

From: [Neil Tender](#)
To: [MCP-Chair](#)
Subject: written comments for planning board hearing
Date: Monday, May 4, 2026 5:07:00 PM

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

Hi,

Please see my written comments (below) for the upcoming planning board hearing:

Hearing Date: May 7, 2026

Agenda Item #11 Chevy Chase Garden Plaza, Site Plan No. 81984001B (Public Hearing)

Regards,

Neil Tender

Comments:

Hi, I raised a major concern regarding traffic on Moorland Lane in my e-mail on January 6 to the lead reviewer. However, this concern was not addressed or even mentioned anywhere (the SECTION 4 COMMUNITY OUTREACH) mentions only part of my e-mail and not the part where I raise this important issue.

I have lived in The Christopher Condominium on Moorland Ln for 16 years. It's a tiny street with limited routes to exit (busy intersections on either side), and the traffic on Moorland Ln has gotten progressively worse after the Griffis apartments was built (2021) and added no-turn-on-red signal at Moorland Ln and Arlington Rd.

The Garden Plaza development will add significant traffic to the road as parents drop off and pick up 178 children. I can speak from personal experience driving on Moorland every day trying to turn onto Arlington or Old Georgetown that this has the potential to create a backup or even clog up Moorland Lane.

I suggested in my e-mail that a study be done to review the impact on this specific traffic light. The only study I can find is a "Trip Generation Summary" done by the developers. It shows a "trip generation" of 89 vehicles/hour in the AM and 86 vehicles/hour in the PM in and out. This is almost one vehicle per minute added to the existing traffic and it should warrant a transportation study and possible infrastructure improvements to handle the extra traffic.

However, there was no Local Area Transportation Review (LATR) carried out. The "Transportation Adequacy Screening" seems to get around this by claiming exemption that this is for "daycare use with fewer than 50 net new peak-hour vehicle trips". I don't understand how this exemption was allowed considering that there are significantly more new vehicle trips according to the Trip Generation Summary. In fact, the Trip Generation Summary suspiciously seems to try to downplay the number of new vehicle trips by claiming a Pass-By-Rate of 44%, which means that 44% of the vehicles dropping off children were already driving down Moorland Ln for other purposes, so they are not adding additional traffic. That number does not make any sense, as Moorland Ln is not a road you would ordinarily drive on unless you were specifically going to one of the destinations on the street. Perhaps the study was assuming that the cars were driving through downtown Bethesda but not specifically on Moorland Ln.

In any case, the study presented does not address the specific traffic issues that will be created on Moorland Ln. This is important to those of us who live across the street from Garden Plaza in The Christopher Condo and Griffin apartments as well as to the tenants of Garden Plaza.

I ask that a traffic study (LATR or otherwise) be carried out, the "Trip Generation Report" be scrutinized by county traffic engineers, and any required traffic improvements be made as a condition to approving this project.

Regards,
Neil Tender

From: [Neil Tender](#)
To: [MCP-Chair](#)
Subject: Re: written comments for planning board hearing
Date: Tuesday, May 5, 2026 1:22:53 AM

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My mailing address:

[REDACTED]
Bethesda, MD 20814

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From: MCP-Chair <mcp-chair@mncppc-mc.org>
Sent: Monday, May 4, 2026 5:07:00 PM
To: Neil Tender [REDACTED]
Subject: Automatic reply: written comments for planning board hearing

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

IMPORTANT: If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit: <https://montgomeryplanningboard.org/>

From: [Scott Brand](#)
To: [MCP-Chair](#)
Subject: Agenda Item 11 - Chevy Chase Garden Day Care Center Site Plan 81984001B
Date: Tuesday, May 5, 2026 9:46:04 AM

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Montgomery County Planning Board:

This is regarding the daycare center that has been approved for Chevy Chase Garden in Bethesda. I have previously sent my concerns to Mr. Njrze.

According to the current plan there are 10 underground garage parking spaces (Garden Plaza Garage) allocated to the daycare center for dropping off and picking up children. There is a significant outside walk from the garage to the building housing the daycare center (the plan 81984001B shows the footpaths). A traffic backup at the garage or bad weather will inspire people to drive to the daycare center building at Arlington Road and stop their cars to drop off their children. There are doors to the daycare center facing Arlington Road and the distance from Arlington Road to the daycare center is much shorter than the distance from the garage to the daycare center. This could result in traffic backups on Arlington Road and at the corner of Arlington Road and Moorland Lane. Based on the location of the daycare building and the location of the garage I see parents thinking it is easier to drive up to the building instead of parking in the garage and avoiding the "long" walk. This situation is already happening on a smaller scale with the art studio summer camp (Artworks Fine Art Studio) on Old Georgetown Road, where parents illegally stop their cars on Old Georgetown Road, blocking traffic, when they pick up and drop off their kids.

I realize that the daycare center plan mentions they will have three staff members handling pickup and drop off at the garage, but this will not stop people from taking the shortest route and stopping on Arlington or even Old Georgetown Road. Has the impact of the daycare center on traffic been studied?

Scott Brand
President The Christopher Council of Unit Owners
[REDACTED]
Bethesda, MD 20814

From: [Soo Lee-Cho](#)
To: [MCP-Chair](#); [Coello, Catherine](#)
Cc: [Njeze, Ugonna](#)
Subject: Agenda Item 11 - Chevy Chase Garden Plaza, Site Plan No. 81984001B - Response to Community Comments
Date: Wednesday, May 6, 2026 11:41:14 AM
Attachments: [2026.05.06 Ltr to Planning Board re Applicant's Response to Community Comments w GS Memo.pdf](#)

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

Chair Harris,

My apologies for the delay in sharing the attached. It was provided in advance to Planning Staff in preparation for tomorrow's Planning Board hearing on Agenda Item 11 in response to late comments received from a member of the community. We intend to provide testimony in person on the matter but occurred to me this morning that the Board might benefit from seeing the Grove Slade memo in case it hadn't already been shared by staff.

Thank you.

Soo



Soo Lee-Cho

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May 6, 2026

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

Re: Agenda Item 11 – Chevy Chase Garden Plaza, Site Plan No. 81984001B

Dear Chair Harris and Members of the Board:

Enclosed please find memorandum prepared by Gorove Slade that has separately been provided to Planning Staff. The Applicant intends to present testimony on the contents/analysis contained in the memorandum at tomorrow's Planning Board hearing relative to the above referenced Agenda Item in response to community comments received regarding adequacy of pick-up, drop-off operations for the proposed day care use.

Thank you for your attention to this matter.

Sincerely yours,

BREGMAN, BERBERT, SCHWARTZ & GILDAY, LLC

By: 
Soo Lee-Cho

Enclosure

cc: Nishant Gupta, Celebree School
Katie Wagner, Gorove Slade
Lauren Buford, Gorove Slade
Maribel Donahue, Gorove Slade

TECHNICAL MEMORANDUM

To: Florence Dwyer
Cc: Soo Lee-Cho
Nishant Gupta
From: Lauren Buford
Maribel Donahue
Katie Wagner, PE, PTOE
Date: May 6, 2026
Subject: Celebree School – Response to Community Questions and Concerns

M-NCPPC
Bregman, Berbert, Schwartz & Gilday
Celebree School

Introduction

This document presents a response to the community's concerns about the Celebree School's proposed circulation and operations. Celebree School is working with the landlord and garage operator to ensure that it will accommodate traffic from the daycare and operate smoothly. Community Concerns are listed below:

- Parents will park on Moorland Lane and Arlington Road to drop off for convenience
- There will be only 10 designated garage spaces for drop off, and the proposed enrollment is up to 178 students
- The dwell time in the garage will cause pick-up/drop-off to spillover onto Moorland Lane and other nearby streets
- Moorland Lane is the primary access street for Griffis Apartments and The Christopher Condominium, which have 450 units combined

Daycare Operations and Transportation

Unlike a typical school, daycares tend to have much more spread-out arrivals as they do not have a set "bell" time. The Celebree School operates from 6:30 AM to 6:30 PM, with pickup and drop-off (PUDO) anticipated to occur between 6:30-9:30 AM and 3:30-6:30 PM. The Celebree School's other locations typically see 4-5 families dropping off at a time.

The 10 designated spaces are not the only spaces in the garage, they are intentionally dedicated to the day-care operations. The Celebree School is allotted up to 20 parking spaces within the on-site garage- there are 10 unreserved spaces within the garage that are available for Celebree, 4 of which may be reallocated by the landlord in the future depending on tenant needs. Several measures are being taken to minimize congestion and make pick-up and drop-off as smooth as possible. PUDO operations will be directed by 2-3 staff who will be present in the garage during peak time periods to help direct parents and to help escort students to the daycare. Parking will be free for all parents, who will be provided with fobs by the daycare to allow for efficient entry and exit from the garage.

Additionally, the site's location in downtown Bethesda provides connection to the robust pedestrian and bicycle network in the area. It is assumed that a meaningful number of families will walk or bike their children to daycare instead of driving. It is also typical that families with multiple children close in age will enroll their children at the same daycare. It is likely that multiple children will be dropped off in one vehicle.

Dwell Time Analysis

Trip generation calculations are shown in Table 1. The trip generation uses the “Bethesda CBD” policy area modification, which factors in the multimodal nature of the area, which allows many parents to drop their students off by walking or biking to the site. The “Total” trips shown for the AM and PM peak hours are the sum of the “In” and “Out” trips. An “In” and “Out” trip are most often made by the vehicle that is entering and then exiting the site in the peak hour time period. By this measure, there are 48 vehicles dropping off in the garage in the AM peak hour and 46 vehicles dropping off in the garage in the PM peak hour, needing a parking space for drop-off or pick-up.

Gorove Slade conducted dwell time observations at another daycare in Montgomery County in an urban environment to determine how long pick-up and drop-off typically takes. On average, drop-off took 10 minutes and pick-up took 13 minutes. With this data applied to the proposed Celebree School, the following assumptions can be made:

- Drop-Off: Average of 10 minutes spent in a parking space
 - One space can accommodate approximately 6 cars per hour
 - 10 spaces can accommodate a total of 60 vehicles per hour
 - **Estimated drop-off vehicular demand of 48 vehicles would be accommodated**
- Pick-Up: Average of 13 minutes spent in a parking space
 - One space can accommodate approximately 4.6 cars per hour
 - 10 spaces can accommodate a total of 46 vehicles per hour
 - **Estimated pick-up vehicular demand of 46 vehicles would be accommodated**

The designated spaces are capable of handling the traffic generated by the daycare, especially considering there will be up to 10 additional spaces in the garage that are not reserved for the Celebree School but may be available for use. Additionally, Celebree will have the dedicated staff assisting with pick up and drop off operations to assist and reduce the amount of time a parking space is utilized to ensure over flow parking is not required. Our dwell-time data will be attached to this document.

Table 1: Trip Generation

Land Use	LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Trip Generation								
General Office Building	710	9,000 sf	13 veh/hr	2 veh/hr	15 veh/hr	3 veh/hr	14 veh/hr	17 veh/hr
Proposed Trip Generation								
Day Care Center	565	178 students	48 veh/hr	41 veh/hr	89 veh/hr	40 veh/hr	46 veh/hr	86 veh/hr
		<i>Pass-by Reduction (44%)</i>	<i>-21 veh/hr</i>	<i>-18 veh/hr</i>	<i>-39 veh/hr</i>	<i>-18 veh/hr</i>	<i>-20 veh/hr</i>	<i>-38 veh/hr</i>
Total Proposed Daycare Trips			27 veh/hr	23 veh/hr	50 veh/hr	22 veh/hr	26 veh/hr	48 veh/hr
Proposed Trip Generation								
Net Trip Generation (Proposed - Existing)			14 veh/hr	21 veh/hr	35 veh/hr	19 veh/hr	12 veh/hr	31 veh/hr

Enforcement and Education.

In order to enforce safe and efficient circulation, pick-up and drop-off will be actively managed by 2–3 staff in the garage during peak periods, providing direction and assisting families to ensure an efficient process.

Parents will have free parking and fob access for quick entry and exit, making the garage the most convenient option. Additionally, daycare arrivals are spread over a three-hour window, with typically only a few families arriving at a time, which limits congestion. The 10 designated spaces are sufficient to accommodate projected demand based on observed dwell times, further reducing any incentive to stop on-street.

Celebree will also implement parent education and operational policies to reinforce proper use of the garage. Expectations for pick-up and drop-off procedures will be clearly communicated to families, and compliance will be supported through enrollment agreements and ongoing reminders. Staff will monitor operations and address any observed issues as needed.

While isolated instances of improper stopping cannot be entirely prevented, the combination of active management, convenient access, and clear expectations is expected to minimize curbside drop-offs.

Emailed comments from MCDOT (relayed by Katie Mencarini), dated May 11, 2022

MCDOT: "...MCDOT would like to request a dwell time analysis or operations description to address concerns for potential queuing on either Western Avenue or Wisconsin Circle. Planning, MCDOT, and MDOT SHA did not have further comments on the TIS beyond this issue.:

Response 3: *Dwell times for AM drop-off and PM pick-up were observed at the existing Bright Horizons location in Bethesda at 2 Bethesda Metro Center on Tuesday, May 24th, 2022. The results of the assessment are summarized below and indicate the 8 proposed spaces will adequately serve the pick-up and drop-off activities at the new facility. Additional observation details are included below.*

Drop-Off: Average of 10-min in parking space (dwell time)

- Each space can handle approximately 6 turnovers per hour
- 8 spaces for new facility can accommodate approximately 48 drop-off vehicles per hour
- **Estimated drop-off vehicular demand of approximately 35 vehicles during the AM peak hour for the new site would be accommodated**

Pick-Up: Average of 13-min in parking space (dwell time)

- Each space can handle approximately 4.6 turnovers per hour
- 8 spaces for new facility can accommodate approximately 37 pick-up vehicles per hour
- **Estimated pick-up vehicular demand of approximately 34 vehicles during the PM peak hour for the new site would be accommodated**

AM			PM		
Enter	Exit	Time	Enter	Exit	Time
8:14	8:23	0:09	4:29	4:41	0:12
8:37	8:44	0:07	4:45	4:54	0:09
8:44	8:50	0:06	4:55	5:04	0:09
8:53	9:00	0:07	4:35	4:49	0:14
9:01	9:13	0:12	4:52	5:00	0:08
8:17	8:25	0:08	5:07	5:30	0:23
8:26	8:37	0:11	5:28	5:43	0:15
8:41	8:53	0:12	5:01	5:16	0:15
8:55	9:06	0:11	4:39	4:53	0:14
9:13	9:22	0:09	5:08	5:29	0:21
9:05	9:11	0:06	5:16	5:36	0:20
8:17	8:31	0:14	5:27	5:42	0:15
8:33	8:48	0:15	5:27	5:36	0:09
8:49	8:58	0:09	5:32	5:46	0:14
8:18	8:25	0:07	5:35	5:48	0:13
8:27	9:05	0:38	4:31	4:40	0:09
8:37	8:47	0:10			
8:47	8:54	0:07			
8:55	9:07	0:12			
8:23	8:30	0:07			
8:38	8:49	0:11			
9:09	9:14	0:05			
8:42	8:50	0:08			
8:45	8:54	0:09			
Average		0:10	Average		0:13