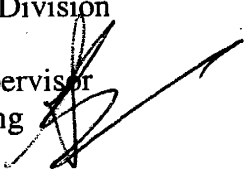




October 3, 2005

MEMORANDUM

TO: Joel Gallihue, Planner
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning 

FROM: Ed Axler, Planner/Coordinator EA
Transportation Planning

SUBJECT: Local Map Amendment No. G-836
Aspen Hill Manor (Homecrest Road Property)
Aspen Hill Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject local map amendment for the rezoning from the RE-2 zone to the PD-2 zone. A future preliminary plan would be required to reconfigure the existing Lots 3, 4, and 5 and record them as Lots 1 to 39 and Parcels A to E.

RECOMMENDATIONS

Transportation Planning staff recommends the following recommendations as part of the APF test for transportation requirements related to the subject local map amendment:

1. Limit the local map amendment to the following land uses:
 - a. 20 additional single-family detached units, one existing unit retained, and one existing unit removed for a net total of 20 units.
 - b. 18 attached units consisting of 12 single-family, semi-detached units (duplex) and six townhouse units.
 - c. A 6,000+-square-foot expansion to the existing house of worship that includes a new 212-seat main auditorium.

2. Limit regularly scheduled activities and programs associated with the house of worship to exclude a weekday child daycare facility, a weekday private school, or any others program that would generate daily peak-hour vehicular trips within the weekday morning and evening peak periods (i.e., 6:30 to 9:30 a.m. and 4:00 to 7:00 p.m., respectively).
3. At the time of preliminary plan review, dedicate right-of-way as follows:
 - a. Dedicate approximately six feet of additional right-of-way for the required 35 feet from the centerline of Homecrest Road as a primary residential street.
 - b. Dedicate a minimum right-of-way of 50 feet for a future public street from Homecrest Road across the northern portion of the subject property (i.e., to provide access for the “western Bel Pre Road properties”, that are yet to be developed, as recommended in the *Aspen Hill Master Plan*.)

DISCUSSION

Site Location

The site is located in the northeast side of Bel Pre Road and Homecrest Road.

Vehicular Access Points

The site access points are proposed as follows:

1. One access is provided from Bel Pre Road as a 40-foot-long divided driveway that leads to the parking area for the house of worship and to another driveway eastwards to the 12 duplex units. The driveway to the 12 duplex units connects to a 40-foot by 195-foot oval-shaped loop road. At the time of preliminary plan, the petitioner should designate the loop road for one-way traffic movement.
2. Two access points are provided from Homecrest Road serving the 20 single-family detached and six townhouse units.

Pedestrian and Bicycle Facilities

The proposed local map amendment will not adversely affect the existing pedestrian and bicycle facilities that include an existing and proposed five-foot-wide sidewalks along Bel Pre Road and Homecrest Road. Pedestrian facilities will be improved with the applicant’s proposal to provide the missing sidewalk segments and the lead-in sidewalk from Bel Pre Road and Homecrest Road.

Available Transit Service

Transit service is available via Ride-On route 26 running along Homecrest Road and the segment of Bel Pre Road west of the site and via Ride-On route 49 running along Bel Pre Road.

Montgomery County Master-Planned Roadways and Bikeways

In accordance with the *Aspen Hill Master Plan*, the master-planned roadways and bikeways are as follows:

1. Bel Pre Road is designated as a five-lane arterial, A-40, with a recommended minimum right-of-way width of 80 feet and an existing Class I bikeway (i.e., a shared-use path, SP-30, in the *Countywide Bikeway Functional Master Plan*).
2. Homecrest Road is designated as a primary residential primary street, P-12, with a recommended minimum right-of-way width of 70 feet and a proposed Class III bikeway.

The Master Plan recommends a future public street from Homecrest Road across the northern portion of the subject property. The future public street would provide access to the “western Bel Pre Road properties” if developed in the future.

Local Area Transportation Review

The table below shows the number of peak-hour vehicular trips generated by the proposed land uses during the weekday morning and evening peak periods (i.e., 6:30 to 9:30 a.m. and 4:00 to 7:00 p.m., respectively):

Proposed Land Uses	Number of Units Increased	Weekday Peak-Hour Trips	
		Morning	Evening
Single-Family Detached Units	1-1+20 = 20	19	22
Single-Family Attached Units	18	9	15
Expanded House of Worship	N/A- Generates No Peak-Hour Trips		
Total Vehicular Trips		28	37

Under the *FY 2005 Annual Growth Policy*, a traffic study is required to satisfy Local Area Transportation Review because the proposed land uses generate 30 or more peak-hour trips within the weekday evening peak period.

In the submitted traffic study, the table following shows the resulting critical lane volume (CLV) values for the existing, background, and total traffic conditions. The background traffic condition included the existing traffic plus the traffic generated by nearby approved, but unbuilt developments and concurrently pending developments.

Intersection	Weekday Peak-Hour	Traffic Condition		
		Existing	Background	Total
Bel Pre Road & Beaverwood Lane	Morning	874	913	914
	Evening	858	914	916
Bel Pre Road & Homestead Road	Morning	1,246	1,285	1,300
	Evening	860	901	920
Bel Pre Road & Site Access Point	Morning	N/A-Not Existing		923
	Evening	N/A-Not Existing		832
Homecrest Road & Northern Site Access Point	Morning	N/A-Not Existing		472
	Evening	N/A-Not Existing		411
Homecrest Road & Southern Site Access Point	Morning	N/A-Not Existing		478
	Evening	N/A-Not Existing		409

For both weekday peak-hours in all traffic conditions, the CLV values do not exceed the congestion/CLV standard of 1,500 for the Aspen Hill Policy Area at any of the five intersections.

EA:gw

cc: Glen Cook
Scott Wallace

Mmo to Gallihue re Aspen Hill G836 rev

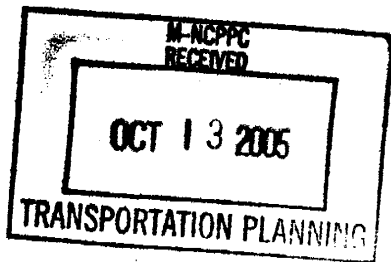


Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 10, 2005



Re: Montgomery County
MD 97 General File
Homecrest Road Property

Mr. Shahriar Etemadi
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Etemadi:

Thank you for the opportunity to review the Revised Traffic Impact Study Report prepared by The Traffic Group, Inc. dated September 13, 2005 (received by the EAPD on September 20, 2005) that was prepared for the proposed Homecrest Road Property residential development in Montgomery County, Maryland. The Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Access to the 32 Single Family Detached Units and 6 Townhouse Units is proposed from five (5) full movement access driveways on Homecrest Road and one (1) full movement access driveway on Bel Pre Road (both County roadways).
- The traffic consultant determined that the proposed development would not cause any studied intersection to exceed the congestion standard within the Aspen Hill Policy Area (CLV less than 1,500) as established by the M-NCPPC.

The report projected that 70% of the site-generated traffic will utilize either the MD 97 at Connecticut Avenue or MD 97 at Bel Pre Road intersection. In addition, the report projected that 25% of the site-generated traffic will utilize the MD 182 at Bonifant Road intersection. However, these intersections were excluded from the analyses. SHA recommends that the M-NCPPC require the applicant to revise the report to include the MD 97 at Connecticut Avenue, MD 97 at Bel Pre Road, and MD 182 at Bel Pre Road/Bonifant Road intersections.

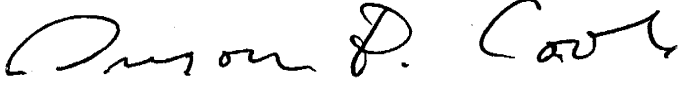
Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this application. If there are any questions on any issue requiring a permit from SHA, please contact Mr. Greg Cooke at 410-545-5602 or by e-mail at gcooke@sha.state.md.us.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Mr. Shahriar Eltemadi
Page 2 of 2

If you have any questions or comments regarding the enclosed traffic report comments, please contact Larry Green at (410) 995-0090 extension 20.

Very truly yours,


Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. Ed Axler, M-NCPPC
Mr. Glenn Cook, The Traffic Group, Inc.
Mr. Greg Cooke, Assistant Chief, SHA Engineering Access Permits Division
Mr. Joseph Finkle, SHA Travel Forecasting Section
Mr. Bob French, SHA Office of Traffic & Safety
Mr. Larry Green, Daniel Consultants, Inc.
Mr. Dennis Simpson, SHA Regional Planning
Mr. Lee Starkloff, SHA District 3 Traffic Engineering
Mr. Eric Tabacek, SHA Traffic Development & Support Division
Mr. Jeff Wentz, SHA Office of Traffic & Safety

MEMORANDUM

TO: Joel Gallihue, Community Based Planning
VIA: Mary Dolan, Environmental Planning
FROM: Michael Zamore, Environmental Planning
DATE: September 15, 2005
SUBJECT: Zoning Application No. G-836: Aspen Hill Manor

Recommendation

Environmental Planning staff recommends **approval** of this application. Staff believes that the plan generally meets the environmental objectives present in the purpose clause of the PD zone and findings required for the Development Plan. However, staff believes that the following comments must be addressed in subsequent reviews:

1. The applicant must submit a Final Forest Conservation Plan (FCP) at time of site plan submission. This plan must demonstrate full compliance with the requirements of Forest Conservation Law Section 22A-12. A detailed Tree Save Plan shall be prepared by an ISA certified arborist as part of the FCP.
2. Environmental impacts occur at three places on the Development Plan. Adjusting sidewalk locations; shifting, removing, or re-mixing units; and using innovative stormwater management techniques will help remove these impacts from sensitive areas. The following issues must be addressed at time of site plan review:
 - Preservation of highest priority forest within the stream buffer in the northeast portion of the site where grading for the two stormwater management facilities will affect the critical root zones of trees within the stream buffer.
3. The Department of Permitting Services (DPS) must approve a Stormwater Management Concept Plan prior to approval of the Preliminary Plan. Environmental design techniques for stormwater management recommended by the U.S. Green Building Council Leadership in Energy and Environment (LEED) program can be provided to remove stormwater management from high priority forest. These techniques include some or all of the following:
 - Pervious pavers used to reduce impervious surface in additional areas.
 - Natural treatment systems such as vegetated infiltration strips or bioswales.
 - Use of green roofs.

Discussion

Staff finds that this rezoning request meets the purpose of the PD-7 zone "to preserve and take the greatest possible aesthetic advantage of trees and, in order to do so, minimize the amount of grading necessary for construction of a development. The required findings for environmental issues state:

"That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site. Any applicable requirements for forest conservation under Chapter 22A and for water resource protection under Chapter 19 also must be satisfied. The district council may require more detailed findings on these matters by the planning board at the time of site plan approval as provided in division 59-D-3."

Per the Natural Resource Inventory/Forest Stand Delineation (NRI/FSD), the subject property contains 93 specimen and significant trees all but 24 of which are outside of the stream buffer. The applicant has made a commitment to preserve some of the large trees outside the stream buffer in keeping with the intent of the zone. Some of these trees (#s 20, 21, 22, 24, 25, 28 and 29) are included within an area of tree cover being retained adjacent to the stream buffer, and a further 3 (#s 17, 18, 85) are in a small strip along Bel Pre Road. The development plan shows new parking, driveways, sidewalks and residential buildings in the immediate area, which will affect the critical root zones of these trees. Staff recommends that the applicant be requested to reconfigure the site design and minimize grading to reduce impact on these trees.

The revised Development Plan shows that the applicant has made a concerted effort to move residential units away from priority forest within the stream buffer in the northeastern portion of the site. However, the stormwater management facility to handle the south side of the development may need to be reduced or redesigned to avoid (grading) impact to the stream buffer or to facilitate resizing in the event that DPS requires it.

Forest Conservation – Chapter 22A

The development has an approved NRI/FSD (No. 4-05251, issued June 6, 2005). A Preliminary Forest Conservation Plan (FCP) has been submitted to Environmental Planning for review. Environmental Planning staff has reviewed the plan and finds that it meets the basic parameters of forest conservation law. The Planning Board is not requested to take action on the preliminary forest conservation plan for this rezoning case. The Planning Board will take action on the forest conservation plan with the preliminary plan of subdivision. A Category I Forest Conservation Easement will be required for any forest that is credited for forest save. All areas proposed for reforestation or as forest retention must meet the requirements of Section 108.

Environmental Guidelines

This development complies with the Environmental Guidelines (*Guidelines for Environmental Management of Development in Montgomery County, January 2000*). The site is not within a Special Protection Area or Primary Management Area. The concept Forest Conservation Plan shows an open area of the stream buffer being reforested.

Stormwater Management – Chapter 19

The applicant has submitted a stormwater management concept plan to the Montgomery County Department of Permitting Services (DPS) for review. The stormwater management concept plan shows stormwater being brought via a system of underground pipes, to two stormwater facilities for treatment. The concept shows no encroachment into stream buffers except for necessary outfalls. However, the

LOD for the stormwater management facility is very close to the buffer in the southeastern part of the site.

Watershed Protection/Water Quality

The site drains to the Bel Pre Creek subwatershed of the Northwest Branch Watershed. The Montgomery County *Countywide Stream Protection Strategy* (CSPS, 1998) rates subwatershed/stream conditions as 'poor', and habitat conditions as 'fair to good' overall, based on data available at that time. Flow-related problems such as marginal bank stability, sediment deposition, and embeddedness are evident in the stream habitat. Bel Pre Creek has been designated a Watershed Restoration Area, reflecting the need to comprehensively address degraded stream conditions that stem from high imperviousness and channel erosion. The Maryland Department of the Environment has designated Northwest Branch as Use IV. Use IV (Recreational Trout Waters) indicates that the waters are capable of holding or supporting adult trout for put and take fishing, and that they are managed as a special fishery by periodic stocking and seasonal catching.

Water and Sewer

The site is served by public water and sewer service.



National Capital B'nai B'rith Housing Foundation, Inc.

ATTACHMENT 7

14508 HOMECREST ROAD
SILVER SPRING, MARYLAND 20906-1801
Website: www.homecresthouse.org

301-598-4000 / TTY 711
301-598-6485 FAX
Email: office@homecresthouse.org

Mr. Joel Gallihue
Community Based Planning Division
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Zoning Application No. G-836

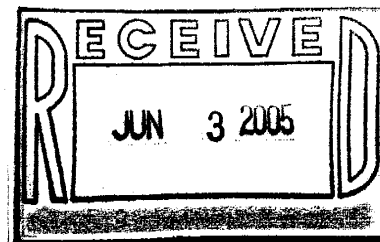
Dear Mr. Gallihue;

I am the Executive Director of Homecrest House located at 14508 Homecrest Rd Silver Spring, MD 20906. This is a letter of opposition to the development on 2929, 3031 & 3001 Bel Pre Rd. Silver Spring, MD 20906.

Homecrest House is a 3 building complex with 277 apartments for seniors and for those with qualifying physical disabilities. Homecrest opened one of its buildings in 1980, the second in 1985, and the third in 1990. We are a Section 8 based and HOC voucher based projects. We have been operating for years with a short waiting list. In the last year we have had vacancies which have put a financial strain on our properties.

I have several concerns with another apartment complex being built in the Aspen Hill area. The traffic that this apartment and housing complex will create is potentially dangerous. The seniors driving to Leisure World area complain now about pulling out on Bel Pre Road and definitely making a left on Bel Pre.

The planners should look at the vacancies the surrounding properties have such as Aspenwood Retirement Community and Homecrest and additional low-income housing will only continue to put a strain our operating financial soundness.



"...for the specific purpose of providing caring and quality housing and services for older adults and qualifying disabled adults."



- President**
Steve Dubin
- Vice-President**
Mike Levin
- Secretary**
Fred Roberts
- Treasurer**
Harvey Metro
- Board of Directors**
 - Colleen Bloom
 - Steve Dubin
 - Michael S. Levin
 - Harvey Metro
 - Harry Moskowitz
 - Jay Plesset
 - Frederick Roberts
 - Diane Seltzer
- Executive Director**
Joseph J. Podson

I have spoken to our neighbors and they too oppose this building of so many units on a busy corner.

If you have any questions, please do not hesitate to contact me at 301/598-4000 extension 60.

Best regards,



Joseph J. Podson
Executive Director

