

From: [ELEANOR DUCKETT](#)
To: [MCP-Chair](#)
Cc: [Marc Elrich](#)
Subject: Wheaton Gateway Planning Board Hearing 11-20-2025
Date: Monday, November 17, 2025 4:36:48 PM
Attachments: [FINAL Wheaton Gateway Planning Board Hearing 11-20-2025 , 11-17-2025 comments.docx](#)
[Attachment A Book 4, Plat 303 Kensington View Sections 1 & 2 MSA S1249 8116.pdf](#)
[Kensington View Dead-ends Attachment B.png](#)
[Attachment C Kens. Blvd. Veirs Mill Intersection.png](#)
[Attachment D 16-TURN-820240150-001.pdf](#)
[Attachment E - East Ave. Traffic 4-23-2021.png](#)
[Attachment F Wheaton Gateway Plan Review Questions 3-27-2025 SHA Responses - 05162025 \(2\).docx](#)

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

Dear Chair and Members of the Planning Board,
Please accept the attached documents detailing the Kensington View Civic Association's **opposition** to the approval of the Wheaton Gateway Preliminary Plan No. 120240120.
We are sending a copy to Executive Marc Elrich since most of our concerns are with the potential negative traffic impacts on our community.
Thank you,
Eleanor Duckett
Acting Chair - KVCA Land Use and Zoning Committee
[REDACTED]
Kensington, MD 20895
[REDACTED]

November 17, 2025

Re: **Wheaton Gateway Preliminary Plan No. 120240120**

Dear Chair and Members of the Planning Board,

The Kensington View Civic Association respectfully request that the Planning Board deny or, at a minimum, require further traffic studies prior to the approval of the Wheaton Gateway Preliminary Plan No. 120240120, Sketch Plan Amendment and Site Plan No. 820240150 & Forest Conservation Plan No. F20240810.

The Kensington View Subdivision (Section One and Section Two) was subdivided and recorded in 1925. The original subdivision had a street pattern that supported the Kensington View subdivision, with a 70' Kensington Boulevard platted as a primary boulevard acting as a ring road that ran from Wheaton to Kensington. (Attachment A)

Due to the Kensington Branch Silver Creek and elevations, many roads were never built by the County. We now have Section Two, Kensington View Subdivision completely separated from Section One with multiple dead-end streets that terminate at County owned properties (Crossway's/former Pleasant View Elementary School, Pleasant View Park, Albert Einstein High School). There are only two entrances/exits from University Boulevard that allow ingress/egress for residents. One is a signalized intersection at East Avenue (platted at 50', built to 22.1'; not 60' that the Planner's state on page 44 of their submission) and the other is a right-turn only exit from Midvale Road (platted at 50'). Midvale Road has a line-of-sight problem when exiting onto University Blvd. East Avenue is a primary residential street that is platted at tertiary road standards with no proposed upgrades. Homes on Kensington Blvd. can only be accessed via East Avenue. These dead-end roads cannot support the traffic proposed by the Wheaton Gateway Plan's traffic circulation plan. (Attachment B)

This Plan proposes a new internal street that **requires** all loading vehicles (trucks, tractor trailers, etc.) to exit onto East Avenue behind the McDonald's entrances/exits and allows all traffic from the proposed 55,000 square feet of non-residential and 897,222 square feet of residential development to exit onto East Avenue.

While the Planner's describe the proposed internal private road "that will enhance neighborhood connectivity in accordance with the Sector Plan", it does not help any street grid, it is simply a convenient point for the Veirs Mill development to access East Avenue. Section 6.1.3.B.2 of the zoning code states: "Land that is located in a Residential Detached zone may not be used for driveway or vehicular access to any land that is not in a Residential Detached zone, except": "where such access has been previously approved for a property with a legally existing nonresidential use". The Sector Plan changed the zoning to CRN on East Avenue, rather than CR, to protect our community from traffic and uses that the CR zone allows.

We believe the new private road should not allow vehicular traffic from East Avenue to Veirs Mill Road. The Sector Plan calls for pedestrian/bicycle access between East Avenue and Veirs Mill Road, not vehicular access. A better "grid network" would be to align the Wheaton Gateway garage entrances on Veirs Mill Road with Kensington Boulevard at Veirs Mill Road. This intersection (regardless of the status of the Kensington Boulevard abandonment in Kensington View) would be the future looking street grid envisioned by the current Wheaton CBD and

Vicinity Sector Plan. It would also alleviate the need for traffic egressing onto East Avenue. (Attachment C)

We believe this Preliminary Plan does not adequately address the vehicular circulation problems with this development. Loading trucks will enter on University Blvd. and on East Avenue. All trucks will exit on East Avenue close to the access points to the current McDonald's. In order for trucks to access the garage entrance on University Blvd., the trucks will need to turn from the center lane per Gateway's submission. (Attachment D)

From a personal experience this morning, I am not sure large trucks will be able to enter East Avenue travelling east or west bound from University Blvd. I had a doctor's appointment on Georgia Avenue and was sitting on East Avenue at the light in the one lane that allows vehicles to make a left hand turn onto University Blvd. (Midvale Road does not allow left hand turns). A car carrier truck travelling westbound on University Blvd. was trying to make the right-hand turn onto East Avenue. In order to allow the truck to make the right-hand turn, I had to back up three car lengths. Luckily, there were no cars behind me. While car carrier trucks may disappear when Lindsay vacates, we question how any large trucks will be able to turn onto East Avenue from University Blvd.

The Planner's submission regarding East Avenue does not include a photo of the stacking room from the Upton Drive/East Avenue merge to the light at University Boulevard. The photo we are submitting shows the traffic (mainly from McDonald's two exits adjacent to the proposed internal road) that backs up periodically at the light at University Boulevard. East Avenue has one ingress lane, one egress lane (straight or left turn movement) and one right-turn only egress lane. Additional traffic exiting the proposed development, especially large trucks, could severely impact this intersection and limit access to homes and facilities on Kensington Blvd., Upton Drive, Hillsdale Drive and Midvale Road. (Attachment E)

The Planners told KVCA that no traffic studies were required because Wheaton is a "Red LATR" policy area and this project is a mixed-use project. At one of the Gateway public hearings, a member of the Gateway team stated that the planners were interested in pedestrian/bicycle improvements, not traffic.

As stated previously, the Kensington View subdivision has limited access. To compound the problem, only a part of the subdivision is in the Wheaton CBD and Vicinity policy area. The lower portion of Upton Drive (including Crossway's community/possible future elementary school and Pleasant View Park) and Midvale Road (both dead-end streets) are in the Kensington/Wheaton policy area. Kensington/Wheaton is an Orange Policy Area. This project with multiple truck entrances/exits and increased vehicular traffic on a neighborhood street further limits the accessibility to and from residential homes, parks and schools.

We do not believe this Plan substantially conforms with these recommendations in the Wheaton CBD and Vicinity Sector Plan recommendations:

- "Protect existing residential neighborhoods (page 33)
- "The CRN Zone is a transitional zone appropriate for areas between high density developments and low-density single-family residential uses. The CRN Zone permits a more limited mix of uses and less intense development where transitions must be provided to nearby neighborhoods." (Page 34)

- All maps in the Sector Plan show a proposed road connection at Kensington Boulevard, not the center of the Lindsay/Wheaton Gateway development. (Pages 22, 26, 28, 31, 36, 37, 39, 40, 42, 61, 67, 70)
- “This Plan recommends retaining that right-of-way but only making selected, strategic connections with the full participation of affected communities.” (Appendix 3, page 14)
- “A Primary Residential Street is meant primarily for circulation in residential zones, although some through traffic is expected.” (Appendix 3, page 17)
- Pedestrian Connections Proposed on Map 8, not vehicular connection (Appendix 3, page 22)
- “The Plan envisions two new, low- to moderately-scaled mixed-use developments along Veirs Mill Road on Lindsay Ford properties, flanking the western entrance to the CBD. **Pedestrian** connections will link these areas to the Core District and the existing neighborhoods.” (Page 55)
- “Pedestrian Circulation - A through-block connection between Veirs Mill Road and East Avenue is desirable at this location (see also text under Pedestrian Circulation, first bullet on page 64)” (page 57)
- “Provide through-block pedestrian connections where feasible...” (page 64)
- “Existing single-family residential neighborhoods should be preserved and protected from the adverse impacts of nearby non-residential development.” (Page 58)
- “Expand Upton Drive and East Avenue to meet 70-foot street standards when warranted by redevelopment of parcels between Upton Drive/East Avenue and Veirs Mill Road, or by a significant increase in school-related traffic on Upton Drive. Additional right-of-way necessary to support new development on the northeast side of Upton Drive and East Avenue should be acquired while minimizing effects on residential properties. Street design should be flexible enough to support redevelopment of commercial properties along these blocks.” (Page 64)

KVCA concerns over the Planners submission of November 10, 2025:

Page 34 shows a picture of a truck loading and garage entrance at Kensington Blvd. and East Avenue. It also shows the truck loading entrance on University Blvd. as P2 PLAN. It now appears that trucks will be travelling the full length of East Avenue to enter the loading docks and exit on East Avenue behind McDonald's. It won't be until Phase 2 that trucks will enter the University Blvd. garage entrance? **This is the first time Kensington View has been aware of trucks entering the garage entrance on Kensington Blvd.**

Section 4: Community Outreach (page 35)

The Planners state that they had a meeting with Kensington View on March 27, 2025, but they failed to mention that they could not address our traffic concerns at that meeting. The staff report does not indicate the consistent concerns that KVCA has with the traffic from this development.

April 17, 2025 e-mail stating that the Planners would continue to request an operations agreement from the developer. We also were concerned about the loss of Residential Permit

parking on East Avenue. They provided responses to our questions that we submitted at the March 27, 2025 meeting.

April 25, 2025 KVCA contacted Kwesi Woodroffe (MDOT name supplied by Planners) requesting an on-site meeting. Mr. Woodroffe was only able to meet virtually, so no meeting was scheduled.

April 29, 2025 e-mail from KVCA requesting whether Wheaton Gateway did a traffic study.

May 20, 2025 e-mail from MDOT with their answers included with the Planners answers from the March 27, 2025 meeting. (Attachment F)

In an August 11, 2025 e-mail to KVCA, the Planners stated they would “be in touch to schedule a catch up meeting”. Nothing again until October 27, 2025 e-mail.

An October 27, 2025 stating the Planners would be filing their staff report on November 10, 2025 for a Planning Board meeting on November 20, 2025

October 28, 2025 e-mail from KVCA stating our main concern is traffic, asking the Planners if they are concerned and asking whether we should meet prior to their November 10 staff report.

November 6, 2025 to KVCA stating that while traffic “remains a key issue for many in the community” Staff feels that the “requirements have been adequately addressed within their application.”

While the Planners believe the developers requirements have been adequately addressed, the Kensington View community does not believe our concerns have been adequately addressed.

This Wheaton Gateway project has been going on for five years already. Every time the County Council has changed the zoning, Wheaton Gateway has changed their plans. No wonder Montgomery County has an affordable housing problem.

Thank you for your time and consideration,

Eleanor Duckett



Kensington, MD 20895

Acting Chair – Kensington View Land Use and Zoning Committee

SECTION ONE
KENSINGTON VIEW
MONTGOMERY CO., MARYLAND

June 1925

Joseph N. Starkey
Surveyor for Montgo Co.

SCALE 1" = 100'

Engineer's Certificate.

I, the undersigned, Joseph N. Starkey hereby certify to the following:

- 1st. That all the Lots, Blocks, Streets and Public Highways shown on this plat are a part of a tract of land called "Heritage" and have been carefully and accurately surveyed and platted at the request of William J. Umstead the owner and maker of this plat, and that they are a part of the same lands conveyed to William J. Umstead by William A. Wroe and wife the 24th day of October 1906 and of record in Liber 192 at folio 2, one of the land records of Montgomery County, Md. (A) That all the lots and blocks are permanently marked with iron pipe.
- 2nd. That the lines of this subdivision do not conflict with the lines of any other subdivision heretofore made and recorded among the land records of Montgomery County, Md.
- 3rd. That monument stones designated as #1, #2, #3 and #4 have been carefully set so as to appear on the surface and extend into the ground not less than three feet below the surface and that the said stones are not less than six inches in minimum dimension on top.
- 4th. That the bearings other than deed reference bearings are referred to the true meridian of the Washington Suburban Sanitary District.

Joseph N. Starkey
Joseph N. Starkey
Civil Engineer.

Owner's Dedication.

This Declaration of Dedication made this July 9 day of July in the year nineteen hundred and twenty-five, Witnesseth, that I, William J. Umstead the undersigned being the owner have caused to be surveyed and platted the land shown on this plat, as set forth in the Engineer's Certification hereon, and by the filing and recording of this plat and the execution of these presents do subdivide the land into Lots, Blocks and Public Highways as shown hereon and dedicate the said highways for public use for any lawful purpose whatever.

And do further hereby declare and establish perpetually the building restriction lines as indicated hereon as the lines beyond which the erection of any building, porch thereof or any other structure of a permanent nature exceeding four feet vertically, is restricted.

And do further hereby direct the Clerk of the Circuit Court of Montgomery County, Md. to file and record this plat after its approval in due form, by the Washington Suburban Sanitary Commission.

In Witness Whereof, I the said William J. Umstead have signed these presents on the day first above written.

William J. Umstead
Owner.

Witness:

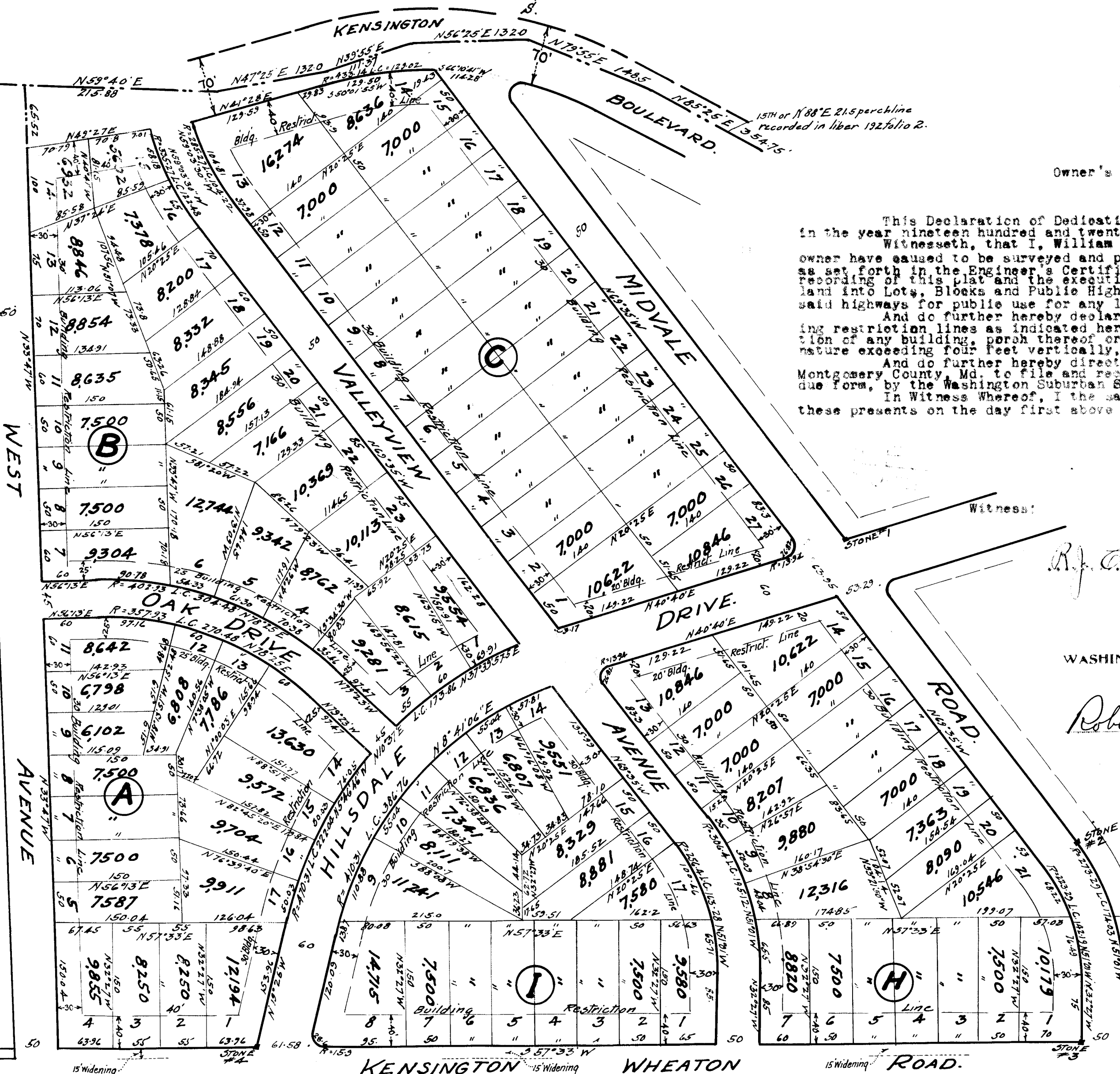
R. J. ...

APPROVED JULY 9, 1925

WASHINGTON SUBURBAN SANITARY COMMISSION

Howard ...

Robert ...



SECTION TWO
KENSINGTON VIEW
MONTGOMERY Co. MARYLAND

JUNE 1925

Joseph N. Starkey
Surveyor for Montgo Co.

Scale 1"=100'

Engineer's Certification

I, the undersigned Joseph N. Starkey hereby certify to the following:

1st. That all the Lots, Blocks, Streets, and Public Highways shown on this plat are a part of a tract of land called "Hermitage" and have been carefully and accurately surveyed and platted at the request of William J. Umstead the owner and maker of this plat, and that they are a part of the same lands conveyed to William J. Umstead by William A. Wroe and Wife the 24th day of October 1906 and of record in liber 192 at folio 2, one of the land records of Montgomery County, Md. (A) That all the lots and blocks are permanently marked with iron pipe.

2nd. That the lines of this subdivision do not conflict with the lines of any other subdivision heretofore made and recorded among the land records of Montgomery County, Md.

3rd. That monument stones designated as #1, #2, #3 and #4 have been carefully set so as to appear on the surface and extend into the ground not less than three feet below the surface and that the said stones are not less than six inches in minimum dimension on top.

4th. That the bearings other than deed reference bearings are referred to the true meridian of the Washington Suburban Sanitary District.

Joseph N. Starkey
Civil Engineer.

Owner's Declaration.

This Declaration of Dedication, made this 9th day of June, in the year nineteen hundred and twenty-five, Witnesseth, that I, William J. Umstead the undersigned being the owner have caused to be surveyed and platted the land shown on this plat, as set forth in the Engineer's Certification hereon, and by the filing and recording of this plat and the execution of these presents do subdivide the land into Lots, Blocks and Public Highways as shown hereon and dedicate the said highways for public use for any lawful purpose whatever;

And do further hereby declare and establish perpetually the building restriction lines as indicated hereon as the lines beyond which the erection of any building, porch thereof or any other structure of a permanent nature exceeding four feet vertically, is restricted.

And do further hereby direct the Clerk of the Circuit Court of Montgomery County, Md. to file and record this plat after its approval in due form, by the Washington Suburban Sanitary Commission.

In Witness Whereof I, the said William J. Umstead have signed these presents on the day first above written.

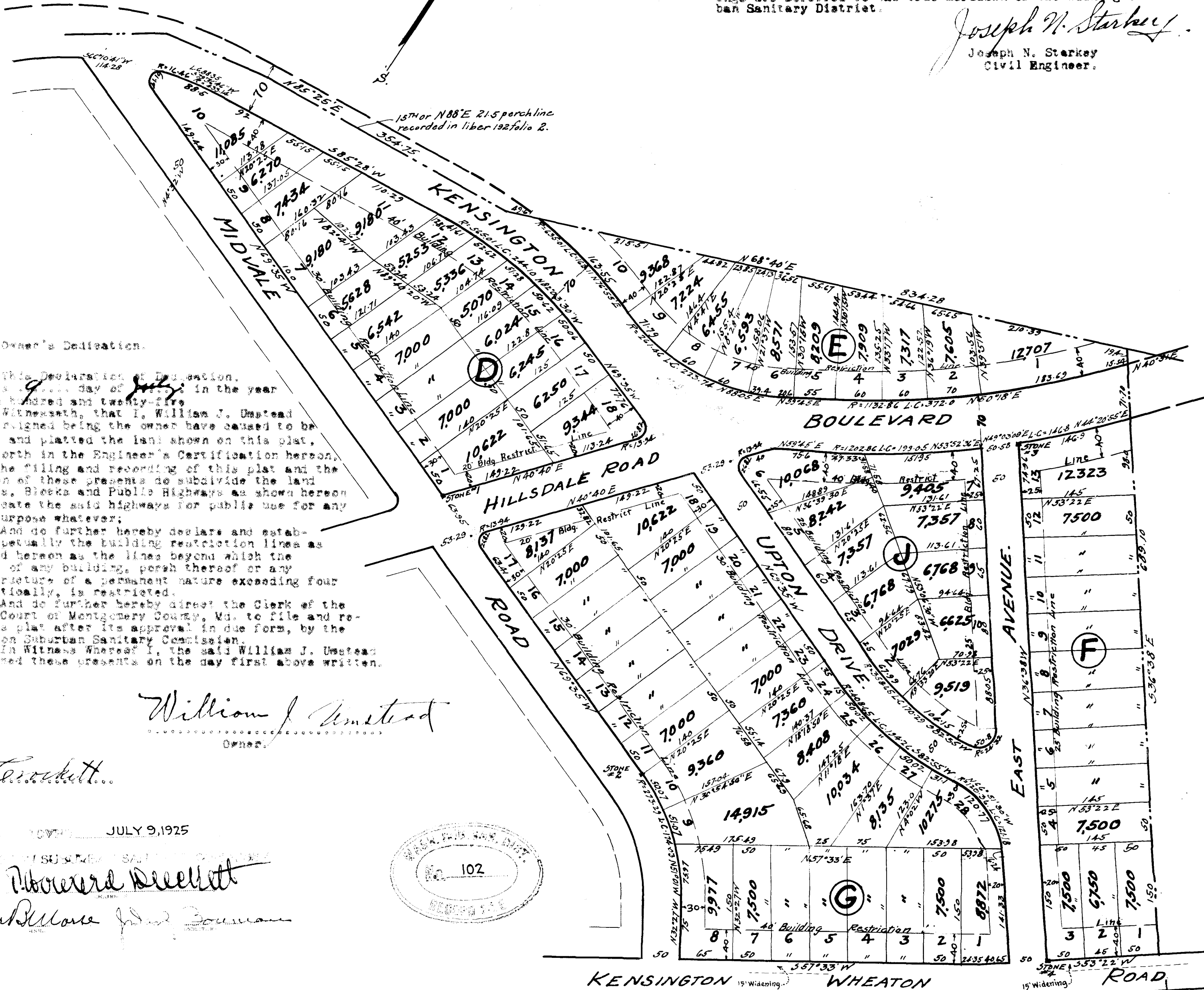
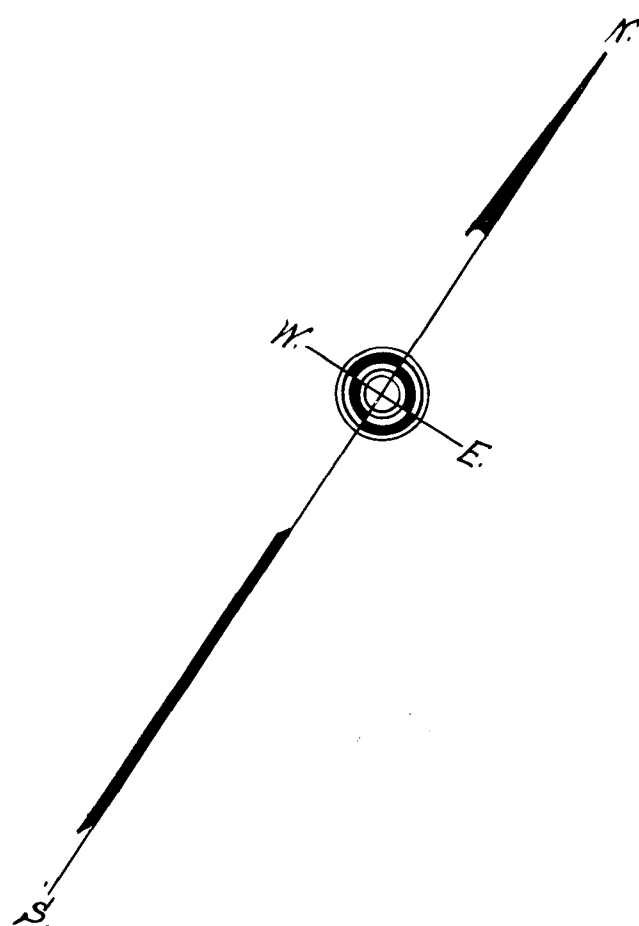
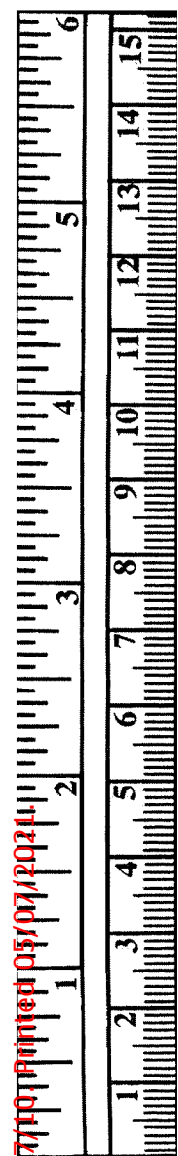
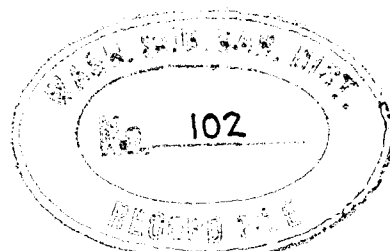
William J. Umstead
Owner.

R. J. Crockett

JULY 9, 1925

Howard Deekett

Robert B. Moore

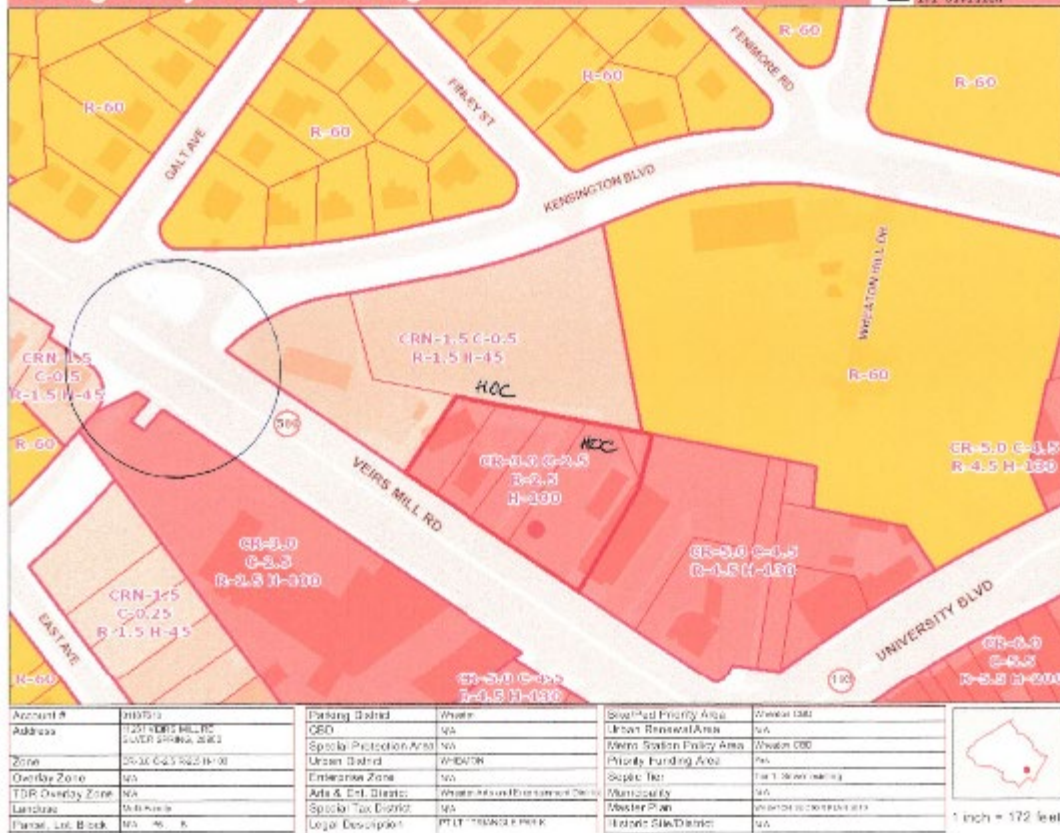


KENSINGTON WHEATON

ROAD

[illegible]

**RIGHT
TURN
ONLY**





KVCA Questions for Plan Review meeting 3-27-2025

Have the Planners discussed with SHA:

Connection of Kensington Blvd. Wheaton Gateway entrances and Kensington Blvd. across Veirs Mill Road with a light?

This connection would alleviate traffic from the Tertiary standard/Neighborhood Yield standard East Avenue by allowing entering and exiting Wheaton Gateway both ways on Veirs Mill Road. A signalized connection here would satisfy the recommended street grids in the Wheaton Sector Plan (Appendix 3, page 22). Also, HOC owns property on Kensington Blvd. by the water towers that could be developed in the future.

- This was discussed previously during review of the Concept Plan.
- Ultimately, SHA did not want the signal.
- Contact Kwesi Woodroffe, Regional Engineer for District 3 of SHA.
 - o 301.513.7347
 - o KWoodroffe@mdot.maryland.gov

SHA Response

The location of the proposed connection of Kensington Blvd and MD 586 (Veirs Mill Road) is near several other very closely spaced intersections. Due to safety and operations considerations for the confluence of Kensington Blvd, College View Drive, Galt Avenue and Sherrie Lane along a short section of MD 586, and the proximity to each other, SHA does not consider a future signalized Kensington Blvd connection to be a preferred solution.

Installing a light at Midvale Road/University Blvd. to allow full access into and out of Midvale Road?

There used to be a light at Midvale Road prior to the redesign of the Westfield Mall entrance. Currently, Midvale Road has right turn only egress. Since Kensington View, Section 2 consists of all dead-end roads, access is already limited and will be exasperated by the Wheaton Gateway project.

- The Project is classified as a Mixed Income Housing and is therefore exempt from a Local Area Transportation Review Study and off-site transportation improvements.

- Planning does not have leverage to recommend the Applicant participate in a signal at this location.
- To request a signal at this location outside the development review process, contact MDOT SHA.

SHA Response

Due to extensive queues that are projected at the entrance to the mall, adequate queue storage needs to be provided to store these queues and maintain safety along MD 193. Introduction of a traffic control signal into the middle of the double left turn lanes will disrupt the queue storage and has the potential to cause serious safety issues.

Sector Plan/Zoning Code traffic compliance:

How does the Wheaton Gateway private street/traffic plan satisfy the recommendations of the Wheaton Sector Plan?

The Wheaton Sector Plan calls for a pedestrian/bicycle only mid-block connection where the private street is proposed (Appendix 3, page 22). Appendix 3, page 14 states “Several ‘paper streets’ exist in Wheaton where connections were once proposed but have not been built due to concerns by nearby residents about cut-through traffic. This Plan recommends retaining that right-of-way but only making selected, strategic connections with the full participation of affected communities.”

Appendix 3 also states: “Just as neighborhood streets are designed to accommodate large moving trucks only on an infrequent basis, arterial streets are designed to routinely accommodate a large number of vehicles of all types and sizes.” (page 15); “A Primary Residential Street is meant primarily for circulation in residential zones, although some through traffic is expected.” (Appendix 3, page 17) East Avenue, platted at only 50’, is not a Business Street, an Arterial Street nor a Primary Residential Street. It is a “Neighborhood Yield Street” that dead-ends at Kensington Blvd. Kensington Blvd. dead-ends at Veirs Mill Road and Upton Drive. East Avenue is the only access for residents of Kensington Blvd.

- The Appendix provides context and additional information on the analysis.
- The final master plan reflects what the Council ultimately approved.
- The proposed private street does provide a buffered pedestrian connection between East Avenue and Veirs Mill Road.

- Planning Staff has asked for additional information as to how the pedestrian connections are ADA accessible.
- Also, the street is providing a lot of benefits, not just transportation.
 - o Breaks up the block
 - o Activates the overall site
 - o Provides more opportunity for light and air circulation of the site
 - o Contains a lot of the transportation movements throughout the site including pick-up/drop off, loading access, and access for all modes.

Can the private road between East Avenue and Veirs Mill Road be one-way only from East Avenue to the center of the private road?

This would prevent all of the retail traffic, Veirs Mill traffic and the delivery trucks from exiting the Wheaton Gateway project onto East Avenue and stacking at the East Avenue/University Blvd. light. East Avenue is a Neighborhood Yield Street (Sec. 49-32) and can not handle the amount of traffic from a 800+ apartment complex with retail space.

- Planning staff is working with MCDOT and MDOT SHA to address this question.

SHA Response

MCDOT would be the lead agency on this issue of restricting traffic flow on this private driveway. SHA will continue coordination with the county on this issue as it pertains to connection of this driveway to the state roadway.

Are the driving lanes on East Avenue being reduced from 30+' to 22.6'?

This appears to reduce East Avenue from a Neighborhood Yield Street to almost a 20 foot alley designed to handle only non-residential zoning (Sec. 49-32). The private street is wider than this at 24'.

- It appears the Applicant is not reducing the existing pavement width of the roadway.
 - o Any additional space needed for on-street parking, sidewalk, and street buffer width will be accommodated on their side of the street and will be supported with a public access easement if located outside public right-of-way (ROW).
- East Avenue is master-planned to have a total of 50 feet of ROW, which is what the Applicant is showing.

- The Applicant is exceeding the minimum pavement width, with one lane in each direction, each measuring 11ft. (The CSDG calls for 10.5ft lanes)
- Ultimately the design of the roadway is subject to MCDOT approval.
- Planning staff asked for truck turning templates for all site entrances.

Will this change affect fire department access to East Avenue or Kensington Blvd. (both dead-ends)?

- Dr. Marie LaBaw, with MCDPS Fire and Rescue, will be evaluating fire access to the Site.
- She can also speak to any potential changes to fire access to existing roadways.
 - o (240) 773-8917 Office
 - o Marie.LaBaw@montgomerycountymd.gov

Has Wheaton Gateway completed a Traffic Study or Traffic Impact Assessment?

While there may be a valid finding for Adequate Public Facilities in downtown Wheaton that covers the State roads, Wheaton Gateway is now proposing a new private road diverting additional capacity from a Commercial/Residential project to a Neighborhood Yield Street. The Montgomery County Planning Department "Traffic Impact Analysis" section states that a Site Plan application requires either a Traffic Impact Statement or a Traffic Study. It also states that "in certain situations, additional traffic analyses may be required in addition to, or instead of, the items above.

- A traffic circulation study may be required for proposed commercial/office developments, as well as, certain institutional, church, and private school uses that generate more than 20 weekday peak hour vehicle trips.
- A queuing analysis may be required for certain existing intersections that are known to have problems, and when intersections shown on the plan do not meet minimum spacing requirements.
- Traffic signal warrant analyses may also be required for existing or proposed un-signalized intersections affected, or created by the application, and in some cases staff may request a plan for traffic calming measures."

Since the Wheaton Gateway project is to be completed in two phases, we believe any study should include both phases.

- Since approval of the Sketch Plan, the Council approved a new regulatory project category, Mixed Income Housing.
- This set of Applications were accepted under that project category.
- As such, the Applicant is exempt from LATR review, and therefore an LATR study is not required.

- SHA did ask for an operations analysis, and Planning staff for the Applicant to include that analysis with the resubmittal.

SHA Response

SHA, as part of its Access Management Permit process for the development's access onto the state roadway, requested that a traffic study be completed. The study evaluates, existing traffic conditions, background conditions (future roadway conditions without this development) and future build conditions (with the development). The report details the delays and levels of queueing that is projected with this development. SHA is currently reviewing this study which was submitted by the developer. Where it is feasible, and deemed actionable, SHA will request appropriate mitigation to address any adverse impacts of the development on the State's roadways.

How many housing units and retail space are included in Phase 1, the Lindsay properties?

- 436 units are planned for Phased one
- No retail is planned for Phase one. Staff expects the Applicant to submit revisions showing a private school on the first floor for the first phased building along Veirs Mill.

Will the exit from East Avenue to University Blvd. at the traffic light still have one through or left turn lane and one right turn only lane?

Where, exactly, will stop signs be placed on East Avenue?

- As the Application is not subject to an LATR study or mitigation, the Applicant is not required to participate in offsite signal changes.
- Any questions about traffic operations at the intersection of University Boulevard and East Avenue should be directed to MDOT SHA.
- As for traffic control on East Avenue, all reviewing agencies defer to MCDOT. They review the signage and marking plans after certifying the Site Plan, prior to issuance of a ROW permit.

SHA Response

The developer proposes maintaining the existing lane configuration at the intersection. SHA is currently reviewing the proposal to determine if this is the optimal lane configuration for the projected traffic associated with this development.

KVCA Residents have complained for years that there are no stop signs at the exits of the McDonald's parking lots. Many McDonald's customers leaving the parking lot near Upton Drive do not come to a complete stop. KVCA was informed that because McDonald's is a private business, the County cannot install stop signs at the parking lot exits. Will this be true for all of the Wheaton Gateway garage and private road junctures with East Avenue?

How will residents travelling from Kensington Blvd to University Blvd. pull over for traffic travelling from University Blvd. to Kensington Blvd.?

With the reduction of paved area from 30+' to 22.6" on East Avenue, East Avenue will become a one way traffic road (Standard No. MC-210.04). With the bump outs for utility poles on the Wheaton Gateway side, vehicles going from University Blvd. to Kensington Blvd. may be able to pull over, but the curbs on the other side of the road may prevent vehicles from pulling over going the other way.

- With one lane in each direction, measuring 11ft wide each, there shouldn't be a need to pull over.
- On-street parking will be provided in pockets along the Site frontage, outside the travel lanes.

How does this project conform to the Montgomery Planning "Complete Streets Design Guidelines"?

The Complete Streets Design Guidelines state that a Neighborhood Yield Street (East Avenue) is "only appropriate in places with low vehicle volumes." Even if the definition is stretched to Neighborhood Connectors (which are defined as low-moderate traffic volumes with bus service), Neighborhood Connectors state that "some businesses may be present." With no proposed enhancements to East Avenue (only reductions), how are 800+ apartments and retail traffic volumes considered "low" or "low-moderate" traffic volumes?

- All three frontages will need to comply with the Complete Streets Design Guide (CSDG).
- East Avenue is a Neighborhood Connector, per the Master Plan of Highways.
- Per the CSDG Neighborhood Connectors have travel lanes that are a minimum of 10.5ft (Applicant is showing 11ft wide lanes).
- Neighborhood connectors require either bike lanes or a sidepath, outside the vehicular travel lanes.
 - o Staff has requested a buffered sidepath along the park site frontage on the west side of East Avenue.
 - o In compliance with the CSDG, staff commented that the sidewalk along the site side of the frontage should be 6ft wide instead of 5ft, as shown in the cross section.
 - o The 6ft street buffer complies with the CSDG.
 - o The on-street parking will be outside the travel lanes

From: [Allison Frayer](#)
To: [MCP-Chair](#)
Subject: Wheaton Gateway development
Date: Monday, November 17, 2025 5:33:42 PM

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

Hi there,

I write to add my concerns about traffic from the Wheaton Gateway project. I just learned that delivery trucks will have to use East Avenue, and that will compound what is already a traffic nightmare.

Our development does not have direct access to Veirs Mill Rd. The only way to turn left onto University Blvd (with is the only way to head to DTSS or Rockville) is at East avenue. I frequently wait an entire light cycle at busy times to be able to leave my development, and your proposal will make it worse.

I am excited to welcome new neighbors and development but please don't make it even harder for me to get to work!

Allison Frayer



Kensington MD

From: [Al Carr](#)
To: [MCP-Chair](#)
Cc: [Kronenberg, Robert](#); [Sanders, Carrie](#); [Leftwich, Troy](#); [Mencarini, Katherine](#); [Lindsey, Amy](#)
Subject: Carr testimony on Wheaton Gateway Prelim Plan 120240120, Site Plan 820240150
Date: Tuesday, November 18, 2025 9:28:59 AM
Attachments: [Carr testimony on Wheaton Gateway.pdf](#)

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

Please see my attached written testimony.

Thank you.

Al Carr



November 18, 2025

Re: Wheaton Gateway Wheaton Gateway Preliminary Plan 120240120,
and Site Plan 820240150

Dear Chair Harris, Vice Chair Linden and Commissioners Pedoeem
Bartley, and Hedrick.

Thank you for the opportunity to comment on Wheaton Gateway.

Please require the applicant to bury the overhead utilities in the following
locations:

- Along the University Boulevard frontage
- Along the Veirs Mill Road frontage
- On Veirs Mill Rd, beyond the frontage, across University Blvd and
continuing southward for another 300 feet or so to eliminate all
overhead lines on that side of the block

In the absence of guidance from a utility functional plan, per the County
code, the planning board must consider the density of the proposed
property when deciding whether to require undergrounding.

Staff and the applicant are to be commended for reaching an agreement
to bury the wires along the Veirs Mill Road frontage. But that is
insufficient.

The benefits of undergrounding are many - besides aesthetics,
undergrounding improves electric reliability for entire neighborhoods. And
by allowing the planting and growth of large canopy trees, it improves
water quality and creates cooler, more pedestrian-friendly
neighborhoods. The needs of the Wheaton community are sometimes an
afterthought - but Wheaton deserves these benefits just as much as other
neighborhoods - like Bethesda, Silver Spring, and White Flint.

Carr comments on Preliminary Plan 120250120 and Site Plan 820250080

The applicant will argue that they should not be required to bury the lines along the University Blvd frontage - because some of those lines are high voltage regional lines. They will say that it is not feasible due to cost. They will point to precedents at Chevy Chase Lake Block B or Harwood Flats. But there is another precedent for burying such lines - property owners in the White Flint special taxing district funded a project to bury identical lines along Old Georgetown Road east of 355 in 2024.

And regarding Veirs Mill Road - the undergrounding needs to be continued beyond the frontage, across University Blvd and southward for another half of a block or so to address the remaining overhead lines. That would gain economies of scale and maximize the benefits along this stretch. For undergrounding, longer is better and longer is cheaper.

The Wheaton community deserves no less.

Al Carr

[REDACTED]

Kensington, MD 20895

From: [Adrienne Moumin](#)
To: [MCP-Chair](#); [Leftwich, Troy](#)
Subject: Wheaton Gateway Planning Board Hearing - Nov 20, 2025
Date: Tuesday, November 18, 2025 11:52:38 AM

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

Hello,

I am writing to (once again!) register my vehement opposition to the plan altogether, much less the proposed added building heights.

There have been NO studies done as to the impact on local vehicular traffic - THE REALITY FOR THOSE WHO LIVE IN THIS COMMUNITY.

I submit to you an excerpt from an email sent to me on April 18, 2024, by "The Wheaton Gateway Team:"

Although not required by Montgomery County, we are preparing a motor vehicle adequacy evaluation to understand the effects of the site.

There has been NO SUCH evaluation, despite this assertion. As it stands, the University Blvd. -> Valley View Avenue entrance to the Mall - the ONLY RETAIL SHOPPING OPTION IN THE AREA - is regularly backed up with 20-minute waits to even ENTER the mall, during pre-holiday and kiddie-amusement park events in the warmer months.

I have spoken about this issue at every single public meeting - only to be met with "this is not required by Vision Zero"-type excuses. THIS IS A SUBURB, NOT A CITY. Mandating vehicular traffic-choking arrangements does NOT help the county meet its goals, and only further alienates the surrounding neighborhood to this development. Neither the developer, development partners, nor any members of the Planning Board live in Wheaton. Therefore, none of these entities are qualified to vote on what takes place WHERE I HAVE LIVED AND PAID PROPERTY TAXES FOR 25 YEARS. Thank you for your anticipated "NO" vote on this entire wasteful boondoggle.

-Adrienne Moumin