking spots available AND that the county and the developer take meaningful steps to improve the quality, frequency, and safety of non-car travel in the area.

Specifically, I support Woodland Dr. being developed as described in the Bicycle Master Plan, installation of a complete sidewalk network on Forest Glen Road and on Woodland Dr., and the addition of a new a stoplight and signalized pedestrian crosswalk installed at Tilton Dr. I also support improvements to bus service on Georgia Ave., including: increased bus frequencies, new and improved bus shelters, and bus rapid transit (BRT) prioritization. Finally, the two major projects adjacent to the project must be fully funded and built: the new Forest Glen Metro passageway, as well as the State Highway MD-97 (Georgia Avenue) project that will terminate at Forest Glen Road and Georgia Avenue.

I welcome the new density to our neighborhood! However, this new development will only be successful if meaningful upgrades are also made to the pedestrian, bicycle, and transit experience in this area to reduce car dependency.

Sincerely,

Anna Priddy
1714 Belvedere Blvd.
Silver Spring, MD 20902

From: [Liz Cocke](#)
To: [MCP-Chair](#); [Smith, Parker](#)
Cc: councilmember.Fani-Gonzalez@montgomerycountymd.gov;
councilmember.Albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov;
Councilmember.Sayles@montgomerycountymd.gov; councilmember.Jawando@montgomerycountymd.gov
Subject: GA Ave Medical Center Redevelopment Plan
Date: Monday, March 4, 2024 12:22:10 PM
Attachments: [Cocke re GA Development 3-1-2024.pdf](#)

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

Artie Harris, Chair
Montgomery County Planning Board

Parker Smith
Montgomery County Planning Board

I am a 25 year resident of Forest Estates at 1719 Cody Drive and am sending my support of the proposed redevelopment of the Forest Glen Medical Center, and expressing my concern for the entrance on Woodland Drive.

Please see the attached letter - signed and dated - expressing my support and concern.

Thank you.

Elizabeth Cocke
1719 Cody Drive
Silver Spring, MD 20902

Elizabeth Cocke
1719 Cody Drive
Silver Spring, MD 20902

To: Parker Smith
Principal Planning Technician
Montgomery County Planning Department

Artie Harris, Chair
Montgomery County Planning Board

Cc: Councilmember Natali Fali-Gonzalez
Councilmember Gabe Albornoz
Councilmember Laurie-Anne Sayles
Councilmember Will Jawando

To the persons listed above:

I wish to express my support for the application and development of 9801 Georgia Avenue, Preliminary Plan No. 120230160, Site Plan No. 820230130, and Forest Conservation Plan No. F20240040.

As a resident of Forest Estates, and a retired 28 year employee of the U.S. Department of Housing and Urban Development, I am well aware of the shortage of affordable housing in this area, and the need for housing development in proximity to public transportation. I know the development of multi-family housing in and around my neighborhood, including the development noted above, will provide that very necessary housing.

When I was working and commuting to the Washington downtown area Monday – Friday, I walked through the neighborhood on a regular basis to reach the Forest Glen Metro station, and was thankful for the multi-family housing over on the west side of Georgia Ave. I was always concerned about the need for increased traffic and pedestrian safety at the intersection of Georgia and Forest Glen.

I am concerned about the increased automobile and pedestrian traffic that will accompany the proposed development, and am asking the county to work with WMATA to create a pedestrian tunnel from the NE corner of Georgia and Forest Glen to the WMATA Forest Glen station. The County's mindfulness of the concerns of homeowners immediate adjacent to the new development is key.

I support this development and ask that you approve this development, keeping in mind the needs of a safe adjacent community that will be using the sidewalks, roads and intersections also being used by the residents of the new development.

Sincerely,



Elizabeth A. Cocke, Ph.D.
1719 Cody Drive
Silver Spring, MD 20902

From: [Eric Brenner](#)
To: [MCP-Chair](#)
Subject: comments for March 7 mtg. (9801 Georgia Ave, Preliminary Plan/Site Plan)
Date: Monday, March 4, 2024 2:37:12 PM

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

RE: 9801 Georgia Ave., Preliminary Plan/Site Plan/Forest Conservation Plan (for 400+ new residential units)

Having commented earlier in this process, generally in support of this new construction project (while recognizing that some of the opponents' concerns about traffic are legitimate), I was surprised to learn that the County Executive's proposal for the FY 25-30 CIP would delay the construction of the underground pedestrian tunnel connecting the Forest Glen metro station to the east side of Georgia Ave by an additional two years, beyond the 3 year delay that is already in place!

If the County Exec. has his way, the completion date will now be in FY30, well after the new 9801 Georgia construction project is completed.

If the Planning Board is set to approve the project at 9801 Georgia Ave, as I expect it will be impossible to link this decision to the tunnel project which is such an important part of enticing residents to live at this new development without the need to own a car. This also eliminates/delays the one genuine service improvement for existing residents in the Forest Estates neighborhood, many of whom are concerned about increased traffic resulting from this new development.

If the Planning Board chooses to further reduce the number of parking spaces on site (a logical way to address neighborhood concerns, and test the theory that many residents will choose to live at the intersection of GA Ave and Forest Glen without owning a car), at the almost exact time the tunnel is being delayed, once again, by the County Executive, this will show a tone-deaf lack of communication among county officials and county agencies, at a time when almost everyone is looking to promote more housing of all types, but particularly moderate-cost housing near existing transit facilities.

Eric Brenner
1610 Sanford Rd.
Silver Spring, 20902

From: [Dennis O'Brien](#)
To: [MCP-Chair](#)
Subject: Comments on Proposed Development At 9801 Georgia Avenue; Preliminary Plan 120130160; Site Plan 820230130
Date: Tuesday, March 5, 2024 11:28:05 AM
Attachments: [PB letter 9801 GA to Mr Harris.pdf](#)

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

Dear Chair Harris,

Please find attached Catherine's and my comments on the above referenced Preliminary Plan which is on the agenda for this coming Thursday.

Thank you.

Best regards,

Dennis O'Brien

Dennis P. O'Brien
Catherine S. O'Brien
9810 Forest Grove Drive
Silver Spring, MD 20902
410-371-1985

March 5, 2024

Mr. Artie Harris
Chair- Montgomery County Planning Board
Montgomery County Planning Board
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

Re: Comments on Proposed Development At 9801 Georgia Avenue;
Preliminary Plan 120130160; Site Plan 820230130

Dear Mr. Harris:

This Thursday, March 7, 2024, you will be chairing an extremely important public hearing regarding the above referenced proposed development at 9801 Georgia Avenue. We are sure by the time you receive this from me you will have received numerous other communications regarding the planned development.

We are writing to you to amplify the concerns of the immediate bordering community within Forest Grove.

We have resided at the address in the letterhead for close to 39 years now. Our house lies on western side of Forest Grove Drive between Myrtle and Sherwood Roads. During those nearly four decades we have raised two children and saw them flourish through our County's public schools within the Einstein cluster. We have been active in the community and larger County, Dennis having coached over 1000 children within Montgomery Youth Hockey Association and the Maryland Scholastic Hockey League (high school) over 20 years as well being a leader in Boy Scouts and Catherine helping run PTAs at all levels and being a troop leader in Girl Scouts.

Our children, now adults, and grandchildren, are close by in Rockville and downtown Silver Spring. We love the close-knit feel of our small neighborhood, even with its proximity to the Beltway and Georgia Avenue. We were looking forward to retiring here in the house we have called home for so many years. Now, we need to think otherwise.

JLB has proposed a massive development of the parcel. We are not opposed to development. Quite the contrary. However, such development needs to respect the immediately adjoining community and not negatively impact them, particularly their everyday safety. This proposed development will negatively impact us and make the streets much less safe to navigate.

On its face, the development would provide many at market rate rental units and some MDPU's to the County. Located within a couple minutes' walk from a Metro station and bus routes, it will house over 450 vehicles. This enormous onsite parking load runs contrary to the anticipated use of adjacent mass transit that the County desires by placing density development at such locations. These vehicles will be used extensively by the occupants of the building for commuting, appointments and errands. The planned primary Woodland access point will also be used for deliveries and waste management. This will cause extensive traffic, cut through traffic, on the immediate neighborhood streets of Myrtle and Sherwood Road. These roads are narrow, only twenty feet wide, with cars already parked on both sides in many locations.

You will hear from folks to the immediate north within Forest Estates, some who support the development. Only the most southern homeowners within Forest Estates, those that border Forest Grove, will likely experience some daily impact. Some Forest Estates residents feel we need sidewalks in our small community. We do not. The community was laid out and built upon prior to WWII, unlike the Forest Estates community to our immediate north. Old growth trees are close to

the road and provide a buffer from the heat and noise of the Beltway. Having walked and rolled our streets for years has confirmed this. What we can't have in our small community is cut through traffic and additional trucks navigating narrow residential roads.

The 9801 Georgia Avenue parcel received a special exemption to be facilitate the building of the current medical building with 150 parking places nearly six decades ago. The Board of Appeals at that time forbid a Woodland Drive access point to prevent patrons of that site from utilizing these same residential streets which have not changed. That was a forward-looking decision then and it is supportive of the County's current Vision Zero policy. It should not be tossed aside to facilitate a developer's desire to maximize the economics of the property without regard to the immediately adjoining neighborhood, which is clearly evident with JLB's Preliminary Plan document.

MCDOT has defended the need for a full-service Woodland Drive entrance/exit. They participated in a recent virtual meeting with some Forest Grove residents. In response to the Forest Groves Citizens Association funded review by Endesco of the developer's traffic study they indicated the below which is located on page 5 of 6 in their response:

Traffic Diversion to Avoid Congestion on Forest Glen –

The Endesco report asserts that traffic accessing 9801 Georgia Avenue from Forest Glen Road may use Myrtle Road and/or Sherwood Road to access the site. This would be due to the congestion on Forest Glen Road, queuing from Georgia Avenue. This phenomenon may occur, but it is not a fatal flaw. Since the vehicles using these other routes live in/have a destination within the neighborhood, they are not considered transient or cut through traffic and should be permitted to access the site from these available routes.

Chair Harris, we were incredibly taken aback by this response. A phenomenon? Really? Webster's defines a phenomenon as a rare, exceptional or unusual occurrence. MCDOT's use of that word to address our real concern is, sadly, laughable and continues the disenfranchisement we have felt from the outset.

Cut through traffic already occurs on Myrtle and Sherwood Roads without a Woodland Drive access point to 9801 Georgia Avenue. To say "it may occur" is completely out of touch with even the present reality and indicates that the reviewing agencies haven't listened to our concerns whatsoever, treating it as background noise. Adding insult on top, MCDOT indicates residents of the proposed development should be able to use the Myrtle and Sherwood as they please.

Chair Harris, we are not opposed to the development of the 9801 Georgia Avenue parcel. We are, however, firmly opposed to a development that necessitates a primary point of ingress and egress on Woodland Drive. There are many other development scenarios which can provide the County with more density at the site. One only needs to look a short distance north to Wheaton Forest and the corner of Amherst Avenue and Prichard Road, one block east of Georgia Avenue. Townhomes with garages front Amherst Avenue and apartments front Georgia Avenue, all within a very walkable distance of a Metro station. (Attachment 1) This form of development would fit nicely into our small neighborhood and still provide all, if not most of the desired outcomes the County desires.

Thank you for taking the time to read and listen to what we, and others in Forest Grove, have written to you. The decision of the Board that you lead will have a dramatic impact on the well-being, daily lives and future plans of our small community. We hope that we have impressed upon you these very real and significant concerns.

Thank you.

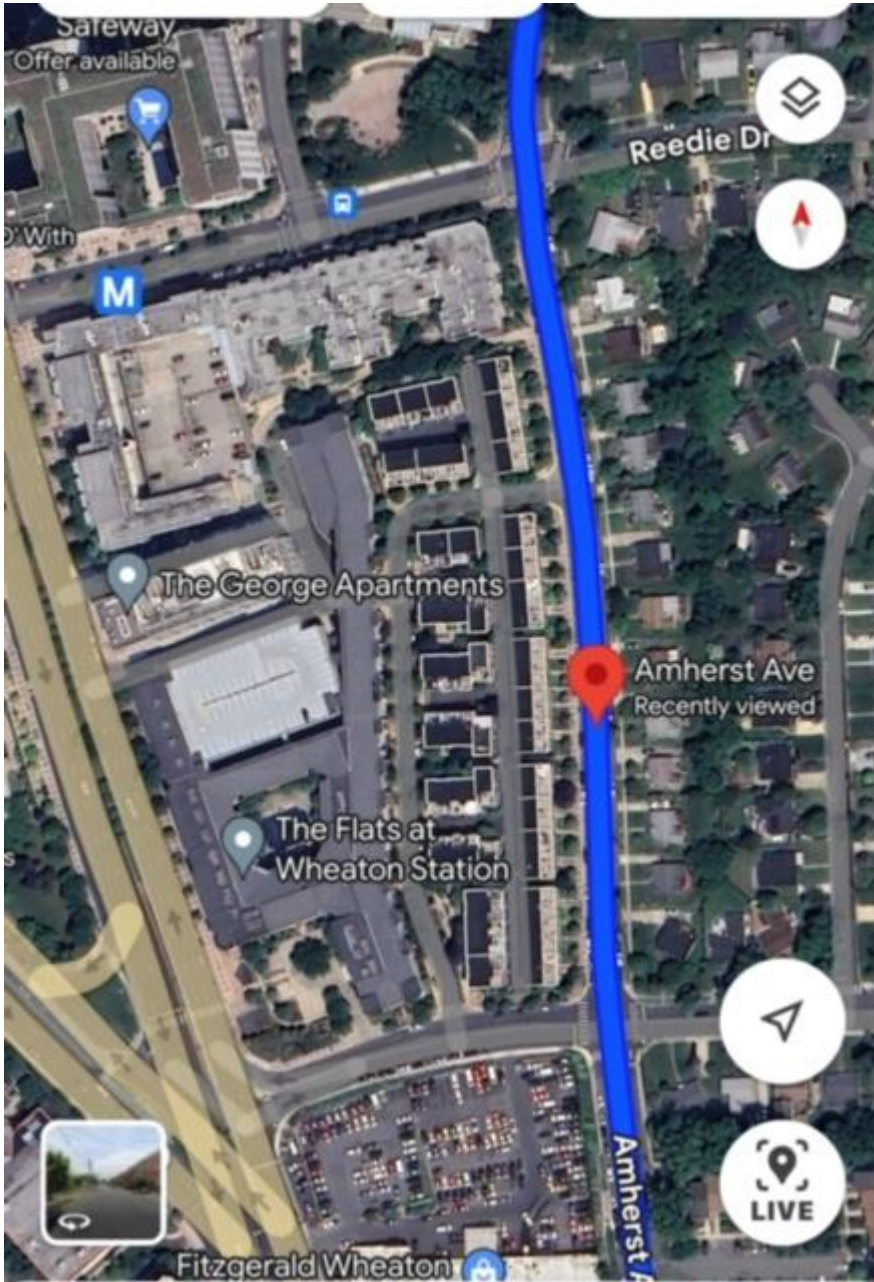
Sincerely,

Dennis O'Brien

Catherine O'Brien

Attachment 1

Wheaton Forest:







From: [Pablo Sztein](#)
To: [Smith, Parker](#)
Cc: [MCP-Chair](#); [Harris, Artie](#); [Pedoeem, Mitra](#); [Linden, Josh](#); [Hedrick, James](#); [Bartley, Shawn](#); [Brockmyer, Richard](#); [Kwesi Woodroffe](#); [Somarajan, Deepak](#); [Torma, Rebecca](#); [Nandini Arunkumar](#); [Michael Sidorov](#); [Monica Bradford](#); [Phillip Jakobsberg](#)
Subject: Community response to agency comments Re: proposed development at 9801 Georgia Avenue
Date: Tuesday, March 5, 2024 11:44:40 AM
Attachments: [Community response to Agency Responses to Endesco Inc Report 3-5-2024.pdf](#)

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

To the planning board and all those receiving this email,

The community is attaching a response to the agency responses to the Endesco Inc. report dated 2/23/24.

The community is against the planned Woodland Drive access for the garage due to safety concerns for pedestrians along the Woodland Drive sidewalk and the added traffic to an already congested Forest Glen Road. The data in the LATR suggests that the best alternative is still Scenario 2 or potentially a new Scenario 4. The community does not believe the LATR suggests that access on Woodland Drive is necessary, which was the whole point of the operational analysis in the first place.

Scenario 1: All agencies seem to agree that Scenario 1, driving traffic to Forest Glen Road, is going to be problematic. The study projects 312 ft. queues along Woodland to get on to Forest Glen Road and Forest Glen Road is already backed up to Dameron daily in the AM peak hour.

Scenario 2: The comments, mainly from MDOT SHA, suggest that the main problem with Scenario 2 lies with gaps and u-turn management. The comments below include gap analysis and turn bay counts that demonstrate that this should not be an issue. Endesco tried to push the agencies to analyze this further with a scenario 4, which adds a light to Tilton to manage the u-turn traffic, but this has not been performed.

Scenario 3: Adds a traffic light at Tilton to push traffic away from Forest Glen Road but keeps the Woodland access. According to the simulation data, this will increase the queues on Tilton from 50ft, to 274 ft. and increase delays from 8.9s to 100.8s. In addition, the study determined that this light will drive transient and cut through traffic from Forest Glen Road through neighborhood streets to get to this light. This will further endanger children going to the childcare centers along Dameron and children waiting for School buses along Forest Grove.

Please feel free to reach out with any questions. We are looking forward to having our voices heard on Thursday March 7th.

Sincerely,
The members of the adjacent community

On Thu, Feb 29, 2024 at 2:22 PM Smith, Parker <Parker.Smith@montgomeryplanning.org> wrote:

Hi Pablo,

Thanks for your note. By copy of this email I am forwarding your note pointing out the analysis on page 10 of your testimony to everyone you originally sent the testimony to.

Thanks,

Parker Smith

Planner II

Montgomery County Planning Department

2425 Reddie Drive, Floor 14, Wheaton, MD 20902

parker.smith@montgomeryplanning.org

301-495-1327

From: Pablo Sztein <pablo.sztein@gmail.com>

Sent: Thursday, February 29, 2024 1:14 PM

To: Smith, Parker <Parker.Smith@montgomeryplanning.org>

Subject: Re: Comments on the proposed development at 9801 Georgia Avenue

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

Parker,

I just sent another set of comments. Hoping you got them this time.

Please point out the gap analysis along Georgia Avenue starting on pg. 10 to the rest of the staff. I think I kind of buried it a bit far in the report.

Thanks,

Pablo

On Fri, Feb 23, 2024 at 11:13 AM Smith, Parker
<Parker.Smith@montgomeryplanning.org> wrote:

Hi Pablo,

Thanks for making sure your comments got to me. I will forward this testimony to the relevant Planning and other agency reviewers for the project. By virtue of you including the Planning Board Chair on the initial email, your comments have also been entered into the public record.

As a reminder, 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: Pablo Sztein <pablo.sztein@gmail.com>

Sent: Friday, February 23, 2024 12:32 AM

To: Smith, Parker <Parker.Smith@montgomeryplanning.org>

Subject: Fwd: Comments on the proposed development at 9801 Georgia Avenue

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

Parker,

Sending again because it got bounced. Apparently montgomery planing is not a thing :-).

----- Forwarded message -----

From: **Pablo Sztein** <pablo.sztein@gmail.com>

Date: Fri, Feb 23, 2024 at 12:27 AM

Subject: Comments on the proposed development at 9801 Georgia Avenue

To: <parker.smith@montgomeryplaning.org>, <MCP-Chair@mncppc.org>, <Artie.Harris@mncppc.org>, <Mitra.Pedoeem@mncppc.org>, <Josh.Linden@mncppc.org>, <James.Hedrick@mncppc.org>, <Shawn.Bartley@mncppc.org>

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

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Pablo Sztein
(240) 535-7092
pablo.sztein@gmail.com

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Pablo Sztein
(240) 535-7092
pablo.sztein@gmail.com

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Pablo Sztein
(240) 535-7092
pablo.sztein@gmail.com

Community response to the Agency Review of Endesco, Inc. 9801 Georgia Avenue Traffic Study

3/5/2024

The purpose of this document is to provide the community response to the comments that were identified in the “Agency Review of Endesco, Inc. 9801 Georgia Avenue Traffic Study” dated 2/23/24. The community response gives response to 13 of the comments. Not all comments from the agency review have a documented response.

The community is against the planned Woodland Drive access for the garage due to safety concerns for pedestrians along the Woodland Drive sidewalk and the added traffic to an already congested Forest Glen Road. The data in the LATR suggests that the best alternative is still Scenario 2 or potentially a new Scenario 4. The community does not believe the LATR suggests that access on Woodland Drive is necessary, which was the whole point of the operational analysis in the first place.

Scenario 1: All agencies seem to agree that Scenario 1, driving traffic to Forest Glen Road, is going to be problematic. The study projects 312 ft. queues along Woodland to get on to Forest Glen Road and Forest Glen Road is already backed up to Dameron daily in the AM peak hour.

Scenario 2: The comments, mainly from MDOT SHA, suggest that the main problem with Scenario 2 lies with gaps and u-turn management. The comments below include gap analysis and turn bay counts that demonstrate that this should not be an issue. Endesco tried to push the agencies to analyze this further with a scenario 4, which adds a light to Tilton to manage the u-turn traffic, but this has not been performed.

Scenario 3: Adds a traffic light at Tilton to push traffic away from Forest Glen Road but keeps the Woodland access. According to the simulation data, this will increase the queues on Tilton from 50ft, to 274 ft. and increase delays from 8.9s to 100.8s. In addition, the study determined that this light will drive transient and cut through traffic from Forest Glen Road through neighborhood streets to get to this light. This will further endanger children going to the childcare centers along Dameron and children waiting for School buses along Forest Grove.

The comments to the Endesco, Inc report were coordinated between staff at M-NCPPC, MCDOT, and MDOT SHA. For ease of understanding which responses and comments came from each agency, [MCDOT comments are in blue](#), M-NCPPC comments are in black, and [MDOT SHA](#) comments are in brown. This response maintains the color coding and has added headings to try to organize the responses from the community.

The response provided by MCDOT Division of Traffic and Operations (DTEO) was in a lower section and not color coded. These comments start at comment 9 of this document.

Site Trip Assignment, Traffic Diversion to Avoid Congestion, and Levels of Service/Delay Analysis

Comment 1:

- The Endesco report states that the traffic light at the intersection of Georgia Avenue/Forest Glen Road provides enough gap for the vehicles to safely exit the site and move over to the left lane for making U-turns. This is a subject statement, and its not clear what the basis is for this claim. The traffic volumes in the peak hour appear to be a 50/50 split. Will defer to MDSHA for further clarification.
 - SHA does not concur with the statement by Endesco regarding adequate gap availability. Site related traffic designed for southbound MD 355 would need to travel northbound to the intersection of MD 97 and Tilton Drive and execute a U-turn to travel southbound. The available weave distance for vehicles to travel from the site access into the northbound le turn lane at the MD 97 (Georgia Avenue) and Tilton Drive intersection is limited, **parcularly when the queues back from Tilton on MD 97 are considered**. As a result, SHA projects that this may lead to an increase in the number of side swipe crashes at this location if that U-turn movement is not mitigated.
 - Based on the analysis conducted, it is noted that without mitigation, if all the development related northbound U-turns were added to the existing northbound left turn volumes at the MD 97 and Tilton Avenue intersection, the left turn queues would exceed the available left turn bay storage. Consequently, the northbound left turn queues would spill into the through lanes on MD 97. An increase in the number of rear end and sideswipe crashes is projected as a result.

Response to Comment 1 from the Community:

We have analyzed traffic camera footage to perform a real time gap analysis. Video clearly shows that **the gaps are such that no weaving would be needed, and it should be easy to move directly into the left lane**. In general, there are about 120 gaps per hour varying from 5 seconds to 70 seconds. This would be plenty to cover all the cars needing to exit onto Georgia Ave. in Scenario 2. The average gap time is about 18 seconds with an average wait time of about 11 seconds between gaps. This is enough time to accelerate, reach the auxiliary lane, decelerate, and not affect traffic. More data analysis is included below. The complete data can be shared as desired.

We have determined that, conservatively, there are about 7 cars worth of left or u-turn bay storage at Tilton and Georgia Avenue and an additional 5 cars worth of u-turn bay storage at August Drive.

Potentially 99 cars at peak hour need to u-turn. That's less than 2 cars per minute and seems completely doable thinking that there should be a light cycle to get through 12 cars in the turn bay storage. If signage is necessary to move people to August Drive, that shouldn't be hard. Statistically, even a 3-minute light cycle should be able to get all the cars through when only using August Drive (5 cars in turn storage/ (99 cars / 60 minutes) = 3.03 minutes).

The benefit: No accidents due to someone pulling out who can't see a pedestrian due to a truck in the loading bay. No queues and traffic on residential roads.

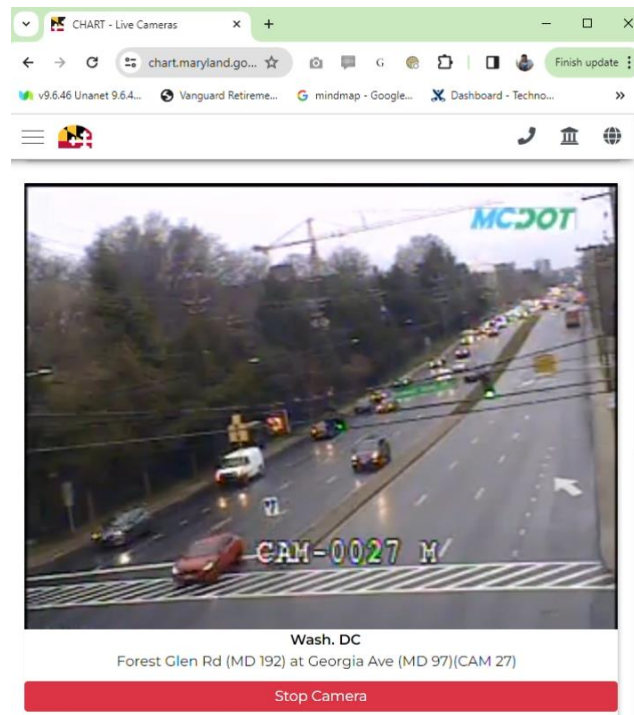


Figure 1: Still from 8:04 AM on 2/28/24 from captured video from MCDOT traffic camera

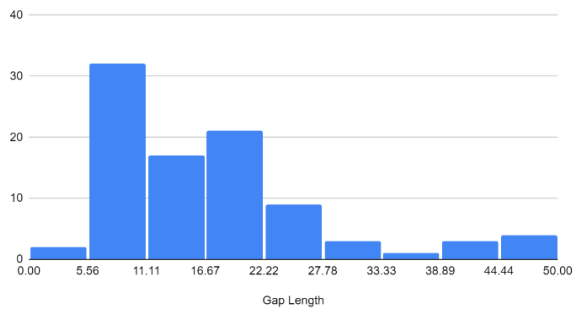
We recorded 3 hours and 45 minutes of peak AM traffic. Video is available streamed from the traffic camera streaming on <https://chart.maryland.gov/TrafficCameras/GetTrafficCameras> and we were able to capture the video for review and stopping and starting the video as needed. We used the highest wire, with the traffic light hung on it, as a stop and start point (it seemed closest to where the new access will be) and used time in the video to assess time passing. We will keep the video and can share a link to anyone that would like to see it. This video should be easily accessible to MCDOT staff. This traffic cam could also have been used by the developer to study existing traffic and assess the true necessity of the Woodland entrance, had they seen it to their benefit. I wish I had seen it earlier.

The tables below contain the basic statistics for each of the sample times investigated. The number of gaps noted is divided by the number of hours of video to determine an approximate number of gaps per hour. These gaps range in size and so does the time between the gaps. The max, min and average for each are calculated in seconds. Histograms (a running tally) of the gaps and time between gaps with a specific size are plotted for reference. A time between gaps of 0 seconds is due to 1 car creating a separation in the gap. As can be seen, this is the majority of time between the gaps. It should be noted that the longest time between gaps of 95 seconds, seen on 2/26/28, seems like a complete outlier and if left out the max would be around 50 seconds, which matches up with the max from the other two days.

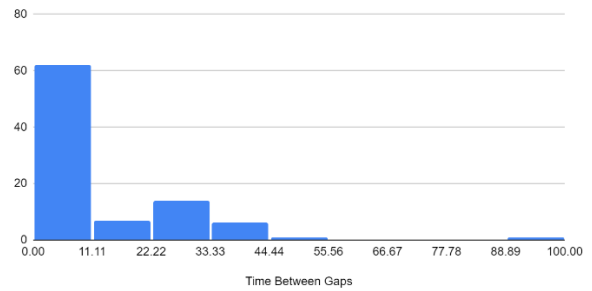
Data from 2/26/28 from 8:16 AM to 9:00 AM:

| | | | | | |
|---------------------|---------|-----------------------|-------------|----------------|-----------|
| # of Gaps | 92 | | | | |
| Total time of video | 2646 | seconds | | | |
| | 44.1 | minutes | | | |
| | 0.74 | hours | | | |
| # of Gaps/hour | 125.17 | | | | |
| | | | | | |
| | Max (s) | Min (s) | Average (s) | Total Time (s) | % of Time |
| Gap | 48 | 4 | 17.34 | 1578 | 59.64% |
| Time Between Gaps | 95 | 0 | 11.38 | 1036 | 39.15% |
| | | Unaccounted for time: | | 32 | |

Histogram of Gap Length from 8/26/24 from 8:16 AM to 9 AM



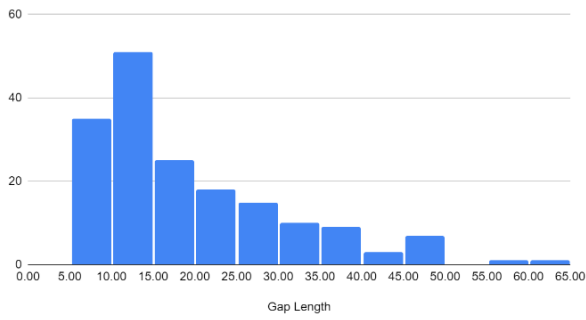
Histogram of Time Between Gaps from 8/26/24 from 8:16 AM to 9 AM



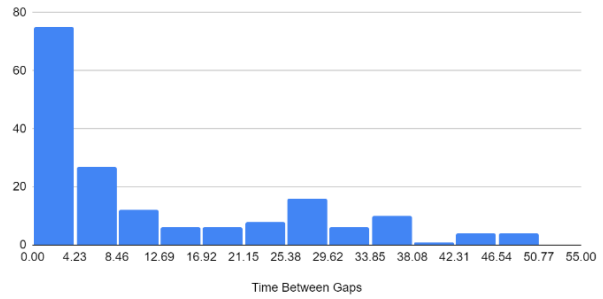
Data from 2/27/24 from 7:30 AM to 9 AM:

| | | | | | |
|---------------------|---------|-----------------------|-------------|----------------|-----------|
| # of Gaps | 176 | | | | |
| Total time of video | 5409 | seconds | | | |
| | 90.15 | minutes | | | |
| | 1.50 | hours | | | |
| # of Gaps/hour | 117.14 | | | | |
| | | | | | |
| | Max (s) | Min (s) | Average (s) | Total Time (s) | % of Time |
| Gap | 63 | 5 | 18.86 | 3300 | 61.01% |
| Time Between Gaps | 50 | 0 | 12.05 | 2109 | 38.99% |
| | | Unaccounted for time: | | 0 | |

Histogram of Gap Length from 8/27/24 from 7:30 AM to 9 AM



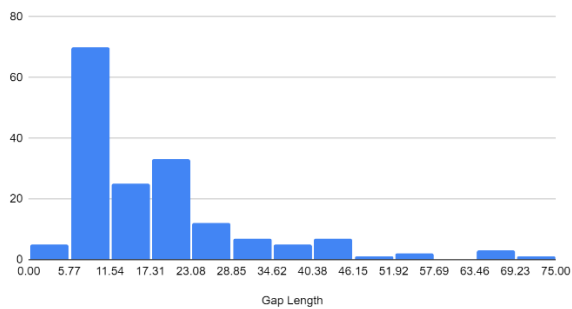
Histogram of Time Between Gaps from 8/27/24 from 7:30 AM to 9 AM



Data from 2/28/24 from 7:30 AM to 9 AM:

| | | | | | |
|---------------------|---------|-----------------------|-------------|----------------|-----------|
| # of Gaps | 187 | | | | |
| Total time of video | 5374 | seconds | | | |
| | 89.57 | minutes | | | |
| | 1.49 | hours | | | |
| # of Gaps/hour | 125.27 | | | | |
| | | | | | |
| | Max (s) | Min (s) | Average (s) | Total Time (s) | % of Time |
| Gap | 70 | 5 | 18.09 | 3364 | 62.60% |
| Time Between Gaps | 53 | 0 | 10.77 | 2003 | 37.27% |
| | | Unaccounted for time: | | 7 | |

Histogram of Gap Length 8/28/24 from 7:30 AM to 9 AM



Histogram of Time Between Gaps 8/28/24 from 7:30 AM to 9 AM

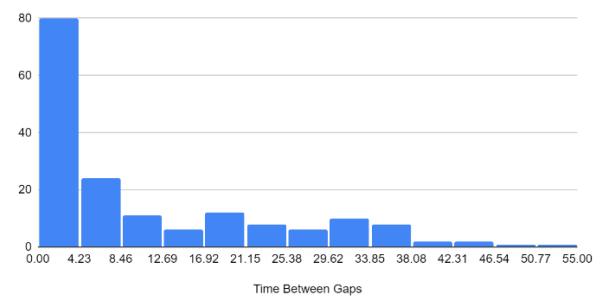




Figure 2: Left - left turn/u-turn storage at Tilton and Georgia. Right - u-turn storage at August Drive and Georgia Ave

Comment 2:

- The Endesco report summarizes the experiment the community conducted on October 25th, 2023. This test did not stagger the arrival times of the vehicles to reflect the peak conditions.
- The Endesco report states that the experiment routing would be the travel path of most of the residents leaving from the site on Woodland Drive. This is not true. According to the distribution, most would head to Tilton then Georgia. The author of this report even explains in the previous section that traffic congestion on Forest Glen make such a move impractical.

Response to comment 2 from the Community:

The experiment was based on Scenario 1 and was performed before Scenario 3 was introduced. While we are glad that MCDOT, MNCPPC and MDOT SHA are moving on from the idea of routing people to Forest Glen Road, we want to point out that our experiment was completely grounded in the study itself for Scenario 1. At the same time, we will point out some serious issues with the study.

A conclusion is presented in the LATR: “As shown on Exhibits B18a and B18b, there is minimal difference in queuing along the southbound Woodland Drive approach at the intersection of Forest Glen Road between Scenarios 1, 2 and 3 (interim condition), less than one vehicle (~25 feet) of difference in queue length between the scenarios.”

B18a shows an existing queue of 90' (4.5 cars), a background queue of 112' (5.6 cars), a scenario 1 queue of 198' (9.9 cars), a scenario 2 queue of 180' (9 cars), and scenario 3 ultimate and interim queues of 102' and 93' respectively (5.1 cars and 4.65 cars). 10 cars in the queue is to be expected according to B18a.

| SimTraffic 95th Percentile Queuing Results: Morning Peak Hour | | | | | | | |
|--|-------------------|----------------|------------------|------------------------|------------------------|-----------------------------------|----------------------------------|
| Morning Peak Hour | Available Storage | Existing Queue | Background Queue | Total Scenario 1 Queue | Total Scenario 2 Queue | Total Scenario 3 (Ultimate) Queue | Total Scenario 3 (Interim) Queue |
| 6). Forest Glen Road & Woodland Drive | | 72 | 74 | 149 | 77 | 74 | 112 |
| Eastbound Left | | 68 | 121 | 126 | 306 | 156 | 196 |
| Westbound Through/Right | | 146 | 87 | 139 | 246 | 41 | 83 |
| Westbound Through/Left | | 90 | 112 | 198 | 180 | 102 | 93 |
| Southbound | | | | | | | |
| | | | | | | 74 | 112 |
| | | | | | | 121 | 126 |
| | | | | | | 87 | 139 |
| | | | | | | 112 | 198 |
| | | | | | | 77 | 306 |
| | | | | | | 246 | 246 |
| | | | | | | 41 | 83 |
| | | | | | | 102 | 93 |
| Traffic Impact Analysis | | | | | | Results of Queuing Analyses | |
| | | | | | | Morning Peak Hour | |
| LENHART TRAFFIC CONSULTING, INC. 100 BUCKINGHAM AVENUE, SUITE 210 EVANSTON, ILL. 60201 www.lenharttraffic.com | | | | | | | |
| 96 of 315 | | | | | | | |

| Queuing and Blocking Report | | | | | | 9801 Georgia Avenue AM Total: Scenario 1 | | | | |
|---|-----|-----|-----|-----|-----|---|--|--|--|--|
| Intersection: 6: Woodland Road & Forest Glen Road | | | | | | | | | | |
| Movement | EB | WB | WB | NB | SB | | | | | |
| Directions Served | LTR | LT | TR | LTR | LTR | | | | | |
| Maximum Queue (ft) | 155 | 282 | 216 | 47 | 335 | | | | | |
| Average Queue (ft) | 12 | 70 | 45 | 10 | 126 | | | | | |
| 95th Queue (ft) | 84 | 217 | 149 | 33 | 312 | | | | | |
| Link Distance (ft) | 216 | 401 | 401 | 350 | 507 | | | | | |
| Upstream Blk Time (%) | 1 | 0 | | | 1 | | | | | |
| Queuing Penalty (veh) | 4 | 0 | | | 2 | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Network Summary | | | | | | | | | | |
| Network wide Queuing Penalty: 536 | | | | | | | | | | |
| 201 of 315 | | | | | | | | | | |

Figure 3: Comparing B18a on page 96 and Appendix D Queuing and Blocking for Scenario 1 on pg. 201

When we double check B18a with the tables in Appendix D , we realize that actually 198' is wrong for scenario 1 and it should have read 312' since at least the October report. See page 201. So in reality, our experiment was conservative and should have allowed for 15 cars.

From November LATR:

pg. 96 B18a Numbers for southbound on Woodland and Forest Glen:

Existing: 90

Scenario 1: 198 ft.

Scenario 2: 180 ft.

Scenario 3 Ultimate: 102 ft.

Scenario 3 interim: 93 ft.

pg. 201 numbers for Southbound on Woodland Forest Glen:

Existing: 140 ft. maximum queue, 90 ft. 95th queue

Scenario 1: 335 ft. maximum queue, 312 ft. 95th queue.

Scenario 2: 210 ft. maximum queue, 180 ft. 95th queue.

Scenario 3: 135 ft. maximum queue, 102 ft. 95th queue.

As for the analysis for Scenario 3, using Tilton from Woodland to get Southbound on Georgia, we believe there are serious issues that are not being assessed. Along with potentially being even more dangerous for pedestrians due to bringing traffic through smaller roads, the queues and delays expected are beyond the pale.

From November LATR:

pg. 96 B18a Numbers for Westbound on MD 97 and Tilton:

Existing: 50 ft

Scenario 1: 49 ft.

Scenario 2: 52 ft.

Scenario 3 Ultimate: 274 ft.

Scenario 3 interim: 284 ft.

Queuing and blocking #s:

Existing: 61 ft. maximum queue and 50 ft. 95th queue. **Just one WB LTR lane.**

Scenario 1: split into two west bound lanes WBLT: max 20ft, 95th 14ft, WBR max; 63ft, 95th 49ft.

Scenario 2: split into two west bound lanes WBLT: max 35ft, 95th 18ft, WBR max; 65ft, 95th 52ft.

Scenario 3: split into two west bound lanes WBLT: max 270ft, 95th 274ft, WBR max; 75ft, 95th 76ft.

These queues go most of the way down the street and the LATR author seems to have two lanes for WBT (left and through) and WBR (right only), when in reality there is only one lane which offer all three options. This is correct in the "existing" traffic analysis. There is no dedicated right turn lane, and if there is space, there is only space for the first two cars. If traffic queues on Tilton, right turn traffic will be waiting for the signal to make a right on red. Additionally, the reported expected delays are not going to be convincing anyone to want to use this intersection:

Existing on pg. 121 shows 8.9 s delay

Scenario 1 on pg. 133 shows 13.4 s delay

Scenario 2 on pg. 139 shows 13.3s delay.

Scenario 3 ultimate and interim on pg. 145 and pg. 151 WBT delay goes up to 100.8s. WBR to 64.7s.



Figure 4: View of Tilton Dr. and Georgia Avenue for a sense of size. Backups here will be an issue.

Comment 3:

- The Endesco report states that the synchro 11 report for AM existing conditions show a queue of 0 vehicles going WB with 0 delay. That is not concurrent with the latest report dated November 6, 2023 per the Applicant's consultant. Exhibit B17 has the results.

Response to comment 3 from the Community:

Exhibit B17 is the results of the Level of Service Analysis. This analysis does not have queue numbers or delay numbers. Exhibit B18 does have some queuing analysis, but that is not what the community consultant was trying to point to.

Instead, the community hired consultant was pointing to the Synchro 11 report numbers in appendix D. Every Woodland Road and Forest Glen Road summary (pg. 126 for AM existing, pg. 132 for AM Background, pg. 138 for AM total scenario 1, pg. 144 for AM total scenario 2, pg. 150 for AM total scenario 3 etc...) show west bound queue lengths of 0 and delay of 0 for WB1 and WB2 (apparently split into two lanes). This means that their simulation suggests no delay getting through this intersection and no queues back to Dameron, as has been noted by video and anyone who has been on the site in the morning. The community hired consultant suggested it could be a way to try to somehow assist the simulation in helping cars turn right onto Forest Glen Road from Woodland. This should be investigated.

Forest Glen Sector Plan and Traffic Calming

Comment 4:

- The Endesco report states that the creation of a new driveway on Woodland Drive is contrary to the Vision Zero strategy as it creates additional conflict points between car to car, car to pedestrians, and trucks to pedestrians. There are existing driveways along Woodland Road and this is the only proposed driveway with the sidewalk at grade and a ped refuge island. With the

building pushed back there is enough sight distance for the vehicles to stop for pedestrians crossing the driveway. Also narrowing Woodland Drive to comply with Complete Streets will slow down the vehicles which makes it safe for all modes of traffic.

Response to comment 4 from the Community:

The idea that existing driveways are analogous to a driveway serving a 460-car garage is insulting. Many of us have memories of pulling out of parking garages and just barely missing pedestrians or of being the pedestrian carefully trying to cross in front of a garage driveway. What about when a truck is blocking the view while parked in the loading dock?

Comment 5:

- The Endesco report states that the scenarios that provide full access off Woodland Drive are counter to the Vision Zero statement in the Forest Glen Sector Plan as they result in additional conflict points and potential for crashes between vehicles and vehicles/pedestrians/bicycles. The Sector Plan identifies high density housing for the parcel in question which requires multiple access points. Elimination of conflict points between the modes does not mean that all access points are removed. It means that where access and conflict points can be removed or reduced, they should be. In this case, providing access on Woodland Drive is practical. Moving all traffic to Georgia Avenue and Tilton Drive and requiring a U-turn for southbound traffic introduces significant safety hazards at Tilton Drive and Georgia Avenue.

Response to comment 5 from the Community:

We have clearly shown that there should be no additional hazards for traffic on Georgia Ave due to the expected traffic from this site and that all traffic could be handled with a single entrance.

What can be said is that it is clear that the current Pedestrian Level of Comfort (PLOC) is good and comfortable along Woodland and pretty much nowhere else around the site. While there is hope that all that is described will be performed to better the usability of the site, it is clear that the Woodland garage access will undoubtedly lower this PLOC.

Comment 6:

- The Endesco report does not acknowledge that an existing access point along Forest Glen Road will be removed on a road with higher vehicular and pedestrian volumes. The access point on Woodland Drive is also being designed based on best practices and the Complete Streets Design Guide, including having flush sidewalk conditions across both driveways. The driveway is also located a significant distance north of the functional intersection of Georgia Avenue and Forest Glen Road.

Response to comment 6 from the Community:

“The driveway is also located a significant distance north of the functional intersection of Georgia Avenue and Forest Glen Road.” What does this mean?

Comment 7:

- It should be noted that the access on MD 97 also has it challenges regarding Vision Zero goals as MD 97 is a high volume roadway with its own transit, pedestrian, and bicycle travelers. The reviewers, including SHA, have attempted to take a balanced approach nong the challenges of designing safe access for MD 97 and Woodland Drive.

Response to comment 7 from the Community:

Woodland Drive is a secondary residential road, considered a Neighborhood Breezeway, was closed to traffic for the pandemic as a Neighborhood Greenway and is a Bicycle and Pedestrian Area (BiPPA). Georgia Ave. is a 6 lane Highway. Georgia is listed as an unacceptable pedestrian link. Providing at least one side of the site to allow pedestrian passage should be a priority and is completely achievable in this case.

Conclusions

Comment 8:

- The Endesco report states that a fourth scenario should be analyzed which would consist of access off Georgia Avenue only and signalization of the intersection of Georgia Avenue and Tilton Drive. Adding slow down and exit vehicle traffic to a high-speed, high-volume roadway with few traffic gaps would introduce higher speed car-to-car and pedestrian to car conflicts, making it far less safe.

Response to comment 8 from the Community:

How is this different from Scenario 3? The traffic study has already analyzed the speeds on Georgia and found that they are not much higher than the 30-mph posted speed limit. This does not seem high speed as this is only slightly higher than the residential roadways. With a signal, the supposed traffic gaps become a non-issue. The community is in favor of analyzing alternate scenarios. Scenario 4, with a light at Tilton and a dedicated u-turn lane was suggested by Endesco because they fully expected that to work. Another alternate scenario to analyze is Scenario 4 with the addition of keeping the loading dock entrance on Woodland while removing the garage entrance on Woodland.

Response to Comments Provided by MCDOT Division of Traffic and Operations (DTEO)

Site Trip Assignment

Comment 9:

- The Endesco report indicates a discrepancy with the Lenhart report. The Lenhart report shows traffic traveling eastbound on Forest Glen Road, then turning left on Woodland Drive to access the site. The Endesco report asserts that traffic will travel eastbound on Forest Glen Road and turn left on Georgia Avenue to access the site.
 - o There is an exclusive left turn signal on Forest Glen Road at Georgia Avenue. Motorists who would be unable to turn left on green would utilize Woodland Drive to access the site. Waiting to turn left at Georgia Avenue could take 60-120 seconds, depending on timing of the signal, making the Forest Glen to Woodland Drive path likely more reasonable for motorists.
 - o The key conclusion is that the Forest Glen to Georgia path is not ideal and should not be considered the preferred route for access to the site, though it will likely be used.

Response to comment 9 from the community:

Gap analysis video shows multiple cars turning left onto Forest Glen to turn right into the current site Georgia Avenue entrance. The other entrance is not visible in the video, but it is clear that turning left and entering the site will be used and is probably the easier route. In addition, the video shows a number of cars that leave the existing site from the current Georgia Avenue access without any kind of issue. If we had more time we would love to study the video for more data that could inform the future site plan.

Comment 10:

- An additional discrepancy is that the Endesco report indicates that motorists would be more inclined to exit the site onto northbound Georgia Avenue, then make a U-turn at Tilton Drive to proceed southbound on Georgia, rather than exiting the site to northbound Woodland Drive and accessing Georgia Avenue by the traffic signal at Tilton and Georgia.
 - o High speeds and high volumes on Georgia Avenue do not make the movement supported by Endesco implausible. However, weaving over three lanes in substantive traffic could be challenging.
 - o Also, the design of the traffic signal is not complete. Given the number of opposing traffic lanes (three), I expect that the left turn would be protected, limiting the number of U-turns that may take place each traffic signal cycle.
 - o Using northbound Woodland Drive to Tilton and then to Georgia Avenue provides a safer route and the turn is protected by the traffic signal.

Response to comment 10 from the community:

Gap analysis has shown that achieving a Southbound route with access only on Georgia should be safe and available. Considering the queues and delays reported for Scenario 3, it is highly likely cars will try to u-turn before waiting at the Tilton light.

Currently, it looks like Tilton Drive and our neighborhood will suffer from the design detailed by Scenario 3. It is looking more and more like any option moving cars into residential roads is not going to lead to better traffic flow or better engineered traffic patterns and only lead to more danger for pedestrians.

Traffic Diversion to Avoid Congestion on Forest Glen

Comment 11:

- The Endesco report asserts that traffic accessing 9801 Georgia Avenue from Forest Glen Road may use Myrtle Road and/or Sherwood Road to access the site. This would be due to the congestion on Forest Glen Road, queuing from Georgia Avenue.
 - o This phenomenon may occur, but it is not a fatal flaw. Since the vehicles using these other routes live in/have a destination within the neighborhood, they are not considered transient or cut through traffic and should be permitted to access the site from these available routes.

Response to comment 11 from the community:

We believe that the residents of the 9801 apartments will benefit more from not having this Garage access due to pedestrian safety. We believe that there is an underestimation of the attractiveness of a suburban neighborhood feel right behind your apartment.

The study has not evaluated impacts on Tilton, Sanford, Sherwood or Myrtle. The author has not measured baseline traffic on these streets and therefore we don't know what the impact will be. The developer has not provided data to support the above conclusion that this will not be a fatal flaw.

Levels of Service/Delay Analysis

Comment 12:

- The delays at Woodland Drive and Forest Glen Road should be checked by Endesco to make sure they correctly reflect the information shown in the Lenhart report.

Response to comment 12 from the community:

The delays in the Lenhart report often do not make sense. There seem to be similar delays in different scenarios with widely different queue lengths. If there are long queues, does this not lead to longer delays? Also, queues in Appendix D differ drastically from "HCM Intersection Capacity Analysis" to Queuing and Blocking Report. The delays are from the Intersection Capacity Analysis and the queues are from the Queuing and Blocking report.

Forest Glen Sector Plan

Comment 13:

- The Endesco report states, “The creation of a new driveway on Woodland Drive is contrary to the Vision Zero strategy as it creates additional conflict points between car to car, car to pedestrians and trucks to pedestrians.”
 - o This statement is out of context. The Sector Plans intent is to provide designated and separate spaces for all modes, not to eliminate driveways and other connections.
 - o The access point on Georgia Avenue supports the same conditions as would exist on Woodland Drive, only the vehicle speeds on Georgia Avenue would be higher and, in the context of the Endesco report, provide an even greater hazard.

Response to comment 13 from the community:

From 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.”

We believe this does exactly mean eliminating driveways. The definition of consolidate: “combine (a number of things) into a single more effective or coherent whole.”

Woodland Drive is a secondary residential road, considered a Neighborhood Breezeway, was closed to traffic for the pandemic as a Neighborhood Greenway and is a Bicycle and Pedestrian Area (BiPPA). Georgia Ave. is a 6 lane Highway. Georgia is listed as an unacceptable pedestrian link. Providing at least side of the site to allow pedestrian passage should be a priority and is completely achievable in this case.

From: [Smith, Parker](#)
To: [Karen Robison](#)
Cc: [MCP-Chair](#)
Subject: FW: Proposed 9801 Georgia Avenue project concerns
Date: Tuesday, March 5, 2024 12:47:07 PM
Attachments: [9801 Georgia Avenue Letter.pdf](#)

Ms. Robison,

Thank you for your comments. By copy of this email, I have entered your testimony into the public record for the project.

As a reminder, 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 from now until noon on March 6th.

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: Karen Robison <krobison.mail@gmail.com>
Sent: Saturday, March 2, 2024 11:25 AM
To: Smith, Parker <Parker.Smith@montgomeryplanning.org>
Subject: Proposed 9801 Georgia Avenue project concerns

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

Good morning,

Please see the text posted below, as well as the attached document. These outline my objections, observations, and concerns regarding the proposed development at 9801 Georgia Avenue. Don't hesitate to reach out if you have any questions or wish for clarification or additional information.

Best Regards,

Karen Robison

Robison Family

1809 Belvedere Boulevard
Silver Spring, MD 20902
(301) 593-1057
krobison.mail@gmail.com

2nd March 2024

M. Parker Smith

M-NC PPC
2425 Reedie Drive
Wheaton, MD 20902

Dear M. Smith,

I am communicating regarding the plan "9801 Georgia Avenue". I am a 40-plus year resident of the neighborhood adjoining this proposed project. As proposed, this plan poses serious issues for our neighborhood.

We already experience serious traffic congestion at the intersection adjoining this proposed project, as documented in photos and tests already sent by neighborhood residents. Our side streets are not able to safely accommodate the additional traffic resulting from this proposed site (via the proposed Woodland Ave. access). ***This project would essentially turn our suburban neighborhood streets into an urban environment.*** As a recent retiree, my former commute involved crossing Georgia Avenue to the other (Forest Glen Metro) side of Georgia Avenue. I never used the Forest Glen / Georgia Avenue intersection due to the congestion and unpredictable wait times *already* present here.

I am concerned about the impact this development would have on our neighborhood, which already experiences utility and infrastructural issues. The aging water pipes, occasional gas leaks, and electrical outages during severe weather would surely be taxed by such a significantly-sized mixed-use building. I have seen no information addressing this issue and am *very* concerned.

The information provided by the developers regarding the existing natural tree and growth area contradicts that of the Friends of Sligo Creek, who are experts of our area ecosystem. The proposed plan would essentially replace the natural growth in the area, which it deemed unsuitable and in poor condition. However, the Friends of Sligo Creek noted living trees and a thriving ecosystem here. Will this area be casually removed for the development?

I understand the motivation to locate housing near existing mass transit facilities. However, this should not be done at risk to existing residential communities. I am hoping that you will pay careful attention to the valid concerns from current residents,

as well as the substantial evidence you've received about how this development will impact the hundreds of families in the adjoining community. A possible remedy to one issue shouldn't involve creating a much larger set of problems for existing community residents.

Thank you for your time and consideration.

Sincerely,

Karen Robison

Robison Family

1809 Belvedere Boulevard
Silver Spring, MD 20902
(301) 593-1057
krobison.mail@gmail.com

2nd March 2024

M. Parker Smith

M-NC PPC
2425 Reddie Drive
Wheaton, MD 20902

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Thank you for your time and consideration.

Sincerely,

Karen Robison

From: [Robin M](#)
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 Plan
Date: Tuesday, March 5, 2024 1:00:16 PM

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

Dear Planning Board and Council Members,

I have lived in Silver Spring since 1989 and in Forest Estates since 2009. I have owned two homes, been married twice, widowed once, and raised a child in MCPS. I love it here. I moved here after college, after growing up in NYC, because I love being around trees and having a garden, even while I have access to world-class cultural and intellectual activities. I am involved in my community and church in many ways. After a long career in non profits and the arts, in 2013 I formed my own small business.

I want you to know that I am very much in support of the housing development at 9801 Georgia Avenue, less than a quarter of a mile from my home. I have followed this project, other local development projects, and the MHA project to improve the Montgomery Hills area, for 14 years now. Our area as a whole needs more density and more things to get to without driving. Any amenities in the three new projects (two others are on the opposite side of Georgia Avenue) will make life here better. I am not concerned about the Woodland Avenue entrance. Woodland is vastly underutilized and well suited to being strongly connected to any traffic from 9801 residents. Currently, Woodland Avenue behind the existing 9801 building is a long impenetrable fence, which honestly feels pretty unsafe as a pedestrian - - limiting one's sightlines and exit paths through the parking lot. The worst thing about the neighborhood is the lack of sidewalks on the North Side of Forest Glen Road on two blocks adjacent to 9801 and I do hope those will be improved.

We live in such a great place and yet there is such a housing crisis here. My college-age child, where will she be able to afford while she is working at entry level jobs? She certainly will have to live far from metro and have to have a car.

I want this project to happen enough that I don't want to place too many restrictions on it. However I would love it if the trees and other plantings around the new project incorporated more native plants. What would be idea is to fill the little trashy gully to the north with paw paw trees to provide fruit for foraging and educating folks about nature's wealth, and to provide a respite for what wildlife is possible. (hopefully not deer though!). Native plants are one of my focus interests as a homeowner and gardener and it is so beneficial to life to have a profusion of insect and bird life around us, even in the areas that are, appropriately, denser because they're closer to transit. It would also be great to have some public art around the exterior of the building and some inside for residents to enjoy. I am working on a public art project for a client now and it's such a good way to create a sense of "specialness" to a place in our busy, crowded visual environments.

I don't think the opponents of this project have any vision of our area changing or of how MC

will adapt to the challenges of our time. What will the area look like in 20 years? Surely not the same. I honestly don't understand what they mean when they complain about "cut through" traffic. How can it be cut through if the drivers live there? How can they expect new buildings to not have parking when most of us have a second or third vehicle parked on the narrow streets, really ruining sightlines for drivers? These homes were built for one-car households. Were there NIMBY's arguing that people shouldn't be allowed to get a second car and clutter up our lovely tree lined streets? (IDK, maybe there were?).

I am grateful for your service, vision, and tenacity during what must feel like an impossible time to be in local government.

Thank you!

Best,

Robin Moore Lasky
1619 Tilton Drive
Silver Spring 20902
c. 301-204-7252

From: [Rende, Galen D.](#)
To: [MCP-Chair](#)
Cc: [Fischer, David](#)
Subject: Written Testimony - Item 8 - March 7, 2024 Planning Board Hearing
Date: Wednesday, March 6, 2024 8:58:12 AM
Attachments: [Written Comments - Friends of Sligo Creek - March 7, 2024 Planning Board Hearing.pdf](#)

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

Dear Chair Harris,

On behalf of the Friends of Sligo Creek, I and my co-counsel, David Fischer, are submitting the attached written comments requesting the Planning Board's denial of the proposed 9801 Georgia Avenue Preliminary Plan No. 120230160, Site Plan No. 820230130, and Forest Conservation Plan No. F20240040.

Thank you for your consideration.

Best regards,
Galen Rende

TO: Montgomery County Planning Board
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

FROM: David B. Fischer, Counsel
Galen D. Rende, Associate

202.434.4224
fischer@khlaw.com

DATE: March 6, 2024

RE: **Written Comments for Planning Board Hearing on 9801 Georgia Avenue
Development Application (Preliminary Plan 120230160, Site Plan 820230130,
Forest Conservation Plan F20240040);
Our File No. OE07001-125**

The Friends of Sligo Creek respectfully request that the Planning Board deny the current development application under Preliminary Plan 120230160, Site Plan 820230130, and Forest Conservation Plan F20240040, due to deficiencies in the application regarding the proposed deforestation on the subject property. The Planning Staff Report (hereinafter “staff report”) on the proposed Preliminary Plan, Site Plan, and Forest Conservation Plan fails to provide adequate support for several key regulatory requirements under the Montgomery County Zoning Ordinance, the Forest Glen/Montgomery Hills Sector Plan, and the Montgomery County Forest Conservation Law. These deficiencies must be addressed prior to approval of the Preliminary Plan, Site Plan, and Forest Conservation Plan.

I. The Proposed Preliminary Plan and Site Plan do not substantially conform to the recommendations of the Sector Plan

To approve a preliminary plan or a site plan, the Planning Board must find that the proposed plan substantially conforms to the recommendations of the applicable master plan. *See* Montgomery County Code, Chapter 50, Section 4.2.D (preliminary plans); *see also* Montgomery County Code, Chapter 59, Section 7.3.4.E.2.g (site plans). Here, the development site is governed, in part, by the Forest Glen/Montgomery Hills Sector Plan (hereinafter “Sector Plan”). The Sector Plan contains specific recommendations for the subject property, including a recommendation to “prioritize affordable housing and habitat preservation and restoration as the top public benefit for optional method development.” Sector Plan at 74 (emphasis added). In addition, with regard to the existing forested area, the Sector Plan states the following:

The 3.9 acre property contains approximately 1.25 acres of remnant forest dominated by native black locust trees. With respect to the remnant forest, at the

time of redevelopment, maximum flexibility on the site should be given for providing an area of equal environmental benefit that also provides for improved community benefit and access. Equal environmental benefits may include improved water and air quality, strategies that provide for reduced greenhouse gas emissions and increased biodiversity and habitat protections, including improved tree canopy. Development should also, as a part of its open space requirement, preserve healthy indigenous trees and replant stratified vegetation where possible.

Id. (emphasis added). Finally, the Sector Plan includes a recommendation to “[c]oncentrate building height and density at the intersection of Georgia Avenue and Forest Glen Road with appropriate transitions to surrounding residential neighborhoods.”

There are several inconsistencies and deficiencies in the proposed Preliminary Plan and Site Plan that render these plans non-conformant with the Sector Plan. First, the Sector Plan reports a forested area of 1.25 acres on the subject property. The staff report repeatedly states that only approximately 0.43 acres of remnant forest exist on the Site. No explanation is provided for the drastic discrepancy between the 1.25 acre figure reported in the Sector Plan and the 0.43 acre figure cited in the staff report, other than a citation to the approved Natural Resources Inventory/Forest Stand Delineation, which itself provides no explanation for the discrepancy. The 0.43 acre value cited in the staff report – representing a roughly 65% reduction in forest cover from what is described in the Sector Plan – is then used to calculate the total reforestation and afforestation required under the Forest Conservation Law. The result is a much lower required acreage of reforestation and afforestation than what would otherwise be required assuming the 1.25 acres of forest reported in the Sector Plan. Absent further explanation, the applicant’s calculation of 0.43 forest acreage is unsupported by substantial evidence.

The staff report also fails to explain how the proposed preliminary plan and site plan substantially conform to the Sector Plan’s recommendation to provide an area of equal environmental benefit as the existing forest, given the Sector Plan’s language regarding the importance of preservation and restoration of existing habitat and indigenous trees. The proposed preliminary plan and site plan would result in complete destruction of the existing habitat and indigenous trees on the property. The staff report contends that equal environmental benefit will be provided through a mix of isolated tree plantings, stratified vegetation, microbioretention planters, and open spaces. The staff report fails to provide any explanation as to how these strategies will provide equal environmental benefit as the existing forest cover.

No comparative analysis is provided of the habitat currently supported by the existing forest and the habitat that would be supported under the proposed preliminary plan and site plan. No consideration is given to the Sector Plan’s express recommendation to prioritize the preservation and restoration of existing forest cover. Although the staff report notes that the area

“will be impacted by the relocated sewer line and site grading, requiring the removal of these Protected Trees,” the staff report provides no further explanation as to why the sewer line must be located and installed in a manner that necessitates removal of the entire forested area on the north end of the property. Nor does the staff report explain why the proposed civic green cannot be developed at the north end of the property, around and in harmony with the existing tree cover, to fulfill the Sector Plan’s recommendation of preserving and restoring the existing forested area. Contrary to the Sector Plan’s recommendation to concentrate building density at the intersection of Georgia Avenue and Forest Glen Road, the Preliminary Plan and Site Plan proposed a civic green at this intersection at the expense of increased building density at the north end of the property where the existing forest cover is located.

The Planning Board cannot lawfully find that the proposed Preliminary Plan and Site Plan substantially conform to the recommendations in the Sector Plan given these deficiencies.

II. The Proposed Forest Conservation Plan does not comply with the Montgomery County Forest Conservation Law

The proposed Forest Conservation Plan does not comply with the Montgomery County Forest Conservation Law.

A. Inadequate findings to support use of an *in lieu fee*

The Staff Report explains that the applicant is subject to 1.20 acres of planting requirements within the Sligo Creek watershed or a Priority Area, or 1.41 acres of planting requirements outside the Sligo Creek Watershed. The applicant must satisfy these requirements, in accordance with the Forest Conservation Law, by purchasing mitigation credits using a forest bank within the Sligo Creek watershed or Priority Area. If forest mitigation bank credits are not available for purchase within the Sligo Creek watershed or Priority Area, credits from a mitigation bank elsewhere in the County may be purchased. If no mitigation credits are available at any bank, an *in lieu fee* may be used to satisfy the replanting requirements.

There are currently no mitigation credits available at any forest bank in Montgomery County, leaving an *in lieu fee* as the only viable option to satisfy the planting requirements, other than preserving the existed forested area.¹ However, the applicant and the Planning staff have made inadequate findings to justify the use of an *in lieu fee* to remedy the complete removal of the existing forest cover on the subject property. The Montgomery County Forest Conservation Law states that “[a] person may make an *in lieu fee* payment to the forest conservation fund only if the person satisfactorily demonstrates that: (1) (A) the requirements for reforestation or

¹ See <https://montgomeryplanning.org/planning/environment/forest-conservation-and-trees/forest-conservation-banks/buying-forest-bank/#available>.

afforestation on-site or off-site cannot reasonably be accomplished.” *See* Montgomery County Code, Chapter 22A, Section 22A-12(g). Neither the staff report nor any of the documents submitted in support of the subject application provide explanation of why the requirements for reforestation or afforestation on-site cannot reasonably be accomplished. As noted above, the staff report cites only to the relocation of the sewer line as justification for why the current forested area must be removed in its entirety, without any additional elaboration or explanation.

B. Inadequate findings to support a variance request

The proposed Forest Conservation Plan includes a variance request to remove 8 Protected Trees and disturb the area within the critical root zone of one Protected Tree. A variance request may only be granted if, among other requirements, the applicant shows that enforcement would result in unwarranted hardship. *See id.* at Section 22A-21(b)(1). The Applicant’s Justification for Tree Variance states that unwarranted hardship would result without the grant of a variance because:

- Other County requirements would already impact at least half of the variance trees (these County requirements are not identified, nor is there any explanation of how they would impact the variance trees or why this impact necessitates removal of all existing forest cover);
- The sewer line must be relocated at the north end of the property, requiring removal and disturbance of some portion of the forested area (no explanation is provided for why the entirety of the forested area must therefore be removed);
- The Sector Plan assigns the property a density of up to 2.5 FAR (notably, this FAR is not a requirement that the property must fulfill; it is simply a maximum value that the property may not exceed);
- Denial of a variance would impede any significant redevelopment of the property (no additional explanation is provided);
- Due to the property’s numerous frontages and oblong lot shape, the proposed layout is the only feasible way to maximize the level of density called for in the Sector Plan and provide the housing called for in various County policies (the Sector Plan does not call for any particular density level, but rather requires balancing the mixed-use nature of the property with increased pedestrian access and environmental benefits);
- The property is unique in that any significant improvement to the property would, in and of itself, impact most of the trees (no additional explanation is provided as to the link between improvement of the property and the impact to the trees).

These statements are conclusory in nature and do not explain why the applicant would suffer unwarranted hardship without a variance for removal/disturbance of all of the Protected Trees in the forested area at the north end of the property.

The Forest Conservation Law prohibits the Planning Board from granting a variance if, among other provisions, the granting of the request “is based on conditions or circumstances which result from the actions by the applicant.” *Id.* at Section 22A-21(d)(2). From the information contained in the development application and the staff report, the only viable explanation for the need for a variance for all of the Protected Trees at the north end of the property is the proposed scale of the development and the applicant’s desire to build over the existing forest. This extensive level of development is not only *not required* by the Sector Plan, but it ignores the Sector Plan’s recommendations regarding where development should be concentrated on the property to allow for preservation and restoration of existing forest cover. The need for a variance is – in large part – necessitated by the applicant’s own actions and desires for the finished development design.

In its evaluation of this criterion under the Forest Conservation Law, the staff report provides only the following explanation:

The requested Variance is not based on conditions or circumstances which are the result of actions by the Applicant. The requested Variance is based on existing site conditions and the requirements to meet development standards, Sector Plan goals, Thrive goals, and County Code requirements.

See Staff Report at 81. This explanation represents a recitation of the criterion in the Forest Conservation Law. Such an explanation is legally insufficient to support an approval of the variance by the Planning Board. *See Bucktail, LLC v. County Council of Talbot County*, 352 Md. 530, 553, 723 A.2d 440, 450 (1999) (“Findings of fact must be meaningful and cannot simply repeat statutory criteria, broad conclusory statements, or boilerplate resolutions.”).

Given the deficiencies noted herein, we respectfully request that the Planning Board deny the current development application under Preliminary Plan 120230160, Site Plan 820230130, and Forest Conservation Plan F20240040.

From: [Karen and Mandrake Sumners](#)
To: [MCP-Chair](#)
Subject: Written Testimony on the Forest Glen Development, 9801 GEORGIA AVENUE SKETCH PLAN NO. 320230020
Date: Tuesday, March 5, 2024 10:11:53 PM
Attachments: [Dear Planning Board Members final.pdf](#)

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

Dear Planning Board Members,
RE: 9801 GEORGIA AVENUE SKETCH PLAN NO. 320230020

I signed up to testify by phone on behalf of my family but I may have a work schedule conflict. Please use this written testimony, as my family's official testimony, if I am unavailable by phone.

Thank you so much for the work that you do.

Karen Maricheau
1506 Sanford Rd, Silver Spring, MD 20902
(703) 476-2827

Dear Planning Board Members,

We are submitting written testimony on behalf of our family who lives on Sanford Road, in the Forest Estates neighborhood, blocks away from the proposed development site.

We are not in favor of the plan as proposed by the for the Forest Estates/Glen Metro Development at 9801 Georgia Avenue.

Below are the new adjustments that we would like to see in the developer's plan:

1) Actual affordable units, designated at a higher percentage than 10%, with a mix of lower to mid income units, to include ADA accessible units that have assigned parking spots. GNAs and CNAs would benefit from walking to Holy Cross Hospital or taking local transportation to nearby private homes, assisted living and nursing home facilities. These are some of the most understaffed, underpaid and disregarded workers who care for our sick and aging family members. The rents slated for “affordable housing” exceed 30% of salaries of those who need housing and who are within the lower to middle income threshold. Prices per unit, for the “affordable” units, should be lowered so that they are truly affordable to residents, of lesser means, who need housing. We are advocating for accessible units that have parking spots as well and an increased allotment of the units being affordable and accessible.

2) A plan that would ease congestion on Georgia Ave, surrounding our neighborhood, and that would reduce access onto neighborhood streets. The more cars on the roads the greater the likelihood of fatalities. Reducing the allowable number of cars in the development plan helps to reduce accidents and fatalities in support the County's Vision Zero Plan. The July 2022 Predictive Safety Analysis Report already identifies the intersection of Georgia and Forest Glen as a location with a history of bicycle crashes, left turn crashes, straight/angle crashes, and one of the longest pedestrian crossing times in the county. A suggestion for permitting traffic to move in and out of the new development without adding to residential neighborhood traffic.
<https://montgomeryparks.org/projects/directory/vision-zero-program/#:~:text=Montgomery%20County%20was%20the%20first,occupants%2C%20bicyclists%2C%20and%20pedestrians.>

3) Maintaining green space and porous surface for environmental impact, ample courtyard space on the proposed property transitioning out into our neighborhood that aligns with the No Net Loss Forest Law specifically through following the Forest Conservation Easements: <https://montgomeryplanning.org/planning/environment/forest-conservation-and-trees/conservation-easements/>
<https://montgomeryplanning.org/planning/environment/forest-conservation-and-trees/no-net-loss-of-forest-initiative/>

Overall, we believe it is important for this development to be in alignment with the County's stated sustainability goals as outlined in the MNCPPC report for a Framework

for Action: Healthy and Sustainable Communities:

https://www.montgomeryplanning.org/environment/sustainable/documents/HealthyandSustainablefinal_000.pdf

https://www.montgomeryplanning.org/environment/sustainable/documents/HealthyandSustainablefinal_000.pdf

4). Encouraging residents, in a transit-oriented development to use the metro

We are requesting that the Planning Board implement ZTA-23-10 and require the developers of the Forest Glen Development site to modify their plans in keeping with the new Zoning Amendment. (I am cutting and pasting the amendment and language from a recent online posting.) Per County Councilmembers this amendment will,

“...encourage the development of housing, including affordable units, near transit corridors and will help Montgomery County reach its climate goals by encouraging housing options that are less dependent on cars. Zoning Text Amendment (ZTA) 23-10, Parking, Queuing and Loading – Calculation of Required Parking will eliminate parking requirements within a half-mile radius of a Metro or Purple Line station, and quarter-mile radius of an existing Bus Rapid Transit (BRT) Station or a BRT Station that is funded for construction in the current Capital Improvements Program. Montgomery County shouldn’t impose unnecessary costs on desperately needed housing that’s critical to creating more walkable and liveable communities, said Council President Andrew Friedson. This commonsense change eliminates outdated, one-size-fits-all policies and embraces current, market-based approaches to enable the development of more affordable housing in line with our environmental and new housing generation goals.”

It is expensive to build parking. Each underground parking space in our downtown urban areas costs between \$70,000 - \$100,000 to construct. Those costs are currently passed down to residents, whether they own a car or not, said Councilmember Evan Glass. By eliminating these outdated requirements, we are reducing housing costs while also supporting public transportation -- two critically important goals for our community. We need to continue building upon this initiative to make housing more affordable and transit more accessible in Montgomery County.

This measure does not take away existing parking. It simply allows future, transit-oriented residential construction to right-size parking – to include only the amount of parking the market actually needs, rather than a blanket government-imposed minimum, said Councilmember Kristin Mink. Today, Montgomery County joins hundreds of jurisdictions across the country, from big cities to small towns, that have been passing common-sense parking reforms like this.”

Note: All of the Councilmembers cosponsored ZTA 23-10. The zoning measure becomes effective in 20 days.

Put plainly, the community has funded the production and maintenance of the community’s mass transit. The placement of this development essentially takes the community’s contribution and turns it into a publicly funded amenity for the residents. It

is entirely reasonable that the beneficiaries of this meet a modest contribution of limiting their vehicle use and ownership to give back to their community. It should be noted that transit-oriented developments attract residents for their proximity to mass transit and there is no evidence that limiting vehicle ownership to one vehicle per unit will deter potential residents or significantly decrease demand for residential units.

5) Infrastructure that would be expanded, have the capacity, to support our existing homes and the proposed apartments i.e. pipes, sewage, electricity, sidewalks, roads, etc. There have been several instances where apartment buildings had gas leaks and issues from poor construction and oversight that has been dangerous to residents within the buildings and close surrounding areas.

Another relevant category under infrastructure includes schools. The developer's plan must be synced with the capacity of schools. Schools will need to support the increased number of students that the new development would yield. This is part of the county's Growth and Infrastructure Policy that needs to be implemented.

<https://montgomeryplanning.org/planning/countywide/growth-and-infrastructure-policy/>

I do believe that through adhering to MoCo's regulations, laws and stated goals that the planning board can help our neighborhood, through a collaborative effort with the developer, to reach a workable plan. One that will reduce impact to the neighborhood through a sensible smart growth approach and that will be prepared for welcoming new neighbors in the apartment building slated to be built.

Thank you kindly for your consideration of the county's existing initiatives, laws and amendments, as well as our family's requests.

Best regards,
Karen Maricheau & Benjamin Sumners

From: jfoxdreamart@aol.com
To: [Smith, Parker](#); [MCP-Chair](#)
Cc: councilmember.Fani-Gonzalez@montgomerycountymd.gov;
councilmember.Albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov;
Councilmember.Sayles@montgomerycountymd.gov
Subject: Why we support the 9801 Georgia Ave Redevelopment Project
Date: Tuesday, March 5, 2024 6:30:52 PM

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

Dear Montgomery County Planning Commission Members,

We are writing to you as two residents of the nearby neighborhood who support the proposed redevelopment project at 9801 Georgia Avenue.

We believe this project should be approved by the Planning Board because:

- More affordable housing is desperately needed in the country and in MoCo and we believe that one answer to high prices is that we need to increase housing supply, especially in places as wonderful to live as here.
- We also believe in transit-oriented development and that these up-to 390 housing units and 5,000 square feet of commercial space make better use of this space than the old offices and underutilized parking lot there now.

We also believe increased neighborhood traffic from this project must be addressed for the safety of the many pedestrians, cyclists, and drivers currently using this intersection and due to the Metro station across the street. The proposed traffic light at Tilton Dr and Georgia Ave should help somewhat. Timing this redevelopment to come at the same time or after the Forest Glen Passageway project is completed would be ideal.

Sincerely,

Janet Fox and Tom Neltner
1701 Tilton Dr.
Silver Spring, MD 20902

From: [Yolanda Phillips](#)
To: [MCP-Chair](#)
Cc: [Smith, Parker](#)
Subject: Hearing for 9801 Georgia Avenue-Item 8. Submitting Testimony
Date: Tuesday, March 5, 2024 4:56:37 PM

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

Hello

I may not be able to attend the planning board hearing for 9801 Georgia Ave on Thursday March 7. So I am submitting written testimony.

Please note that all of my comments are based on the plan that was presented by the developers at a neighborhood meeting this past winter.

Background information about my main issue...

Our neighborhood is characterized by beautiful large sun-sheltering trees.

They have been providing shade as we sit in our yards or walk around the neighborhood. These trees have been here for many years as have the trees located on the project property. Just walk the neighborhood to get a sense of the shady streets and yards. The park-like setting of the huge trees are part of the attraction of our neighborhood.

Yet ALL of the trees on this project are being cut down. I have trouble believing that all of the trees must be cut down. In that case our whole area would be treeless if the trees are in such bad condition.

The large trees on Woodland Drive provide much needed shade in the summertime. In its place will be another repetitive looking apartment building lining Georgia Avenue with no sun-sheltering trees. Removing the trees also goes against the character of the neighborhood.

My main issue....

Starting from Forest Glen Road I walk along Woodland Drive to reach Getty Park at the end of Woodland Drive. Currently there are large shade trees that run the length of the proposed property. Without shade that walk would be torturous in the summer for myself, grandchildren and dog. Think of the wilting 90 degree heat and the hot sun beating down on you.

Please be sure there is shade on Woodland Drive along the length of the planned project. And not the tiny little new trees that will take twenty years to provide shade. (I am 76 and will not be around when those baby trees create shade)

Having shade trees on Woodland Drive would be extremely useful to the people in the neighborhood and in the new apartment building. We like to walk around our neighborhood. And shade trees are in keeping with the character of the neighborhood.

Other concerns based on the plan I saw this past year.....

The little rest area planned for the corner of Woodland and Forest Glen does not provide any added value to the neighborhood. Very few people will use it due to the discomfort provided by the volume of traffic on Forest Glen and Georgia Avenue.

And there is already a kiss and ride at the main Forest Glen metro station. So no point in having the proposed kiss and ride off Woodland Drive as it will only draw in more traffic.

I am in agreement with all the previously mentioned concerns about increase in traffic. Traffic lights should be considered along Forest Glen Road so that neighbors are able to easily access Forest Glen from the side streets. Forest Glen is already difficult to access without adding more cars.

Residential impacts....

Please listen to the residents who live in the neighborhood as we are greatly impacted by this plan. We do not feel that our concerns are being considered by the developer. I hope my concerns will be addressed in the plan.

Could you let me know if this testimony will be brought up at the hearing so others may comment on it?

Thank you for listening.

Yolanda Phillips
Woodland Drive Resident

Please note: I received a Hearing Notice postcard. It did not list the time for the hearing. In the future would it be possible to include the time to ensure that residents are adequately informed.

Sent from my iPad

From: [Yolanda Phillips](#)
To: [MCP-Chair](#)
Subject: Mailing address Re: Thank you for your message
Date: Tuesday, March 5, 2024 5:05:42 PM

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

Yolanda Phillips
9707 Woodland Drive
Silver Spring, Md 20910

Sent from my iPad

On Mar 5, 2024, at 4:56 PM, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for this message. If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. You may provide this to MCP-Chair@mncppc-mc.org

For all other e-mails, Chair's Office staff will respond as soon as possible. If you need immediate assistance, please call our office at (301) 495-4605.

From: [sheldon.fishman \(gmail\)](mailto:sheldon.fishman@gmail.com)
To: [MCP-Chair](#)
Subject: testimony for Planning Board meeting 3/7/2024 item 8 sheldon.fishman@gmail.com
Date: Wednesday, March 6, 2024 10:50:15 AM
Attachments: [Makeover Montgomery.pdf](#)
[MNCPPC MoCo Planning Board 9801 Ga. Ave development 3-7-2024 fishman .docx](#)

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

attached please find my written testimony for Planning Board Meeting 3/7/2024 Item 8 9801 Georgia Ave

i also signed up to testify remotely

please confirm that you received the written testimony and i should expect a link to join Team to testify remotely 3/7/2024 at 1 pm

thank you

sheldon

ps can you display the testimony and also MakeOver MoCo when i testify?

Sheldon Fishman
(301) 318-0091 cell
9913 Dameron Dr, Silver
Silver Spring, MD 20902
sheldon.fishman@gmail.com

Sheldon Fishman
9913 Dameron Drive
Silver Spring, MD 20902
Sheldon.fishman@gmail.com
Montgomery County Planning Board Hearing
March 7, 2024 Item 8
9801 Georgia Ave site plan 820230160

Good afternoon Chair Artie Harris and members of the Montgomery County Planning Board. Thank you for stepping up to serve on the Planning Board. Thank you for working to maintain procedures that worked well under the previous Board and to address procedures that needed to be fixed.

Thank you for the opportunity to participate in this hearing on 9801 Georgia Ave. My name is Sheldon Fishman. We have lived in Silver Spring Maryland for over 50 years. My family has been well served by the Parks Department. Thank you.

I am an active member of several environmental organizations including the Climate Coalition of Montgomery County, Friends of Sligo Creek, and Safe Healthy Playing Fields Inc. Today, I am speaking as an individual and speaking on behalf of our four children and our six grandchildren.

The climate crisis is real and will impact them even more than it will impact you and me.



Tip O'Neil said all politics is local. I am testifying today because we live on Dameron Drive two blocks downhill from 9801 Georgia Ave.

I support a high-rise mixed-use building at 9801 Georgia Ave because it is across the street from Forest Glen Metro station and will have a direct entrance to that station under the very dangerous Georgia Ave.

But your mission includes “protect and steward natural, ... resources” ([Mission - Montgomery Planning Board](#))

The 9801 Georgia Ave site includes a grove of tall trees that serves as a forest whether or not it meets all the criteria of the Forest Conservation Law. Your publication, “MakeOver Montgomery” tells a compelling story of the many benefits of urban forestry, particularly at this location which is at the intersection Georgia Ave and the Beltway (State High 97 and Interstate Highway 495).

The plan before you is to chop down every existing large tree and to mitigate the environmental impact with replacement trees. While the plan has been revised to upgrade the species of the trees to have more positive environmental impact, I am told that together the replacement trees on site do not provide the environmental benefits of the current trees, even in their poor condition.

I am told that, this late in process, this Board may be unwilling to take any actions to save these tall trees. But perhaps, you will revisit this plan to explore what requirements you can specify for the developer regarding this forest or perhaps you will explore acquiring the forest and being much better stewards of this natural resource than recent owners have been. There may be financial resources that can be directed to the clean up and sustainment of the urban forest on the current 9801 Georgia Ave site.

Thank you

Sheldon

From: [Richard Simons](#)
To: [MCP-Chair](#)
Cc: [Pedoeem, Mitra](#); [Hedrick, James](#); [Bartley, Shawn](#); [Linden, Josh](#)
Subject: March 7 Item 8 (9801 Georgia) Written Testimony
Date: Wednesday, March 6, 2024 10:41:13 AM

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

Good Morning Chairman Harris and Members of the Board,

My name is Richard Simons and, along with my wife Christina, we live at 1809 Sherwood Road in Silver Spring. We both have the following comments/concerns about the proposed development at 9801 Georgia Avenue, about 5 homes down from our residence.

1. The amount of proposed parking still remains far too high. This board, including directly by Mr. Hedrick, instructed the developer to "substantially reduce parking" given this proposed building's proximity to transit. The response was a reduction of 74 spaces and a ratio reduction of 0.11 (1.30 to 1.19 per the Planning Staff report). This is not substantial and we hope the Planning Board will insist on further reductions.

2. As reference, the currently under construction "Residences at Forest Glen", located about 6 minutes walk North at 9920 Georgia Ave., has a parking ratio a touch below 1.0 despite being a bit further from the Metro. There's nothing stopping this development at 9801 from being at that, or below, this parking ratio given its location and especially given the planned Metro entrance that will sit on the property.

2. Related to No. 1 & 2, the Montgomery County Council just unanimously passed, as I'm sure you all are aware, ZTA 23-10 on March 5 effectively reducing the minimum parking for this proposed development to 0. This board provided it's wholehearted support in a letter to the Council. The spirit of this ZTA can be found in the Forest Glen/Montgomery Hills Sector Plan as well as Planning Staff's efforts to try and get the Developer to reduce its parking. This location is well served by transit (Metrorail, Metrobus, RideOn) and I can guarantee the developers marketing of this building will make transit proximity, along with general proximity to Downtown Silver Spring and Wheaton, front and center. Forest Glen is one of the least used stations in the Metro system and will remain so if we're not careful.

3. My wife is an architect with 10+ years of experience working on buildings such as the one being proposed. Current architectural documentation included in the planning site is unclear on whether the proposed tiering on the Woodland side of the development is adequate enough to have the appropriate visual illusion of a less massive building. If improperly done, this visual illusion will fall flat.

4. As some neighbors are sure to mention, we also encourage a review of a scenario where the light at Tilton allows for a U-Turn, thus negating the need for an entrance on Woodland Drive. A review of a sole entrance on Georgia with no traffic light on Tilton has already been done. We don't see the harm in reviewing a scenario that includes a traffic light allowing for a safe method of movement onto Southbound Georgia Ave.

5. The Woodland Drive entrance remains illegal per county zoning. The developer has requested a waiver. We believe, given the amount of traffic this building is set to drop onto roads not developed for this, and the safety pressures this will newly introduce into the community, that this waiver should not be granted. At minimum, any granting of the waiver should be tied to Nos. 1-3 above.

6. Finally, please be skeptical of flowery talk about the proposed civic green. Buried in their submission is a noise variance waiver due to the amount of sustained noise the proposed civic green will be exposed to, which is higher than county regulations. The cause of this noise? The amount of cars that will be going

by on both Forest Glen and Georgia Ave of which the plan is to add far more. Measured noise levels for the civic green are above levels considered safe for long term exposure (73 dBA). If not mitigated, the civic green will go largely unused.

We thank you for the opportunity to provide our comments and concerns. We hope that this written testimony, paired with the oral testimony you all will hear tomorrow, will bring some additional, very needed revisions, to this proposed development.

Richard & Christina Simons
1809 Sherwood Road
Silver Spring, MD 20902

From: [KIT GAGE](#)
To: [MCP-Chair](#)
Subject: Testimony on 9801 Georgia Avenue, Site plan 820230130
Date: Wednesday, March 6, 2024 11:28:38 AM
Attachments: [Testimony on 9801 Georgia Avenue Site plan 820230130.msg](#)

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March 7, 2024

Testimony to the Montgomery County Planning Board

Re: 9801 Georgia Avenue
Silver Spring
Preliminary Plan: 120230160
Site Plan: 820230130
Forest Conservation Plan: F20240040

By: Kit Gage
Advocacy Director
Friends of Sligo Creek

The forest at 9801 Georgia has seen better days, so why save it? Despite jumping through regulatory hoops, it's clear the developer and possibly Planning have decided it's not worth the bother. We disagree: that forest, remarkably, is still functional as a forest in many ways:

It has some big and substantially healthy trees despite serious euonymous vines wrapped around. Some of the dead or dying trees are home to woodpeckers (and worms and bugs that baby birds require to live). There are other birds and animals that are supported in that biome.

Despite not being a full forest, that 1.25 acres at 9801 Georgia currently can function to produce oxygen, sequester carbon, keep the surrounding area cooler, and amazingly, it probably still does a good job capturing and absorbing stormwater – better than any big building site.

I'm sad when I look at that forest. Probably it was once healthy in an increasingly dense and polluted area. Certainly it again could be made healthy with some serious effort. Instead, people have failed it and abandoned it.

But even with the forest in this degraded state, it's nearly impossible that a big new building, taking up almost all of the forest space, can provide the "equal environmental benefit" that Planning requires as a condition of development of the site.

What are the stated and legal priorities around protecting forests? The county (and indeed the country) has prioritized addressing climate change. The county has mandated no net forest loss in the face of continuing loss of tree canopy. We have a new Forest Conservation law. Finally,

the county has prioritized environmental protections for this part of the county for its relatively less affluent and more densely settled population.

Despite these laws and priorities, this area of the county, and in particular this focused area, has lost a huge amount of percentage of forest canopy – from 41% to 25% from 2008 to 2018 (using county figures). It may be worse today, even before cutting down this forest area.

Not until developers, planners, county government and all the people in the county really take their forests seriously, will we start from the beginning of any planned change saying: FIRST: How can we save this forest, and if we must build, build around it and enjoy, appreciate and save it.

It would be remarkable if people did that today, here. And that's what we request, despite being far along in the process. But at the very least today, people must recognize there are lots of folks who understand why and how forests must be preserved and will stand up for them.

Kit Gage
Friends of Sligo Creek
PO Box 11572
Takoma Park MD 20913
advocacy@fosc.org

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From: [Rick and Betty Hawthorne](#)
To: [MCP-Chair](#)
Subject: March 7 meeting, agenda item 8
Date: Wednesday, March 6, 2024 11:58:40 AM

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

RE: 9801 Georgia Ave Preliminary Plan No. 120230160, Site Plan No. 820230130

As a resident within 1.2 miles of the proposed development, I want to add my voice to disagree with the louder voices you have heard. The number of parking spaces should/must be kept at a minimum of one per unit, plus space for visitors. It's unrealistic to expect people to not own a car in this area. There isn't a grocery store within a reasonable walking distance.

The access to metro may appeal to older folks who seldom drive, but may still want a car for an occasional trip. If the parking is "unbundled" does that mean that the owner can't offer reduced rent to those who don't own cars? Also, will there be parking for those coming to the retail shops?

Betty Hawthorne
1424 Woodman Ave
Silver Spring MD 20902

From: [michael wilpers](#)
To: [MCP-Chair](#)
Subject: Written testimony for 9801 Georgia Avenue
Date: Wednesday, March 6, 2024 11:58:53 AM
Attachments: [Wilpers testimony 3-7-24 for 9801 Ga Avenue.docx](#)

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Please see attached.
Thank you.

From: [michael wilpers](#)
To: [MCP-Chair](#)
Subject: Re: Wilpers testimony for 9801 Ga Ave
Date: Wednesday, March 6, 2024 12:02:11 PM
Attachments: [Wilpers testimony 3-7-24 for 9801 Ga Avenue.docx](#)

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

My written testimony corrected to include my email address.

On Wed, Mar 6, 2024 at 11:58 AM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for this message. If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. You may provide this to MCP-Chair@mncppc-mc.org

For all other e-mails, Chair's Office staff will respond as soon as possible. If you need immediate assistance, please call our office at (301) 495-4605.

Planning Board Hearing
March 7, 2024

Name of Plan: 9801 Georgia Avenue
Preliminary Plan Number: 120230160
Site Plan Number: 820230130
Forest Conservation Plan Number: F20240040

Oral Testimony: Michael Wilper, 907 Maplewood Avenue, Silver Spring, MD 209012
wilpersm@gmail.com

Chair Harris and Planning Board Members.

I'm Michael Wilpers, a Silver Spring resident, active naturalist, and long-time advocate for ecological protections and restorations in lower Montgomery County.

I support dense residential development near public transit, but it should not mean destroying valuable green infrastructure at the same time. The developer's current Forest Conservation Plan calls for almost the entire woodland on the north side of the property to be cut down, at least 55 trees in a part of the county with only 15 percent tree cover. At the same time, the Sector Plan requires the developer to provide "an area of equal environmental benefit" as that currently provided by the woodland.

According to the developer's count, the woodland has 24 trees large enough to be considered "significant" by the county, which means they are at least two feet in diameter. Nine of these "specimen" trees measuring at least 30 inches in diameter. To give you an idea of the size of these massive trees, less than ten percent of the trees in Sligo Creek Park reach two feet in diameter and scant few have achieved such a size as 30 inches. Only two woodlands of a comparable size in Sligo have so many specimen trees.

The developer proposes to cut down all but six of these 24 trees. Of the nine "specimen" trees, only one will be left standing.

County regulations allow the developer to mitigate the loss of specimen trees with saplings one-tenth as big, as long as the total diameter of the saplings equals just a fourth of the width of the lost tree. As an example, there is a 32" giant Red Maple on the site that can be replaced by three saplings of only three-inch diameter, as the developer proposes to do.

Needless to say, these saplings don't get anywhere near providing an "equal environmental benefit" as the original Red Maple giant. Multiply this impact by the 18 trees being cut and you see the scope of the problem.

One of the many ways to estimate the "environmental benefit" of a tree is to look at its leaves. Of course, they provide shade and remove greenhouse gases from the atmosphere, but they also act as the sole food source for hundreds of species of butterfly and moth caterpillars. These, in turn, are the primary food source for our birds in the springtime, especially when feeding young chicks in the nest.

The U. S. Forest Service estimates the leaf area of a tree based on its diameter. Saplings of 3-inch diameter trees provide a negligible number of leaves, while a tree old enough to have a 12-inch trunk provides nearly 2,000 square feet of leaf surface. A tree of 20-inches diameter creates an astonishing 4,000 square feet of leaf surface. That's a lot of shade, CO-2 absorption, and food for caterpillars and the birds that eat them.

From this perspective, the developer's proposal to plant saplings in place of so many massive trees in this woodland does not qualify as providing "an area of equal environmental benefit" and I urge the Board to reject their plan.

Thank you.



Robin feeding caterpillars to young nestlings.



Warbler with caterpillar.

From: [Charlotte Gaither](#)
To: [MCP-Chair](#)
Subject: Montgomery Planning Board March 7 Meeting Re Agenda Item 8
Date: Wednesday, March 6, 2024 11:59:39 AM

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This email is regarding agenda item # 8 (Georgia Ave/Forest Glen Development).

My information:
Charlotte Gaither
9809 Forest Grove Drive
Silver Spring, MD 20902

Dear Planning Board,

While I support carefully planned development in our community, I write to object to the planned garage access from Woodland Drive. Georgia Avenue should be the sole access point for traffic entering and exiting a new development. My concerns:

- Woodland Drive is a secondary residential road. The volume of traffic that would be created will fundamentally change the nature of our neighborhood by significantly increasing traffic on multiple streets and posing a danger to both children and adults who frequently walk or bike around the neighborhood and utilize Getty Park.
- Driving traffic to Woodland Drive would create an unacceptable back-up on Forest Glen, particularly during the morning rush hour. Traffic on Forest Glen already backs up all the way towards the hospital during the morning rush hour window. Adding cars from this new development would create gridlock, adding significant times to those who drive. It could also impact ambulance access to and from the hospital.
- We feel that the analysis of traffic study numbers are flawed and led to false conclusions.

To summarize, Georgia Avenue is the only road that can handle this kind of traffic growth and not flood the small, surrounding residential streets.

Thank you,
Charlotte Gaither