



RCCG Jesus House: Preliminary Plan No. 120160040

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Completed: 3/17/17

Description

RCCG Jesus House: Preliminary Plan No. 120160040:

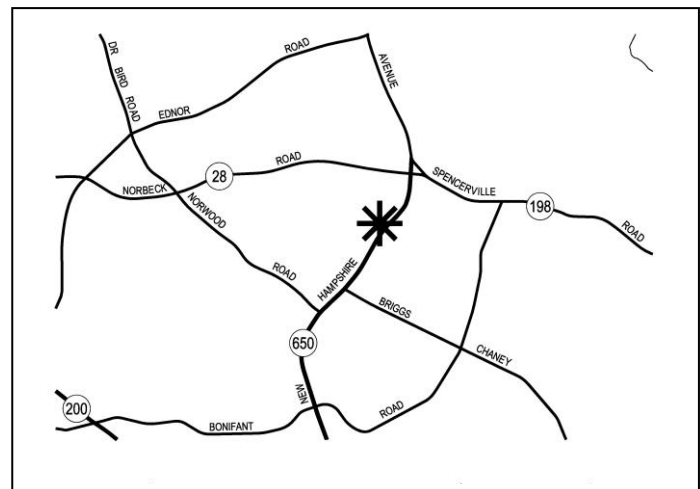
Application to create one lot for a 1,600-seat religious assembly and associated 350-student private school, located at 15730 New Hampshire Avenue; 15.55 acres, RE-2; 1997 *Cloverly Master Plan*.

Recommendation – Approval with conditions

Applicant: Jesus House DC

Submittal Date: August 14, 2015

Review Basis: Chapter 22A, Chapter 50



Summary

- Staff recommends **Approval with conditions** of the Preliminary Plan.
- Sewer category change approved by County Council in 1999 requires that the area of forest, which would have been removed for a septic system, must be preserved.
- Staff supports extending the APF validity for 10 years rather than the requested 12 years, which is generally applied for larger, mixed use projects on significantly larger properties with longer phasing plans.
- Meets requirements of Chapter 22A, Forest Conservation Law.
 - Substantially conforms to the 1997 *Cloverly Master Plan*, including the recommendation to maintain a subwatershed impervious level of below 15 percent.
- Application has been reviewed under the Subdivision Regulations effective prior to February 13, 2017.
- Application has been reviewed under the 2012-2016 Subdivision Staging Policy since the application was submitted prior to January 1, 2017.
- Staff has received 33 letters of opposition.

SECTION 1 – RECOMMENDATIONS AND CONDITIONS

PRELIMINARY PLAN NO. 120160040: Staff recommends approval of the Preliminary Plan subject to the following conditions:

- 1) This approval is limited to one (1) lot for a religious assembly up to 1,600 seats and an associated private school for up to 350 students with no child daycare facility.
- 2) The Applicant must comply with the conditions of approval for the Preliminary Forest Conservation Plan No. 120160040, approved as part of this Preliminary Plan, subject to the following conditions:
 - a. A Final Forest Conservation Plan must be approved by M-NCPPC Staff prior to recordation of the plat and address the following conditions:
 - i. The Final Forest Conservation Plan must be consistent with the approved Preliminary Forest Conservation Plan.
 - ii. The Final Forest Conservation Plan must include a revised *Specimen Tree Mitigation Planting Requirements Table* and *Specimen Tree Mitigation Planting Schedule Table* to include Tree #11 as being removed and mitigated.
 - iii. The Final Forest Conservation Plan will include a report by a licensed arborist to determine if Trees #5, #8, #9, and #10 can be retained and identify necessary tree protection measures for these trees.
 - b. Prior to the start of any clearing, grading, or demolition occurring on the Property, the Applicant must record a Category I conservation easement over 5.86 acres of forest retention as specified on the approved Final Forest Conservation Plan. The Category I Conservation easement must reference the 4.82 acres of forest retention to satisfy the conditions of the County Council's sewer category change action in November 1999 (CR 14-334 for WSCCR 99A-CLO-02). The Category I conservation easement approved by the M-NCPPC Office of the General Counsel must be recorded in the Montgomery County Office of Land Records by deed, and the Liber Folio for the easement must be referenced on the record plat.
 - c. The Applicant must record a M-NCPPC approved Certificate of Compliance in an M-NCPPC approved forest bank for the total afforestation/reforestation off-site requirement, as determined by the Certified Final Forest Conservation Plan, prior to any clearing, grading, or demolition occurring on the Property.
 - d. Mitigation for the removal of six trees subject to the variance provision must be provided in the form of planting native canopy trees totaling 229 caliper inches, with a minimum planting stock size of three (3) caliper inches. The trees must be planted on the Property, in locations to be shown on the Final Forest Conservation Plan, outside of any rights-of-way, or utility easements, including stormwater management easements. Adjustments to the planting locations of these trees is permitted with the approval of the M-NCPPC forest conservation inspector.
 - e. Prior to the start of any clearing, grading, or demolition occurring on the Property, the Applicant must install permanent 4-foot high, 2-rail, split-rail fencing or equivalent acceptable to M-NCPPC Staff, along the conservation easement boundary where it abuts the proposed parking lot as shown on the approved Final Forest Conservation Plan.

- f. Prior to the start of any clearing, grading, or demolition occurring on the Property, the Applicant must install permanent conservation easement signage along the perimeter of the Category I conservation easement except where it abuts existing Category I conservation easement, or as determined by the M-NCPPC forest conservation inspector.
 - g. The limits of disturbance (LOD) on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan.
 - h. The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the approved Forest Conservation Plan may be required by the M-NCPPC forest conservation inspector.
- 3) The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated February 12, 2016, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
- 4) The Planning Board accepts the recommendations of the Maryland State Highway Administration ("MDSHA") in its letter dated October 29, 2015, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MDSHA provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
- 5) The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Service ("MCDPS") – Water Resources Section in its stormwater management concept letter dated July 12, 2016, and hereby incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section provided that the amendments do not conflict with other conditions of the Preliminary Plan approval.
- 6) The Applicant must dedicate and show on the record plat sixty-two and a half (62.5) feet of dedication from the centerline of New Hampshire Avenue/MD650 along the Subject Property's entire frontage.
- 7) Prior to issuance of access permits, the Applicant must satisfy the provisions for access and improvements as required by MDSHA.
- 8) Prior to recordation of the plat(s) the Applicant must satisfy MCDPS requirements to ensure the construction of a five (5) foot wide sidewalk along the property frontage on New Hampshire Avenue/MD650.
- 9) The Applicant must construct the following road frontage improvements in accordance with MDSHA standards:
 - a. The Applicant must construct a center median break in the median of New Hampshire Avenue/MD650.
 - b. The Applicant must construct a south bound deceleration lane along New Hampshire Avenue/MD650.

- c. The Applicant must construct a south bound acceleration lane along New Hampshire Avenue/MD650.
 - d. The Applicant must construct a north bound acceleration lane in the center median of New Hampshire Avenue/MD650.
 - e. The Applicant must construct a left turn lane in the center median of New Hampshire Avenue/MD650.
- 10) The certified Preliminary Plan must contain the following note:
- “Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of building permit approval except for the amount of on-site impervious surface which must substantially conform to the impervious surface exhibit approved with this Preliminary Plan. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot. Other limitations for site development may also be included in the conditions of the Planning Board’s approval.”*
- 11) Record plat must show necessary easements.
- 12) The Adequate Public Facility (“APF”) review for the Preliminary Plan will remain valid for one hundred and twenty-one (121) months from the date of mailing of this Planning Board Resolution.
- 13) Prior to issuance of building permit, the Applicant must submit a landscape plan, lighting plan, and impervious surface plan for review and approval by Staff which demonstrates the following elements:
- a. The lighting distribution and photometric plan with summary report and tabulations must conform to IESNA standard for commercial development.
 - b. All on-site down light fixtures must be full cut-off fixtures
 - c. Deflectors must be installed on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixture abutting the adjacent residential properties.
 - d. Illumination levels must not exceed 0.5 footcandles (fc) at any property line abutting county roads and residential properties.
 - e. Landscaping should conform to the provisions under Article 59-6 for landscaping of off-street parking facilities.
 - f. The impervious surface plan must substantially conform to the impervious surface exhibit approved as part of this Preliminary Plan to address Master Plan recommendations.
- 14) Prior to issuance of any building permit and Sediment Control Permit, the Applicant must enter into a Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety, with the following provisions:

- a. A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b. The cost estimate must include landscaping and lighting improvements.
- c. Completion of all improvements covered by the surety will be followed by inspection and potential reduction of the surety.
- d. The bond or surety for each item shall be clearly described within the Surety & Maintenance Agreement including all relevant conditions.

SECTION 2 - EXECUTIVE SUMMARY

The property is located on the west side of New Hampshire Avenue/MD650 approximately 0.25 miles south of the intersection New Hampshire Avenue/MD 650. The 15.55-acre unplatted parcel is zoned RE-2. Furthermore, the property is located in the Residential Wedge of the *1997 Cloverly Master Plan*. This Preliminary Plan discussed in this Staff Report proposes to create one lot for the construction of a 1,600-seat religious assembly with a 350-student private school.

In 1999, Michael and Patricia Grodin (former owners of property) received conditional approval from the County Council for a sewer and water category change from S-6 to S-3 and W-6 to S-1 for the Southern Asia Seventh Day Adventist Church which, at that time, was proposed to be a 750-seat religious facility. The construction of the Southern Asia Seventh Day Adventist Church did not occur. Years later, the property was subsequently sold to Jesus House DC. For private institutional uses, sewer category changes and their associated conditions are approved by the County Council, and according to the Montgomery County Department of Environmental Protection (MCDEP), are not limited to the original applicant and run with the land as the land is transferred to other property owners. As such, the applicant associated with this Preliminary Plan application utilizes the sewer category change applied for and approved under the 1999 application to the County.

The sewer category change had three conditions of approval which are documented in County Council Resolution 14-334. The condition, for this mostly forested property, which impacts this application significantly requires “preserving the forested area which would have been used for the on-site septic system.” Community members have insisted that the County Council required or intended to require the preservation of 7 acres of forest via the sewer category change. However, no documentation related to a specific amount, requirements or intent has surfaced except for the approved resolution by the County Council. As a result, Staff and the staff of the Montgomery County Department of Environmental Protection have agreed that no specific acreage of forest preservation was required by the conditions of the sewer category other than that which would have been removed to accommodate a septic system and reserve area for a church on the property.

To confirm compliance with the County Council resolution, Staff and MCDEP required the applicant to submit wastewater calculations for the church and the private school proposed under this application to determine how much area would be required for a septic system to service the highest daily wastewater generator. The results of this analysis were confirmed by the Montgomery County Department of Permitting Services – Well and Septic Section, determined that the private school is the highest wastewater generator (more so than the church) and would require a septic field of 4.82 acres if it were to be constructed. Thus, the preservation of 4.82 acres of existing forest satisfies the conditions of the sewer category change resolution. In addition, the requirements of the Forest Conservation Law have been applied to this application for the preservation of all the additional forest beyond the 4.82 acres. A Category I Forest Conservation easement will be the legal mechanism to preserve the forest required by the Forest Conservation Law and the sewer category change.

The application substantially meets to recommendations of the *1997 Cloverly Master Plan*. The most significant of which recommends that as a goal, the impervious surface level of subwatersheds in this area be limited to 10 to 15 percent. The Master Plan does recommend how this is to be done other than by “discouraging individual developments with high site imperviousness.” Rather than implement a strict development by development limit of 15% imperviousness, this Staff Report demonstrates that while the impervious level of this application is above 15 percent imperviousness, approval of this application will

continue to maintain a subwatershed impervious level below 15 percent imperviousness recommended in the Master Plan.

The application has been met with considerable public opposition. Staff has worked to the best of their ability to address their concerns, hold meetings with anyone who has requested a meeting and monitor the meetings of the East County Citizens Advisory Board who have met on three occasions on the application. The staff report concludes however, that the property is suitable for the proposed use; that it is in substantial conformance with the Master Plan; can be served with adequate public facilities, and complies with Chapter 22A, the forest conservation law. The Staff Report provides conditions of approval to assure compliance with all laws and regulations.

SECTION 3 – SITE LOCATION & DESCRIPTION

Site Location

The subject property is located on the west side of New Hampshire Avenue/MD650 approximately 0.25 miles south of the intersection New Hampshire Avenue/MD 650 and Spencerville Road/MD 198 and consists of Parcel No. P167, Parcel No. P333, and Parcel No. P445 on Tax Map JS562 for a total of 15.55 acres (“Property” or “Subject Property”) (Figure 1). The Subject Property is zoned RE-2, and is located in the Residential Wedge of the 1997 *Cloverly Master Plan* (“Master Plan”).

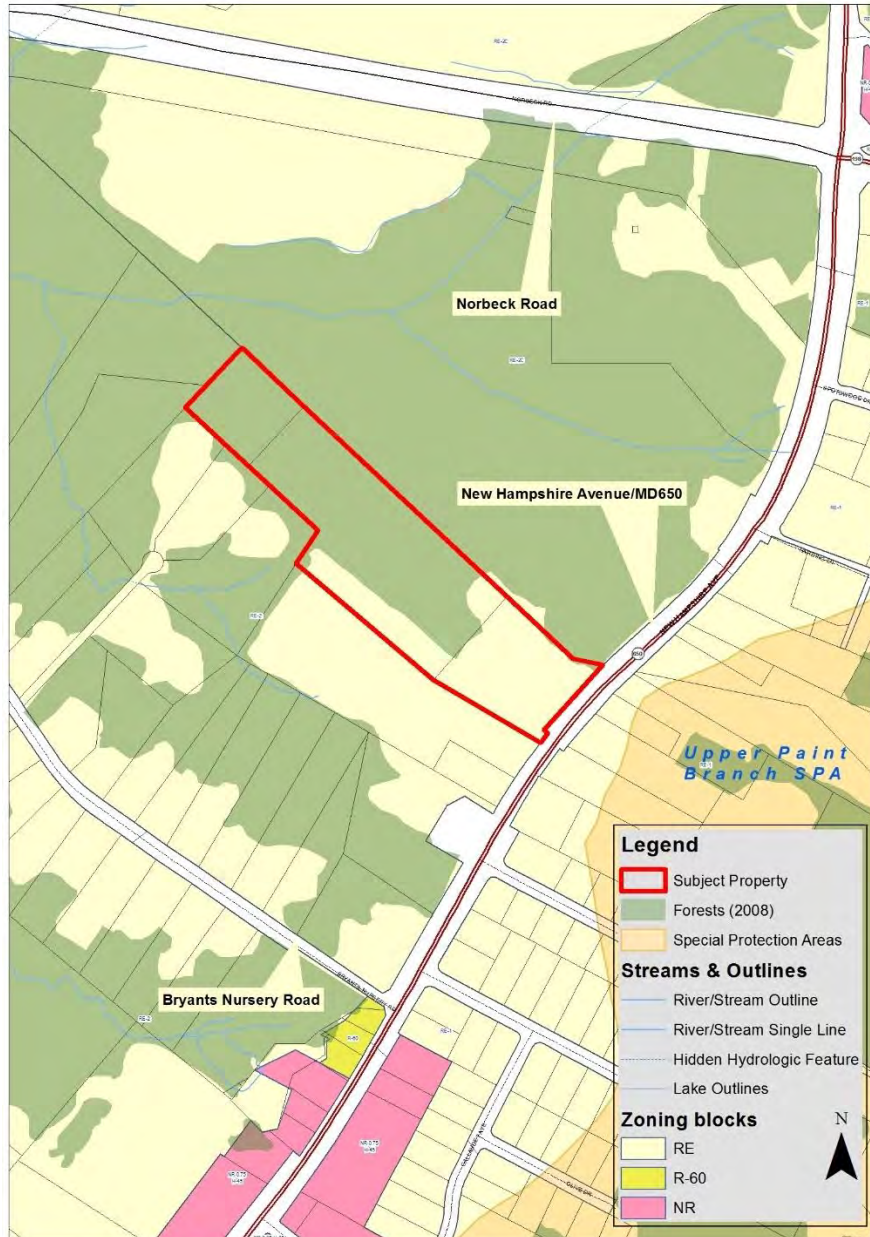


Figure 1 – Vicinity Map

Site Vicinity

Directly to the north is undeveloped and heavily forested property owned by the Hampshire Green Home Owners Association. Adjacent to the Property is M-NCPPC property and a WSSC property which contains a complex of three water towers at the southwest corner of New Hampshire Avenue/MD 650 and Spencerville Road/MD 198. To the south and west are properties in the RE-2 zone which are made up primarily of low-density single family housing on septic systems. Across New Hampshire Avenue/MD 650 are properties in the RE-1 zone made of single-family residential housing on comparatively smaller lots than those on the west side of New Hampshire Avenue/MD 650. As such, most of the housing on the east side of New Hampshire Avenue/MD 650 is on public sewer. Finally, further to the south along the east side of New Hampshire Avenue/MD 650 is the Cloverly commercial center.

Site Analysis

The Subject Property is currently improved with a detached single family residential structure, several sheds, and two driveways accessing New Hampshire Avenue/MD 650. The 15.55-acre Property is located within the Northwest Branch watershed, which is classified by the State of Maryland as Use Class IV-P waters. There are approximately ten acres of forest on the Property as well as numerous large trees located in the northeastern corner of the Property and along the property boundaries. There are also areas of open field with scattered trees. An existing Category I Conservation Easement abuts the Property on the north side. The Property is fairly flat, sloping upward from east to west with the highest point occurring at the midpoint of the Property and sloping back down to the west. There are no documented streams, wetlands, or rare or endangered species on or immediately adjacent to the Subject Property.



Figure 2 - Aerial

SECTION 4 – APPLICATIONS AND PROPOSAL

Previous Regulatory Approvals

County Council Resolution 14-334 – WSCCR 99A-CLO-02 (Attachment 12)

A sewer category change from S-6 to S-3 and a water category change from W-6 to W-1 for the Subject Property was approved in November 2, 1999. The water category change was approved without any conditions. The sewer category change was approved with the following conditions:

- The church will establish a covenant preserving the forested area which would have been used for the on-site septic system
- The proposed low-pressure sewer main extension will be dedicated to the church's use only and;
- The church will pay all costs associated with the extension of public sewer service.

Current Applications

Preliminary Plan 120160040

The Preliminary Plan, No. 120160040, proposes to subdivide three parcels into one 15.55-acre lot for a religious assembly building and associated private school ("Preliminary Plan" or "Application"). The Preliminary Plan was reviewed for conformance with Chapter 50, Subdivision Regulations and for substantial conformance with the recommendations of the 1997 *Cloverly Master Plan* ("Master Plan").

Proposal

The Preliminary Plan proposes to create one lot for the construction of 1,600 seat church and a 350-student private school with no weekday daycare facilities which is defined as a religious assembly structure and is a permitted use in the RE-2 zone under Section 59.3.1.6. A private educational institution does require a conditional use permit. However, because the private school is on the same premises and owned by the religious institution it is not subject to the conditional use permit requirement under Section 59.3.4.5 (B)(1). The 1600-seat sanctuary requires 400 parking spaces. Of the 400 spaces provided, 303 spaces are located in a parking facility built into the hill side. The church and private school will be constructed on top of the parking structure. The remaining 97 parking spaces will be provided as surface parking.

The Application proposes a single point of access directly to New Hampshire Avenue/MD 650. The Applicant proposes a new median break in New Hampshire. Acceleration and deceleration lanes will be constructed in the north and south directions to facilitate traffic movement.

The Application proposes 5.86 acres of forest conservation to be protected in a Category I Conservation Easement. The sewer category change includes a condition to protect the forested area which would have been cleared for the construction of an on-site septic system. The 5.86 acres of on-site forest conservation includes the area used for septic had it been constructed without public sewer. Finally, the Application proposes 3.64 acres of off-site forest conservation.

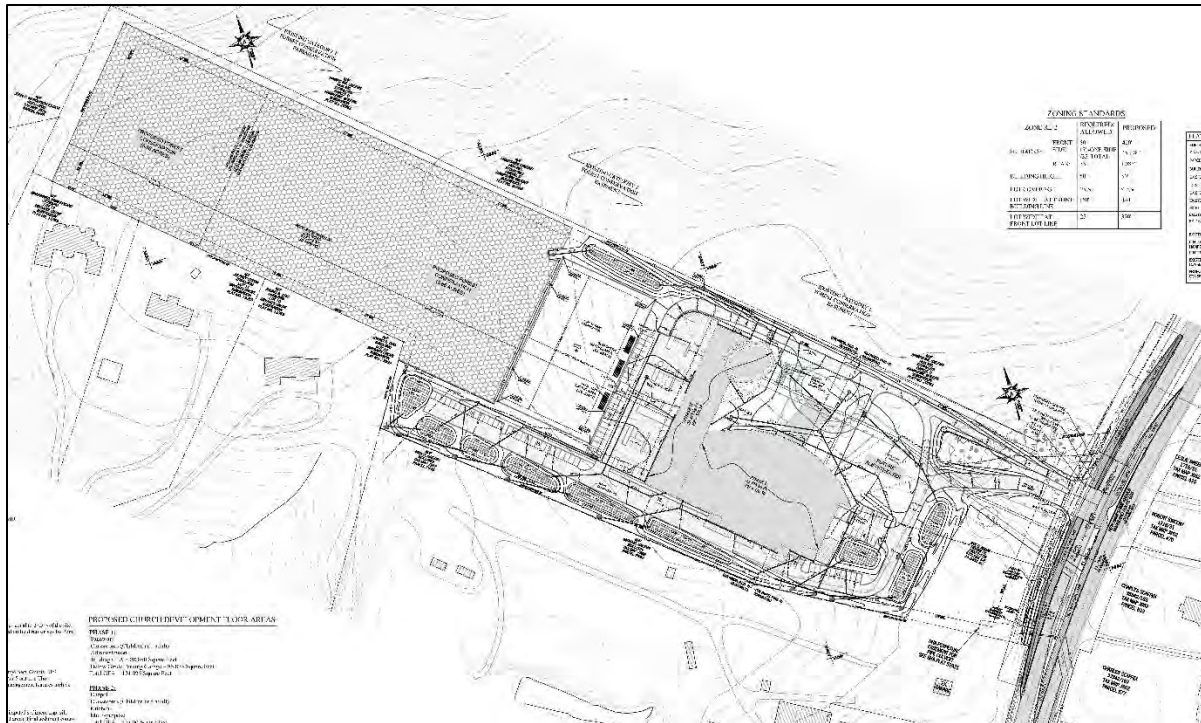


Figure 3 – Preliminary Plan

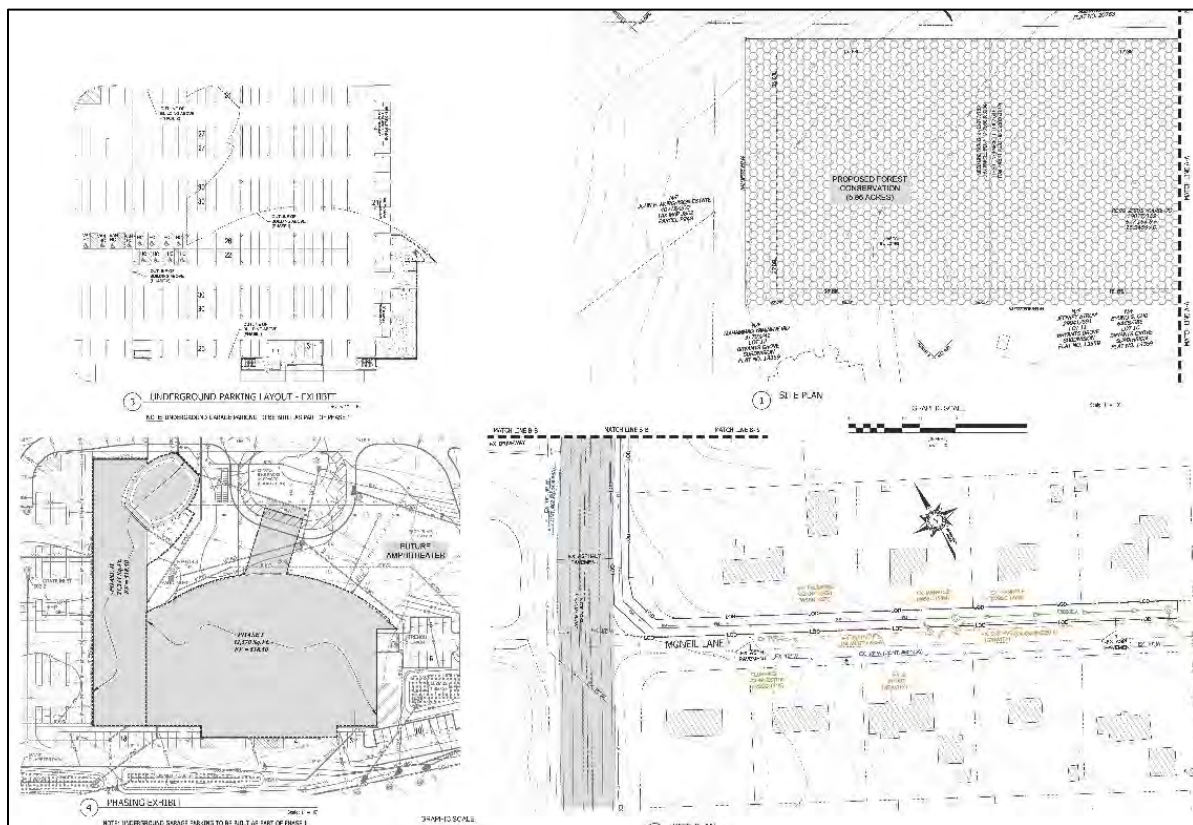


Figure 4 – Preliminary Plan, Parking Layout and Sewer Connection

SECTION 5 – ANALYSIS AND FINDINGS - Preliminary Plan No. 120160040

1. The Preliminary Plan substantially conforms to the Master Plan

The Subject Property is located in a part of Cloverly described by the 1997 Cloverly Master Plan as the Residential Wedge. This area, in the Northwest Branch and Paint Branch watersheds, is made up of relatively low density residential neighborhoods, at one unit for every one or two acres. The Master Plan makes no specific recommendations for this Property.

LAND USE PLAN

FIGURE 10

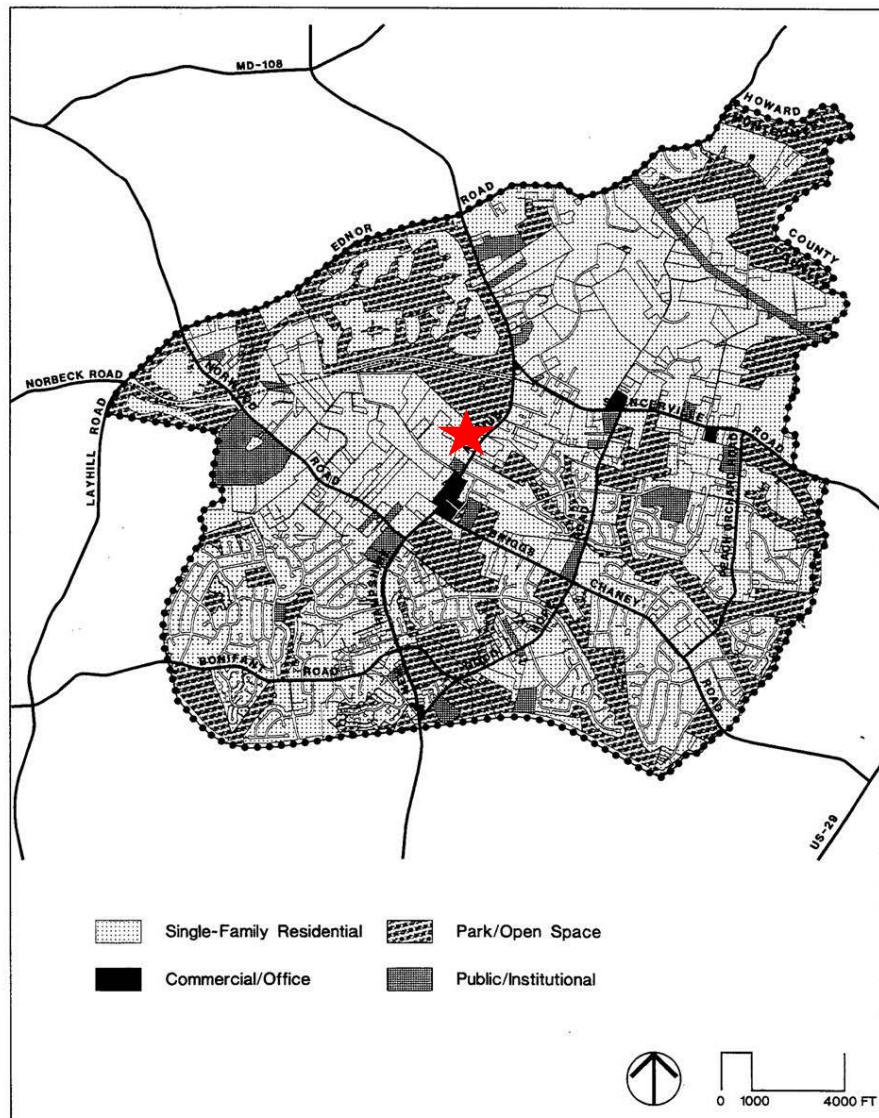


Figure 5 – Cloverly Master Plan, Land Use Plan

For the Residential Wedge, the Master Plan maintains recommendations from the 1981 Eastern Montgomery County Master Plan for low density residential land uses and limits access to public sewer service in some areas to maintain recommended densities. For the planning area as a whole, the Master Plan endorses cluster development that protects natural resources, offers recreation and contributes to residential or rural character. To maintain that character along New Hampshire Avenue, the Master Plan recommends setbacks of 100 feet from New Hampshire Avenue/MD 650 for nonresidential uses.

The Subject Property is in the Northwest Branch portion of this district where existing low density zones help to protect environmental resources. The Master Plan indicates that “ultimate subwatershed imperviousness levels should remain in the 10 to 15 percent range....” (p 21). It also states that individual developments with high site imperviousness should be discouraged. Current overall impervious levels in the Cloverly portion of the Northwest Branch watershed are approximately 13 percent; religious assemblies in the vicinity have produced higher levels of imperviousness of approximately 27 percent. Other institutional uses, schools for example, produce levels of imperviousness in the vicinity of 16 percent primarily because they generally occur on larger properties and consist of more open space (i.e. perviousness) due to recreation and sports programs.

The Bryants Nursery tributary, in which Subject Property is located, has imperviousness of 11 percent. The Application proposes an impervious level of 28.5 percent, which is similar to impervious levels of other houses of worship in the Cloverly portion of the Northwest Branch watershed. This level of imperviousness will result in an increase in the imperviousness in the Bryants Nursery Run subwatershed from its current level of 11 percent to 11.5 percent. While it is reasonable to expect greater imperviousness from institutional uses like religious assemblies, meeting the Master Plan’s recommendation may require greater regulatory control to ensure that the imperviousness proposed by a future building permit closely matches the imperviousness levels proposed in the Application.

The Application proposes impervious levels of 28.5 percent, which includes offsite area along New Hampshire Avenue where improvements are required to accommodate a sidewalk, and acceleration and deceleration lanes (Attachment 19). In the course of the review process, the Applicant has demonstrated the following efforts to minimize the amount of impervious surfaces on the Property. This is demonstrated in the comparison between Figure 6 and Figure 7. In 2014, the Applicant met with Staff with a concept plan (Figure 6) with an impervious surface level of 40.38 percent. At that time, Staff believed that an impervious level of this magnitude was unacceptable and asked for reductions. Over time and in conjunction with the review process, the Application has been significantly trimmed the imperviousness down to 28.5 percent (Figure 7).

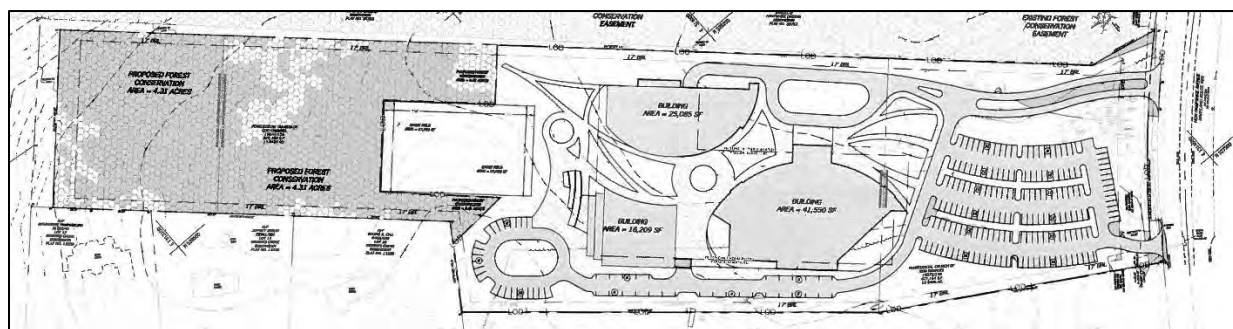


Figure 6 – Original Concept presented to Staff in 2014 with an impervious level of 40.38 percent

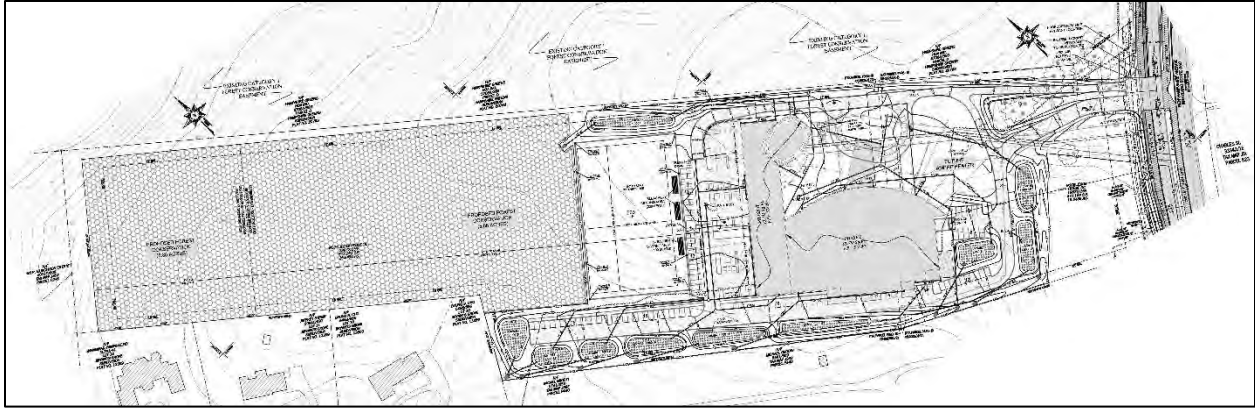


Figure 7 – Proposed Preliminary Plan with an impervious level of 28.5 percent

The Application proposes below ground parking with buildings located above, adjusting the locations of proposed improvements approximately 80 feet to the east, reducing the length of drive aisles, reducing the width of the interior drive aisles from 20 feet to 12 feet where fire access won't be impacted; redesigning the entrance driveway from two lanes to one, reconfiguring internal circulation patterns to minimize paving, and reducing the length of the proposed sidewalk connecting the buildings to New Hampshire Avenue, providing the baseline amount of parking required under the Zoning Ordinance, and reconfiguring surface parking areas. The improvements shown on the plat have been shifted towards New Hampshire Avenue but cannot be shifted any further because the Property narrows on its eastern side, and the proposed parking structure utilizes the grade of the site to "bury" it into the hillside.

The Master Plan also recommended significant setbacks for nonresidential development along New Hampshire Avenue, to maintain rural and suburban character as well as enhance roadway character. The Master Plan states that the additional setbacks would help to "minimize the impact of buildings that tend to be taller, wider, and more massive than homes," (p 31) and settled on 100 feet as a recommended setback, with language allowing flexibility to match already established setbacks or to reduce environmental impacts. As stated above, the building and associated limits of disturbance were shifted towards New Hampshire Avenue to maximize forest save in the rear of the Property, however, it could not be shifter further due to the need to use existing grades to bury the underground parking. The Application meets the Master Plan setback criteria by locating the building approximately 420 feet away from New Hampshire Avenue in response to these Master Plan recommendations to minimize impacts.

Based on the above evidence, the Application substantially conforms with the recommendations of the Master Plan.

2. Public facilities will be adequate to support and service the area of the approved subdivision.

Request for Extended Adequate Public Facilities Validity Period

The Applicant has requested additional time in the Adequate Public Facilities (APF) validity period. The normal validity period under the Subdivision Regulations is 85 months. The Applicant requests extending this time to 12 years (145 months) under Section 50-20 (c)(3)(A)(iii). Section 50-20 (c)(3)(B) requires the Applicant to show the minimum percentage of the project that the Applicant expects to complete in the first 5-7 years. To allow the extended validity period, the Planning Board must find that the extended validity period would promote the public interest. The Statement of Justification (Attachment 1) provides

the Applicant's phasing schedule and public interest justification as required by the Subdivision Regulations.

Staff does not support extending the APF validity for the requested 12 years, which is typically reserved for larger, mixed use projects on significantly larger properties with longer phasing plans than the subject Application. Instead and as conditioned, Staff supports extending the APF validity for 10 years which should be an adequate amount of time to construct this project given its scope and extended construction schedule. In the event that the Applicant has not completed the construction within the 10 years (121-months) APF validity period supported by Staff, an extension request can be submitted under Section 50-20 (c)(5) at which point the APF can be reevaluated based on conditions at that time.

Master-Planned Roadways and Bikeway

In accordance with the 1997 *Cloverly Master Plan*, the 2004 *Rustic Roads Functional Master Plan Amendment*, and the 2005 *Countywide Bikeways Functional Master Plan*, and the 2013 adopted *Countywide Transit Corridor Function Plan*, the master-planned roadways and bikeway are as follows:

1. New Hampshire Avenue (MD 650) is designated as a four-lane major highway, M-12 with a recommended 125-foot wide right-of-way between Bryant Nursery Road and Spencerville Road (MD 198) and a Class II (bike lanes), PB-23, bikeway. The *Countywide Bikeways Functional Master Plan* recommends bike lanes, BL-11, along this segment of New Hampshire Avenue. The currently right-of-way ranges from approximately 71 to 107 feet wide along the property frontage. The Applicant must dedicate additional right-of-way for a total of 62.5 feet from the centerline of New Hampshire Avenue.

The 2013 adopted *Countywide Transit Corridor Function Plan* recommends the New Hampshire Avenue Corridor No. 5 between the DC line and the Colesville Park & Ride Lot that has its northern terminus south of the subject site.

2. Nearby Bryant Nursery Road is designated as a rustic road with an unspecified right-of-way in the *Cloverly Master Plan* and *Rustic Roads Functional Master Plan Amendment*.

Available Public Transit Service

Only Metrobus route Z2 operates along this segment New Hampshire Avenue every 30 minutes between the Medstar Montgomery Medical Center in Olney and the Silver Spring Metrorail Station on weekdays only. The nearest existing bus stop is located approximately 500 feet to the south along New Hampshire Avenue.

Local Area Transportation Review (LATR) for 1,600 Seat Religious Assembly

The religious assembly does not typically hold religious functions during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 and 7:00 p.m.) However, a religious assembly with a sanctuary that seats 800 or more seats is required to submit a traffic circulation study (Attachment 16). In addition, the Application includes a 350-student private school.

Local Area Transportation Review (LATR) and Weekday Intersection Congestion Levels for 350 Student Private School

The weekday private school would generate 177 new peak-hour trips within the weekday morning peak period and the same number within the evening peak period. A traffic study was submitted to satisfy the LATR test because the number of weekday site-generated peak-hour trips is 30 or more. Based on the

traffic study results, the capacity/Critical Lane Volume (CLV) values at the studied intersections are shown in the table below for the following traffic conditions:

1. Existing: The traffic condition as it currently now.
2. Background: The existing condition plus the trips generated from approved but un-built nearby developments.
3. Total: The background condition plus the additional site-generated trips based on proposed weekday educational institute.

Table 1: Critical Lane Volume Analysis

Studied Intersections	Weekday Traffic Condition					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
New Hampshire Ave & Spencerville Rd-Norbeck Rd	823	988	857	1,046	886	1,056
New Hampshire Ave & Ednor Rd	919	1,128	930	1,228	932	1,230
New Hampshire Ave & Briggs Chaney Rd	670	853	726	932	770	967
New Hampshire Ave & Norwood Rd	1,348	1,118	1,413	1,171	1,442	1,212
Briggs Chaney Rd & Good Hope Rd	795	804	808	832	811	836
Spencerville Rd & Peach Orchard Rd	1,206	1,192	1,256	1,284	1,264	1,292
Norbeck Rd & Norwood Rd	1,056	839	1,089	862	1,093	866

As indicated in the table above, the calculated CLV values at the studied intersections do not exceed the CLV standard of 1,450 for the Cloverly Policy Area, and, thus, the LATR test is satisfied.

Circulation Study

A traffic circulation study was submitted where the Applicant proposed an internal one-way counter-clockwise vehicular circulation around the proposed buildings (Attachment 16). The proposed circulation would minimize vehicular conflicts and provide ample on-site queuing of over 1,000 feet from the underground garage access point to the curb cut at New Hampshire Avenue. A queuing and delay analysis using the nationally-recognized SYNCHRO simulation model was performed and resulted in the most congestion at the New Hampshire Avenue and the subject site driveway. The SYNCHRO results indicated an overall intersection level of service of "A" with the worst level of service of "C" on the eastbound left-turn approach.

Should Sunday services prove to create traffic concerns on New Hampshire Avenue, the Applicant has suggested that at least one off-duty police officer would be made available to direct traffic at the intersection with New Hampshire Avenue and the subject site driveway during the Sunday services.

Transportation Policy Area Review

While the Subject Property is located within the Cloverly Policy Area for the Transportation Policy Area Review ("TPAR") test and is subject to the 2012-2016 Subdivision Staging Policy, TPAR payment will not apply in this particular case because the Applicant will not receive a building permit before March 1st, 2017. As such, the Applicant will pay the impact fees based on the Subdivision Staging Policy currently in effect.

If the TPAR test were implemented, the roadway test for the Cloverly Policy Area is adequate, and the transit test is inadequate. Therefore, the Applicant would be required to provide TPAR mitigation payment equal to 25 percent of the General District Transportation Impact Tax for the any new square feet, pursuant to the 2012-2016 Subdivision Staging Policy. However, as stated above, because this Application is being reviewed by the Planning Board during the transition between subdivision staging policies a TPAR payment will not be collected at the time a permit building is submitted. Therefore, no TPAR condition is included as part of this Staff Report.

Water and Sewer Facilities

Other public facilities and services are available and will be adequate to serve the religious assembly and private school. The Subject Property received a water and sewer category change on November 2, 1999 by change request 99A-CLO-02 (Attachment 12) and the Preliminary Plan proposes that all structures will be served by public water and sewer. The condition which has the greatest impact associated with the County Council's Resolution 14-334 is the following:

- The church will establish a covenant preserving the forested area which would have been used for the on-site septic system

The language approved by the County Council in Resolution 14-334 is the guidance that Staff must interpret and implement. In order to achieve compliance with the County Council's condition as they were written, Staff and the MCDEP in conjunction with the Department of Permitting Services, Well and Septic Section requested wastewater calculations on a gallons per day basis for the 1,600 seat church (Attachment 14) and the 350 student private school (Attachment 15) to determine the size (i.e. acreage) of a septic system to serve this Application. Between the two different uses, the higher level of gallons per day of wastewater generation, in the case of the private school, has been implemented to determine the theoretical septic system size and by extension the amount of forest to be preserved as a requirement of the condition from the County Council. Based on this information, MCDEP issued on letter, dated March 2, 2017 (Attachment 13), confirming the accuracy of the Applicant's wastewater calculations and the consistency of the Application with the County's Comprehensive Water and Sewer Plan as well as Sewer Category Change WSCCR 99A-ALO-02 in County Council Resolution 14-334.

Other Public Facilities and Services

The Preliminary Plan has also been reviewed by the Montgomery County Fire and Rescue Services who have determined that the Application provides adequate access for fire and emergency vehicles (Attachment 10). Other public services such as police and health services are currently operating within the standards set by the Subdivision Staging Policy currently in effect. This Application does not generate school age children. Thus, the School Facilities Payment does not apply to this Application.

3. *The size, width, shape, and orientation of the approved lot is appropriate for the location of the subdivision, taking into account the recommendations included in the applicable master plan, and for the type of development or use contemplated.*

The Preliminary Plan meets all applicable sections of the Subdivision Regulations. The proposed lot size, width, shape and orientation for the religious assembly is appropriate for the location of the subdivision taking into account the recommendations included in the Master Plan, and for the religious assembly structure contemplated for the Property. The depth of the proposed lot is particularly appropriate because it allows the Application to respond to the Master Plan recommendations which seek to “maintain the rural and suburban character of New Hampshire Avenue through greater front-yard setbacks” (p 31) by implementing 100 foot setbacks for non-residential uses. This Application proposes a setback of approximately 420 feet which helps to reinforce the rural and suburban character and is pivotal in the Application’s need to address on-site traffic circulation and queuing on the Subject Property. The Master Plan states that “the additional setback for non-residential uses is designed to minimize the impact of building that tend to be taller, wider, and more massive than homes” (p 31) making the Application for this use on the Subject Property more appropriate given its depth. Finally, it is the depth and overall size of the lot that provides adequate area for on-site forest conservation and screening from surrounding residential areas.

The lots were reviewed for compliance with the dimensional requirements for the RE-2 zone as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area, frontage, width, and provides ample buildable area within the setbacks in that zone. A summary of this review is included in Table 2 below. The Preliminary Plan has been reviewed by other applicable county agencies, all of whom have recommended approval.

Table 2 – Development Review Table

RE-2	Required by the Zone	Proposed for Approval
Lot Width at the front building line	150 feet	424 feet
Lot Width at Front Lot Line	25 feet	370 feet
Setbacks		
Front	50 feet	420 feet
Side, abutting Residential	17 feet on one side, 35 feet total	45 feet/80 feet
Rear, abutting Residential	35 feet	1,083 feet
Lot coverage	25%	9.7%
Building Height	50 ft. Max	50 feet or less
Site Plan Required	No	No
Parking	400 spaces	400 spaces

4. *The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code Chapter 22A.*

Forest Conservation

Natural Resource Inventory/Forest Stand Delineation

The Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) #420121450 for the Property was approved on November 12, 2013. The NRI/FSD identifies the environmental features and forest resources on the Property. The Property contains approximately ten acres of forest and there are no streams, wetlands, 100-year floodplain, stream buffers, highly erodible soils, or slopes greater than 25 percent located on or immediately adjacent to the Property. There are 27 trees greater than or equal to 24" Diameter at Breast Height (DBH) that were identified on or adjacent to the Subject Property, 12 of which are 30" DBH and greater.

Forest Conservation Plan

The Application meets the requirements of Chapter 22A of the Montgomery County Forest Conservation Law. As required by the County Forest Conservation Law (Chapter 22A of the County Code), a Preliminary Forest Conservation Plan (FCP) for the project was submitted with the Preliminary Plan (Attachments 5, 6, and 7). The net tract area for forest conservation is 16.73 acres, which includes the 15.55-acre Property and 1.18 acres of offsite disturbance for required road improvements along New Hampshire Avenue. The Application proposes to retain 5.86 acres and remove 4.16 acres of forest. The forest clearing does not result in a forest planting requirement per the forest conservation law; however, the Montgomery County Council's approval of a sewer category change for the Property included the following condition related to forest conservation:

The church will establish a covenant preserving the forested area which would have been used for the on-site septic system.

A portion of the 5.86 acres of retained forest will satisfy this condition of approval and the remainder will be counted towards meeting the requirements of the forest conservation law. The Applicant has demonstrated that the Application is in conformance with the conditions of approval of the sewer category change and the requirements of the forest conservation law. The Applicant has calculated the acreage that would be necessary for a septic system to serve the proposed religious institution and MCDEP has confirmed these calculations as accurate. If a septic system were necessary to serve this facility, approximately 4.82 acres of forest would be removed to construct it. The Applicant proposes to protect 4.82 acres of forest to meet the sewer category change condition of approval, and the remaining 1.04 acres of on-site forest retention will partially meet the requirements of the forest conservation law. Since all of the retained forest will not be counted toward the requirements of the forest conservation law, this Application results in a forest planting requirement.

The forest conservation worksheet determines the conservation threshold based on the land use category, which is 20% for institutional developments. In this case, the conservation threshold is 20% of the net tract area of 16.73 acres, or 3.35 acres. The forest conservation worksheet calculates the "break-even point", which is the exact level of forest retention that is necessary to preclude the need for reforestation (20% of the original forested area above the conservation threshold plus the conservation threshold). This calculation is necessary because the forest conservation law requires that any forest cleared above the conservation threshold must be replaced by planting $\frac{1}{4}$ acre for every acre cleared and forest cleared below the conservation threshold must be replaced by planting two acres for each acre

cleared. The existing forest above the conservation threshold is 6.67 acres, and the “break-even point” is 20% of 6.67 acres plus 3.35 acres, or 4.68 acres.

Net Tract Area = 16.73 acres

Existing Forest = 10.02 acres

Conservation Threshold (Institutional Development) = $20\% \times 16.73 \text{ acres} = 3.35 \text{ acres}$

Existing forest above Conservation Threshold = $10.02 - 3.35 = 6.67 \text{ acres}$

Break-even point = $(20\% \text{ of } 6.67 \text{ acres}) + 3.35 \text{ acres} = 4.68 \text{ acres}$

A total of 4.68 acres of the original 10.02 acres of forest land must be retained in order to avoid a reforestation requirement for forest clearing.

MCDEP’s memorandum dated March 2, 2017 (Attachment 13) confirming the use of public water and sewer service, as proposed by the Applicant’s preliminary plan, is consistent with the County’s Comprehensive Water and Sewer Plan, specifically states that the preservation of 4.82 acres of existing onsite forest is in addition to that required under the County’s Forest Conservation Law. Since this Application must retain 4.82 acres to meet the condition of approval for the sewer category change, this acreage was deducted from the total forest to be retained on the Property ($5.86 - 4.82 = 1.04 \text{ acres}$). The forest retained beyond that required for the sewer category change, 1.04 acres, is counted towards forest retention to meet the forest conservation law. This 1.04 acres was deducted from the “break-even point” to determine the forest planting requirement ($4.68 - 1.04$) of 3.64 acres. The Application proposes to satisfy the planting requirement at an offsite location.

Forest Conservation Variance

Section 22A-12(b)(3) of the Montgomery County Forest Conservation Law provides criteria that identify certain individual trees and other vegetation as high priority for retention and protection. The law requires that there be no impact to: trees that measure 30 inches or greater DBH; are part of an historic site or designated with an historic structure; are designated as national, State, or County champion trees; are at least 75 percent of the diameter of the current State champion tree of that species; or trees, shrubs, or plants that are designated as Federal or State rare, threatened, or endangered species. Any impact to high priority vegetation, including disturbance to the critical root zone (CRZ) requires a variance. An applicant for a variance must provide certain written information in support of the required findings in accordance with Section 22A-21 of the County Forest Conservation Law. Development of the Property requires impact to trees identified as high priority for retention and protection (Protected Trees), therefore, the Applicant has submitted a variance request for these impacts. Staff recommends that a variance be granted and mitigation be required.

Variance Request – The Applicant submitted a variance request in a letter dated September 16, 2016, for the impacts/removal of trees (Attachment 17). The Applicant wishes to obtain a variance to remove six (6) Protected Trees that are 30 inches or greater, DBH, and considered a high priority for retention under Section 22A-12(b)(3) of the County Forest Conservation Law. Two of these trees (#7 and #11 on the FCP) will be removed for the construction of the entrance driveway. Four of these trees (#5, #8, #9, and #10) are included in the request for removal due to the amount of impact proposed; however, the Applicant intends on trying to retain them during construction, if possible. These six trees are listed in Table 3, and shown graphically in Figure 8. The Applicant also proposes to impact, but not remove, two (2) Protected Trees that are considered high priority for retention under Section 22A-12(b)(3) of the County Forest Conservation Law. These trees are noted as numbers 14 and 23 on the FCP. The critical root zones of these trees will be impacted by necessary site grading and construction of the driveway entrance. Details of the Protected Trees to be affected but retained are listed in Table 4 and shown graphically in Figure 9.

Table 3: Protected Trees to be removed

Tree No.	Common Name	Botanical Name	Size (DBH)	CRZ Impact	Tree Condition	Location
5*	Post Oak	<i>Quercus stellata</i>	34 inch	31%	Fair	Entrance driveway
7	Red Oak	<i>Quercus rubra</i>	53 inch	100%	Fair	Entrance driveway
8*	White Oak	<i>Quercus alba</i>	34 inch	52%	Good	Entrance driveway
9*	White Oak	<i>Quercus alba</i>	31 inch	51%	Good	Entrance driveway
10*	White Oak	<i>Quercus alba</i>	34 inch	54%	Fair	Entrance driveway
11	Scarlet Oak	<i>Quercus coccinea</i>	43 inch	100%	Poor	Grading, driveway

*Trees #5, #8, #9, and #10 will be evaluated at time of construction to determine if they can be retained

Table 4: Protected Trees to be affected but retained

Tree No.	Common Name	Botanical Name	Size (DBH)	CRZ Impact	Tree Condition	Location
14	Tuliptree	<i>Liriodendron tulipifera</i>	30 inch	22%	Good	Offsite, grading, swm
23	Tuliptree	<i>Liriodendron tulipifera</i>	30 inch	5%	Fair	Grading

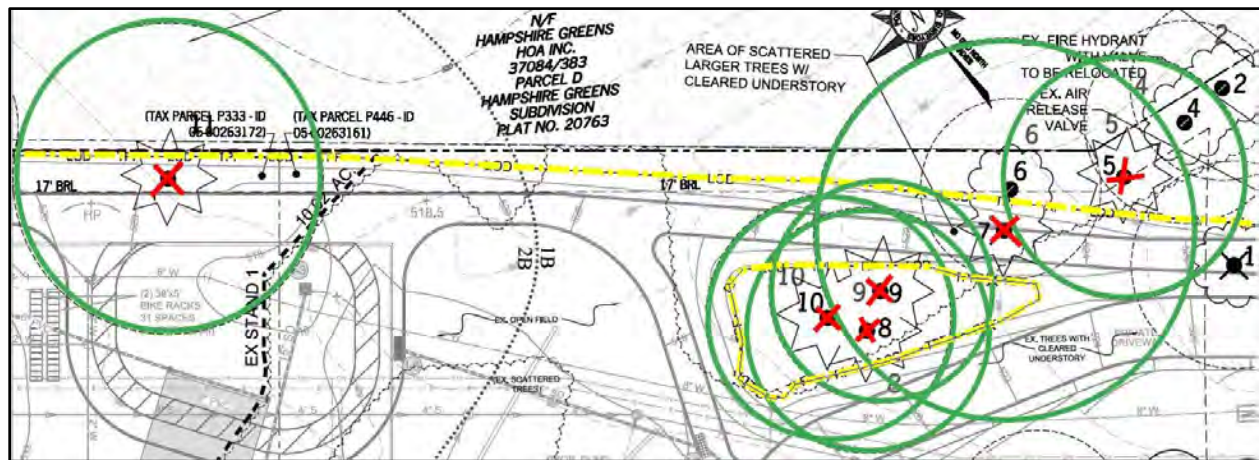


Figure 8 - Tree Variance Exhibit: Six Protected Trees to be removed

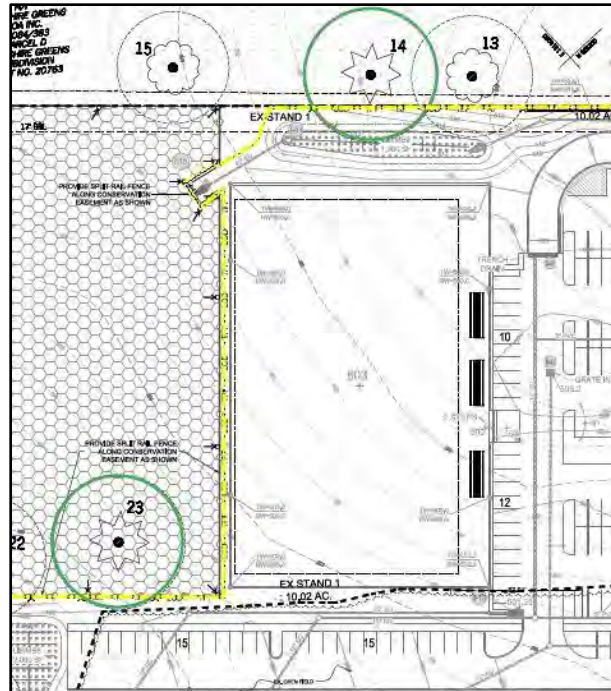


Figure 9 – Tree Variance Exhibit: two Protected Trees affected, but retained

The Application includes seven on-site and five off-site trees subject to the variance provision, six of which will be removed by this Application. The trees to be removed are located on the Property, two are noted in good condition, three are in fair condition, and one is in poor condition. The two trees proposed to be impacted but retained include one offsite tree that is in good condition, and one on-site tree that is in fair condition. The 15.55-acre Property is zoned RE-2, and proposes the construction of a 1,600-seat church and a 350-student private school, including parking and an athletic field. The Property is rectangular in shape, and the majority of the specimen trees exist along the eastern edge of the Property, close to New Hampshire Avenue. The location of the proposed driveway to access the Property is dictated by the need for the driveway to align with a required median cut in New Hampshire Avenue to accommodate left turning vehicles travelling north to access the Property. The location of the median cut in New Hampshire Avenue was determined by traffic engineering studies and cannot be modified. This in turn dictates the location of the driveway to access the Property, resulting in unavoidable impacts to Protected Trees. The remainder of the Property is the developable area available for the construction of the project and required stormwater management features. The relatively narrow configuration of the Property, the development requirements of the zone, and the location of the Protected Trees within the developable area, results in unavoidable impacts to additional Protected Trees.

Staff worked with the Applicant to revise the limits of disturbance to minimize the impacts to the Protected Trees as much as possible. The entrance driveway has been reduced from two lanes to one and the Application proposes some structured parking with the proposed buildings stacked above. The number and location of the Protected Trees, along with the existing shape of the Property and development requirements create an unwarranted hardship. If the variance were not considered, the development anticipated on this RE-2 zoned Property would not occur. Staff has reviewed this Application and finds that there would be an unwarranted hardship if a variance were not considered.

Variance Findings – Section 22A-21 of the County Forest Conservation Law sets forth the findings that must be made by the Planning Board or Planning Director, as appropriate, for a variance to be granted.

Staff has made the following determination based on the required findings in the review of the variance request and the forest conservation plan:

Granting of the requested variance:

1. *Will not confer on the applicant a special privilege that would be denied to other applicants.*

Granting the variance will not confer a special privilege on the Applicant as the disturbance to the Protected Trees is due to the reasonable development of the Property. The Protected Trees are located in the developable area of the Property and close to New Hampshire Avenue where traffic studies have determined the entrance driveway must be located. Any development considered for this Property would be faced with the same considerations of locating the development on a Property with relatively narrow frontage along New Hampshire Avenue. Granting a variance to allow land disturbance within the developable portion of the Property is not unique to this Applicant. Staff believes that the granting of this variance is not a special privilege that would be denied to other applicants.

2. *Is not based on conditions or circumstances which are the result of the actions by the applicant.*

The need for the variance is not based on conditions or circumstances which are the result of actions by the Applicant. The requested variance is based upon existing Property conditions, including the location of the Protected Trees within the developable area, including the point of access to the Property.

3. *Is not based on a condition relating to land or building use, either permitted or non-conforming, on a neighboring property.*

The need for a variance is a result of the existing conditions and the proposed design and layout of the Property, and not a result of land or building use on a neighboring property.

4. *Will not violate State water quality standards or cause measurable degradation in water quality.*

The variance will not violate State water quality standards or cause measurable degradation in water quality. No trees located within a stream buffer, wetland, or Special Protection Area will be impacted or removed as part of this Application. In addition, the Montgomery County Department of Permitting Services (MCDPS) has found the stormwater management concept for the proposed project to be acceptable as stated in a letter dated July 12, 2016 (Attachment 11). The Applicant proposes to mitigate the removal of the Protected Trees by planting replacement trees onsite, that will ultimately replace the functions currently provided by the Protected Trees to be removed.

Mitigation for Protected Trees – The Protected Trees subject to the variance provision and proposed to be removed are not located within an existing forest. Mitigation for the removal of these six trees is recommended at a rate that approximates the form and function of the trees removed. Therefore, Staff is recommending that replacement occur at a ratio of approximately 1-inch caliper for every 4 inches removed, using trees that are a minimum of 3 caliper inches in size. This Application proposed to remove 229 inches in DBH, resulting in a mitigation requirement of 57 caliper inches of planted, native, canopy trees with a minimum size of 3-inch caliper. The FCP requires the planting of 19 native, canopy trees on

the Property as mitigation for the removal of the six variance trees. Although these trees will not be as large as the trees lost, they will provide some immediate benefit and ultimately replace the canopy lost by the removal of these trees. Staff does not recommend mitigation for trees affected, but not removed. The affected root systems will regenerate and the functions provided restored.

County Arborist's Recommendation on the Variance – In accordance with Montgomery County Code Section 22A-21(c), the Planning Department is required to refer a copy of the variance request to the County Arborist in MCDEP for a recommendation prior to acting on the request. The request was forwarded to the County Arborist. On October 4, 2016, the County Arborist provided a letter recommending that a variance be granted with mitigation (Attachment 18).

Variance Recommendation – Staff recommends that the variance be granted with mitigation described above.

5. *All stormwater management requirements shall be met as provided in Montgomery County Code Chapter 19, Article II, titled "Storm Water Management," Sections 19-20 through 19-35.*

The Preliminary Plan received an approved stormwater concept plan from the Montgomery County Department of Permitting Services, Water Resources Section on July 12, 2016 (Attachment 11). The Application will meet stormwater management goals through the use of micro-biofiltration facilities and landscape infiltration facilities in various locations on the Property.

SECTION 6: CITIZEN CORRESPONDENCE AND ISSUES

The Applicant has met all proper signage, noticing and pre-submission meeting requirements for the submitted Applications. A pre-submission meeting for the Preliminary Plan was held on May 19, 2015 at the Marilyn Praisner Library at 14910 Old Columbia Pike in Burtonsville. According to the meeting sign-in sheets and provided minutes, there were 17 people in attendance. Citizens in attendance raised concerns over traffic and site access, parking, church and school programming, sewer capacity, building heights, building coverage, imperviousness, stormwater, project phasing, and the concentration of existing churches in the area. The minutes show the Applicant attempted to address all questions as they were raised at the meeting.

Staff was invited to make a presentation about the Application to the East County Citizens Advisory Board (ECCAB) on December 12, 2016 at the East County Regional Services Center. Staff presented the project to the Board members and guests, and answered questions pertaining to the conformance with the Master Plan, traffic, environmental concerns, and the regulatory purpose of a Preliminary Plan. Staff was invited to attend additional meetings of the ECCAB for a presentation by citizens on February 6th, 2017 and by the applicant on March 6th, 2017. Unfortunately, Staff were unable to attend the presentation by citizens on February 6th due to short notice and scheduling conflicts. Staff did attend the presentation by the Applicant to the ECCAB on March 6, 2017.

At the time of posting of this Staff Report, Staff has received 33 pieces of correspondence in the form of letter or e-mail (Attachment 20). All of the correspondence Staff has received has been in opposition to the Application in its current form. The reoccurring themes in the correspondence include concerns over an application which is too large, the continued increase in the density of religious institutions in the Cloverly area, weekend traffic, the removal of forest and impacts to the natural environment, water and sewer impact, stormwater, reduction in property values, and water/air pollution.

To the extent possible Staff has addressed these concerns. Staff is not able to agree that the project is too large for this Property. The Subdivision Regulations require that the Planning Board find that a lot is of the appropriate size, shape, width and orientation to accommodate the proposed use. In this instance, Staff has found that the lot, as dimensioned, can adequately accommodate the church and school, including all of the required stormwater management, parking, and recreation areas, within the required setbacks of the RE-2 zone. The proposed use does not overwhelm the public facilities needed to serve the school and church.

Citizens have expressed traffic concerns primarily focused on Sunday traffic, however, M-NCPPC transportation guidelines only require that an applicant study traffic during the peak hour. Weekend traffic is not within the peak period of travel. Thus, a traffic study focused on weekend traffic generated by the religious assembly building is not required. However, the private school does generate peak hour vehicle trips and was studied as part of the approved traffic study for this Application. The Applicant is able to meet all intersection capacity levels and will be required to build a median break to address ingress and egress to the site.

Staff is also aware that the local citizens are preparing a study that analyzes the density of religious uses within a geographic area of the County. Staff has not yet received this study but does note that the Planning Board is unable to regulate the density of religious institutions anywhere in Montgomery County.

Much of the citizen concern has focused on the validity of the 1999 sewer category change approved by the County Council. Multiple citizens contend that the County Council intended to preserve 7 acres of forest on-site. However, the County Council resolution indicates no such intent that would be enforceable by Staff. Furthermore, citizens do not believe it is appropriate for the Applicant to be able to build a larger church than originally approved in the sewer category change. However, the sewer category change is not limited to the original applicant nor does Montgomery County code limit building size as part of a sewer category unless specified in the conditions of approval. Staff has deferred the interpretation of the sewer category change and how it relates to the current Application to MCDEP. MCDEP's finding related to this Application are documented in their March 2, 2017 letter (Attachment 13).

The concerns about stormwater were voiced to MCDPS and investigated as part of the review and approval of the stormwater concept. The Applicant has offered to perform work on a local drainage pipe in concert with residents who have expressed concern about the pipe. And with respect to property values, Staff has not historically analyzed the economic impact of institutional uses and nearby residential properties.

SECTION 7: CONCLUSION

The Applications meet all requirements established in the Subdivision Regulations and the Zoning Ordinance. Access and public facilities will be adequate to serve the proposed lots, and the Application have been reviewed by other applicable county agencies, all of whom have recommended approval of the plan. Staff finds the Applicant has adequately addressed the recommendations of the *1997 Cloverly Master Plan*, and has made a good faith effort to be responsive to the concerns raised Staff and the community. Staff recommends approval of this Application, with the conditions as enumerated in the Staff Report.

ATTACHMENTS

- Attachment 1 – Statement of Justification
- Attachment 2 – Preliminary Plan, Sheet 1
- Attachment 3 – Preliminary Plan, Sheet 2
- Attachment 4 – Preliminary Plan, Sheet 3
- Attachment 5 – Forest Conservation Plan, Sheet 1
- Attachment 6 – Forest Conservation Plan, Sheet 2
- Attachment 7 – Forest Conservation Plan, Sheet 3
- Attachment 8 – MCDOT Approval
- Attachment 9 – SHA Approval Letter
- Attachment 10 – MC Fire and Rescue Approval
- Attachment 11 – Stormwater Management Concept Approval
- Attachment 12 – Water and Sewer Category Change, County Council Resolution 14-334
- Attachment 13 – Department of Environmental Protection Confirmation with Condition Compliance with WSCCR 99A-CLO-02
- Attachment 14 – Wastewater Generation Calculations for the 1,600-seat church facility
- Attachment 15 – Wastewater Generation Calculations for the 350-student private school
- Attachment 16 – Traffic and Circulation Study
- Attachment 17 – Variance Request
- Attachment 18 – Arborist Recommendations
- Attachment 19 – Impervious Surface Exhibit
- Attachment 20 – Citizen Correspondence

RCCG, JESUS HOUSE, DC

AMENDED PRELIMINARY PLAN JUSTIFICATION STATEMENT

I. INTRODUCTION

Applicant, RCCG, Jesus House, DC (“Applicant”), by its attorneys, Linowes and Blocher LLP, hereby submits this Preliminary Plan Justification Statement in Support of its Preliminary Plan of Subdivision Application (“Application”) to demonstrate conformance of the Application with all applicable review requirements and criteria.

The property that is the subject of the Application consists of approximately 15.55 acres, located on the west side of New Hampshire Avenue to the north of Bryants Nursery Road in Cloverly, and is more particularly known as Parcels P446, P333 and P167 as shown on Tax Map JS62, having a property address of 15730 New Hampshire Avenue, Silver Spring, Maryland (the “Property”). The Property is zoned RE-2, as described in Section 59.4.4.4 of the Montgomery County Code (the “Code”).

II. EXISTING CONDITIONS AND SURROUNDING AREA

The Property is currently improved with a single family residential building and accessory structures. A significant portion of the Property is in forest. To the north of the Property is a large forested area within a Category I forest conservation easement associated with the Hampshire Greens development. Confronting the Property to the east are single-family residences fronting on New Hampshire Avenue within the RE-1 zone. To the southeast is a landscape contracting business, and to the south west are three single family residential structures having access off of Bryants Nursery Road. To the west are additional forested areas.

III. BACKGROUND

On November 21, 1999, the Montgomery County Council, by Resolution No. 14-334 approved a category change to allow for a sewer extension to the Property (See WSCCR 99A-CLO-02). This approval, as it relates to the Application, was later interpreted by the Montgomery County Department of Environmental Protection (“DEP”) by letter dated November 24, 2014, who concluded that the concept plan proposed to them, which is substantially similar to that contained in the Application, “may proceed to the development review process using the existing category change action that granted restricted approval of sewer category S-3.” This approval was again confirmed in a March 2, 2017 Memorandum from DEP to Planning Staff.

IV. PROPOSED PRELIMINARY PLAN

The Application proposes the development of the Property with a 185,000-square-foot church and associated uses, including a 1600 seat sanctuary, administrative spaces, a multi-purpose center, classrooms and a gymnasium, 400 parking spaces, the majority of which will be below-grade, and a playing field (the “Project”). At full build-out it is anticipated that a maximum of 350 students grades K-12 would attend school in the classrooms provided as part of the Project. While the school will be in use during the weekday hours, the sanctuary will primarily be used for two services on Sundays and the multi-purpose center on weekends and on weekdays after peak hours.

Access to the Project is proposed from New Hampshire Avenue, where a new curb cut and turning lanes are proposed to accommodate a full-movement point of access, rather than the right-in, right-out condition that exists today. The Project proposes an on-site circulation system

that may be modified with cones during services to safely and efficiently direct visitors through the Property in a counter-clockwise direction to avoid conflicts during these times.

The Project also includes a comprehensive stormwater management system, including 10 micro-bioretenention facilities and porous concrete, and significant forest conservation and preservation of approximately 5.86 acres of forest.

V. DURATION OF VALIDITY PERIOD

- **§ 50-20(c)(3)(A)(iii)**

An APF determination made under this Chapter is timely and remains valid:

For no less than 7 and no more than 12 years after the preliminary plan is approved, as determined by the Planning Board at the time of approval, for any plan approved on or after April 1, 2009, but before April 1, 2017.

As discussed more fully below, the Applicant is requesting a 12-year APF validity period for the Project.

- **§ 50-20(c)(3)(B)**

If an applicant requests a validity period that is longer than the minimum specified in this paragraph, the applicant must submit a development schedule or phasing plan for completion of the project to the Board for its approval. At a minimum, the proposed development schedule or phasing plan must show the minimum percentage of the project that the applicant expects to complete in the first 5 or 7 years, as appropriate, after the preliminary plan is approved. To allow a validity period longer than the minimum specified in this paragraph, the Board must find that the extended validity period would promote the public interest. The Board may condition a validity period longer than the minimum specified in this paragraph on adherence to the proposed development schedule or phasing plan, and may impose other transportation improvement or mitigation conditions if those conditions are needed to assure adequate levels of transportation service during the validity period.

As noted above, the Applicant is requesting a 12-year APF validity period, and proposes the following phasing plan for completion of the Project:

- Phase I 78,200 square feet of Church uses, including the 1,600-seat sanctuary (or approximately 42% of the Project). Building permits for Phase I will be sought within the first seven (7) years following approval.
- Phase II 31,800 square feet of additional Church uses (or approximately 17% of the Project), including a multi-purpose room and other related amenities. The timing of the building permits for Phase II will depend on the Applicant's fiscal resources, but in no event will be sought later than twelve (12) years following approval.
- Phase III 75,000 square feet of private school use (or approximately 41% of the Project). The timing of the building permits for Phase III will depend on the Applicant's fiscal resources, but in no event will be sought later than twelve (12) years following approval.

Approval of the extended validity period would be in the public interest. The Applicant is a non-profit religious institution that conducts significant public outreach and provides important support services throughout Montgomery County. While the immediate needs of the Church are addressed in the first phase with construction of the main sanctuary, Phases II and III will provide other important amenities and a private school to meet the educational needs of Church members and the surrounding community. The exact timing of construction of the various phases is dependent on the Applicant's fiscal resources, and providing the Applicant with a longer period in which to construct its Project recognizes its non-profit, community-oriented nature and ensures that critical funds need not be utilized seeking formal extensions of the standard validity periods in the future.

VI. COMPLIANCE WITH SUBDIVISION REGULATIONS

- **§ 50-34(e) Sites for other than single-family dwellings**

(1) All sites proposed for uses such as churches, public utilities, shopping centers, multi-family dwellings, general commercial or industrial shall be indicated for such use on the preliminary plan, together with scaled dimensions and approximate area of each such site. The proposed use shall be in accordance with the uses for which the property is actually zoned or recommended for zoning on a duly adopted zoning plan. Nothing herein shall be construed to limit actual development to such proposed uses.

The proposed use is permitted in the RE-2 zone, and the use is noted on the Preliminary Plan as required.

(2) When the property is included in more than one zoning classification, the lines showing the limits of each classification shall be clearly indicated.

This section is not applicable to this Application.

(3) Interior road or street access, whether private or proposed to be dedicated, shall be shown.

Street access and drive aisles are shown on the Preliminary Plan.

- **§ 50-34(f) Wells and septic systems**

This section is not applicable to this Application.

- **§ 50-34(g) Staging Schedule**

The applicant or his agent must submit with the written application a recording and construction schedule which must indicate those portions of the area covered by the preliminary plan for which record plats and building permits will be sought and obtained during each of the succeeding years, up to the validity period of the APFO approval required by Sec. 50-35(k). Where a project is proposed to be built out in phases cumulatively exceeding three years, the applicant must submit a phasing schedule for approval by the Board as part of the preliminary plan. The preliminary plan establishes the validity period for the entire project.

When applicable, the phasing schedule should specifically identify the timing for the completion of construction and conveyance to unit owners of such things as common open areas and recreational facilities. In addition, the phasing schedule should indicate the timing for the provision of moderately priced dwelling units, and infrastructure improvements associated with each phase. Such a phasing schedule must be designed to have as little dependence on features (other than community-wide facilities) to be

provided in subsequent phases and have minimal impact during construction on phases already built and occupied.

For projects that require site plan review, the applicant may submit the final phasing schedule, detailing the information required in this section, provided the implementation of the phasing schedule does not exceed the validity period established in the preliminary plan.

The record plat for the entire Property will be recorded within five (5) years of approval.

Actual construction of the Project will occur in three phases, as follows:

- Phase I 78,200 square feet of Church uses, building permits for which will be sought within the first seven (7) years following approval.
- Phase II 31,800 square feet of additional Church uses, including a multi-purpose room and other related amenities. The timing of the building permits for Phase II will depend on the Applicant's fiscal resources, but in no event will be sought later than twelve (12) years following approval.
- Phase III 75,000 square feet of private school use. The timing of the building permits for Phase III will depend on the Applicant's fiscal resources, but in no event will be sought later than twelve (12) years following approval.

- **§ 50-34(h) *Staging schedule for land containing an arts or entertainment use as a public use space***

This section is not applicable to the Application.

- **§ 50-34(i) *Increase of density***

This section is not applicable to the Application.

- **§ 50-34(j) *Development rights***

The Application does not propose the transfer of development rights.

- **§ 50-34(k)**

A preliminary subdivision plan application for a subdivision to be located in a transportation management district, as designated under Chapter 42A, Article II, must contain a draft traffic mitigation agreement that meets the requirements of that article unless one has previously been submitted at the time of the project plan submittal under the optional method of development.

The Property is not located in a transportation management district and, therefore, this section does not apply to the Application.

- **§ 50-35(d) Road grade and road profile**

Before the Board finally approves a preliminary plan, the subdivider must furnish road, and pedestrian path grades and a street profile approved in preliminary form by the County Department of Transportation.

The Application includes the required road and pedestrian path grades and profiles, which will be reviewed by the Montgomery County Department of Transportation and the State Highway Administration, because New Hampshire Avenue is a State Road, as part of their review of the Application.

- **§ 50-35(e) Wells and septic systems**

This section is not applicable to the Application.

- **§ 50-35(h)(2)(A) Duration of validity**

An approved preliminary plan for a multi-phase project remains valid for the period of time allowed in the phasing schedule approved by the Planning Board. The Planning Board must assign each phase a validity period on a case-by-case basis, the duration of which the applicant must propose as part of an application for preliminary plan approval, revision, or amendment, after considering such factors as the size, type, and location of the project. The time allocated to any phase must not exceed 60 months after the initiation date for that particular phase for any preliminary plan approved on or after April 1, 2009, but before April 1, 2017, and for 36 months after the initiation date for that particular phase for any preliminary plan approved on or after April 1, 2017. The cumulative validity period of all phases must not exceed the APFO validity period which begins on the date of the initial preliminary plan approval, including any extension granted under Section 50-20(c)(5). A preliminary plan for a phase is validated when a

final record plat for all property delineated in that phase of the approved preliminary plan is recorded in the County land Records.

As noted above, the record plat for the entire Property will be recorded within 60 months of approval, which recordation will validate the Preliminary Plan for the entire Project.

- **§ 50-35(j) *Sediment control***

All preliminary plans and extensions of previously approved plans must provide for erosion and sediment control, in accordance with all applicable laws and regulations governing sediment control.

The Application provides for erosion and sediment control measures in accordance with all applicable erosion and sediment control requirements.

- **§ 50-35(k) *Adequate Public Facilities***

The Planning Board must not approve a preliminary plan of subdivision unless the Board finds that public facilities will be adequate to support and service the area of the proposed subdivision. Public facilities and services to be examined for adequacy include roads and public transportation facilities, sewerage and water service, schools, police stations, firehouses, and health clinics.

- (1) ***Roads and public transportation facilities***

Existing vehicular access to the Property is via a right-in, right-out access point on New Hampshire Avenue. This access point is proposed to be modified as part of the Project to become full-movement, through the creation of a median break along New Hampshire Avenue in front of the site and the creation of turning and acceleration and deceleration lanes into and out of the site. As described and detailed in the Traffic Study included with the Application, the traffic generated by the Project can be accommodated on adjacent roadways without exceeding the congestion standard and the Project passes the Local Area Transportation Review (LATR) test.

Pedestrian circulation within the site will be provided by a series of sidewalk connections and an open plaza area. A five-foot sidewalk currently exists along the entire length of the Property's New Hampshire Avenue frontage and extends south for over a mile.

Metrobus service is provided along New Hampshire Avenue during peak periods, and Ride-On bus service (Route 39) operates on Bonifant Road, Good Hope Road, and Briggs Chaney Road near the site during peak hours with 30-minute headways.

(2) ***Sewerage and water services, schools, police stations, firehouses and health clinics***

Other public facilities and services are also adequate to serve the Project. The Property is located in the S-3 and W-1 sewer and water categories and, as noted above, was the subject of a sewer category change. The Application does not constitute a request for residential development, and therefore consideration of school capacity and utilization is not required. Police stations and firehouses are both located proximate to the Property and are considered adequate under the Annual Growth Policy unless there is evidence that a local area problem will be generated. There are no circumstances present that would rebut this presumption of adequacy.

- **§ 50-35(l) *Relation to Master Plan***

In determining the acceptability of a preliminary plan submitted under this Chapter, the Planning Board must consider the applicable master plan, sector plan, or urban renewal plan. A preliminary plan must substantially conform to the applicable master plan, sector plan, or urban renewal plan, including maps and text, unless the Planning Board finds that events have occurred to render the relevant master plan, sector plan, or urban renewal plan recommendation no longer appropriate.

The Property is subject to the 1997 Cloverly Master Plan ("Master Plan") and is identified as part of the "Residential Wedge" and Northwest Branch watershed. *See* Master Plan, pp. 22, 84. While there are no recommendations specific to the Property, the Plan generally

recommends that the existing zoning and single-family residential use for the Property be retained. *Id.* at 20, 23. With regard to the Plan’s residential areas, the Master Plan notes, “[i]nstead of monolithic areas of uniform density, the variety of house and lot sizes continues to enhance Cloverly’s distinctive character.” *Id.* at 31. With regard to properties fronting on New Hampshire Avenue specifically, the Master Plan recommends “non-residential development in residential and agricultural zones should be set back 100 feet [from New Hampshire Avenue] to maintain the open nature of the road.... The additional setback for non-residential uses is designed to minimize the impact of buildings that tend to be taller, wider, and more massive than homes” *Id.*, p. 32. With regard to this setback, the Master Plan further notes, “[t]he setback area should be forested or landscaped in a naturalistic manner.” *Id.* As shown on the Preliminary Plan, the proposed Project meets and exceeds these recommendations, with a building setback of approximately 343 feet from New Hampshire Avenue with naturalized open space, trees and stormwater facilities provided within the buffer area. The Project would also add further variety to the density and lot sizes of the area, contributing to its distinctive character.

A general land use recommendation of the Master Plan is also to “[p]rotect existing homes from the effects of traffic and road improvements, including stormwater management facilities, through careful design, minimal grading, tree preservation, and landscape treatments.” *Id.* at 32. As shown by the Application materials, the Project also meets these objectives. As detailed further in the Traffic Study, many of the uses associated with the Project would generate off-peak hour traffic, and what traffic is generated during peak hours can be accommodated on the adjacent road network. To further facilitate circulation to the site, however, a new median break and turning lanes are proposed on New Hampshire Avenue to minimize the impact of the Project on through travel. Also, as shown on the stormwater management concept plan that has

been approved by the Department of Permitting Services, the site incorporates significant new stormwater management features that will minimize any stormwater impacts on adjacent properties and the watershed. Finally, the Application proposed the retention of 5.86 acres of forest, all in conformance with these objectives.

As noted throughout the Master Plan, watershed protection is the fundamental planning principle of the plan. *Id.*, p. 81. With regard to the Northwest Branch in particular, the Master Plan states, “The ultimate subwatershed imperviousness levels should remain in the 10 to 15 percent range which is within the generally acceptable limits for the protection of cold water stream systems in Maryland.” *Id.* at 22. In this regard, the Master Plan further notes, “Individual developments with high site imperviousness should be discouraged.” *Id.* In observance of these recommendations, the Project has been designed to minimize impervious areas on the Property, as evidenced by the stacking of uses and buildings over parking. This design results in a total site impervious level of 27.3%, which is relatively low. Moreover, given the existing development in the area and significant open spaces in the subwatershed, much of which is protected in perpetuity by forest conservation easements and wetland and stream valley buffers, even with approval of the Project, the subwatershed imperviousness levels would be expected to remain well within the 15 percent range recommended in the Plan.¹

Associated with the objective of protecting the watershed, the Master Plan also recommends the “use of Best Management Practices (BMPs), such as: clustering, maintaining vegetation, phased land clearing, application of stringent stormwater management, and sediment

¹ The Master Plan notes, “[t]he current master plan analysis on imperviousness levels indicate that 1990 levels for the Northwest Branch headwater subwatersheds ranged from 5.3 to 8.0 percent” and predicted that a full build-out of the Plan under the recommended zoning “would result in subwatershed imperviousness ranges from 9.2 to 15.0%.” *Id.* at 88. However, much of the area has not been redeveloped as envisioned by the Plan and significant areas have been protected since the Plan’s adoption, making it reasonable to assume that the total imperviousness levels remain well below 15%.

and erosion controls” and the “conserve[ation] and protect[ion] [of] natural resources to provide a healthy and beautiful environment for present and future generations.” *Id.* at 81, 85. As noted above, the Application achieves these objectives through the retention of 5.86 acres of forest, incorporation of best management practices for stormwater, and the clustering and stacking of the proposed uses so as to minimize footprint and site imperviousness.

Based on the foregoing, the Application substantially conforms with the goals, objectives and recommendations of the Master Plan.

- **§ 50-35(o) *Forest Conservation***

If a forest conservation plan is required under Chapter 22A, the Board must not approve a preliminary plan or any extension until all requirements of that law for plan approval are satisfied. Compliance with a required forest conservation plan, including any plan reviewed on a preliminary or final basis, must be made a condition of any approved preliminary plan.

The Applicant will adhere to the requirements of Chapter 22A of the Montgomery County Code, as detailed in the Forest Conservation Plan included with the Application.

- **§ 50-35(r) *Water Quality***

If a water quality plan is required under Chapter 19, the Planning Board must not approve a preliminary plan or any extension until all requirements of Chapter 19 for plan approval are satisfied. Compliance with a required water quality plan, including any plan reviewed on a preliminary or final basis, must be made a condition of any approved preliminary plan.

The Stormwater Management (“SWM”) Concept Plan for the Property is included with this Application and has been approved by the Department of Permitting Services. As demonstrated in the SWM Concept Plan, the proposed stormwater management facilities meet all applicable stormwater management requirements and will provide adequate control of stormwater runoff from the disturbed portion of the site.

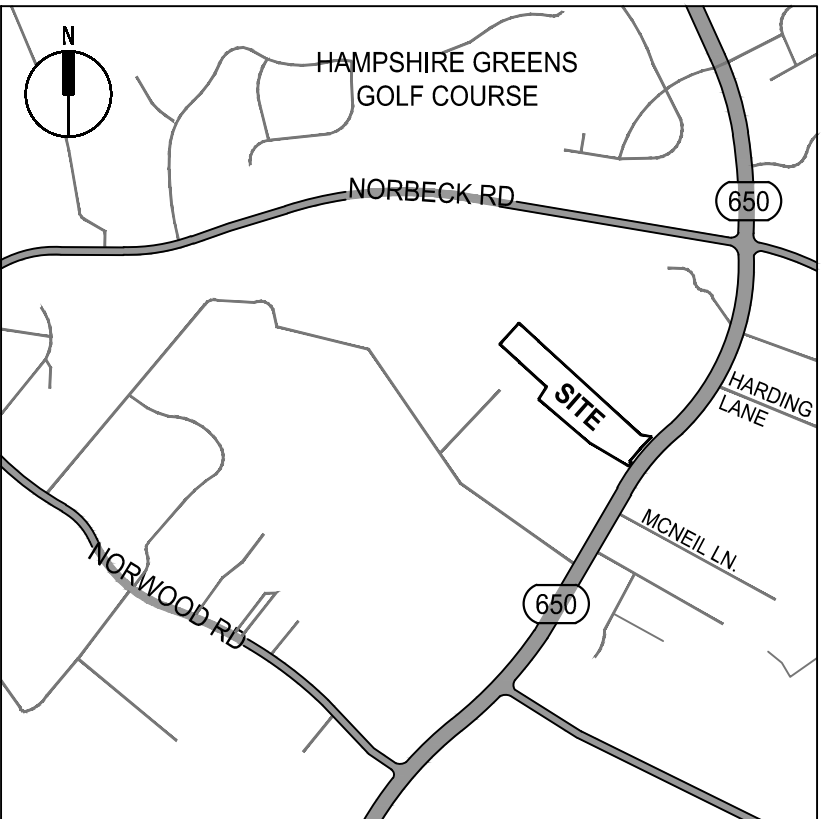
VII. CONCLUSION

Based on the foregoing, the Applicant respectfully requests that the Planning Board grant approval of this Preliminary Plan. As explained in more detail above and in the plans submitted with the Application, the Application satisfies the findings that the Planning Board must make in approving a Preliminary Plan application under the Subdivision Regulations.

PRELIMINARY PLAN

FOR:
RCCG Jesus House
15730 New Hampshire Avenue,
Silver Spring
Montgomery County, Maryland

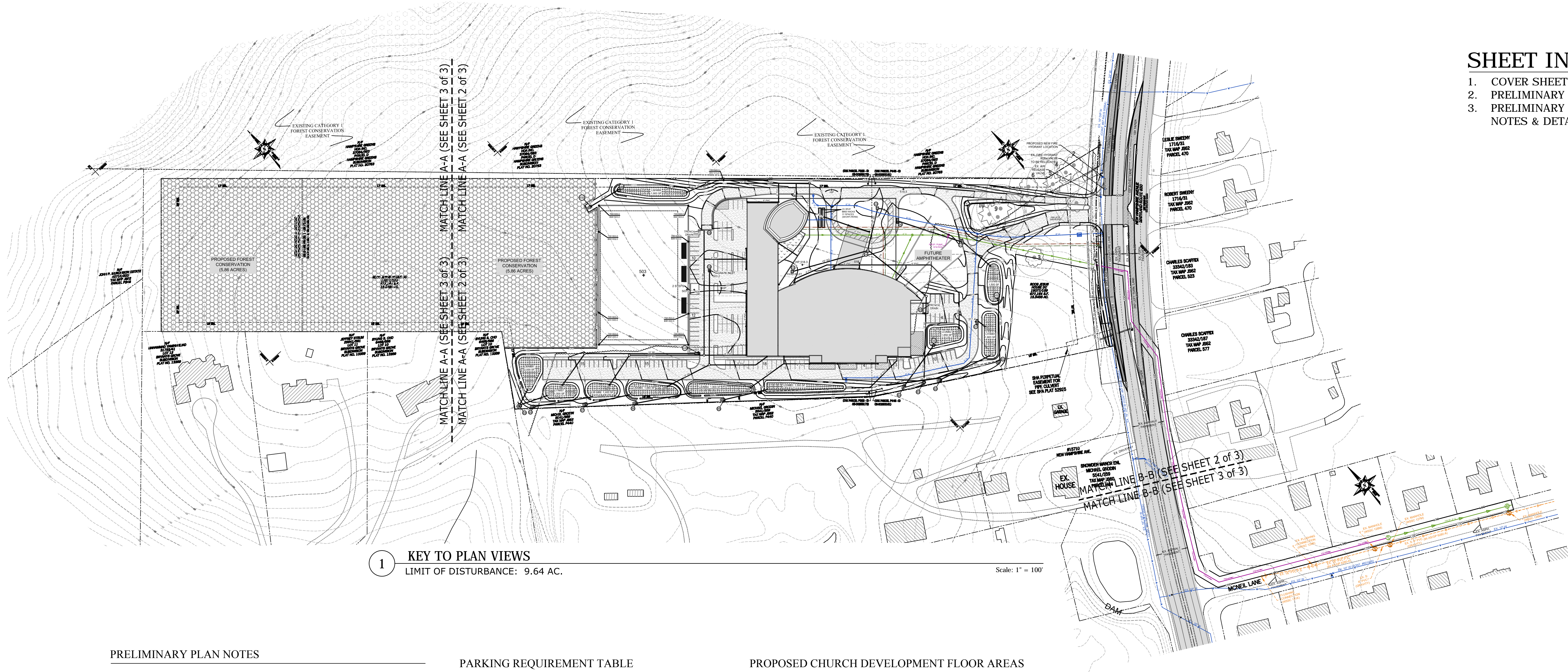
Attachment 2



VICINITY MAP
SCALE : 1"=2000'

SHEET INDEX

1. COVER SHEET
2. PRELIMINARY PLAN
3. PRELIMINARY PLAN MATCH LINES, NOTES & DETAILS



1 KEY TO PLAN VIEWS LIMIT OF DISTURBANCE: 9.64 AC.

PRELIMINARY PLAN NOTES

1. Address: 15730 New Hampshire Avenue, Silver Spring MD.
2. Zoning: RE-2
3. Existing Use: One Single Family Dwelling
Proposed Use: Place of Worship and Related Uses
4. Existing Site Area: Parcel 446- 4.7 Acres
Parcel 333- 9.0 Acres
Parcel 167- 1.86 Acres
Total = 15.55 Acres
Proposed Site Area: 15.55 Acres
5. Election District: 5th
6. Tax Map: JS62
7. WSSC 200 Map: 239 NW 10 / 243NW 09
8. Water and Sewer Category: W-1 and S-3
9. Watershed: Northwest Branch
10. No Wetlands Exist on the site
11. No 100 year floodplain exists on this site.
12. This site is not within a special protection or PMA zone.
13. The proposed impervious area for this project is 4.41 Acres equal to 27.5% of the site.
14. The topography shown on this plan is 2' topography based on field run survey by Point To Point Land Surveyors.
15. Water and sewer service to be provided by WSSC.
16. Electric service is provided by PEPCO.

STORMWATER MANAGEMENT NOTE:

A stormwater management concept has been submitted to Montgomery County DPS. Stormwater requirements will be fulfilled, using the MDE, Chapter 5 criteria. The imperviousness of the site will be 27.5%. Proposed stormwater management features include micro-bioretenation practices.

EROSION AND SEDIMENT CONTROL:

Erosion control measures will be provided as applicable. It is anticipated sediment trap, silt fence, and inlet protection will be used in the vicinity of disturbed areas. Final sediment control measures will be implemented during final design and permitting with DPS.

PARKING REQUIREMENT TABLE

USE	REQUIREMENT	REQUIRED NUMBER OF SPACES REQUIRED	NUMBER OF SPACES PROVIDED
Place of Worship	Automobile, 0.25 Spaces/Seat	Proposed Seats = 1600 x 0.25 Spaces Required = 400	Surface Parking = 97 Spaces Garage Parking = 803 Spaces Total Spaces = 900 Spaces - car sharing - 4 spaces - electric car conversion station - 2 spaces - Handicap Spaces - 10 Spaces - Motorcycle Spaces - 10 Spaces
	Bicycle	31 Short Term Spaces 0 long Term Spaces	31 Short Term Spaces 6 Long Term Spaces

NOTE: Parking tabulation shown is based on maximum occupancy of sanctuary during service. School use will not be concurrent with church use.

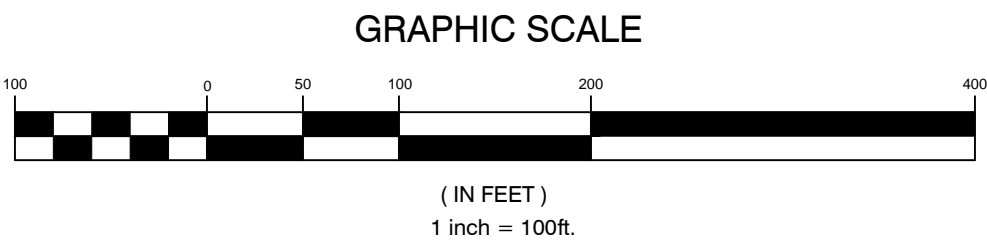
PROPOSED CHURCH DEVELOPMENT FLOOR AREAS

PHASE 1:

Sanctuary
Classrooms (Children and adult)
Administration
Building GFA ~ 88,050 Square Feet
Below Grade Parking Garage ~ 86,875 Square Feet
Total GFA ~ 174,925 Square Feet

PHASE 2:

Chapel
Classrooms (Children and adult)
Kitchen
Multi-purpose
Total GFA ~ 35,000 Square Feet



PROFESSIONAL CERTIFICATION:
"I certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, license no. 22742, expiration date: June 15, 2018."

REV#	DATE	

APPLICANT

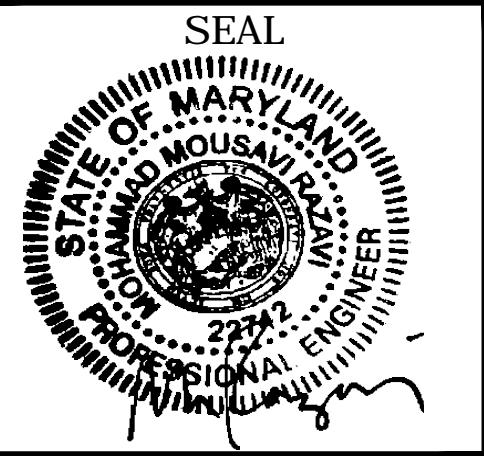
JESUS HOUSE DC
919 Philadelphia Ave,
Silver Spring, MD. 20910
Phone: (301) 650 - 1900

COVER SHEET PRELIMINARY PLAN NO. 120160040

RCCG-JESUS HOUSE
NEW HAMPSHIRE AVE.- PARCELS 446, 333, AND 167
FIFTH (5TH) ELECTION DISTRICT, TAX MAP JS62
MONTGOMERY COUNTY, MARYLAND
WSSC GRID 221NE01

RAZTEC ASSOCIATES, INC.
civil engineers & land planners

3280 Urbana Pike
Ijamsville, Maryland 21754
Tel (301) 775-4394
Fax (301) 831-8978
email: raztecengr@comcast.net



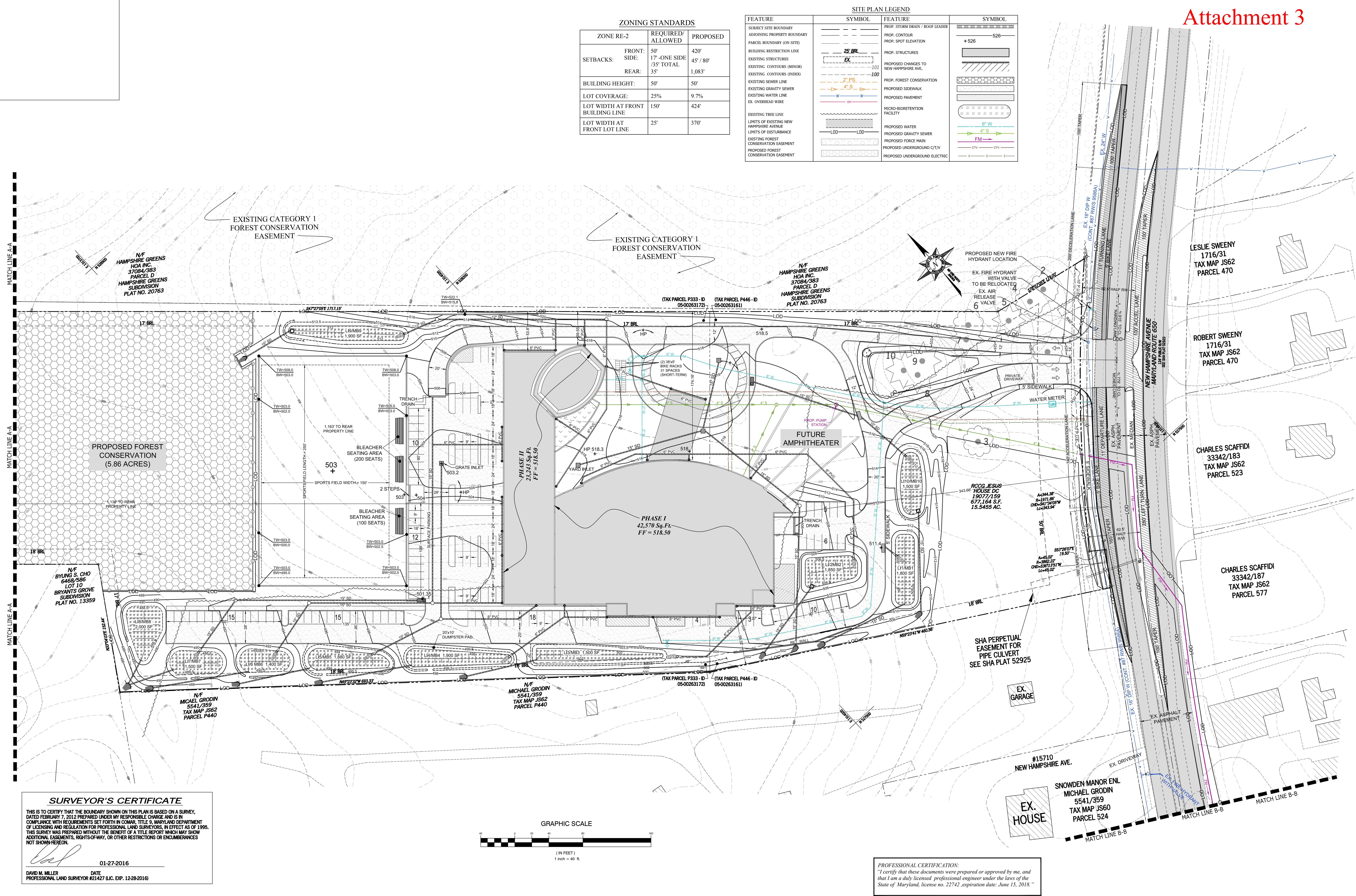
SCALE
1" = 100'

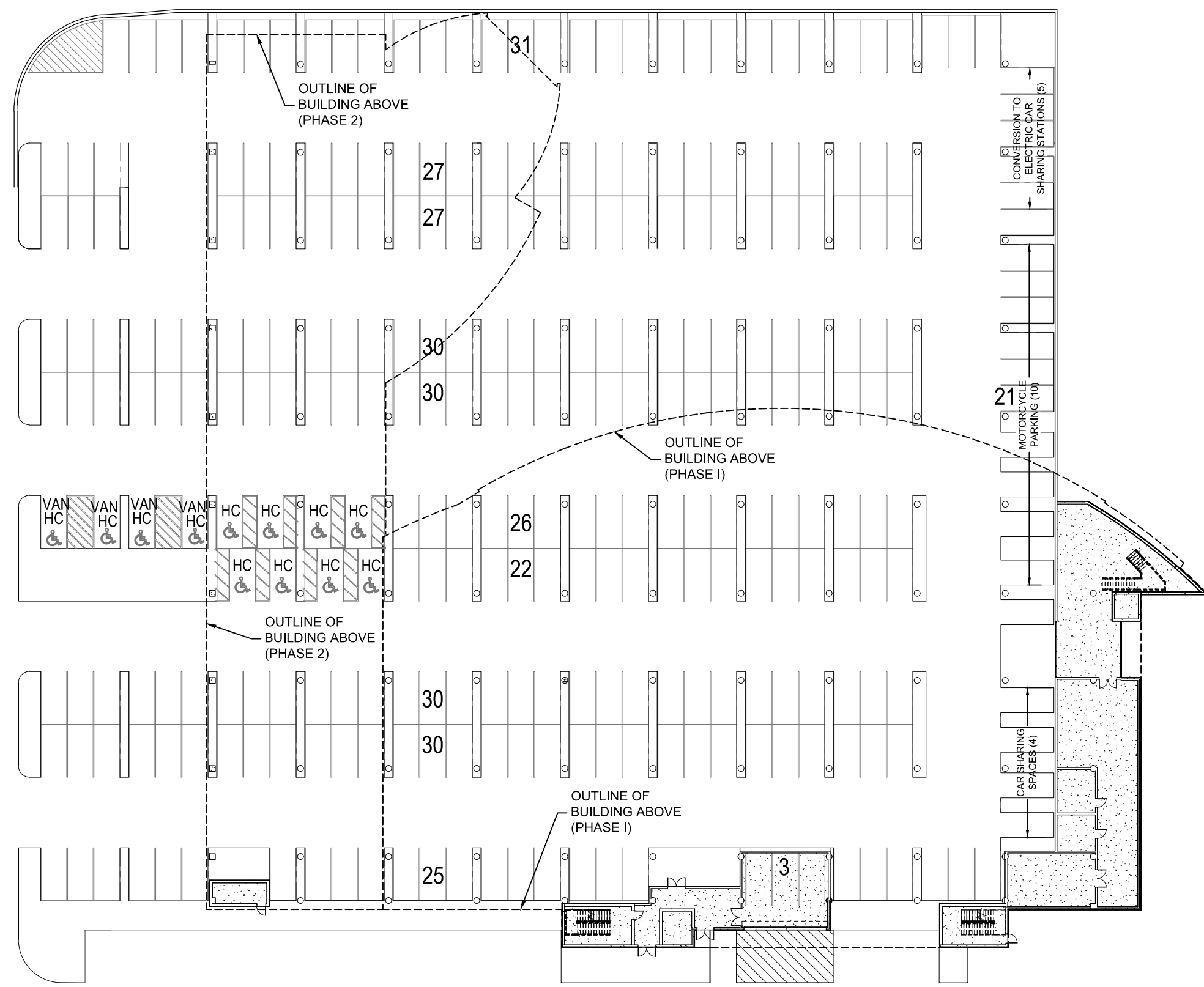
CHECKED BY: MR

DRAWN BY: SL

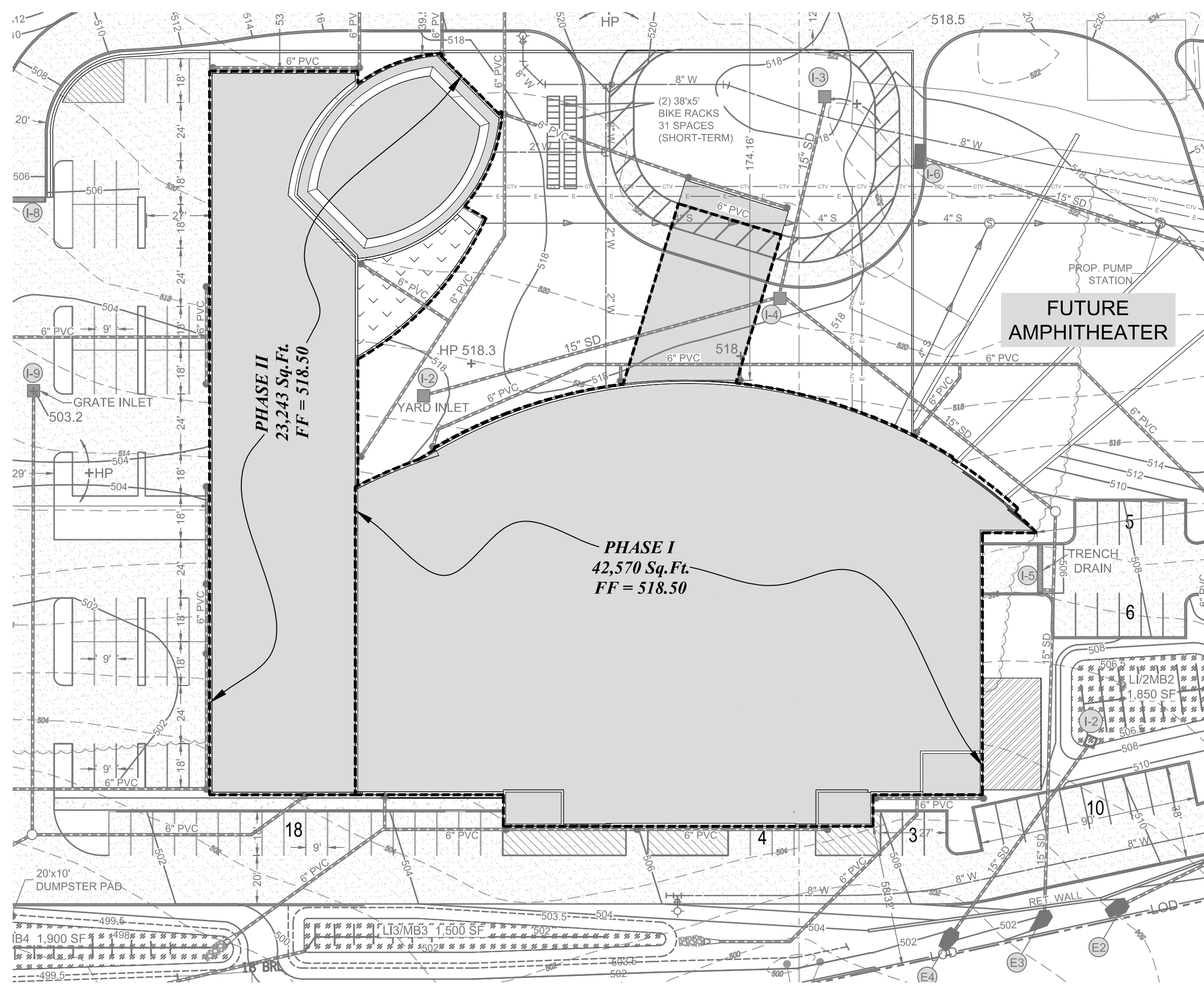
DATE
JULY 2016

SHEET NUMBER
1 of 3

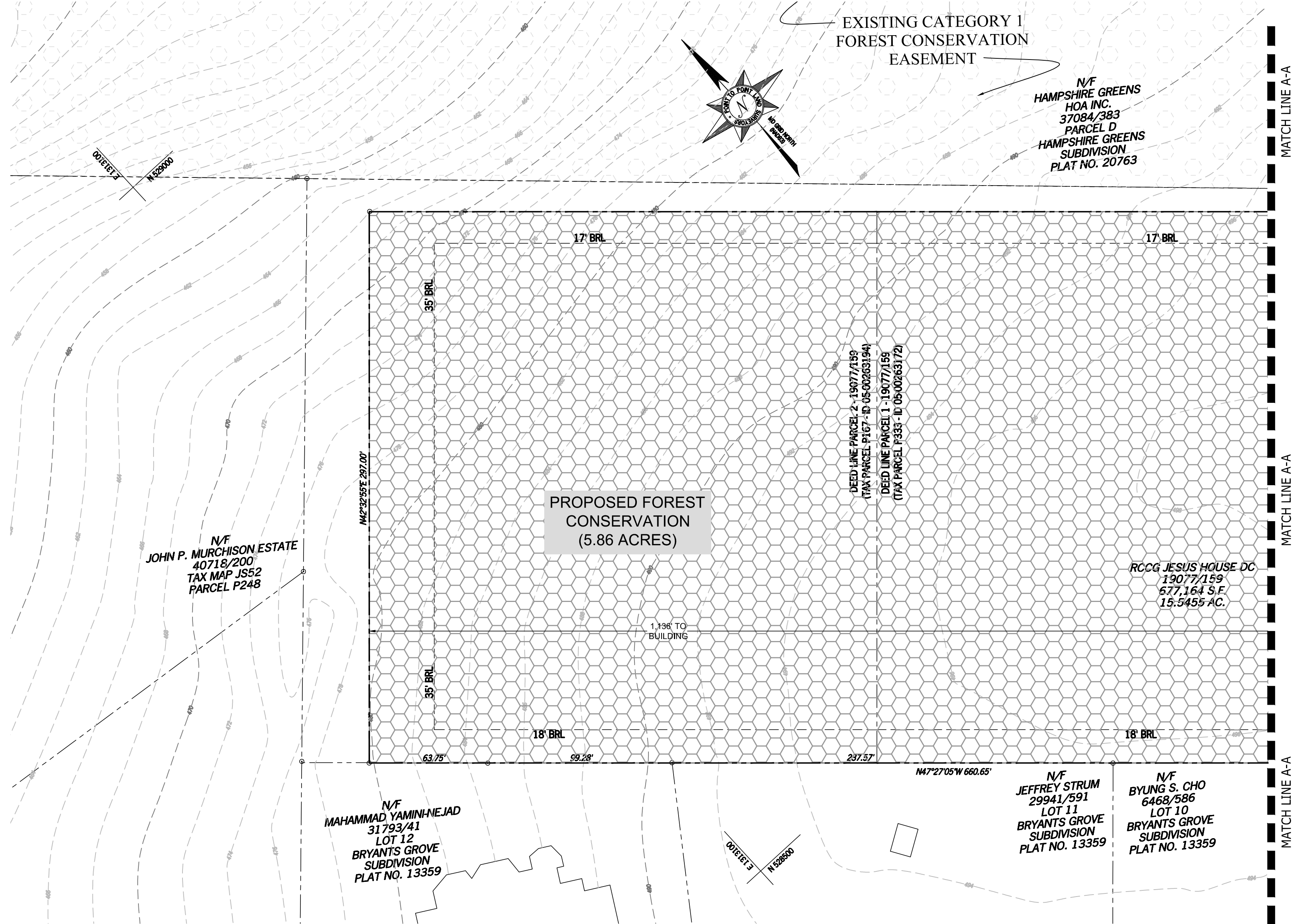




3 UNDERGROUND PARKING LAYOUT - EXHIBIT
Scale: 1" = 40'
NOTE: UNDERGROUND GARAGE PARKING TO BE BUILT AS PART OF PHASE 1



4 PHASING EXHIBIT
Scale: 1" = 40'
NOTE: UNDERGROUND GARAGE PARKING TO BE BUILT AS PART OF PHASE 1



1 SITE PLAN
Scale: 1" = 40'

SITE PLAN LEGEND	
FEATURE	SYMBOL
SUBJECT SITE BOUNDARY	---
ADJOINING PROPERTY BOUNDARY	---
PARCEL BOUNDARY (ON-SITE)	---
BUILDING RESTRICTION LINE	25' BRL
EXISTING STRUCTURES	EX
EXISTING CONTOURS (MINOR)	101
EXISTING CONTOURS (INDEX)	100
EXISTING PRESSURE SEWER	2" PS
EXISTING GRAVITY SEWER	4" S
EXISTING WATER LINE	W
EX. OVERHEAD WIRE	OH
EXISTING TREE LINE	---
LIMITS OF EXISTING NEW HAMPSHIRE AVENUE	---
LIMITS OF DISTURBANCE	---
EXISTING FOREST CONSERVATION EASEMENT	---
PROP. STORM DRAIN / ROOF LEADER	---
PROP. CONTOUR	---
PROP. SPOT ELEVATION	+526
PROP. STRUCTURES	---
PROPOSED CHANGES TO NEW HAMPSHIRE AVE.	---
PROP. FOREST CONSERVATION	---
PROPOSED SIDEWALK	---
PROPOSED PAVEMENT	---
MICRO-BIORETENTION FACILITY	---
PROPOSED WATER	8" W
PROPOSED GRAVITY SEWER	4" S
PROPOSED FORCE MAIN	FM



2 SITE PLAN
Scale: 1" = 40'

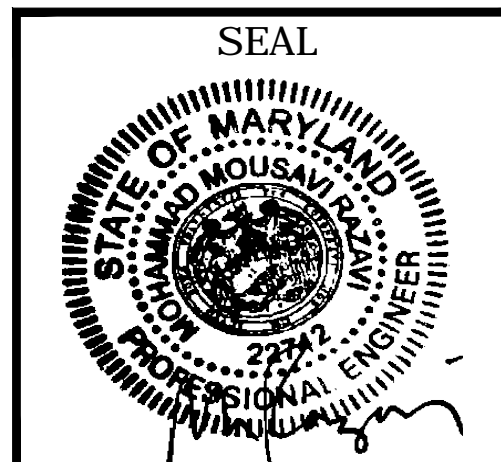
PROFESSIONAL CERTIFICATION:
"I certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, license no. 22742, expiration date: June 15, 2018."

REV#	DATE

APPLICANT
JESUS HOUSE DC
919 Philadelphia Ave,
Silver Spring, MD. 20910
Phone: (301) 650 - 1900

MATCH LINE PLANS & DETAILS
PRELIMINARY PLAN NO. 120160040
RCCG-JESUS HOUSE
NEW HAMPSHIRE AVE. - PARCELS 446, 333, AND 167
FIFTH (5TH) ELECTION DISTRICT, TAX MAP JS62
MONTGOMERY COUNTY, MARYLAND
WSSC GRID 221NE01

RAZTEC ASSOCIATES, INC.
civil engineers & land planners
3280 Urbana Pike
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Tel (301) 775-4394
Fax (301) 831-8978
email: raztecengr@comcast.net



SCALE
1" = 40'
CHECKED BY: MR
DRAWN BY: SL

DATE
JULY 2016
SHEET NUMBER
3 of 3

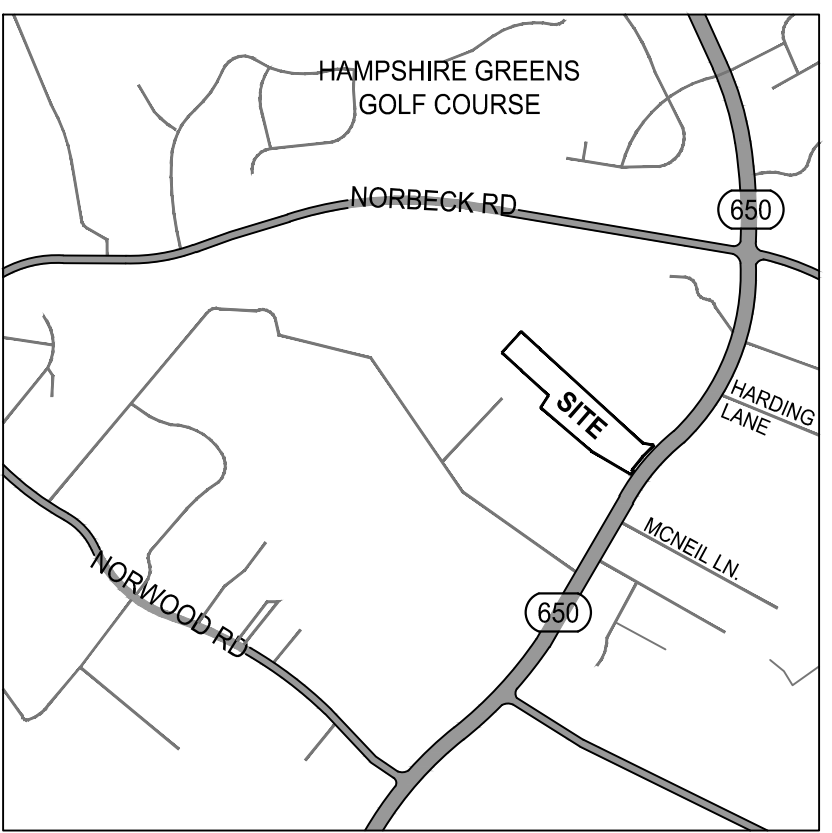
MAPPED SOIL TYPES			
Symbol	Soil Name	Highly Erodible	Hydric
1B	Gaia silt loam, 3-8% slopes	No	No
1C	Gaia silt loam, 8-15% slopes	No	No
2B	Glenn silt loam, 3-8% slopes	No	No

Source: <http://websoilsurvey.nrcs.usda.gov> (December 2011)

SPECIMEN TREE MITIGATION PLANTING REQUIREMENTS				
TREE #	COMMON NAME	BOTANICAL NAME	DBH	CURRENT TREE LOCATION
5	Post Oak	<i>Quercus stellata</i>	34	Landscape
7	Northern Red Oak	<i>Quercus rubra</i>	53	Landscape
8	White oak	<i>Quercus alba</i>	34	Landscape
9	White oak	<i>Quercus alba</i>	31	Landscape
10	White oak	<i>Quercus alba</i>	34	Landscape
TOTAL DBH REMOVAL			186"	
TOTAL CALIPER REPLACEMENT			47"	

SPECIMEN TREE MITIGATION PLANTING SCHEDULE				
SYMBOL	#	COMMON NAME	BOTANICAL NAME	SIZE FORM
QB	4	awap white oak	<i>Quercus bicolor</i>	3" CAL B & B
QPh	4	willow oak	<i>Quercus phellos</i>	3" CAL B & B
Qs	4	northern red oak	<i>Quercus rubra</i>	3" CAL B & B
QPr	4	chestnut oak	<i>Quercus prinus</i>	3" CAL B & B

MITIGATION PLANTING SYMBOL:



VICINITY MAP

SCALE: 1"=200'

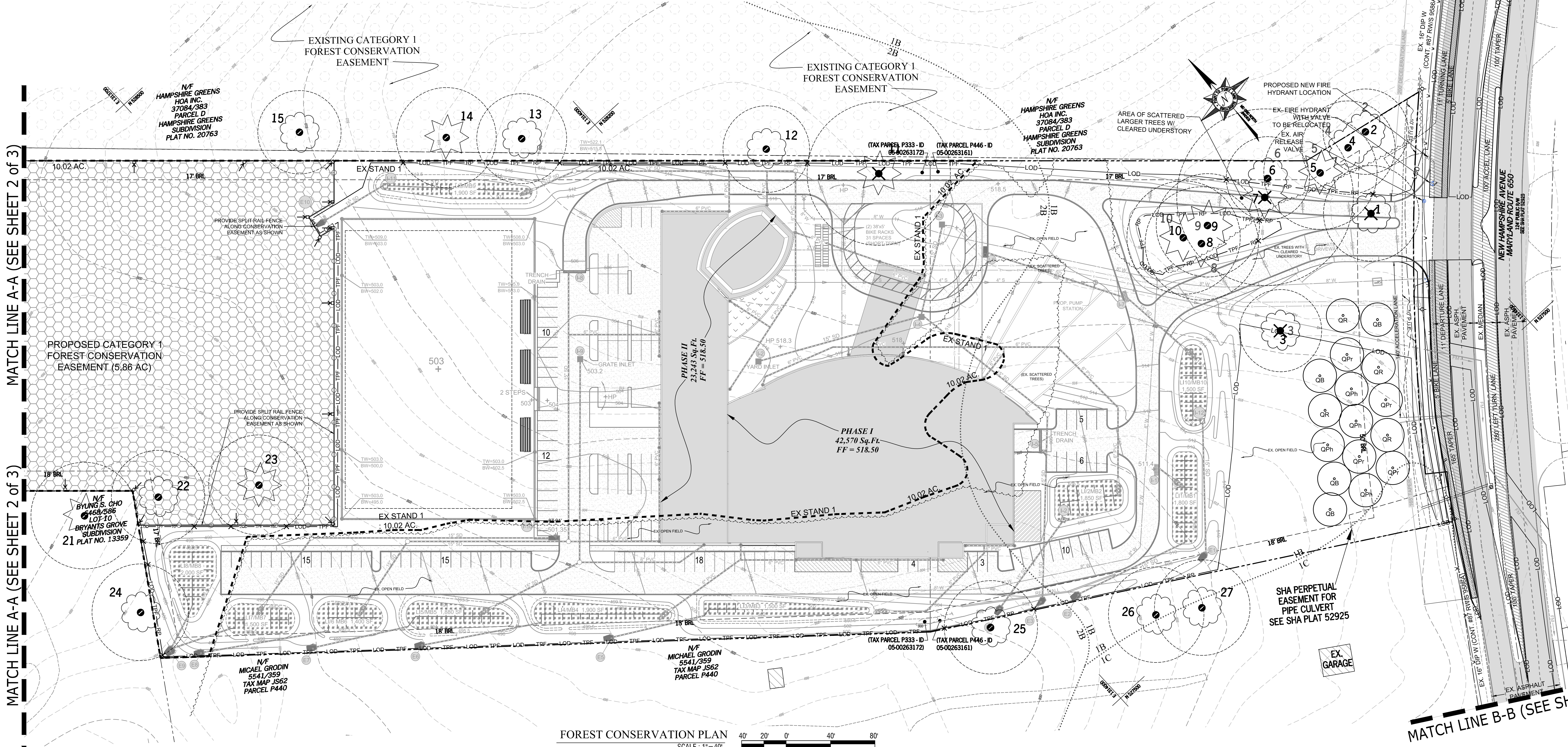
LEGEND

- SUBJECT SITE BOUNDARY
ADJOINING PROPERTY BOUNDARY
EXISTING ROAD CENTERLINE
BUILDING RESTRICTION LINE
EXISTING STRUCTURES
EXISTING CONTOURS (MINOR)
EXISTING CONTOURS (INDEX)
EXISTING TREELINE
EXISTING FOREST STAND
EX. SPECIMEN TREE
EX. SIGNIFICANT TREE
EX. SIGNIFICANT/SPECIMEN TREE TO BE REMOVED
LIMITS OF DISTURBANCE / TREE PROTECTION FENCE / ROOT PRUNING
LIMITS OF DISTURBANCE / TREE PROTECTION FENCE
LIMITS OF DISTURBANCE
EXISTING SEWER LINE
EXISTING WATER LINE
EXISTING GAS LINE
SOIL TYPE BOUNDARY
PROP. STRUCTURES
PROP. PAVEMENT
EDGE OF CAT 1 EASEMENT / SPLIT RAIL FENCE (SEE DETAIL SHEET 3)
PROPOSED FOREST CONSERVATION EASEMENT
EXISTING FOREST CONSERVATION EASEMENT
PROPOSED CONTOUR
PROPOSED FOREST CONSERVATION EASEMENT SIGN LOCATION (SEE SHEET 3 FOR DETAILS)
FOREST CONSERVATION NOTES:

FOREST CONSERVATION NOTES:

- Current Zoning: RE-2
- Land Use Category: IDA-Institutional Use Areas
- Total Tract Area: 15.55 Acres
- Area deducted from the net tract area = 0
- Watershed: Northwest Branch, Use IV watershed
- Environmentally sensitive areas, floodplain, wetlands, stream buffers = 0 acres
- Special protection Area or Primary Management Area: None

NOTES: SEE SHEET 3 FOR IMPORTANT FOREST CONSERVATION NOTES AND DETAILS.
- TOTAL TRACT AREA = 15.55 AC
- OFF-SITE LIMITS OF DISTURBANCE = 1.18 ACRES
- NET TRACT AREA (TOTAL TRACT AREA - OFF-SITE DISTURBED AREA) = 16.73 ACRES



FOREST CONSERVATION PLAN
SCALE: 1"=40'

ON-SITE SIGNIFICANT/SPECIMEN TREE LIST				
ID	Common Name	Species Name	DBH (inches)	Condition
1#	Red Maple	<i>Acer rubrum</i>	28	Good
2#	Norway Spruce	<i>Picea abies</i>	25	Good
3#	White Mulberry	<i>Morus alba</i>	24	Poor - weakened crotch, crown dieback, broken limbs
4#	Yellow Poplar	<i>Liriodendron tulipifera</i>	28	Good
5#	Post Oak	<i>Quercus stellata</i>	34	Fair
6#	Mockernut Hickory	<i>Carya tomentosa</i>	25	Good
7#	Northern Red Oak	<i>Quercus rubra</i>	53	Fair - storm damage, broken limbs
8#	White Oak	<i>Quercus alba</i>	34	Good
9#	White Oak	<i>Quercus alba</i>	31	Good
10#	White Oak	<i>Quercus alba</i>	34	Fair - leaning, broken limbs
11#	Scarlet Oak	<i>Quercus coccinea</i>	43	Poor - lightning strike, broken limbs, crown dieback, storm damage
20#	Chestnut Oak	<i>Quercus prinus</i>	24	Good
22#	Yellow Poplar	<i>Liriodendron tulipifera</i>	28	Fair - leaning, lightning strike
23#	Yellow Poplar	<i>Liriodendron tulipifera</i>	30	Fair - broken limbs, crown dieback

OFF-SITE SIGNIFICANT/SPECIMEN TREE LIST				
ID	Common Name	Species Name	DBH (inches)	Condition
12#	Yellow Poplar	<i>Liriodendron tulipifera</i>	26	Fair - leaning
13#	Chestnut Oak	<i>Quercus prinus</i>	27	Fair - leaning
14#	Yellow Poplar	<i>Liriodendron tulipifera</i>	30	Good
15#	Yellow Poplar	<i>Liriodendron tulipifera</i>	25	Good
16#	Yellow Poplar	<i>Liriodendron tulipifera</i>	37	Fair - leaning, very unbalanced
17#	Yellow Poplar	<i>Liriodendron tulipifera</i>	30	Poor - severe lean, multiple leaders
18#	Yellow Poplar	<i>Liriodendron tulipifera</i>	25	Good
19#	Northern Red Oak	<i>Quercus rubra</i>	37	Fair - leaning
21#	Chestnut Oak	<i>Quercus prinus</i>	32	Good
24#	Northern Red Oak	<i>Quercus rubra</i>	29	Poor - severe lean
25#	White Pine	<i>Pinus strobus</i>	26	Fair - broken limbs
26#	White Pine	<i>Pinus strobus</i>	27	Good
27#	White Pine	<i>Pinus strobus</i>	27	Good

FOREST CLEARING = 4.16 ACRES

DEVELOPER'S CERTIFICATE

The Undersigned agrees to execute all the features of the Approved Final Forest Conservation Plan No. 1201160040, including, financial bonding, forest planting, maintenance, and all other applicable agreements.

Developer's Name: RCCG, Jesus House, DC
Printed Company Name

Contact Person or Owner: Abimbola Fasosin
Printed Name

Address: 919/921 Philadelphia Ave, Silver Spring MD 20910
Phone and Email: (301) 650-1900, bfasosin@jesushousedc.org

Signature: _____

FOREST CONSERVATION PLAN CERTIFIED BY:

Michael J. Klebasko 7/29/2016
MICHAEL J. KLEBASKO DATE
WETLAND STUDIES AND SOLUTIONS, INC.
(QUALIFIED PROFESSIONAL PER COMAR 08.19.06.01)

REV#	DATE

APPLICANT
JESUS HOUSE DC
919 Philadelphia Ave,
Silver Spring, MD. 20910
(301) 650 - 1900

PRELIMINARY FOREST CONSERVATION PLAN
RCCG-JESUS HOUSE
NEW HAMPSHIRE AVE.- PARCELS 446, 333, AND 167
FIFTH (5TH) ELECTION DISTRICT, TAX MAP JS62
MONTGOMERY COUNTY, MARYLAND WSSC GRID 221NE01

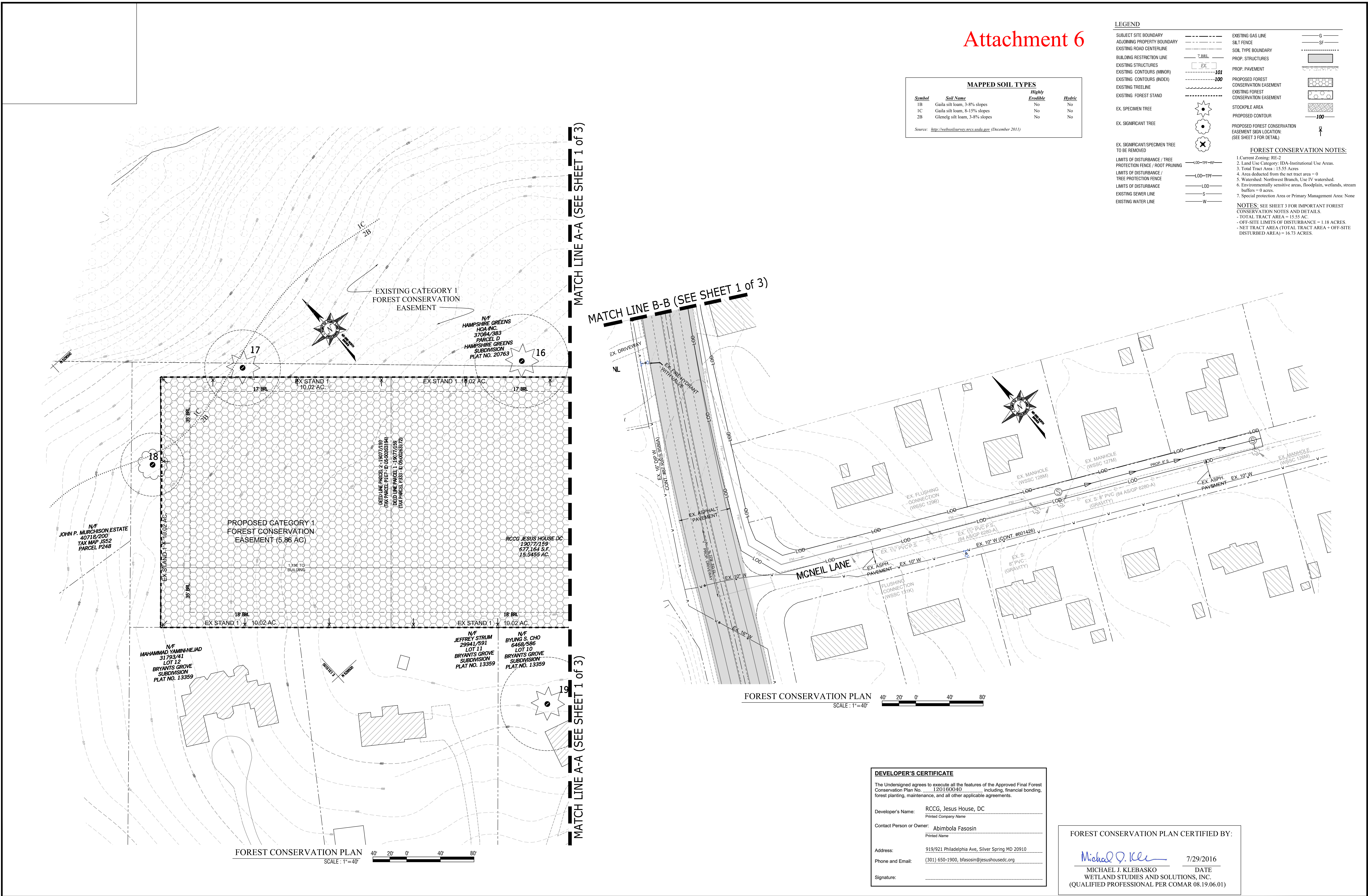
RAZTEC ASSOCIATES, INC.
civil engineers & land planners
3280 Urbana Pike Tel (301) 775-4394
Ijamsville, Maryland 21754 Fax (301) 831-8978
email: raztecengr@comcast.net

SEAL

SCALE
1" = 40'
CHECKED BY: MR
DRAWN BY: SL

DATE
JULY 2016
SHEET NUMBER
1 of 3

Attachment 6



REV#	DATE

APPLICANT
JESUS HOUSE DC
919 Philadelphia Ave,
Silver Spring, MD. 20910
(301) 650 - 1900

PRELIMINARY FOREST CONSERVATION PLAN
RCGG-JESUS HOUSE
NEW HAMPSHIRE AVE.- PARCELS 446, 333, AND 167
FIFTH (5TH) ELECTION DISTRICT, TAX MAP JS62
MONTGOMERY COUNTY, MARYLAND WSSC GRID 221NE01

RAZTEC ASSOCIATES, INC.
civil engineers & land planners
3280 Urbana Pike
Ijamsville, Maryland 21754
Tel (301) 775-4394
Fax (301) 831-8978
email: raztecengr@comcast.net

SEAL
CHECKED BY: MR
DRAWN BY: SL

SCALE
1" = 40'
DATE
JULY 2016
SHEET NUMBER
2 of 3

DATE
JULY 2016
SHEET NUMBER
2 of 3



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

February 12, 2016

Mr. Ryan Sigworth, Senior Planner
Area 3 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120160040
RCCG Jesus House

Ryan
Dear Mr. Sigworth:

We have completed our review of the preliminary plan dated January 27, 2016. An earlier version of this plan was reviewed by the Development Review Committee at its meeting on September 14, 2015. We recommend approval for the plan based to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Per the Cloverly Master Plan; New Hampshire Avenue (MD-650) is classified as a Major Highway with 125-ft right-of-way and 4-travel lanes between Bryant's Nursery Road to Spencerville Road. Please provide necessary dedication along New Hampshire Avenue (MD-650) as required by the Master plan.
2. Access and improvements along New Hampshire Avenue (MD-650) as required by the Maryland State Highway Administration (MDSHA).
3. Per the Cloverly Master plan and the 2005 Bikeway Master plan, the bikeway along New Hampshire Avenue (MD-650) is intended to be Class II (On-Street-Striped Bike Lanes).
4. Sight Distance for the proposed driveway shall be approved by MDSHA.
5. Revised Stormwater Management Concept Report dated January 2016 which included the storm drain study has been accepted by MCDOT. No improvements to the existing county maintained storm drain system are needed for this application.
6. The portion of the site draining to New Hampshire Avenue (MD-650) shall be approved by MDSHA.

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov/dot

Mr. Ryan Sigworth
Preliminary Plan No. 120160040
February 12, 2016
Page 2

7. We defer to the M-NCPPC for the design of the proposed private streets – including alignment, profile, typical section, drainage, maintenance and liability, etc.
8. Recorded covenant for the operation and maintenance of private streets, storm drainage systems, and/or open space areas.
9. At or before the permit stage, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800.
10. The applicant must pay the TPAR payment that is equivalent to 25% of the Transportation Impact Tax prior to issuance of the building permit.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Area Engineer for this project, at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,



Gregory M. Leck, Manager
Development Review Team
Office of Transportation Policy

M:\Subdivision\Deepak\Preliminary Plan\RCCG Jesus House\Letter\120160040, RCCG Jesus House, MCDOT final plan review ltr

Enclosure

cc: Olaoye Ghandi; Jesus House, DC
Mike Razavi; Raztech Associates Inc.
Erin Girard; Linowes and Blocher LLP
Kipling Reynolds; M-NCPPC Area 3
Richard Weaver; M-NCPPC Area 3
Michael Garcia; M-NCPPC Area 3
Pranoy Choudhury; MDSHA District 3
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Atiq Panjshiri; MCDPS RWPR
Sam Farhadi; MCDPS RWPR
Patricia Shepherd; MCDOT DTE
Deepak Somarajan; MCDOT OTP

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor



Pete K. Rahn, Secretary
Gregory C. Johnson, P.E., Administrator

October 29, 2015

RE: Montgomery County
MD 650
Mile Point: 10.4
RCCG Jesus House
SHA Tracking No. 15APMO040XX

Mr. Shahriar Etemadi
STS Consulting
6449 Red Keel
Columbia, MD 21044

Dear Mr. Etemadi:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by STS Consulting, dated August 9, 2015 (received on September 14, 2015), for the RCCG Jesus House in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the house of worship, school, and multipurpose center is via three access options:
 1. There will be median break to allow full movement access.
 2. The median will remain in place and the traffic generated to the site from the south will make a "U" turn at Harding Lane to reach its destination.
 3. The median will remain in place and a "NO U TURN" sign will be installed at the Harding Lane to prevent site traffic from making a "U" turn at Harding Lane. Therefore, the traffic generated to the site will be required to travel north to the intersection of MD 650 and MD 198 and make a "U" turn to reach its destination at the site.
- The following intersections were analyzed under existing, background and future conditions:
 1. New Hampshire Avenue (MD 650) and Norbeck Road (MD28)
 2. New Hampshire Avenue (MD 650) and Ednor Road
 3. New Hampshire Avenue (MD 650) and Briggs Chaney Road
 4. New Hampshire Avenue (MD 650) and Norwood Road
 5. Briggs Chaney Road and Good Hope Road
 6. Spencerville Road (MD 198) and Peach Orchard Road
 7. Norbeck Road (MD 28) and Norwood Road
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Based on the information provided, please address the following comments in a point-by-point response:

District Traffic Comments:

1. It is noted that the developer is proposing a median break at their site access. To preclude this break would result in U-Turn maneuvers at locations where the accommodation of the U-Turn movement is questionable. For this reason, District 3 Traffic concurs with allowing a median break at the site access with the following conditions:
 - The developer must construct a Maryland-T intersection.
 - The left-turn and acceleration lengths for the Maryland-T are recommended to be in accordance with Access Manual Guidelines.
 - The left-turn lane and acceleration lanes shall be physically channelized for at least a length of 100' prior to the center "triangle" channelizing island as to preclude illegal left-turn maneuvers from the residential driveways across from the site access.
2. It is recommended that a partial deceleration lane and partial acceleration lane be constructed at the site access in accordance with Access Manual Guidelines.
3. Auxiliary lanes proposed by the development shall be constructed in accordance with the Bicycle Policy and Design Guidelines.

If you have any questions or concerns in regards to District 3 Traffic comments, please contact Dave Murnan at dmurnan@sha.state.md.us or 301-513-7465.

Traffic Development and Support Division (TDSD) Comments:

1. The traffic impact study performed the CLV analysis for the seven key intersections. Based on the study limit the intersections operate at acceptable Level of Service (LOS) for all the three conditions existing, background and total future.
2. TDSD concurs with District 3 Traffic in allowing for a median break at the site access (Option 1).
3. Queuing analysis by SHA's 95th percentile methodology or SimTraffic simulation is not clear or explained enough within the traffic impact study. Please verify or provide us with the Synchro model in order to comment on the queuing output.

If you have any questions or concerns in regards to TDSD comments, please contact Samer Alhawamdeh at salhawamdeh@sha.state.md.us or 410-787-5881.

District Access Management Comments:

1. Based on the submitted study and preliminary reviews, the preferred median-break option will be the subject site access point for the resubmitted study. Upon approval of the resubmitted traffic impact study, a median-break request form must be submitted to SHA for approval.

Please submit one (1) copy of the revised traffic impact study and a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Pranoy Choudhury. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Pranoy Choudhury at 301-513-7325, by using our toll free number in Maryland only at 1-800-876-4742 (x7325) or via email at pchoudhury@sha.state.md.us.

Sincerely,



Brian W. Young,
District Engineer, District 3, SHA

BMR/nk

cc: Mr. David Murnan, District 3 SHA
Mr. Samer Alhawamdeh, OOTS, SHA
Mr. Errol Stoute, OOTS, SHA



**Department of Permitting Services
Fire Department Access and Water Supply Comments**

DATE: 30-Aug-16
TO: Mike Razavi
Raztec Associates Inc.
FROM: Marie LaBaw
RE: RCCG Jesus House
120160040

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **30-Aug-16**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

***** See Statement of Performance Based Design *****



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

July 12, 2016

Mr. Mike Razavi
Raztec Associates, Inc.
3280 Urbana Pike, Suite 101
Ijamsville, MD 21754

Re: **Combined Stormwater Management Concept / Site Development Plan** Request for RCCG
Jesus House D.C.
Preliminary Plan #: NA
SM File #: 274695
Tract Size/Zone: 15.55 ac
Total Concept Area: 10.35 ac
Lots/Block: NA
Parcel(s): 446, 333, 167
Watershed: Northwest Branch

Dear Mr. Razavi:

Based on a review by the Department of Permitting Services Review Staff, the Combined Stormwater Management Concept / Site Development Plan for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via MicroBioretention and Landscape Infiltration facilities.

The following **items** will need to be addressed **during** the final stormwater management design plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

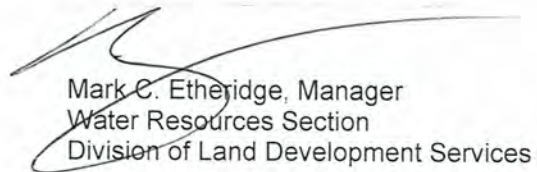
This letter must appear on the final stormwater management design plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the

Mr. Mike Razavi
July 12, 2016
Page 2 of 2

site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Bill Musico at 240-777-6340.

Sincerely,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: WJM

cc: SM File # 274695

ESD Acres:	10.35
STRUCTURAL Acres:	0.00
WAIVED Acres:	0.00

Resolution No.: 14-334
Introduced: September 28, 1999
Adopted: November 2, 1999

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: Amendments to the Comprehensive Water Supply and Sewerage Systems Plan

Background

1. Section 9-501 et seq. of the Health-Environmental Article of the Maryland Code, requires the governing body of each County to adopt and submit to the State Department of the Environment a comprehensive County Plan, and from time to time amend or revise that Plan for the provision of adequate water supply systems and sewerage systems throughout the County.
2. In accordance with the State law on December 30, 1969, by Resolution No. 6-2563, the County Council adopted a Comprehensive Ten-Year Water Supply and Sewerage Systems Plan which was approved by the State Department of the Environment.
3. The County Council has from time to time amended the Plan.
4. On, September 14, 1999, the County Executive submitted to the Council recommendations for water and sewer category change applications.
5. Recommendations on these amendments were solicited from the Maryland-National Capital Park and Planning Commission, Washington Suburban Sanitary Commission Staff, and affected municipalities.
6. A public hearing was held on October 19, 1999.
7. The Transportation and Environment met on October 25, 1999, to discuss these amendments to make recommendations to the Council.

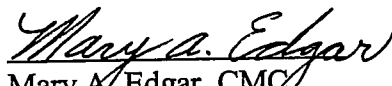
Resolution No.:

Action

The County Council for Montgomery County, Maryland approves the following amendments as shown on the attached chart.

Water and Sewer Categories to the Ten-Year Comprehensive Water Supply and Sewerage Systems Plan are approved as indicated in the attachments to this resolution, including a text amendment change.

This is a correct copy of Council action.


Mary A. Edgar, CMC
Clerk of the Council

Comprehensive Water Supply and Sewerage Systems Plan Amendments: Water/Sewer Map Amendments

Amendment No.	Master Plan & Watershed	Existing	Requested	County Council Action (See Attachment B for mapping of approved, conditionally approved, and deferred amendments.)
Applicant (Owner)	Zoning & Acreage	Category	Category	
Description & Location	Proposed Development			

CLARKSBURG PLANNING AREA

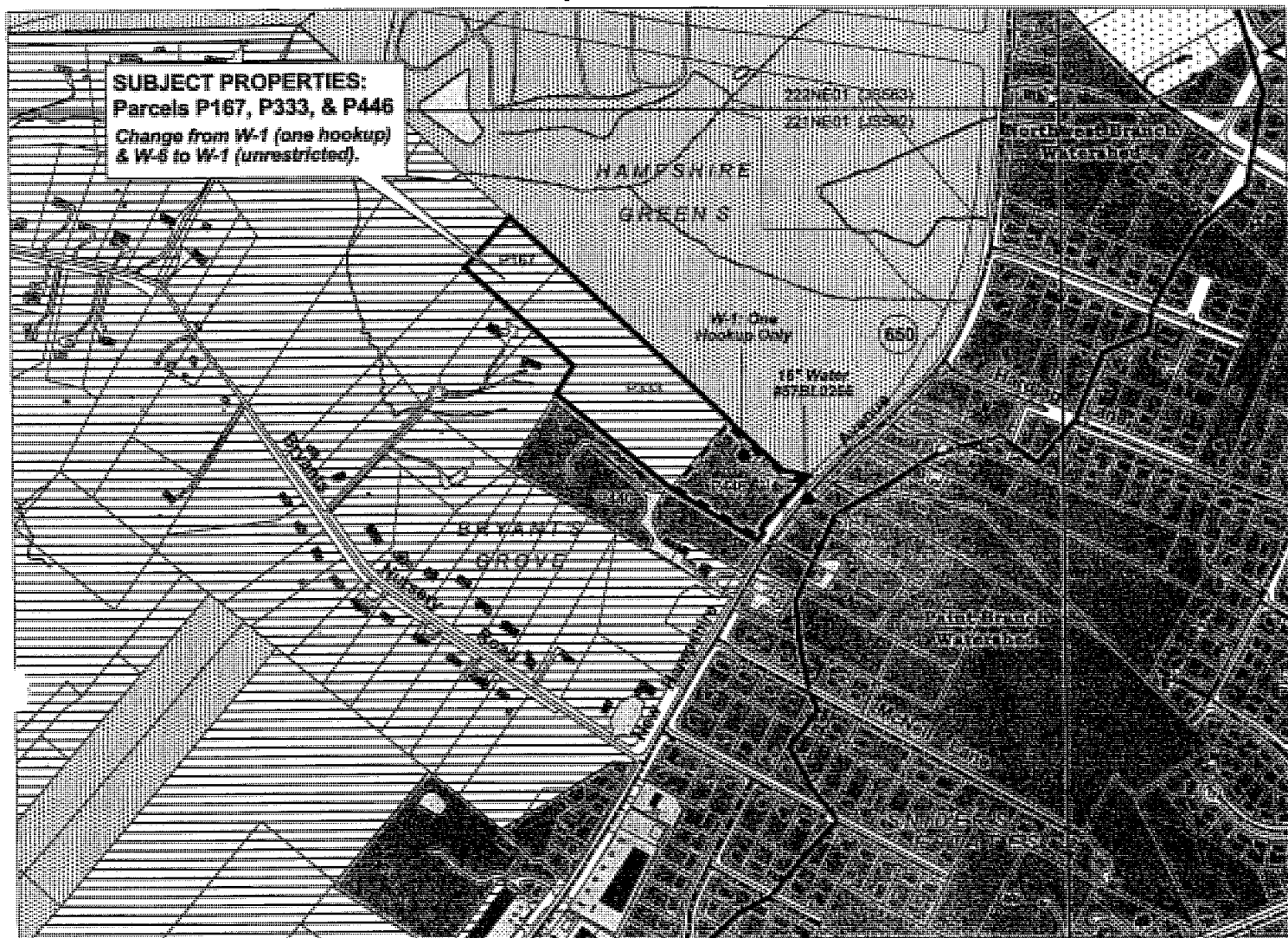
WSSCR 98A-CKB-03	Clarksburg Master Plan (1994)	W-1	No Change	Defer action pending the preparation of a comprehensive water/sewer map amendment for the Clarksburg Development Stage 3 area. Tax ID: 00021731
Lakewood Church Lot 25 (N966), Garnkirk Estates (tax map EV343 - EW341) Southwest side of Frederick Rd. (Rte. 355) 500' northwest of Shawnee Lh.	- master plan development stage 3 Little Seneca Creek watershed (Use VI) R-200 Zone: 9.5 acres Existing use: 1 single-family house. Proposed use: church.	S-5	S-3	
WSSCR 98A-CKB-04	Clarksburg Master Plan (1994)	W-1	No Change	Approve S-3. Notes: • The approval of this map amendment does not establish a precedent for the approval of category S-3 for adjacent Stage 3 areas which would be served by the required CIP sewer main (S-84.55) except through a comprehensive water/sewer map amendment for the Clarksburg Development Stage 3 area. • See the Crystal Rock WWPS and Seneca Creek WWTP Service Advisory notes on page 6.
Clarksburg Village Partnership and Clarksburg Village, LC Outlots D - G, Block F, Greenridge Acres (tax map EV563) North side of Canterfield Way 150' east of Greenbrook Dr. (Outlot F); and North side of Morning Star Dr. 300' northeast of Canterfield Way (Outlots D, E, and G)	Little Seneca Creek watershed (Use IV) R-200 Zone: 2.7 acres total Existing use: Vacant Proposed use: 4 single-family houses (one per existing outlot)	S-5 2 Tax IDs: 03309022 03309055	S-3	

CLOVERLY - NORWOOD PLANNING AREA

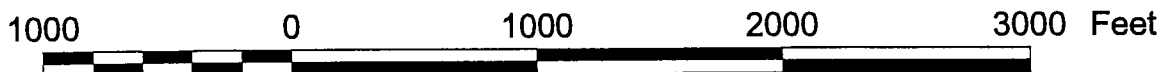
WSSCR 99A-CLO-02	Cloverly Master Plan (1997)	W-1*/W-6	W-1	Approve W-1 without restriction. Approve S-3, restricted to private institutional facility use only, with the following conditions: • the church will establish a covenant preserving the forested area which would have been used for the on-site septic system, • the proposed low-pressure sewer main extension will be dedicated to the church's use only, and • the church will pay all costs associated with the extension of public sewer service.
Michael and Patricia Grodin Parcels P333 and P446, Snowden's Manor Enlarged (tax map JS562) West side of New Hampshire Ave. (Rte. 650) 300' north of McNeil Ln.	Northwest Branch watershed (Use IV) RE-2 Zone: 13.7 acres Existing: farm. Proposed: private institutional-Southern Asia Seventh Day Adventist Church (750 seats); plan no. 7-97018	S-1*/S-6	S-1	
		* for one water/sewer hookup only 3 Tax IDs: 00263194 00263172 00263161		

WSSCR 99A-CLO-04	Cloverly Master Plan (1997)	W-3	No Change	Maintain S-6. Tax ID: 03412346
Thomas and Janice Valois Parcel P076, Ingleside Farm (tax map JT341) East side of cul-de-sac end of Crystal Spring Dr.	Northwest Branch watershed (Use IV) RE-2 Zone: 2.05 acres Existing: vacant. Proposed: 1 single-family house	S-6	S-3	

Water Service Area Categories Map WSSCR 99A-CLO-02 (Michael and Patricia Grodin)



Cloverly - Norwood Planning Area



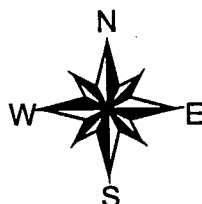
MAP LEGEND

- Property Lines
- Water Mains
- WSSC/GIS Grid
- Roads - Parking
- Watershed Boundary
- Streams
- Lakes - Ponds
- Buildings

Water Categories

- W-1
- W-3
- W-4
- W-5
- W-6

Category Updates & Conditions



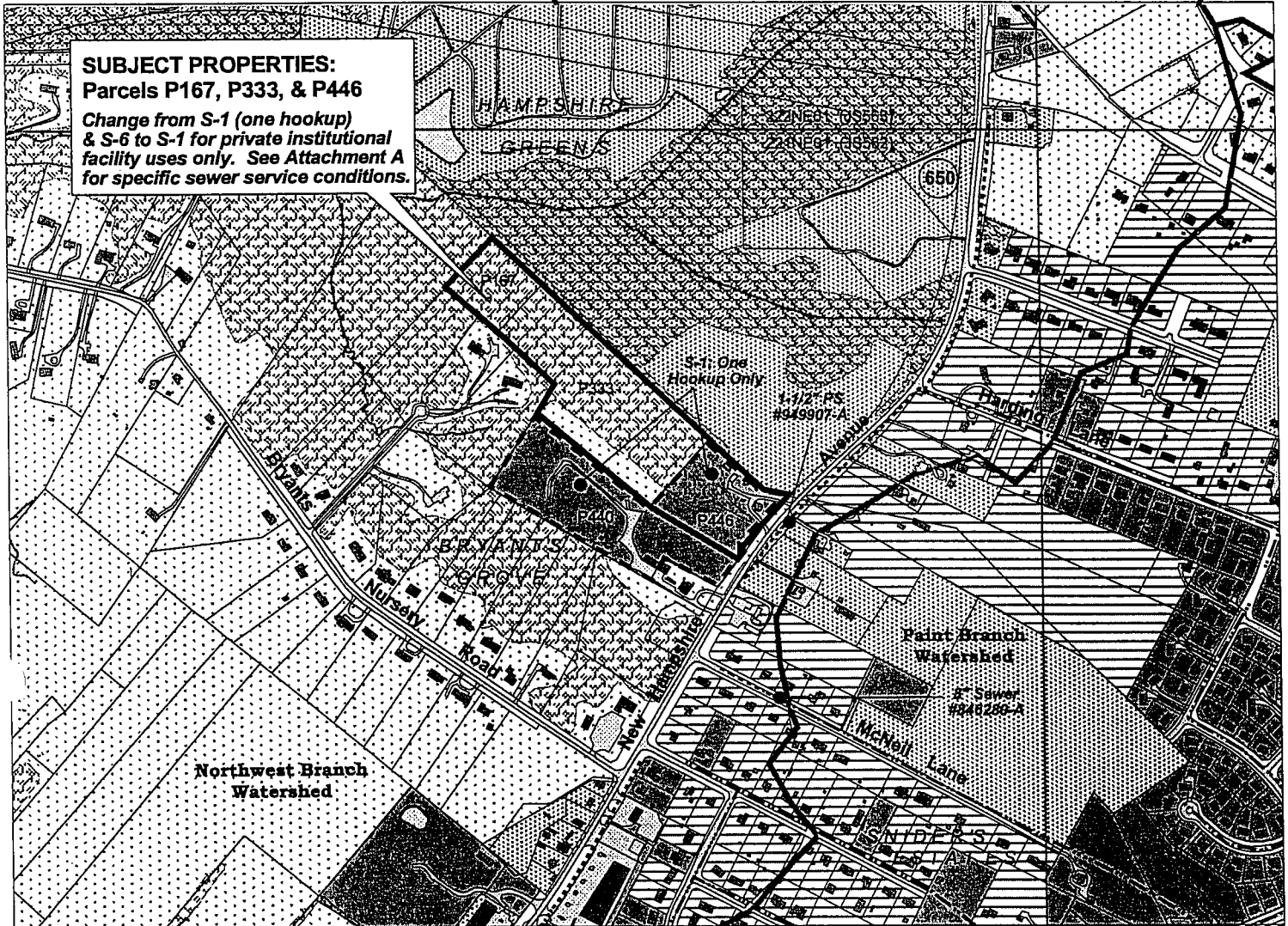
June 1999 Interim Update
Service Area Categories Map
Montgomery County, Maryland
Comprehensive Water Supply
and Sewerage Systems Plan

Department of Environmental Protection
Watershed Management Division

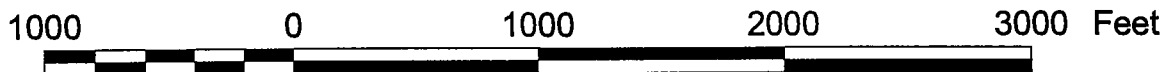


Sewer Service Area Categories Map

WSSCR 99A-CLO-02 (Michael and Patricia Grodin)

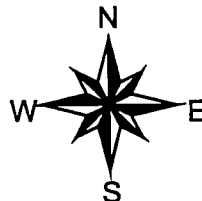


Cloverly - Norwood Planning Area



MAP LEGEND

- Property Lines
- WSSC/GIS Grid
- Sewer Mains**
 - Small-Dia. Pressure Mains
 - 8" or Smaller Dia. Mains
 - 9" - 14" Dia. Mains
 - 15" or Greater Dia. Mains
- Woodlands (Northwest Branch Only)
- Buildings
- Roads - Parking
- Watershed Boundaries
- Streams
- Lakes - Ponds
- Sewer Categories**
 - S-1
 - S-3
 - S-4
 - S-5
 - S-6
 - Category Updates and Conditions



June 1999 Interim Update
Service Area Categories Map
Montgomery County, Maryland
Comprehensive Water Supply
and Sewerage Systems Plan

Department of Environmental Protection
Watershed Management Division






DEPARTMENT OF ENVIRONMENTAL PROTECTION

Isiah Leggett
County Executive

Lisa Feldt
Director

March 2, 2017

TO: Ryan Sigworth, Area 3 Planning Division, M-NCPPC

FROM: Alan Soukup, Water and Wastewater Policy Group, DEP 

SUBJECT: Jesus House Preliminary Plan, M-NCPPC No, 120160040

This memorandum provides an update from DEP concerning its evaluation of preliminary plan no. 120160040 for Jesus House RCCG. DEP finds that the use of public water and sewer service, as proposed by the applicant's most-recent revision of the preliminary plan, is consistent with the County's Comprehensive Water and Sewer Plan. Specifically:

- The use of public water service is consistent with the existing W-1 water category for the project.
- The use of public sewer service is consistent with the existing S-3 sewer category for the project. The County Council's category change action in November 1999 (CR 14-334 for WSCCR 99A-CLO-02) placed the following four requirements on the approval of category S-3:
 - Sewer service is "... **restricted to a private institutional facility use only.**" Jesus House DC has provided confirmation of its tax-exempt status under the Federal tax code and, therefore, a private institutional facility under the requirements of the County's Water and Sewer Plan.
 - **"The church will establish a covenant preserving the forested area which would have been used for the on-site septic system."** As part of the preliminary plan process, Jesus House will need to establish a covenant or other legal mechanism that will preserve 4.82 acres of existing onsite forest. DPS has determined that this acreage is what would have been required for a septic system to serve the project. The septic system capacity calculation is based on the weekday uses planned for the 350-student private school, which exceeds that required for the weekend uses planned for the 1600-seat sanctuary. DPS has also verified that the septic capacity calculation is consistent with the church's planned operations. Note that this forest preservation area is in addition to that required under the County's Forest Conservation Law for this preliminary plan.
 - **"The proposed low-pressure sewer main extension will be dedicated to the church's use only."** WSSC's policies for low-pressure sewer/grinder pump systems require that a low-pressure main constructed for non-residential uses, such as a place of worship, must be dedicated to that use only. No service connections to the dedicated main for other offsite residential or non-residential uses will be allowed.
 - **"The church will pay all costs associated with the extension of public sewer service."** WSSC's main extension policies now require that applicants for non-residential

development projects must pay all service-related costs under the System Extension Process system, including those costs incurred for new water and sewer main extensions.

DEP staff will enter the preceding information into the ePlans database system. Our understanding is that M-NCPPC staff will include this preliminary plan on the Planning Board's agenda for March 30, 2017, as previously notified.

If you have any questions concerning this finding, please do not hesitate to contact me at your earliest convenience.

ADS;ads

R:\Programs\Water_and_Sewer\DRC\CASES\2016\120160040--rccg-jesus-house\2017-0302-mmo--ads-dep--2RSigworth-ppc--re-jesus-house-update.docx

cc: Bonnie Kirkland, Office of the County Executive
Lisa Feldt, DEP
Dave Lake, DEP
Diane Jones, DPS
Gene Von Gunten, DPS
Jason Flemming, DPS
Rose Krasnow, M-NCPPC
Mark Pfefferle, M-NCPPC
Richard Weaver, M-NCPPC
Erin Girard, Linowes and Blocher

RAZTEC ASSOCIATES, INC

Civil Engineers

Land Planners

Date: June 25, 2014

Project: RCCG-Jesus House- Analysis of Hypothetical Septic System

Data:

1. Proposed Seats: 1,600 Seats

Regulations/Requirements:

1. 10,000 square feet of septic area for each 500 gallons of water flow per day.
2. Church Use with warming Kitchen: 5 Gallons Per Day (GPD)/Seat
3. Septic trenches are laid out based on topography. Therefore the amount of space required for a septic system is also dependent on topography.
4. Each additional 10,000 square feet of absorption area or portion must be established on 15,000-40,000 square feet or proportional area depending on percolation rates.

CALCULATIONS:

1. Determine the required gallons per day based on a 1,600 seat church with a warming kitchen:

$$5 \text{ GPD/seat} \times 1,600 \text{ seats} = 8,000 \text{ GPD}$$

2. Determine the area of septic required, based on 10,000 square feet of septic area for each 500 GPD of water flow.

$$8,000 \text{ GPD}/500 = 16 \times 10,000 = 160,000 \text{ Square Feet (3.67 Acres)}$$

Comparison To Previous Proposed Church For 750 seats:

CALCULATIONS:

1. Determine the required gallons per day based on a 1,600 seat church with a warming kitchen:

$$5 \text{ GPD/seat} \times 750 \text{ seats} = 3,750 \text{ GPD}$$

2. Determine the area of septic required, based on 10,000 square feet of septic area for each 500 GPD of water flow.

$$3,750 \text{ GPD}/500 = 7.5 \times 10,000 = 75,000 \text{ Square Feet (1.72 Acres)}$$

Summary:

RCCG:

1. Based on a sanctuary of 1,600 seats and a warming kitchen, approximate land area required for septic will be 3.67 acres.

Previous 750 Seat Church:

1. Based on a sanctuary of 1,600 seats and a warming kitchen, approximate land area required for Septic will be 1.72 acres.

RAZTEC ASSOCIATES, INC

Civil Engineers

Land Planners

Date: June 25, 2014

Revised: November 9, 2016

Project: RCCG-Jesus House- Analysis of Hypothetical Septic System

Data:

1. Proposed Seats: 1,600 Seats
2. School: 350 Students, K-12

Regulations/Requirements:

1. 10,000 square feet of septic area for each 500 gallons of water flow per day.
2. Church Use with warming Kitchen: 5 Gallons Per Day (GPD)/Seat
3. Septic trenches are laid out based on topography. Therefore the amount of space required for a septic system is also dependent on topography.
4. Each additional 10,000 square feet of absorption area or portion must be established on 15,000-40,000 square feet or proportional area depending on percolation rates.

School Requirement: 15 GPD + 5 GPD (Kitchen) + 10 GPD (Showers) = 30 GPD

CALCULATIONS:

1. Determine the required gallons per day based on a 1,600 seat church with a warming kitchen;

$$5 \text{ GPD/seat} \times 1,600 \text{ seats} = 8,000 \text{ GPD}$$

Determine the area of septic required, based on 10,000 square feet of septic area for each 500 GPD of water flow.

$$8,000 \text{ GPD}/500 = 16 \times 10,000 = 160,000 \text{ Square Feet (3.67 Acres)}$$

2. Determine the required gallons per day based on a 350 Students;

$$30 \text{ GPD/student} \times 350 \text{ students} = 10,500 \text{ GPD}$$

Determine the area of septic required, based on 10,000 square feet of septic area for each 500 GPD of water flow.

$$10,500 \text{ GPD}/500 = 21 \times 10,000 = 210,000 \text{ Square Feet (4.82 Acres)}$$

Conclusion: Since the uses for the site are not simultaneous, then the highest daily use will be used. In this case that is for the school use. Therefore, 4.82 acres of existing forest area will be preserved to satisfy the existing sewer category change.

RCCG Jesus House

Preliminary Plan # 120160040

TRAFFIC STUDY

**Prepared for:
RCCG Jesus House
Montgomery County, Maryland**



**Prepared by:
STS Consulting
(410) 718-8660**

January 18, 2016

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INTRODUCTION

This report presents the results of a Traffic Study for Jesus House's (the "Applicant") planned 1,600 seat house of worship, a 350 student K-12th grade school and a multipurpose youth center located at 15730 New Hampshire Avenue in the Cloverly Policy Area of Montgomery County, Maryland. The Center is expected to be used during weekday evening hours after 7:00 PM and on weekends.

Table 1-1 Proposed Development

Land Use	Size
House of worship	1600 Seat
K-12th grade school	350 Students
Total area of the buildings	110,000 square feet

1. This Traffic Study was originally dated August 9, 2015 with three alternative analysis of three traffic operation scenarios for the weekday peak for the school traffic that include:
 - A. A full median break on New Hampshire Avenue at the site entrance. This included a queuing analysis using SYNCHRO model.
 - B. U-turns allowed at New Hampshire Avenue and Harding Lane. (No median break)
 - C. U-turns at New Hampshire Avenue and Norbeck Road. (No median break and no "U" turns permitted at Harding Lane)

The Maryland State Highway Administration (SHA) has informed the applicant that they will consider a median break at the site entrance as a T-Intersection only allowing left-turn in and out of the subject site. This revised traffic study includes SHA, Montgomery County Department of Transportation (MCDOT) and M-NCPPC Montgomery County Planning Department's (MCPD) comments and suggested changes. A formal response letter has been submitted to reviewing agencies comments.

This study is conducted in accordance with the Maryland-National Capital Park and Planning Commission's (M-NCPPC) current Local Area Transportation Review and Transportation Policy Area Review (LATR/TPAR) Guidelines. The study parameters were established in consultation with M-NCPPC staff. An approved copy of the M-NCPPC scope of work forms is included in Appendix A.

The following are the tasks that were performed to prepare this study:

2. Review proposed development plans, previous traffic studies conducted in the area, and other background materials.
3. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing, and speed limits.
4. Conduct existing vehicular and pedestrian traffic counts at seven (7) off-site intersections and at the location where the future site access will be located.
5. Analysis of existing critical lane volumes (CLVs) at each of the seven (7) off-site intersections.
6. Forecast of background traffic volumes based on existing traffic counts and added generated trips from eleven (11) background developments (approved but un-built development in the area) that were given to us by M-NCPPC staff.



7. Conduct background development trip distribution and assignments based on M-NCPPC procedure in the LATR and TPAR Guidelines.
8. Calculate future background development CLVs at each of the seven (7) off-site intersections for the weekday AM and PM peak hours.
9. Calculate the site generated trips during weekday AM and PM peak hours based on current LATR and TPAR Guidelines trip rates and /or trip calculation equations.
10. Calculate the site-generated trip distributions and assignments based on M-NCPPC procedures.
11. Calculate future traffic forecasts with the Project based on future background traffic plus site traffic assignments.
12. Calculate future CLVs with the Project at each of the seven (7) off-site intersections and the site access intersection with New Hampshire Avenue based on future traffic forecasts with the Project, existing traffic controls, and existing intersection geometrics.
13. Analysis of a full median break (“T” intersection only allowing left-turns in and out of the subject site) on New Hampshire Avenue at the site entrance. This includes a queuing analysis and Level of Service (LOS) and delay results using SYNCHRO model.
14. Prepare a pedestrian and bicycle statement in accordance with the current LATR and TPAR Guidelines.
15. Evaluate and discuss transit routes, services and bus stops at all study intersections. A map of transit routes in the study area is provided.
16. Conduct and prepare a Transportation Policy Area Review analysis.
17. Prepare a traffic circulation statement and map.

Sources of data and background information for this analysis include the M-NCPPC’s current LATR and TPAR Guidelines; M-NCPPC’s Growing Smarter 2012-2016 Subdivision Staging Policy Report; Institute of Transportation Engineers (ITE) Trip Generation Manual-9th Edition, traffic counts conducted by STS Consulting, the Montgomery County Department of Transportation (MCDOT), and the Maryland State Highway Administration (MSHA).

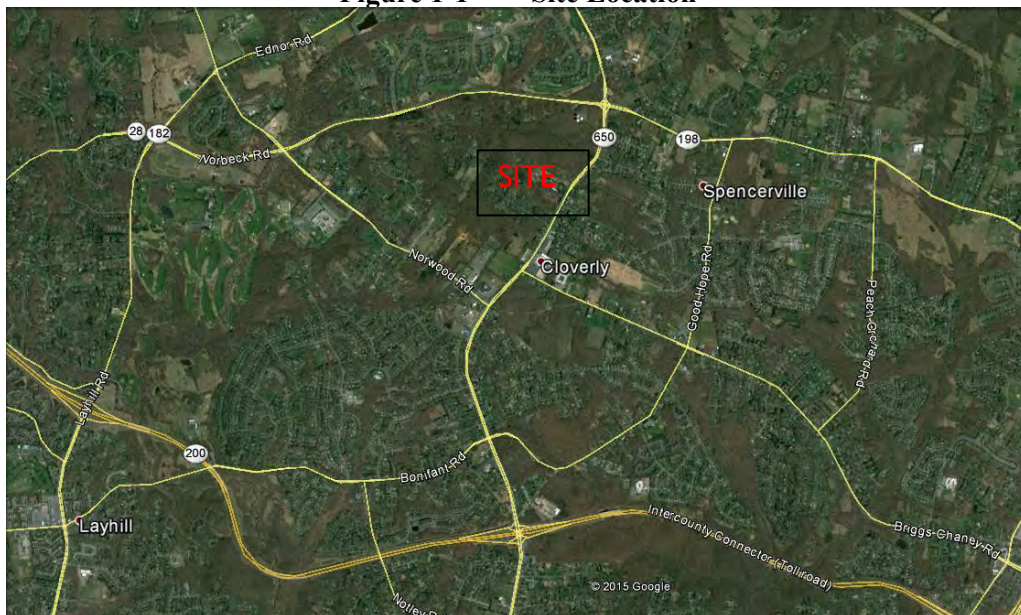
The summary of the traffic study findings and conclusions are as follows:

1. Currently, all seven (7) studied intersections operate within the congestion standard of 1,475 CLV for the Cloverly Policy Area during the weekday AM and PM peak hours.
2. Sidewalks and other pedestrian amenities including crosswalks, pedestrian signal heads and ADA ramps are located at some of the intersections and missing at other locations partly due to the rural character of the area. Bus service is limited and bus stops are sparsely located on the major roads.



3. Eleven (11) pipeline developments will generate 167 weekday AM peak hour trips and 270 weekday PM peak hour trips, upon completion.
4. With the additional traffic that would be added to the road network by pipeline developments, all seven (7) study intersections will continue to operate within the congestion standard.
5. The proposed new uses (350 student school) will generate a net 177 weekday AM peak hour trips and 177 weekday PM peak hour trips. The house of worship and the multipurpose youth center do not generate weekday peak hour trips. Six percent pass-by trips and 29 percent diverted trips were deducted to reach the net trips.
6. With the additional weekday peak hour traffic that would be added to the road network by the Project, all seven (7) study intersections will continue to operate within the congestion standard.
7. The Project passes the new TPAR test for highway capacity but fails due to inadequate transit services. The applicant should pay 25% of the impact tax to mitigate the inadequacy of transit services to pass the TPAR test.
8. Sidewalk/crosswalk and bicycle facilities (or missing) on segments of the road network and at a number of locations approaching the intersections. The list of facilities where these facilities are provided or links missing is discussed under the Pedestrian/Bicycle Statement.
9. Internal circulation and access would operate safely and efficiently with or without the median break on New Hampshire Avenue.

Figure 1-1 Site Location





SECTION 2 - EXISTING CONDITIONS

Public Road Network

Definitions of classes of roadways are as follows:

Freeways

Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.

Major Highways

Provide less speed and mobility, but more access at intersections.

Arterial Roads

Connect major highways and provide more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is through traffic.

Commercial Business District Streets

Are restricted to commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.

Primary Residential Streets

May carry some through traffic but their main purpose is to provide access for 200 or more households and to connect to arterial roads.

Secondary or Tertiary Residential Streets

Provide direct access to homes and allow for the possibility of traffic management measures to discourage through traffic movements and speeding. (These are not listed in master plans.)

Existing Road Network

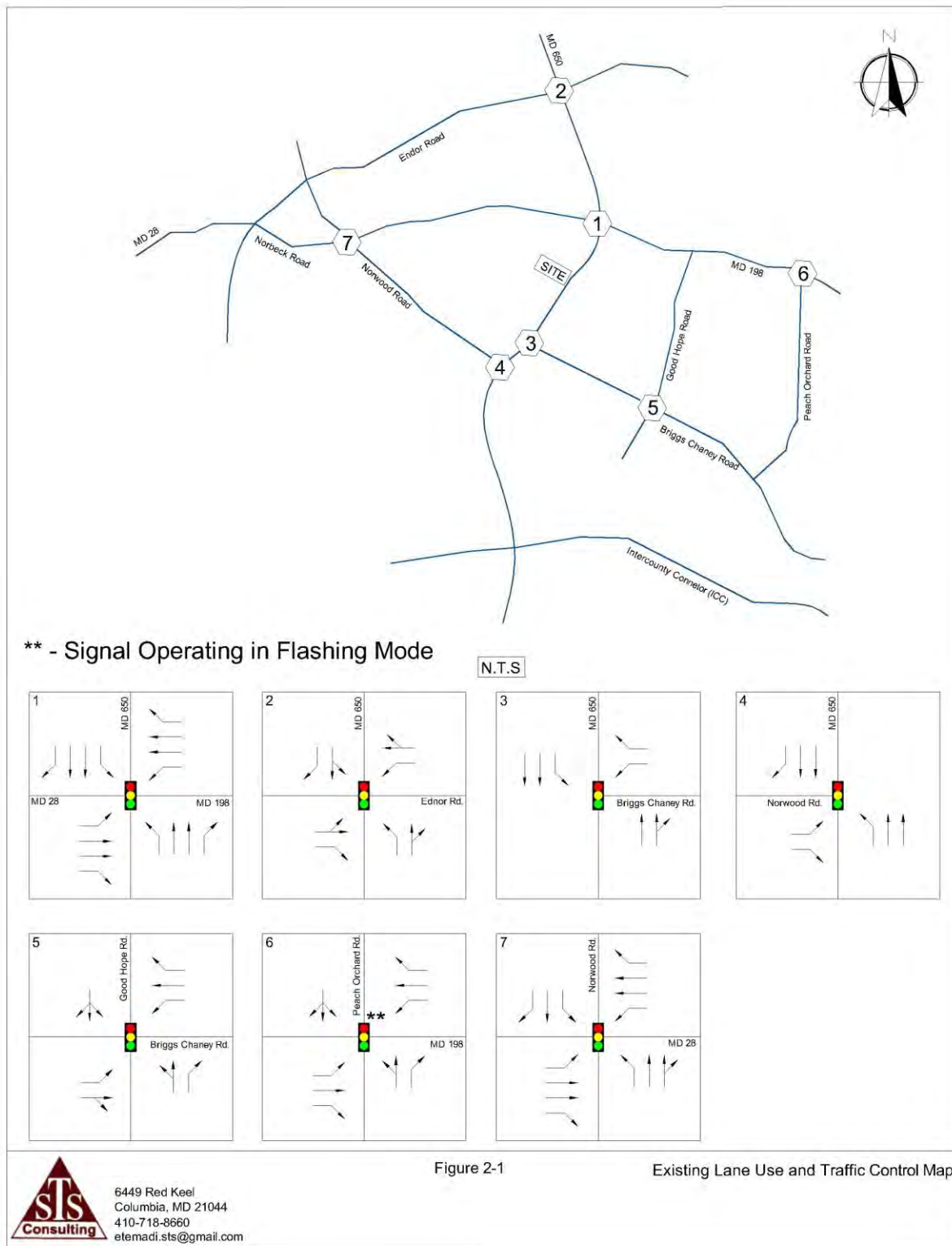
Regional access to the Property is provided by the Intercounty Connector (ICCMD 200), New Hampshire Avenue (MD 650), Norbeck Road (MD 28) and Spencerville Road (MD 198). Direct access to the Property is provided from New Hampshire Avenue (MD 650). Existing intersection lane use and traffic control at key intersections in the site vicinity are shown in Figure 2-1.

The ICC (MD 200) is a limited access highway linking I-370 to US 1 in Prince George's County. It is a six-lane toll road with bikeways provided along most sections of the road. There is an interchange at MD 650 providing regional access to the site.

New Hampshire Avenue (MD 650) within the study area is a six-lane, median-divided, major highway providing both regional and local access to the site. MD 650 connects Washington, D.C. and the upper east side of Montgomery County. Sidewalks and crosswalks are located on the road near the site. Additional discussion of pedestrian and bicycle facilities at all intersections are provided in Section 2 of this traffic study.



Figure 2-1 Existing Lane Use and Traffic Control





Norbeck Road (MD 28) is a two-lane major highway from west of MD 650 to just east of Norwood Road and it then becomes a two-lane median-divided road to just west of Layhill Road (MD 182), providing regional access to the site.

Spencerville Road (MD198) is two-lane major highway providing regional access to the site from points east including Howard and Prince George's Counties.

Briggs Chaney Road is an arterial road connecting New Hampshire Avenue just south of the site to points east, providing regional and mostly local access to the site.

Norwood Road is an arterial road connecting New Hampshire Avenue south of the site to points west, providing regional and mostly local access to the site.

Ednor Road is an arterial road connecting points east and west of New Hampshire Avenue to the north of the site, providing regional and mostly local access to the site.

Study Area Definition

According to the current LATR and TPAR Guidelines, the study area is determined based on the number of trips that will be generated by the total development.

Based on the current LATR and TPAR Guidelines rates/equations, the proposed K-12 private school will generate a total of 273 weekday AM peak hour trips. All students arriving at the school in the morning are expected to remain in school until 5 or 6 PM. Therefore, we assumed the same number of 273 generated trips for the weekday PM peak hour.

M-NCPPC's LATR and TPAR Guidelines specify that the study area shall include a minimum of two (2) signalized intersections in each direction from the site driveways for sites that generate between 250 and 749 weekday peak hour trips. Access is proposed via New Hampshire Avenue.

The following study intersections were specified by M-NCPPC staff:

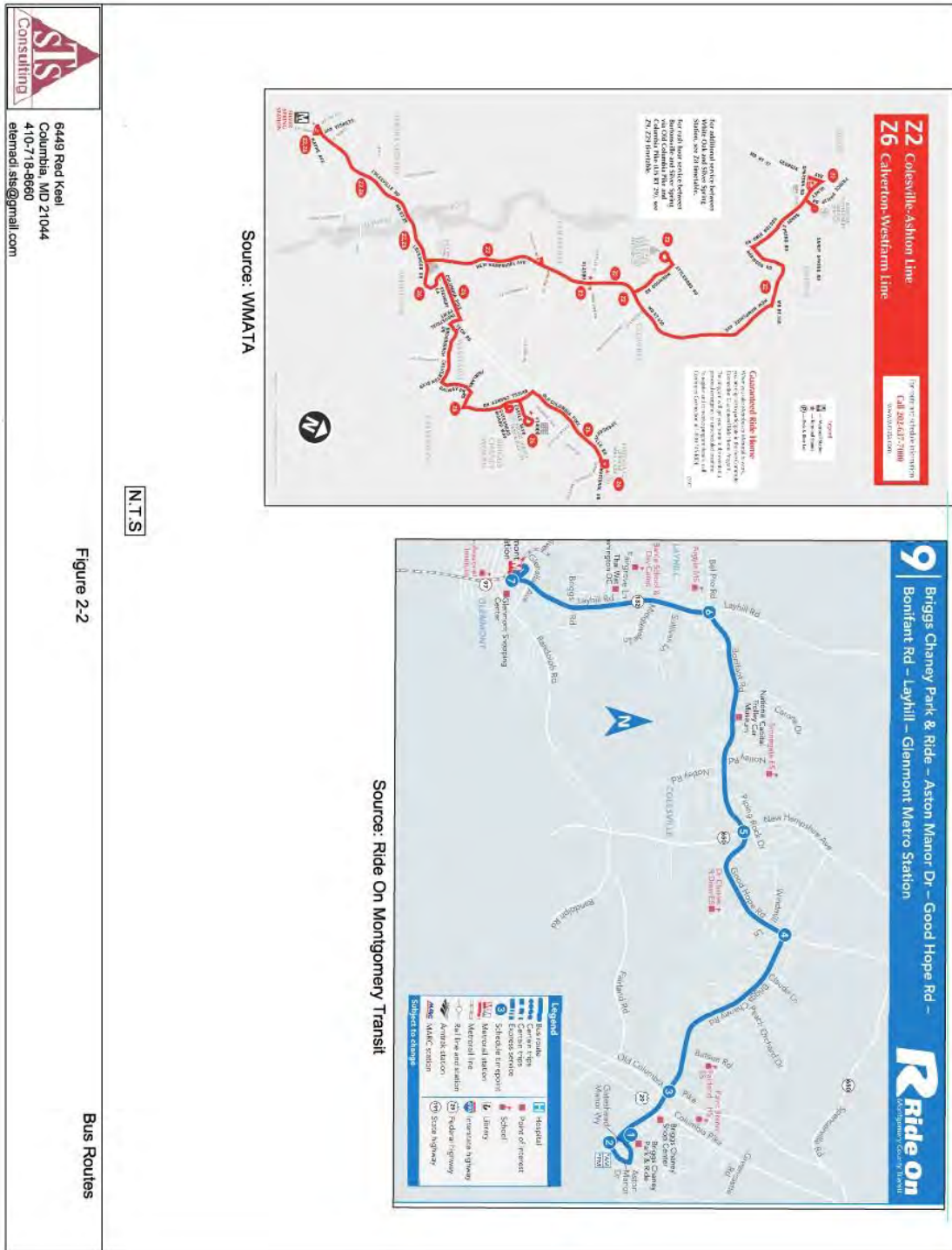
1. New Hampshire Avenue (MD 650) and Norbeck Road (MD 28)
2. New Hampshire Avenue (MD 650) and Ednor Road
3. New Hampshire Avenue (MD 650) and Briggs Chaney Road
4. New Hampshire Avenue (MD 650) and Norwood Road
5. Briggs Chaney Road and Good Hope Road
6. Spencerville Road (MD 198) and Peach Orchard Road
7. Norbeck Road (MD 28) and Norwood Road

Transit Facilities and Services

Metrobus Bus Service. Metrobus service provided by the Washington Metropolitan Area Transit Authority (WMATA) operates along New Hampshire Avenue. (Metrobus line Z2 operates only during the peak periods.)

Ride-On Bus Service. Ride-On Route 39 operates on Bonifant Road, Good Hope Road and Briggs Chaney Road near the site during the peak hours with 30 minute headways. Figure 2-2 Shows Transit Routes.

Figure 2-2 Transit Routes





Existing Traffic Counts

Overview. Existing vehicular and pedestrian traffic counts were conducted by STS Consulting at the seven (7) off-site study intersections on Thursday, April 30, 2015. The traffic counts at the planned site access on New Hampshire Avenue were taken on June 4, 2015 during the AM and PM peak hours to calculate the CLV for the site's intersection with New Hampshire Avenue. These counts were conducted during a non-holiday week when Montgomery County public schools were in session from 6:30 to 9:30 AM, and from 4:00 to 7:00 PM, in accordance with the LATR and TPAR Guidelines.

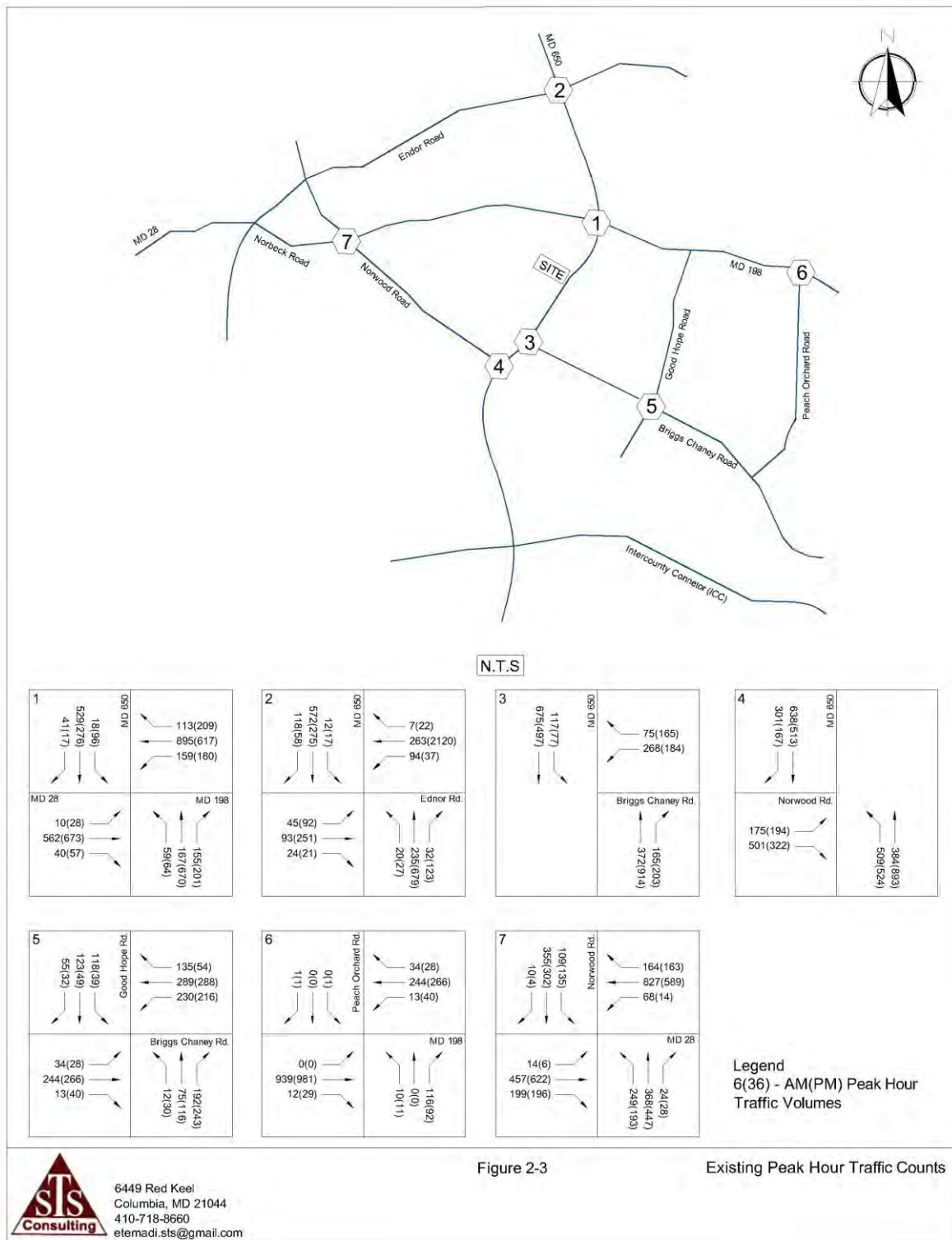
The existing vehicular traffic counts are presented in Appendix B and summarized in Figure 2-3.

New Hampshire Avenue carries 1,520 AM peak hour trips and 1,399 PM peak hour trips, south of the site and 1,109 AM and 1,448 PM peak hour trips north of the site. During the AM peak hour, 66 percent travel southbound and 33 percent travel northbound. During the PM peak hour, 35 percent travel southbound and 65 percent travel northbound.

A total of 40 pedestrians and one bicyclist were observed at all seven off-site intersections during the weekday AM and PM peak periods. Additional information is provided in the next section under Pedestrian and Bicycle Statement.



Figure 2-3 Existing Traffic Volume





Pedestrian/Bicycle Statement

The pedestrian/bicycle statement discusses the safe and efficient pedestrian and bicycle access and circulation to and within the site as well as other off-site intersections evaluated for this traffic study.

The site is located in the suburban area of Cloverly where population density is low and, due to land use characteristics of the area, minimal pedestrian and bicycle activities are taking place. Most locations have good sidewalks and limited bicycle facilities.

Hiker/Bikers Lanes. Some areas have Hiker/Biker lanes which is defined as a minimum of 8-foot wide separate shared use path for bicyclists and pedestrians use.

The following is a summary of existing pedestrian and bicycle facilities:

1. New Hampshire Avenue (MD 650) and Spencerville Road (MD 198)

On the west side and south of the intersection, there is a 5-foot wide sidewalk terminating 200 feet south of the intersection. There are no sidewalk or bicycle facilities along the road to a point near the planned site access. There is a 5' sidewalk along the site frontage that is in a good shape and extends south for more than a mile. There are wide shoulders along this segment of New Hampshire Avenue. The applicant plans to provide lead-in sidewalks connecting to the facilities along the road.

On the east side, south of the intersection, there is a 6-foot wide sidewalk in good condition for about 300' and then a 3-foot wide sidewalk connects to it extending south about half a mile. There are bus stops near the intersection on the east and west side of New Hampshire Avenue.

To the north of the intersection, a 5-foot wide sidewalk extends about 330' on the east side and a 10' wide hiker biker lane is provided on the west side extending north to Ednor Road.

A hiker biker lane extends to Norwood Road on the west side of MD 198 and a short segment of sidewalk exists on the south side of MD 198.

On the east side of the intersection, north of MD 198, there are no sidewalk or bicycle facilities. On the south side, a sidewalk extends for a short distance.

Currently there exists handicap ramps and crosswalks on the north, east and west of the intersection but not on New Hampshire Avenue (MD-650) on the south side of the intersection. There is no pedestrian activated signal at the intersection of New Hampshire Road (MD-650) and Norbeck/Spencerville Road (MD-198) at the following locations:

- a. Pedestrian crossing Norbeck Road on the west side of the intersection.
- b. Pedestrian crossing New Hampshire Road on the south side of the intersection.

2. New Hampshire Avenue (MD 650) and Ednor Road

There is a 10' hiker/ biker lane on the west side of New Hampshire Avenue extending south. No other sidewalk or bicycle facilities are in place. The intersection has no activated pedestrian signals. There are crosswalks on the north and west sides of the intersection. There are existing handicapped ramps on the northwest, northeast and southwest sides of the intersection.



3. New Hampshire Avenue (MD 650) and Briggs Chaney Road

Sidewalks (5-foot wide) exist along New Hampshire Avenue north of the intersection. There are missing links on the south side of the intersection. There are 5-foot wide sidewalks on the north side of Briggs Chaney Road extending east. There are crosswalks on the east and north sides of the intersection with handicapped ramps and pedestrian-activated signals for the directions that the crosswalks exist. There are bus stops on the northwest corner of the intersection for the Metrobus Z2 route.

4. New Hampshire Avenue (MD 650) and Norwood Road

Sidewalks (5-foot wide) are located along MD 650 north of the intersection. Sidewalks also exist along the west side of MD 650 to the north and south of the intersection. There are crosswalks located on the south and west side of the intersection with pedestrian-activated signals and handicapped ramps. However, the ramp on the southwest corner of the intersection does not connect with the corresponding crosswalk.

There are Metrobus stops on southwest and southeast corners of the intersection.

5. Briggs Chaney Road and Good Hope Road

There are no sidewalks along any approaches but there are pedestrian-activated signals and crosswalks located on all sides. There is a handicapped ramp on the southwest corner of the intersection. There are Ride-On bus stops on the north and south sides of Briggs Chaney Road east of the intersection.

6. Spencerville Road (MD 198) and Peach Orchard Road

There are no pedestrian, bicycle, pedestrian activated signals or handicapped ramps at or near the intersection. As we understand it, this intersection is being considered for improvements by SHA and the appropriate safety features would be part of the new design for the intersection.

7. Norbeck Road (MD 28) Norwood Road

There is a 10-foot wide hiker/ biker lane on the north side of MD 28 extending east to MD 650 and to the west extending to Layhill Road (MD 182). A pedestrian walkway extends west on the south side of MD 28 for a short segment. Also, short sidewalks exist on Norwood Road extending south of the intersection. There are crosswalks on the west and north sides with pedestrian-activated signals. The handicapped ramp on the southeast corner of the intersection is offset from the crosswalks.

8. Site Access

A short section of sidewalk along New Hampshire Avenue (MD 650) site entrance is located adjacent to the edge of the pavement. There will be acceleration/deceleration lanes at the site entrance with the sidewalk and bike lanes included in the cross section according to the SHA design guidelines.

Congestion Standard

The Project is located within the Cloverly Policy Area of Montgomery County. The congestion standard in this area is 1,450 CLV according to the LATR and TPAR Guidelines. The seven (7) studied intersections are located within the Cloverly Policy Area.



Existing Intersection Critical Lane Volumes

Existing weekday peak hour critical lane volumes (CLV) were calculated at the seven (7) signalized intersections within the study area based on the existing lane use and traffic control shown in Figure 2-1. The existing vehicular traffic volumes are shown in Figure 2-4. M-NCPPC's CLV intersection capacity analysis procedures were used to determine the level of congestion at each studied intersection and the results are presented in Appendix C and summarized in Table 2-1.

Table 2-1 indicates that each of the studied intersections currently operate within the congestion standard during the weekday AM and PM peak hours.

Table 2-1 Intersection Capacity Analyses-Existing Condition (CLV Method)

Intersection	Existing Traffic	
	AM	PM
1. MD 650/MD 198/MD 28	823	988
2. MD 650/Ednor Road	919	1128
3. MD 650/Briggs Chaney Road	670	853
4. MD 650/Norwood Road	1348	1118
5. Briggs Chaney Road/ Good Hope Road	795	804
6. MD 198/Peach Orchard Road	1206	1192
7. MD 28/ Norwood Road	1056	839

SECTION 3 - FUTURE TRAFFIC CONDITIONS WITHOUT THE PROJECT

Overview

This section presents analyses of future traffic conditions in the study area without the proposed site development for the 350 student K-12 private school.

Pipeline Developments

M-NCPPC staff identified 11 developments within the study area to be included as pipeline or background development in the scoping document (Appendix A). The developments include the following:

1. St. Constantine & Helen Greek (120100240) – West of Norwood Road and straddles Norbeck Road. Northeast and southeast corner of Norwood Road and Norbeck Road intersection. 35,930 square feet church (600 seats).
2. Bryants Nursery Road (120060720) – South of Norbeck Road and 1,500 feet east of Norwood Road/Norbeck Road intersection. 2 single family detached homes.
3. Bryants Nursery Road (120050760) – South of Norbeck Road and 1,800 feet east of Norwood Road/Norbeck Road intersection. 2 single family detached homes.
4. Hill Farm (120000790) – North of Norwood and 300 feet east of Crimson Spine Court
1 single family detached home.
5. Quershi (120060050) – North of Norwood and just to the east of Hill Farm (120000790) noted above in #4) 3 single family detached homes.



6. Cloverly Farm Market (119970830) – West of New Hampshire (MD 650) and 200 feet north of Briggs Chaney Road behind the existing shopping center 56,000 square feet religious use.
7. Anselmo (120100160)) – North of Briggs Chaney Road and approximately 0.4 miles to the east of the Briggs Chaney Road/New Hampshire Avenue intersection (MD 650) 32 single family detached homes and 5 single family attached homes.
8. Bernhard Acres (119960240) – Southeast corner of New Hampshire Avenue (MD 650) and Spencerville Road (MD 198) 5 single family detached homes.
9. Jacot Property (120060340) – South of Spencerville Road (MD 198) and 100 feet to the west of Oak Hill Road 1 single family detached home.
10. Spencerville Knolls (120061010) – North of Spencerville Road (MD 198) and 300 feet west of Thompson Road 4,800 square foot expansion of landscaping business.
11. PMG Silver Spring ()– Northeast corner of MD 198 and MD 650 – Approved by the Planning Board on September 3, 2015 1,770 square foot convenience store with one drive through carwash and 10 gasoline pumps.



The pipeline development locations are listed in Table 3-1 and shown in Figure 3-1.

Table 3-1 Pipeline Project Trip Generation

Development Name	Land Use	AM			PM		
		In	Out	Total	In	Out	Total
1.St. Constantine Church (New Trip)*	35,930 Square Ft.*	12	8	20	22	24	46
2.Bryant Nursery Road	2 SF Res. Units	1	1	2	1	1	2
3.Bryant Nursery Road	2 SF Res. Units	1	1	2	1	1	2
3.Hill Farm	1 SF Res. Unit	0	1	1	1	0	1
4.Quershi	3 SF res. Units	1	2	3	2	1	3
5.Angelmo	32 Townhouses	3	12	15	18	9	27
6.Cloverly Farm Church	56,000 Square Ft.	19	12	31	15	16	31
7.Angelmo	5 SF Res. Units	1	4	5	2	4	6
8.Bernhard Acres	5 SF Res. Units	1	4	5	2	6	8
9.Jacot Property	1 SF Res. Unit	1	1	2	1	1	2
10.Spencervill Knolls Nursery	4,800 Square Feet	6	6	12	16	17	33
11.PMG Silver Spring Conv. Store	1,770 Square Feet/10 Pump/Car Wash	37	32	69	55	54	109
TOTAL		83	84	167	136	134	270



Figure 3-1 Location of Pipeline Development

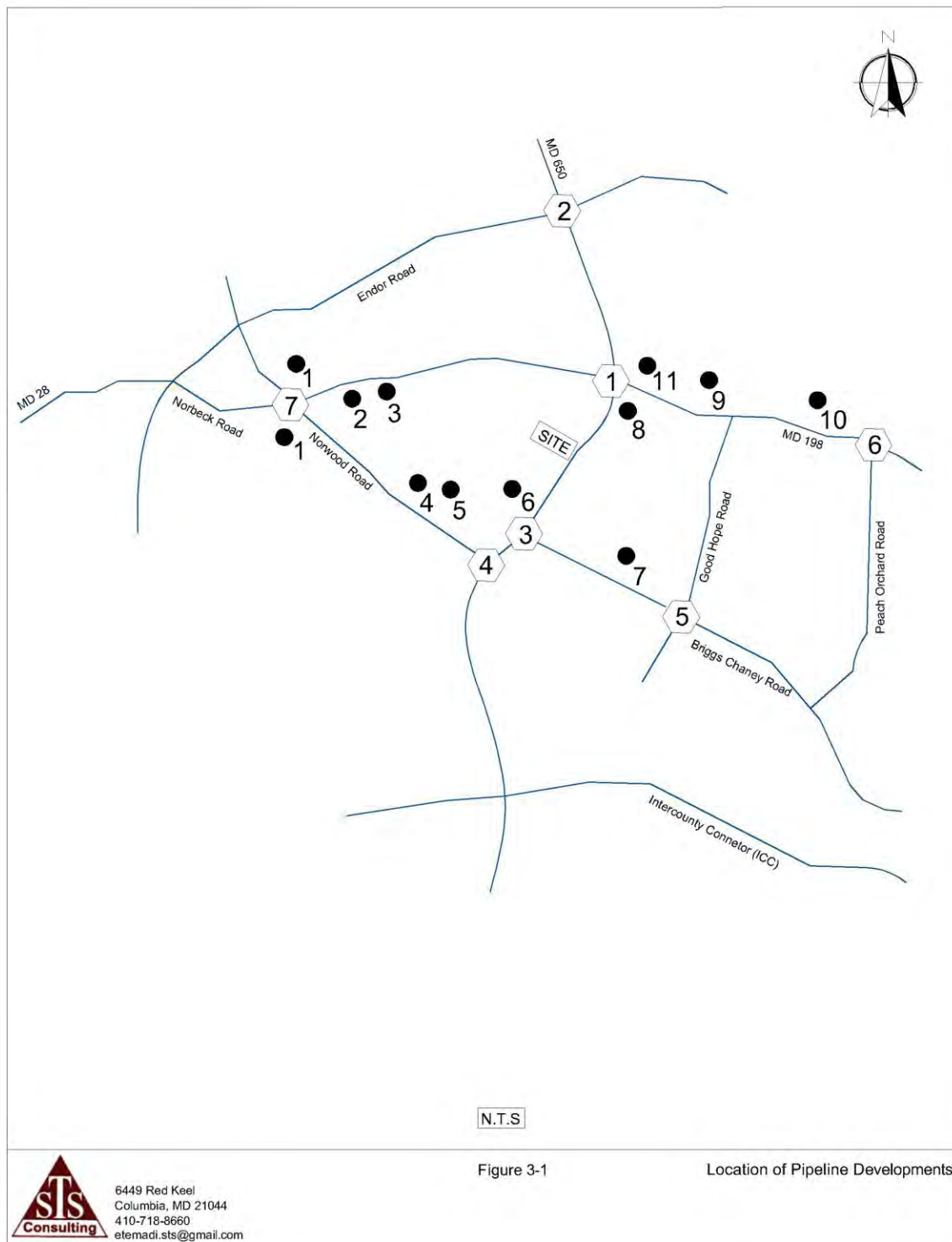


Figure 3-1

Location of Pipeline Developments



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etemadi.sts@gmail.com



Pipeline Development Weekday Peak Hour Traffic

The number of weekday peak hour trips that will be generated by the 11 pipeline developments located within the study area were estimated based on standard M-NCPPC trip generation rates or the ITE trip rates/equations (8th Edition) as well as from an approved traffic study for one of the developments.

As shown in Table 3-1, it is estimated that these projects will generate a total of 167 (83 in and 84 out) new weekday AM peak hour trips, and 270 (136 in and 134 out) new weekday PM peak hour trips, upon completion.

Future Traffic Forecasts without the Project

The weekday peak hour trips generated by the pipeline developments shown in Table 3-1 were assigned to the road network using the Trip Distribution and Traffic Assignment methodology for Super District 6 (White Oak, Fairland and Cloverly Policy Areas) published in the LATR and TPAR Guidelines. The combined peak hour traffic forecasts for all 11 developments are shown in Figure 3-2. The combined background traffic was added to existing weekday peak hour traffic at each intersection (Figure 3-2) to determine the future weekday peak hour traffic forecasts without the proposed development of the site as shown in Figure 3-3.

Future Intersection Critical Lane Volumes without the Project

Future weekday peak hour critical lane volumes without the Project were calculated at the seven (7) studied intersections based on the existing lane use and traffic control shown in Figure 2-1. The future weekday peak hour forecasts without the Project and the CLV intersection capacity analysis procedures, in accordance with M-NCPPC LATR guidelines, are shown in Figure 3-3. The results are presented in Appendix C and summarized in Table 3-2.

Table 3-2 indicates that each of the seven (7) intersections would continue to operate within the congestion standard during both the weekday AM and PM peak hours.

Table 3-2 Intersection Capacity Analysis-Background Traffic Without Project

Intersection	Background Traffic	
	AM	PM
1. MD 650/MD 198/MD 28	857	1046
2. MD 650/Ednor Road	930	1228
3. MD 650/Briggs Chaney Road	726	932
4. MD 650/Norwood Road	1413	1171
5. Briggs Chaney Road/ Good Hope Road	808	832
6. MD 198/Peach Orchard Road	1256	1284
7. MD 28/ Norwood Road	1089	862



Figure 3-2 Pipeline Development Peak Hour Forecast

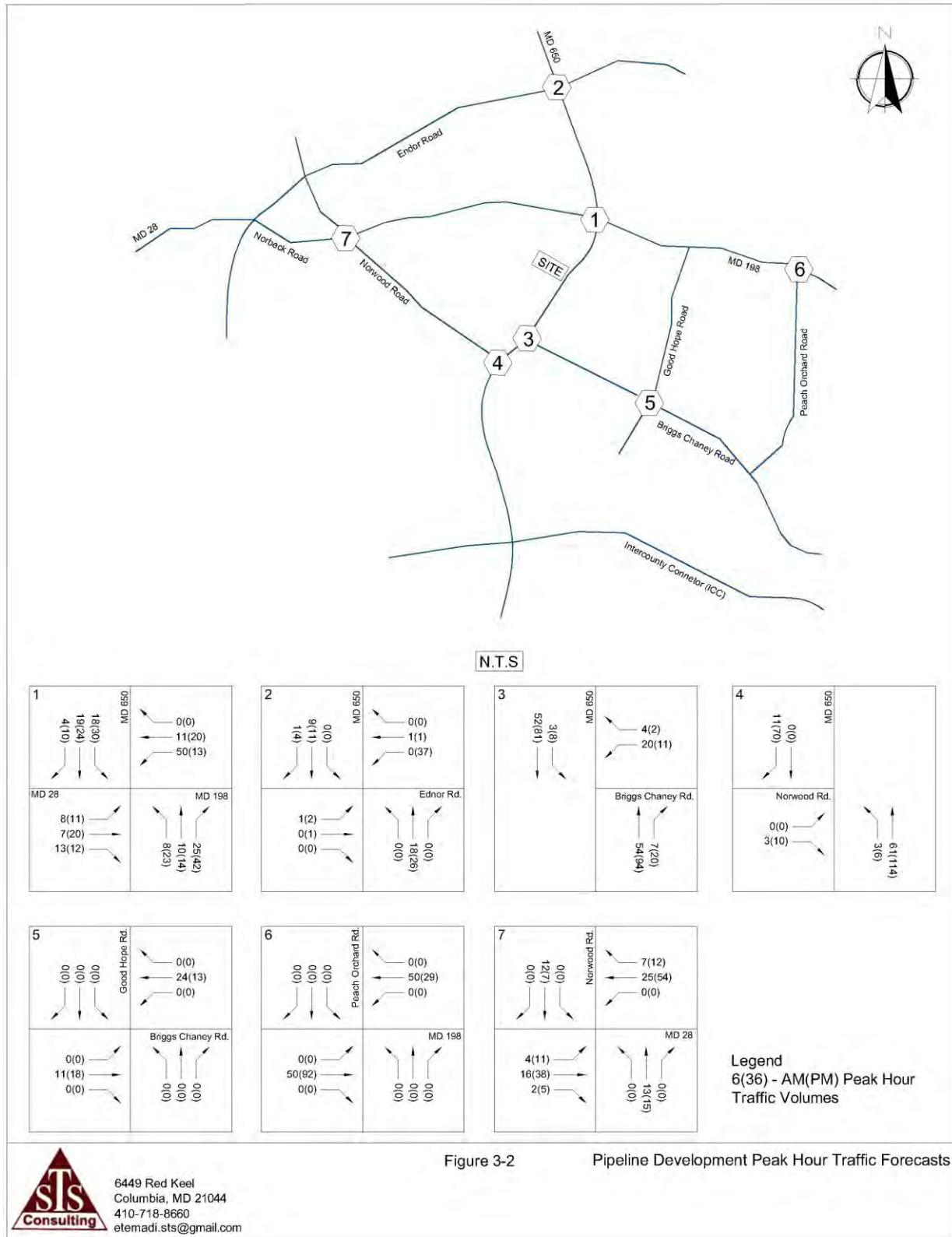


Figure 3-2

Pipeline Development Peak Hour Traffic Forecasts





Figure 3-3 Future Peak Hour Forecast without Project

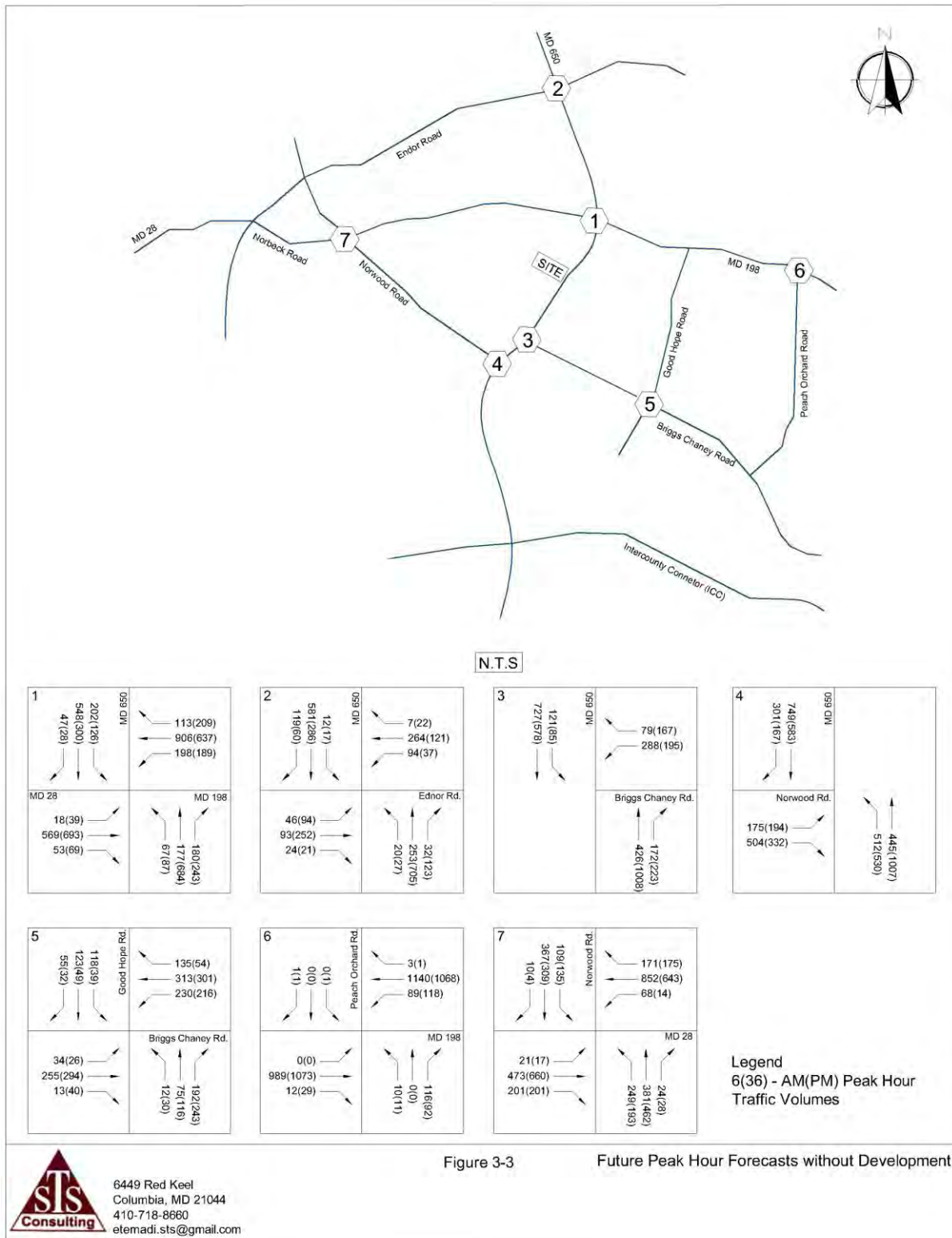


Figure 3-3

Future Peak Hour Forecasts without Development



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SECTION 4 - FUTURE CONDITIONS WITH THE PROJECT

Overview

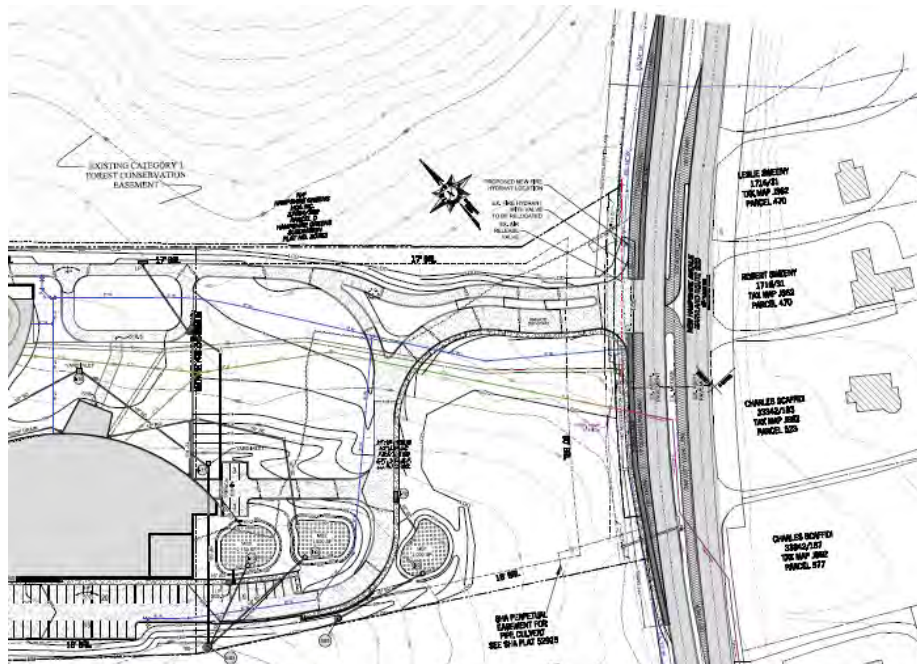
This section presents analyses of total future weekday peak hour traffic conditions in the study area with the Project.

Site Access /Median Break Concept

As shown in Figure 4-1, (Site Plan) a single access to the Project is proposed on MD 650. The median on MD 650 currently prohibits the site access to operate as a full movement entrance. The original traffic study presented three scenarios as to how the site access may operate in the future:

1. There will be a median break to allow a full movement access.
2. The median will remain in place and the traffic generated to the site from the south will make a “U” turn at Harding Lane to reach its destination.
3. The median will remain in place and a “NO U TURN” sign will be installed at Harding Lane to prevent site traffic from making a “U” turn at Harding Lane. Therefore, the site generated traffic will be required to travel north to the intersection of MD 650 and MD 198 and make a “U” turn to reach its destination at the site.

Figure 4-1 Site Plan Access Location



STS Consulting presented a traffic analysis of possible median break along New Hampshire Avenue (in the initial traffic study) for a full movement access to the site. Maryland State Highway Administration has reviewed the results of the traffic operation and safety of a median break and has concluded that a T-



Intersection median break to provide a left in and left out only to and from the site access is justified and has the merit to pursue. Therefore, this revised traffic study presents the result of the traffic operation with the T-Intersection median break access to the site. The detailed analysis and result of the traffic operation with a median break is presented in **Section 6-Internal Circulation and Access**.

Site Trip Generation

The site trip generation was calculated based on the LATR/TPAR Guidelines trip generation rate for a K-12 private school. However, based on LATR/TPAR Guidelines, we suggested and MNCPPC staff approved a 6% pass-by trip and a 29% diverted trip reduction. The following table shows the site generated trips. (Table 4-1)

Table 4-1 Site Trip Generation

Land Use	AM			PM		
	In	Out	Total	In	Out	Total
350 K-12 Private School	161	112	273	112	161	273
6% Pass By Trips	10	7	17	7	10	17
29% Diverted Trips	47	32	79	32	47	79
Total Trip Reduction	-57	-39	-96	-39	-57	-96
Net New Trips	104	73	177	73	104	177

As shown in Table 4-1 above, the proposed school would generate 273 (161 in and 112 out) total weekday AM peak hour trips and 273 (112 in and 161 out) total weekday PM peak hour trips. The Project will add 177 net new trips to the road network during the weekday AM and PM peak hours.

Site Trip Distribution and Assignment

The distribution of weekday peak hour trips generated by the Project was determined based on the Trip Distribution and Traffic Assignment Guidelines published in the LATR and TPAR Guidelines. The directions of approach for the Project are as follows:

Table 4-2 Site Trip Distribution

To/ From	Via	% Assigned
North	New Hampshire Avenue	2%
South	New Hampshire Avenue	75%
East	Briggs Chaney and MD 198	12%
West	<u>MD 28</u>	11%
Total		100%

The future site-generated weekday peak hour trips were distributed and assigned to the public road network according to the directional distribution described above and shown in Figure 4-2. The result of site traffic forecasts assignments are shown in Figure 4-3.



Figure 4-2 Site Trip Distribution

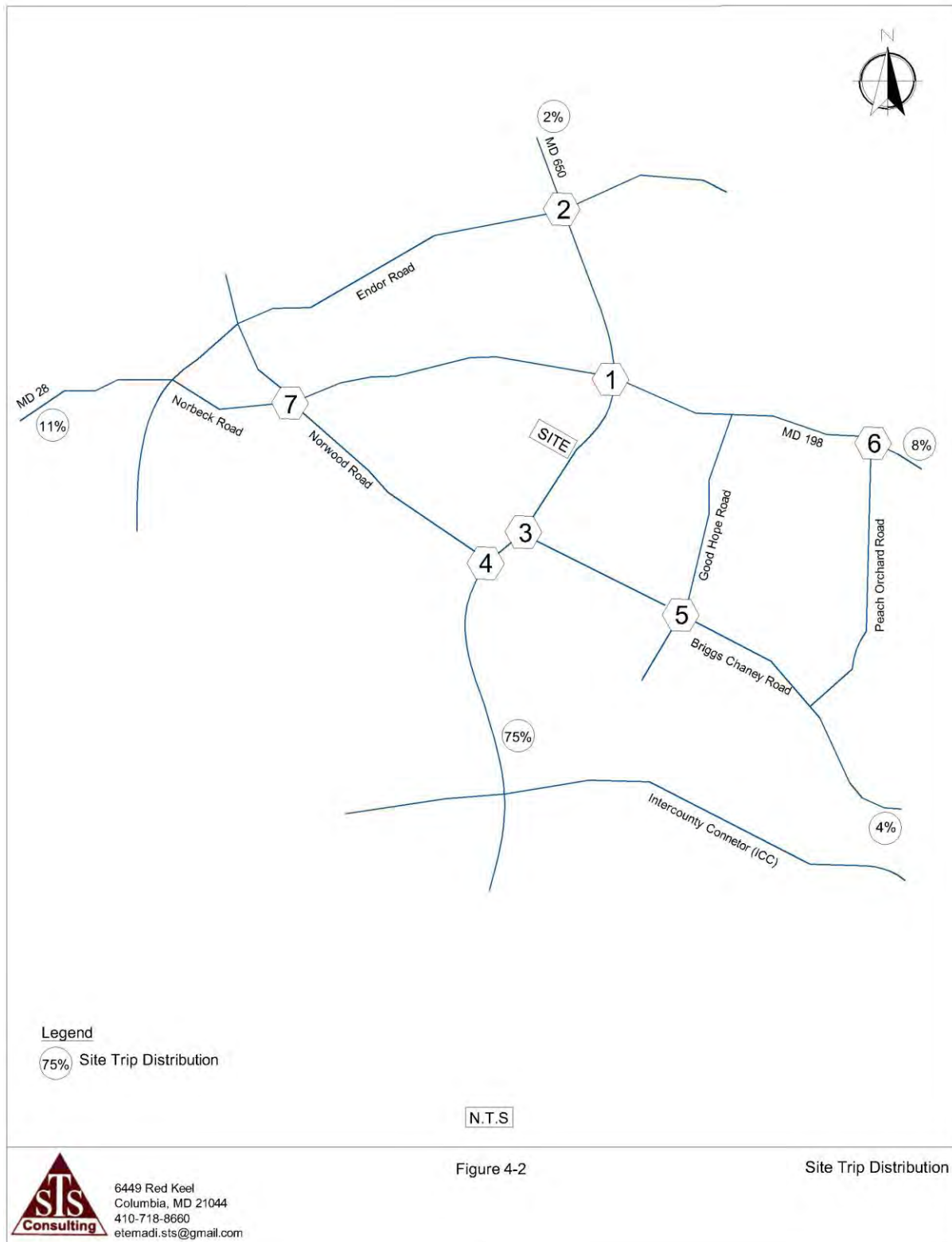
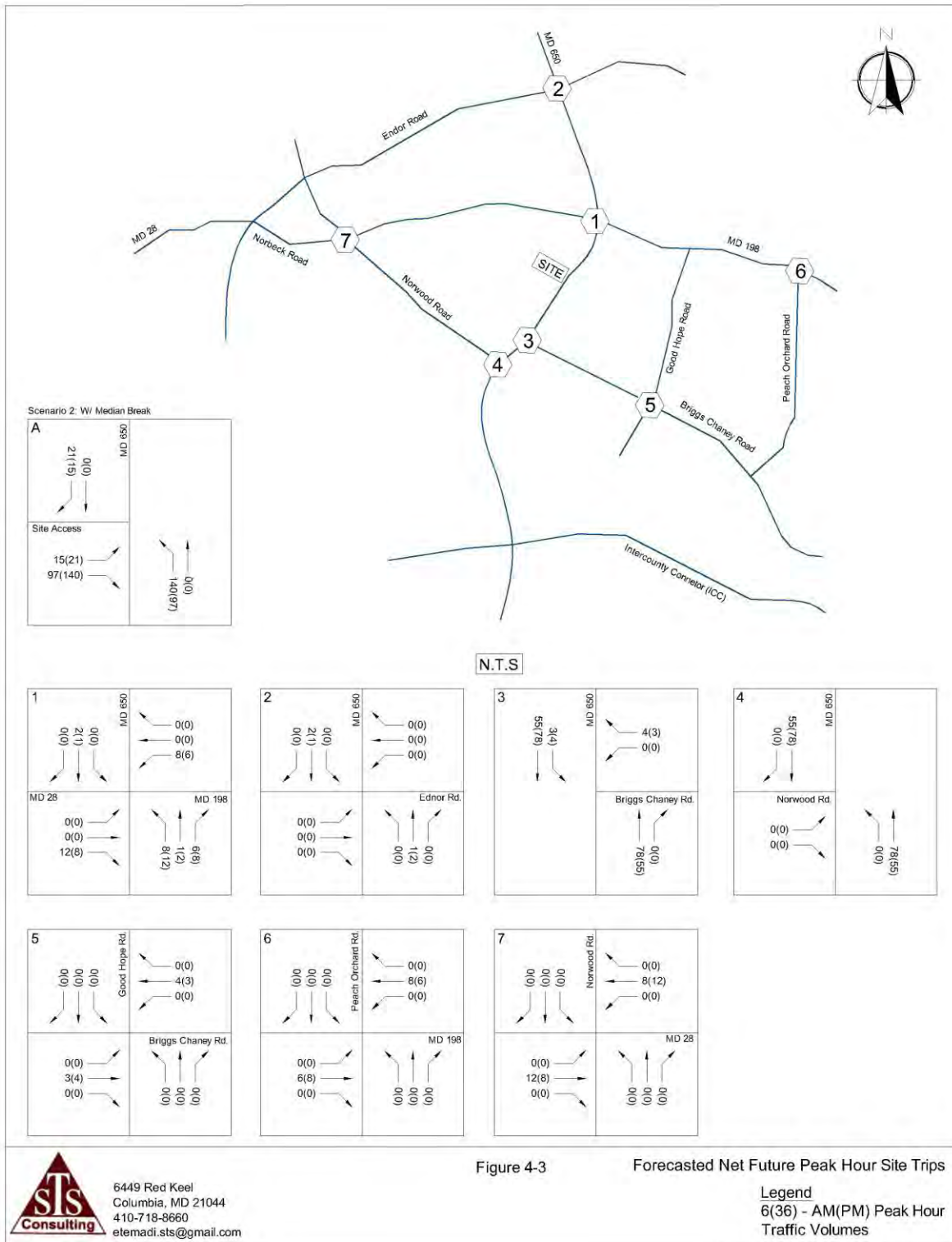


Figure 4-3 Site Trip Assignment





Pass-By and Diverted Trip Assignment

Based on discussion with MNCPPC staff and according to the approved scope of work, we have estimated 6% pass-by trips and 29% diverted trips. The assigned pass-by and diverted trips are shown in Figure 4-5. These trips exist on the network independent of the proposed project but stop at the site while traveling on the road network to some other destination. The distribution of these trips is determined based on the same distribution as site-generated trips.

Future Traffic Forecasts with the Project

The proposed future site traffic and background traffic were combined with existing traffic to yield the total future traffic shown in Figure 4-4.

Future Intersection Critical Lane Volumes with the Project

Future weekday peak hour CLVs with the Project were calculated at the studied intersections and at the site access point with the different scenarios based on the future median break, or “U” turns at Harding Lane or MD 198 and New Hampshire Avenue and are shown in Figure 4-4.

As shown in Table 4-3, all studied intersections would continue to operate within the congestion standard during the weekday AM and PM peak hours with the Project.

Table 4-3 Intersection Capacity Analyses-Total Future Traffic Condition

Intersection	Existing Traffic		Background Traffic		Total Future Traffic	
	AM	PM	AM	PM	AM	PM
1. MD 650/MD 198/MD 28	823	988	857	1046	886	1056
2. MD 650/Ednor Road	919	1128	930	1228	932	1230
3. MD 650/Briggs Chaney Road	670	853	726	932	770	967
4. MD 650/Norwood Road	1348	1118	1413	1171	1442	1212
5. Briggs Chaney Road/ Good Hope Road	795	804	808	832	811	836
6. MD 198/Peach Orchard Road	1206	1192	1256	1284	1264	1292
7. MD 28/ Norwood Road	1056	839	1089	862	1093	866



Figure 4-4 Future Peak Hour Traffic Forecast with Development

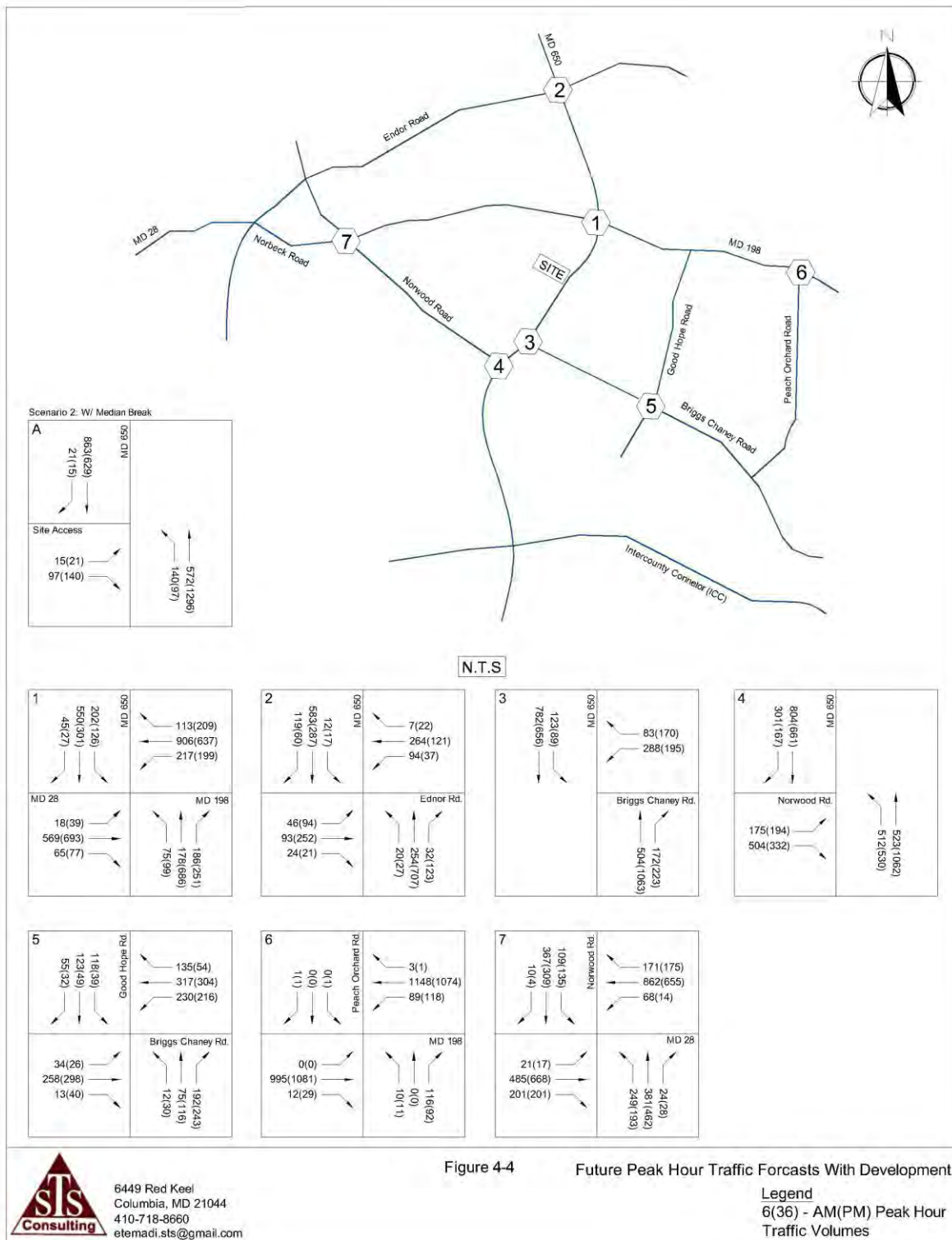
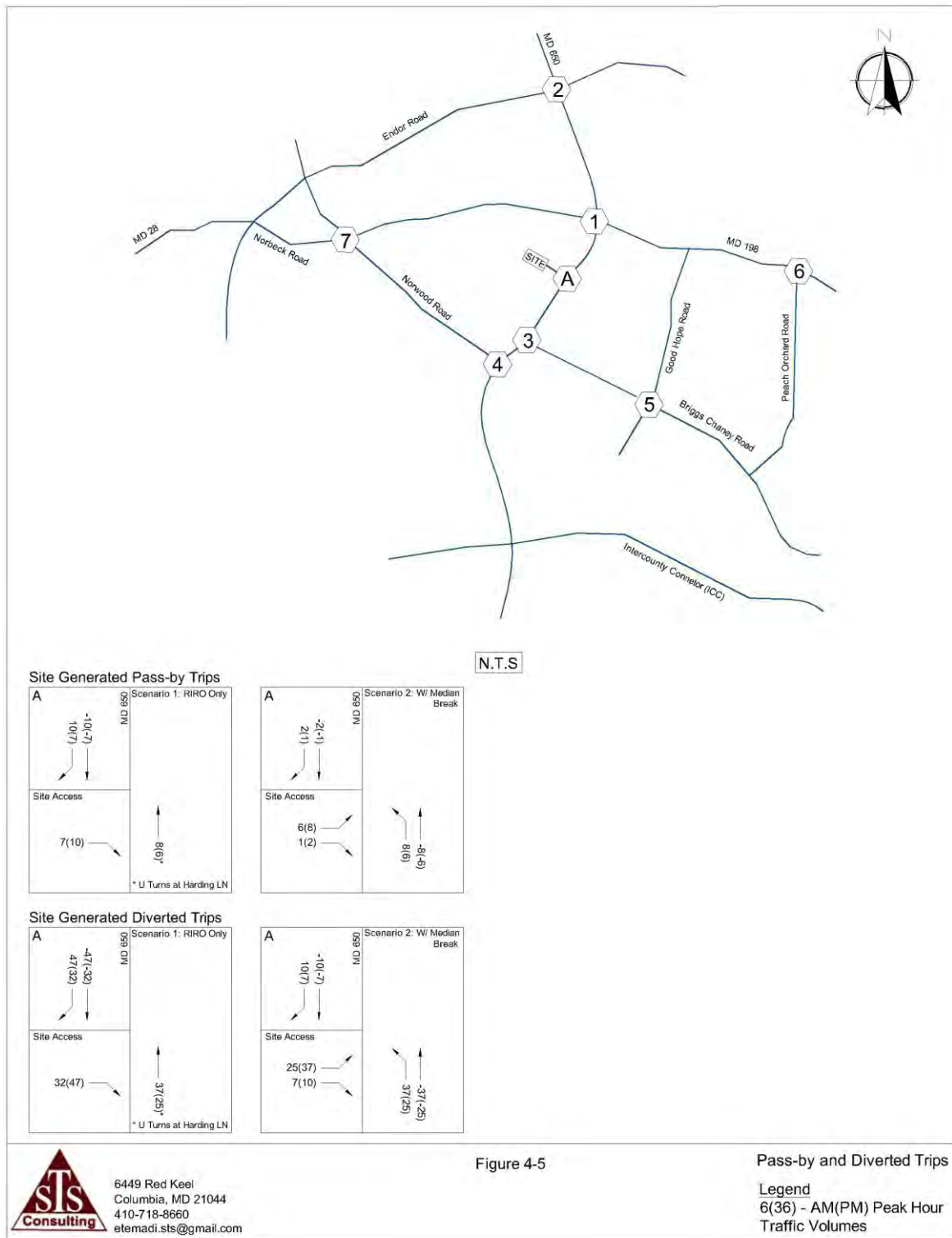




Figure 4-5 Pass-by and Diverted Trips





SECTION 5 - TRANSPORTATION POLICY AREA REVIEW (TPAR)

Overview

The site is located within the Cloverly Policy Area. This area has adequate roadway capacity but inadequate transit services.

Mitigation

The applicant should make a 25% Impact Tax payment as a mitigation measure to pass the test for inadequate transit services. Upon the additional impact tax, this application passes the TPAR test section of the transportation APFO.

SECTION 6 – INTERNAL CIRCULATION AND ACCESS

The Jesus House is planned for a 1,600 seat house of worship mostly active on Sundays, a 350 student K-12th grade School and a multipurpose youth center. The multipurpose youth center is expected to be used on weekends and after weekday evening peak hours. Two (2) Sunday services are planned with about 30 minutes intervals in between each service to avoid traffic exiting and entering the site to coincide. The access is designed to have one lane in and two lanes out to allow for the traffic exiting the site to separate between those traveling north and south with a T-Intersection design median break on New Hampshire Avenue. STS Consulting used SYNCHRO model to simulate the traffic operation at the site access intersection with New Hampshire Avenue to determine, Level of Service (LOS) operation, queuing and delay for all turning movements at the site. Table 6-1 presents the result of SYNCHRO model and the output result is included in Appendix D.

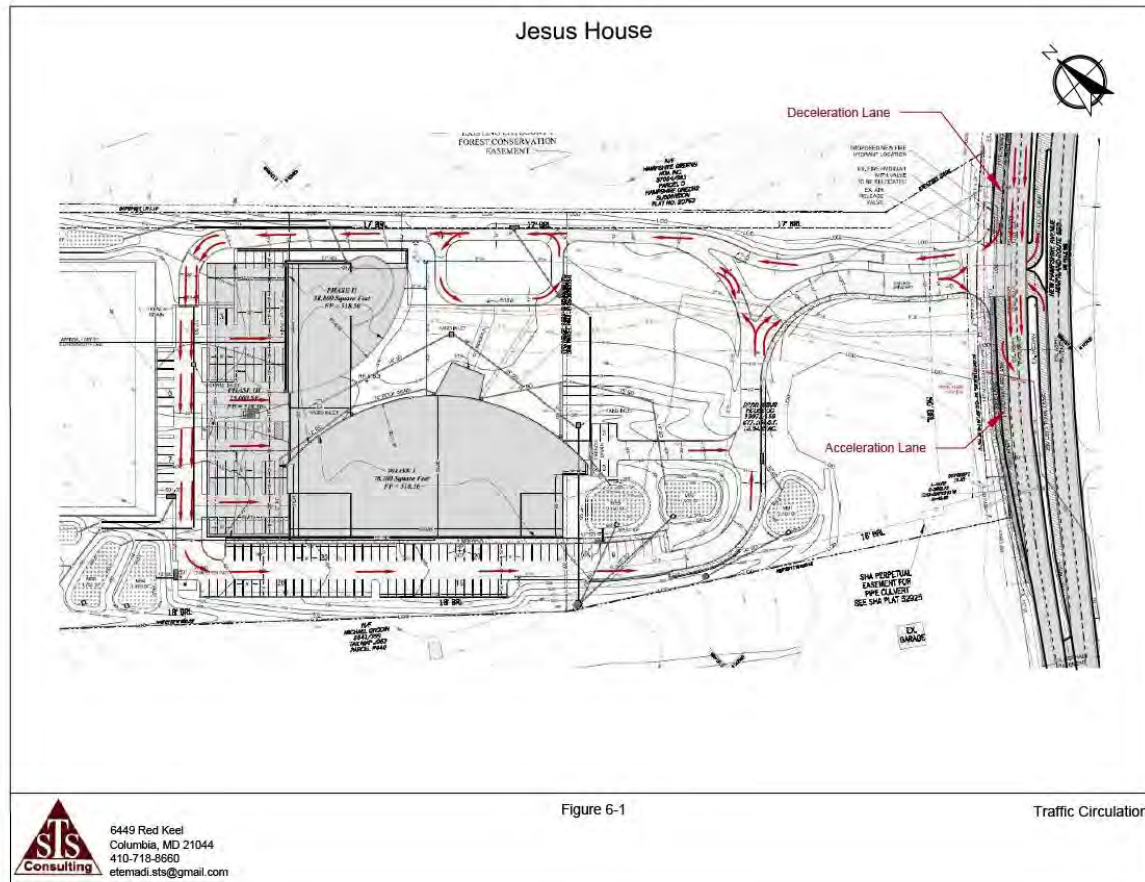
With the T-Intersection median break considered by SHA for implementation, the site would be provided with a more efficient and safe traffic operation at the site access point. Without a median break, traffic generated to the site from the south (75% via New Hampshire combined with 4% from the east on Briggs Chaney Road for a total of 79% of the site-generated trips traveling north to make left turns into the site) must travel north to Harding Lane (located on the east side of New Hampshire Avenue) and make a “U” turn to come back to the site. This location is not the safest place for traffic to make “U” turns. Traffic entering and exiting Harding Lane, combined with traffic traveling north and south on New Hampshire Avenue and allowing “U” turns without a left turn storage lane within the median creates too many points of conflict without channelization control.

Alternatively, the site-generated traffic must travel north to the intersection of New Hampshire Avenue and MD 198/MD 28 and make a “U” turn to reach their destination at the site. This will result in an unnecessary increased in traffic on New Hampshire Avenue and at the intersection of MD 650 and MD 198/MD 28. SHA has determined that it would be safer if a T-Intersection median break was provide to allow northbound traffic to turn left onto the site via a deceleration lane and traffic exiting the site and destined north, to turn left onto an exclusive acceleration lane and merge safely with the northbound traffic. The design of this T-Intersection median break will comply with the SHA design guidelines. The conceptual design is shown in Figure 6-1. A more detailed design is shown as part of the revised Preliminary Plan.

The proposed internal circulation planned (Figure 6-1) will maximize the safety and efficiency of the



Figure 6-1 Internal Circulation and Access



traffic within the site. The applicant proposes to provide an exclusive right turn lane (deceleration lane) and an acceleration lane for the traffic turning right in and right out of the site. These turn lanes will provide for a safer turn for a high number of trips during the Sunday Services.

To attend the Sunday Services, the traffic will enter the site (one lane in) and continue west along the main internal roadway without the ability to make a left turn as shown in Figure 6-1 and continue to the parking lot under the buildings or make a turn onto the circular drive in front of the main sanctuary. After dropping off or picking up at this location, traffic will continue on the circular drive to park or exit the site. Traffic will be controlled by temporarily placing traffic cones at locations where traffic movements will be appropriately controlled.

This will force the traffic to enter the parking lot under the buildings and then move east towards the site access at New Hampshire Avenue. The exit point has two lanes separating the traffic making a left turn to go north on New Hampshire Avenue and the traffic traveling south.

This circulation pattern provides a safe, efficient and orderly traffic movement within the site because the points of conflict are minimized. By providing a more efficient traffic operation within the site based on the proposed



traffic pattern, delays will be reduced within the site and, therefore, there will be no risk of spill over traffic into New Hampshire Avenue.

There will be at least one off duty police officer to direct traffic at the intersection of New Hampshire Avenue and the site access during the Sunday services

As part of this traffic circulation study, we have used SYNCHRO traffic simulation model to evaluate the efficiency of the traffic operation at the site access. The results are summarized in Table 6-1 and output results are included in Appendix D.

**Table 6-1 SYNCHRO Results- Total Future Intersection
 Level of Service Analysis at Site Access with Median Break**

Total Future Intersection Level of Service Analysis Results								
Scenario	Intersection	Movement	AM Peak			PM Peak		
			Approach LOS	Delay (seconds/veh)	95th percentile Queue (feet)	LOS	Delay (seconds/veh)	95th percentile Queue (feet)
Site Access -W/ Median Break on MD 650	MD 650/Site Access	EBL	C	19.5	17	C	18.6	24
		EBR	Free Flow	0	18	Free Flow	0	22
		NBL	Free Flow	0	20	Free Flow	0	10
		Free flow and no delay for Through Movements on MD 650 and Right Turn Lanes. Overall Intersection LOS "A" for both AM and PM Peaks						

As shown in the table above, the median break option will result in an efficient and safe traffic operation as compared to making a "U" turn at Harding Lane. The safety aspects of the proposed internal and access circulation have been discussed in this section.

It is our conclusion that the proposed plan to provide a median break at the site access along New Hampshire Avenue and the internal traffic circulation pattern will provide the best option for safe, efficient and orderly traffic operation in the area.

SECTION 7 - CONCLUSIONS

The conclusions of this traffic impact study are as follows:

1. Currently, all seven (7) studied intersections operate within the Cloverly congestion standard of 1,450 CLV during the weekday AM and PM peak hours.
2. Sidewalks and other pedestrian amenities including crosswalks, pedestrian signal heads and ADA ramps are not completely adequate at every location partly due to the rural nature of the area. The traffic counts show minimal pedestrian or bicycle traffic at the studied locations. However, adequate sidewalks, wide shoulders and a wide median exist along the site frontage and at newly-constructed roads and intersections. There are limited bus services to the area but there are bus stops about quarter of a mile to half a mile from the site.
3. 11 pipeline developments will generate 167 weekday AM peak hour trips and 270 weekday PM peak hour trips, upon completion.



4. With the additional traffic that would be added to the road network by pipeline developments, all seven (7) study intersections would continue to operate within the congestion standard.
5. The proposed new school (350 student K-12th grade) will generate a total of 273 weekday AM and PM peak hour trips and 177 weekday AM and PM net peak hour trips (excluding pass-by and diverted trips.)
6. With the additional traffic that would be added to the road network by the Project, all seven (7) studied intersections and the site access intersection would continue to operate within the congestion standard.
7. The project passes the LATR test.
8. The Project passes the new TPAR test for highway capacity but fails the test for adequacy of transit services. The applicant will pay 25% of the impact tax to mitigate the inadequacy of the transit services and pass the TPAR test.
9. A T-Intersection median break is proposed and is considered by SHA for implementation provided that it complies with the SHA design guidelines. This median break provides for efficient, safe and orderly site generated traffic to enter and exit the site. The overall intersection traffic operates at LOS A. Both the northbound left turn lane and eastbound left turn lane have a 95th percentile queue of not exceeding 24 feet either in the AM or PM peak hours.

APPENDIX A

SCOPING DOCUMENTS



Local Area Transportation Review / Transportation Policy Area Review

TRAFFIC STUDY SCOPE OF WORK AGREEMENT

Contact Information			
Transportation Consultant (company, contact, email, and phone number)		STS Consulting Shahriar Etemadi Etemadi.sts@gmail.com (410) 718-8660	
Name of Applicant / Developer		RCCG Jesus House	
Project Information <i>Include Tables/Graphics, As Needed</i>			
Project Name (include plan no. if known)		RCCG Jesus House	
Project Location (include address if known)		Cloverly Area along New Hampshire Avenue south of MD 198	
Policy Area(s) (subdivision staging policy map)		Cloverly	Master Plan / Sector Plan Area(s) Cloverly
Application Type(s)		<input checked="" type="checkbox"/> Preliminary Plan <input type="checkbox"/> Site Plan <input type="checkbox"/> Sketch Plan <input type="checkbox"/> Amendment <input type="checkbox"/> Conditional Use (formerly special exception) <input type="checkbox"/> Local Map Amendment <input type="checkbox"/> Other: _____	
Project Description & Previous Approvals (proposed land uses, zoning, no. of units, square footage, construction phasing, prior approvals and proposals, existing uses, site operations, year built, status of APF, other relevant info)		The plan for the site includes a 1,600 seat house of worship, 350 K-12 private school and a youth center. The Youth Center will be in use during off- peak hours. Access to the surface and underground parking garage is planned on New Hampshire Avenue. The site is currently vacant land. The church is exempt from traffic analysis but the LATR/TPAR Guidelines states that " On sites with public or private facilities with 800 or more seats or that can otherwise accommodate 800 or more people during an event, which may have high traffic impacts, traffic studies should address concerns about the site access and circulation." STS Consulting will prepare a circulation plan as part of the traffic analysis to meet this requirement.	
Site Access (proposed access location(s), existing/adjacent/opposite curb cuts, interparcel connections, access configurations and restrictions, internal circulation, private roads, parking/loading areas, other relevant info)		Currently one access from New Hampshire Avenue is proposed.	



Transportation Analysis Requirement <small>(refer to pages 4 and 6 in the Jan. 2013 LATR Guidelines; staff can provide additional guidance and support)</small>	<input checked="" type="checkbox"/> Traffic Study Generates <u>30 or more</u> total weekday peak hour trips (no reductions other than a credit for existing developments over 12 years old) <u>AND</u> outside of White Flint Policy Area. Fill out remainder of this form, sign last page, and include in traffic study appendix.		<input type="checkbox"/> Traffic Study Exemption Statement Generates <u>29 or fewer</u> total weekday peak hour trips (no reductions other than a credit for existing developments over 12 years old) <u>OR</u> within White Flint Policy Area. Fill out PAR and trip generation sections below, sign last page, and include with statement.
Policy Area Review (PAR) <small>(refer to pages 27 - 31 of the Jan. 2013 LATR Guidelines)</small>	<input checked="" type="checkbox"/> TPAR (1/1/13 - Present) 0, 25, 50%: <u>25%</u>	<input type="checkbox"/> PAMR (11/15/07 - 12/31/12) 0-50%: _____	<input type="checkbox"/> Exempt (no SF increase or fewer than 3 new trips) <input type="checkbox"/> No PAR (7/1/03 - 11/14/07) <input type="checkbox"/> PATR (before 6/30/03)
Transportation Mitigation Agreement (TMAg) Required?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes (25+ Employees and in TMD)	<input type="checkbox"/> Amend Existing TMAg
Transportation Management District (TMD)?	<input type="checkbox"/> No	<input type="checkbox"/> Yes TMD Name: _____	

Traffic Impact Study Assumptions		<i>Include Tables/Graphics, As Needed</i>	
Study Years / Phases	Existing Year: 2015	Phases / Build-out Year(s): 2017-18	
Study Periods	<input checked="" type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> Mid-day <input type="checkbox"/> Saturday <input type="checkbox"/> Sunday <input type="checkbox"/> Other: _____		
Study Intersections & CLV Thresholds <small>(list all signalized & significant unsignalized intersections, and site driveways with corresponding CLV thresholds; traffic counts must be collected within 12-months of completed DARC application)</small>	# of tiers of intersections to study (refer to page 7 of Jan. 2013 LATR): <u>2</u> <i>For the purpose of determining the number of tiers of study intersections, trip calculation for the subject site should also include nearby unbuilt properties in common ownership. No trip reductions should be taken in this calculation other than a credit for existing developments over 12 years old.</i>		
	1) New Hampshire Avenue (MD 650) and Norbeck Road (MD 28)		7) Norbeck Road (MD 28) and Norwood Road
	2) New Hampshire Avenue (MD 650) and Ednor Road		8) Site Access
	3) New Hampshire Avenue (MD 650) and Briggs Chaney Road		9)
	4) New Hampshire Avenue (MD 650) and Norwood Road		10)
	5) Briggs Chaney Road and Good Hope Road		11)
	6) Spencerville Road (MD 198) and Peach Orchard Road		



Trip Generation (clearly cite sources and methodology, include trip gen for existing site, current approvals, proposed uses, and net changes)	According to the Local Area Transportation Review (LATR) and Transportation Policy Area Review (TPAR) Guidelines, we expect the school to generate 273 weekdays AM and 273 PM peak hour trips during the weekday peak periods. It is our understanding that the students coming to the site in the morning will remain in school until the evening peak hours and therefore, we assumed the same number of trips (as the AM peak hour) will be generated during the PM peak hour. The youth center will have events for the students and others during off-peak hours of the day.
Reductions / Mode Split (include justification and supporting documentation for internal capture, pass-by, diverted, transit, TDM)	According to January 2013 LATR/TPAR Guidelines, the Private School K-12 will have 6% Pass-by trips and 29% diverted trips, resulting 69% or 188 new trips will be the site generated trips in calculation of site impact in the traffic study.
Trip Distribution % (show percentage distribution throughout study area, refer to Appendix 4 of the Jan. 2013 LATR Guidelines for additional information on distributions)	Approximately 74% south, 16% west, 8% north and 2% east. These percentages may be modified as we adjust upon further analysis.
Pipeline Developments to be considered as background traffic (include name, plan #, land uses, and sizes for approved but unbuilt developments or concurrently pending applications; info can be obtained from the M-NCPPC Pipeline website; background growth rate, if applicable)	<p>According to MNCPPC staff, the following are the background developments. There are two churches in the list that will not be used as the background traffic due to no trips being generated during the peak hours and being exempt from traffic study. Eliminating the churches from the background traffic has been confirmed by MNCPPC staff.</p> <ol style="list-style-type: none"> 1. St. Constantine & Helen Greek (120100240) – West of Norwood Road and straddles Norbeck Road. Northeast and southeast corner of Norwood Road and Norbeck Road intersection. 35,930 square feet church (600 seats) 2. Bryants Nursery Road (120060720) – South of Norbeck Road and 1,500 feet east of Norwood Road/Norbeck Road intersection. 2 single family detached homes 3. Bryants Nursery Road (120050760) – South of Norbeck Road and 1,800 feet east of Norwood Road/Norbeck Road intersection. 2 single family detached homes 4. Hill Farm (120000790 – North of Norwood and 300 feet east of Crimson Spine Court 1 single family detached house 5. Quershi (120060050 – North of Norwood and just to the east of Hill Farm (120000790) noted above in #4) 3 single family detached houses 6. Cloverly Farm Market (119970830) – West of New Hampshire (MD 650) and 200 feet north of Briggs Chaney Road behind the existing shopping center



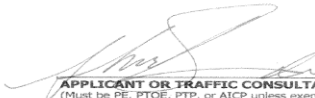
	7. Angeimo (120100160) – North of Briggs Chaney Road and approximately 0.4 miles to the east of the Briggs Chaney Road/New Hampshire Avenue intersection (MD 650) 32 single family detached homes 5 single family attached homes 8. Bernhard Acres (119960240) – Southeast corner of New Hampshire Avenue (MD 650) and Spencerville Road (MD 198) 5 single family detached homes 9. Jacot Property (120060340) – South of Spencerville Road (MD 198) and 100 feet to the west of Oak Hill Road 1 single family detached house 10. Spencerville Knolls (120061010) – North of Spencerville Road (MD 198) and 300 feet west of Thompson Road 4,800 square foot expansion of landscaping business 11. PMG Silver Spring (120140100) – Northeast corner of MD 198 and MD 650) – GOING TO THE PLANNING BOARD in JUNE 2015 3,250 square foot convenience store with one drive through carwash and 10 gasoline pumps.
Pipeline Transportation Projects to be considered as background condition (funded County CIP, State CTP, developer projects, etc.)	None
Additional Analysis or Software Required	<input type="checkbox"/> Queuing Analysis <input type="checkbox"/> Signal Warrant Analysis <input type="checkbox"/> Weaving/Merge Analysis <input type="checkbox"/> Accident Analysis <input type="checkbox"/> Synchro <input type="checkbox"/> SIDRA <input type="checkbox"/> VISSIM <input type="checkbox"/> CORSIM <input type="checkbox"/> Other
M-NCPPC Clarifications	
<ul style="list-style-type: none"> Traffic study will comply with all other requirements of the LATR & TPAR Guidelines not listed on this form. If physical improvements are proposed as mitigation, the traffic study will demonstrate feasibility with regards to right-of-way and utility relocation (at a minimum). In the event that the development proposal significantly changes after this traffic study scope has been agreed to, the Applicant will work with M-NCPPC staff to amend the scope to accurately reflect the new proposal. A receipt from MCDOT showing that the traffic study review fee has been paid will be provided to M-NCPPC DARC at the time the development application is submitted. A PDF copy of the traffic study and appendices will be provided. 	
Additional Assumptions / Special Circumstances for Discussion	

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Traffic study scope agreement is not final until signed by M-NCPPC staff.

AGREED


 APPLICANT OR TRAFFIC CONSULTANT SIGNATURE
 (Must be PE, PTOE, PTP, or AICP unless exempt from traffic study)
 SHAHRIAR ETEMADI, PTP
 PRINT NAME
 STS Consulting
 COMPANY

4/27/15
 DATE


 M-NCPPC STAFF SIGNATURE
 Michael Garcia
 PRINT NAME

5/7/15
 DATE

Please include a signed copy of this document and accompanying graphics with submitted traffic study or statement.

March 12, 2015 Version

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APPENDIX B

Traffic VOLUME

VEHICLE AND PEDESTRIAN

CONTS




VEHICLES TURNING MOVEMENT COUNT - SUMMARY																				
Intersection of: MD 650 and: MD 28/MD 198 Location: Montgomery County, Maryland										Counted by: VCU Date: April 30, 2015 Weather: Sunny/Warm Entered by: DR Thursday Star Rating: 5										
TIME	TRAFFIC FROM NORTH MD 650					TRAFFIC FROM SOUTH MD 650					TRAFFIC FROM EAST MD 28					TRAFFIC FROM WEST MD 28				
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL
AM																				
6:30 - 6:45	0	102	15	0	117	29	60	8	0	97	22	195	27	0	244	5	116	0	0	121
6:45 - 7:00	12	125	29	0	166	45	59	7	1	112	27	230	44	0	301	7	107	2	0	116
7:00 - 7:15	16	142	24	0	182	42	54	17	2	115	24	202	29	0	255	9	113	9	0	131
7:15 - 7:30	15	145	38	0	198	35	40	17	1	93	23	261	41	0	325	11	126	1	0	138
7:30 - 7:45	9	118	45	0	172	42	45	16	0	103	38	208	43	1	290	9	143	5	0	157
7:45 - 8:00	7	138	46	0	191	45	48	13	2	108	32	220	33	0	285	9	158	1	0	168
8:00 - 8:15	10	128	55	0	193	33	34	10	0	77	20	206	41	0	267	11	135	3	0	149
8:15 - 8:30	1	149	51	0	201	31	38	4	2	75	18	178	41	0	237	4	156	6	0	166
8:30 - 8:45	6	115	43	0	164	57	58	9	1	125	21	157	31	0	209	7	107	2	0	116
8:45 - 9:00	5	95	29	0	129	51	47	8	1	107	16	145	42	0	203	6	111	3	0	120
9:00 - 9:15	6	82	34	0	122	39	44	10	0	93	37	112	27	1	177	7	87	5	0	99
9:15 - 9:30	5	76	30	0	111	31	39	7	0	77	21	113	34	0	168	7	87	4	2	100
3 Hr Totals	92	1415	439	0	1946	480	566	126	10	1182	299	2227	433	2	2961	92	1446	41	2	1581
1 Hr Totals																				
6:30 - 7:30	43	514	106	0	663	151	213	49	4	417	96	888	141	0	1125	32	462	12	0	506
6:45 - 7:45	52	530	136	0	718	164	198	57	4	423	112	901	157	1	1171	36	489	17	0	542
7:00 - 8:00	47	543	153	0	743	164	187	63	5	419	117	891	146	1	1155	38	540	16	0	594
7:15 - 8:15	41	529	184	0	754	155	167	56	3	381	113	895	158	1	1167	40	562	10	0	612
7:30 - 8:30	27	533	197	0	757	151	165	43	4	363	108	812	158	1	1079	33	562	15	0	640
7:45 - 8:45	24	530	195	0	749	166	178	36	5	385	91	761	146	0	998	31	556	12	0	599
8:00 - 9:00	22	487	178	0	687	172	177	31	4	384	75	686	155	0	916	28	509	14	0	551
8:15 - 9:15	18	441	157	0	616	178	187	31	4	400	92	592	141	1	826	24	461	16	0	501
8:30 - 9:30	22	368	136	0	526	178	188	34	2	402	95	527	134	1	757	27	392	14	2	435
PEAK HOUR																				
7:15 - 8:15	41	529	184	0	754	155	167	56	3	381	113	895	158	1	1167	40	562	10	0	612
PM																				
4:00 - 4:15	3	45	17	0	65	53	113	18	1	185	39	113	21	0	173	9	132	7	0	148
4:15 - 4:30	4	51	26	0	81	49	121	15	1	186	55	133	42	0	230	24	144	5	0	173
4:30 - 4:45	3	78	25	0	106	40	132	24	2	198	35	160	32	0	227	11	156	10	0	177
4:45 - 5:00	4	82	18	0	104	52	140	16	0	208	40	181	42	0	263	12	129	9	0	150
5:00 - 5:15	3	63	34	0	100	60	150	14	1	225	53	156	47	2	258	18	186	6	1	211
5:15 - 5:30	6	69	22	0	97	57	188	17	0	262	62	161	47	0	270	14	199	4	0	217
5:30 - 5:45	2	63	25	0	90	44	152	12	2	210	50	159	39	0	248	7	125	7	0	139
5:45 - 6:00	6	81	15	0	102	40	180	18	0	238	44	141	45	0	230	18	163	10	0	191
6:00 - 6:15	7	57	28	0	92	43	114	15	0	172	45	137	31	0	213	8	166	9	0	183
6:15 - 6:30	6	76	29	0	111	32	115	9	0	156	40	142	41	0	223	12	150	6	0	168
6:30 - 6:45	9	61	17	1	88	43	117	11	0	171	36	104	54	0	194	13	125	2	0	140
6:45 - 7:00	6	71	19	0	96	30	110	11	2	153	24	109	45	1	179	13	104	5	0	122
3 Hr Totals	59	797	275	1	1132	543	1632	180	9	2364	523	1696	486	3	2708	159	1779	80	1	2019
1 Hr Totals																				
4:00 - 5:00	14	256	86	0	356	194	506	73	4	777	169	587	137	0	893	56	561	31	0	648
4:15 - 5:15	14	274	103	0	391	201	543	69	4	817	183	630	163	2	978	65	615	30	1	711
4:30 - 5:30	16	292	99	0	407	209	610	71	3	893	190	658	168	2	1018	55	670	29	1	755
4:45 - 5:45	15	277	99	0	391	213	630	59	3	905	205	657	175	2	1039	51	639	26	1	717
5:00 - 6:00	17	276	96	0	389	201	670	61	3	935	209	617	178	2	1006	57	673	27	1	758
5:15 - 6:15	21	270	90	0	381	184	634	62	2	882	201	598	162	0	961	47	653	30	0	730
5:30 - 6:30	21	277	97	0	395	159	561	54	2	776	179	579	156	0	914	45	604	32	0	681
5:45 - 6:45	28	275	89	1	393	158	526	53	0	737	165	524	171	0	860	51	604	27	0	682
6:00 - 7:00	28	265	93	1	387	148	456	46	2	652	145	492	171	1	809	46	545	22	0	613
PEAK HOUR																				
5:00 - 6:00	17	276	96	0	389	201	670	61	3	935	209	617	178	2	1006	57	673	27	1	758



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: MD 650 and: MD 28/MD 198 Location: Montgomery County, Maryland		Counted by: VCU Date: April 30, 2015 Weather: Sunny/Warm Entered by: DR		Thursday	Star Rating: 5
TIME	NORTH LEG MD 650		SOUTH LEG MD 650		
	Pedestrians	Bicycles	Pedestrians	Bicycles	
AM					
6:30 - 6:45	0	0	0	0	
6:45 - 7:00	0	0	0	0	
7:00 - 7:15	0	0	0	0	
7:15 - 7:30	0	0	0	0	
7:30 - 7:45	0	1	0	0	
7:45 - 8:00	0	0	0	0	
8:00 - 8:15	0	0	0	0	
8:15 - 8:30	0	0	1	0	
8:30 - 8:45	0	0	0	0	
8:45 - 9:00	0	0	0	0	
9:00 - 9:15	0	0	0	0	
9:15 - 9:30	0	0	0	0	
TOTALS	0	1	1	0	
PM					
4:00 - 4:15	0	0	0	0	
4:15 - 4:30	0	0	0	0	
4:30 - 4:45	0	0	0	0	
4:45 - 5:00	0	0	0	0	
5:00 - 5:15	0	0	0	0	
5:15 - 5:30	0	0	0	0	
5:30 - 5:45	0	0	0	0	
5:45 - 6:00	0	0	0	0	
6:00 - 6:15	0	0	0	0	
6:15 - 6:30	0	0	0	0	
6:30 - 6:45	0	0	0	0	
6:45 - 7:00	0	0	0	0	
TOTALS	0	0	0	0	
	EAST LEG MD 28		WEST LEG MD 28		
	Pedestrians	Bicycles	Pedestrians	Bicycles	
AM					
6:30 - 6:45	0	0	0	0	
6:45 - 7:00	0	0	0	0	
7:00 - 7:15	0	0	0	0	
7:15 - 7:30	1	0	0	0	
7:30 - 7:45	0	0	0	1	
7:45 - 8:00	0	0	0	0	
8:00 - 8:15	0	0	0	0	
8:15 - 8:30	0	0	1	0	
8:30 - 8:45	0	0	0	0	
8:45 - 9:00	0	0	0	0	
9:00 - 9:15	0	0	0	0	
9:15 - 9:30	0	0	1	0	
TOTALS	1	0	2	1	
PM					
4:00 - 4:15	0	0	0	0	
4:15 - 4:30	0	0	1	0	
4:30 - 4:45	0	0	0	0	
4:45 - 5:00	0	0	0	0	
5:00 - 5:15	0	0	0	0	
5:15 - 5:30	0	0	0	0	
5:30 - 5:45	0	0	0	0	
5:45 - 6:00	0	0	0	0	
6:00 - 6:15	0	0	0	0	
6:15 - 6:30	0	0	0	0	
6:30 - 6:45	0	0	0	0	
6:45 - 7:00	0	0	0	0	
TOTALS	0	0	1	0	



VEHICLES TURNING MOVEMENT COUNT - SUMMARY																					
Intersection of: MD 650 and: Ednor Road Location: Montgomery County, Maryland										Counted by: VCU Date: April 30, 2015 Weather: Sunny/Warm Entered by: DR					Thursday Star Rating: 5						
TIME	TRAFFIC FROM NORTH MD 650					TRAFFIC FROM SOUTH MD 650					TRAFFIC FROM EAST Ednor Road					TRAFFIC FROM WEST Ednor Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	19	85	4	0	108	10	79	1	0	90	2	33	14	0	49	3	10	2	0	15	262
6:45 - 7:00	38	122	7	0	167	9	67	7	0	83	3	52	14	0	69	4	16	6	0	26	345
7:00 - 7:15	38	136	1	0	175	5	65	2	0	72	5	64	27	0	96	3	20	16	0	39	382
7:15 - 7:30	26	149	4	0	179	12	60	6	0	78	1	68	30	0	99	6	24	11	0	41	397
7:30 - 7:45	27	129	4	0	160	7	54	6	0	67	0	66	17	0	83	8	16	9	0	33	343
7:45 - 8:00	27	158	3	0	188	8	56	6	0	70	1	65	20	0	86	7	33	9	0	49	393
8:00 - 8:15	26	144	4	0	174	9	48	4	0	61	4	56	19	0	79	6	17	8	0	31	345
8:15 - 8:30	25	155	5	0	185	14	33	10	0	57	4	42	10	0	56	12	14	4	0	30	328
8:30 - 8:45	15	120	5	0	140	6	46	10	0	62	3	41	17	0	61	9	23	15	0	47	310
8:45 - 9:00	16	100	5	0	121	8	47	1	0	56	7	43	8	0	58	12	22	10	0	44	279
9:00 - 9:15	20	89	2	0	111	9	54	1	0	64	4	30	11	0	45	4	18	10	0	32	252
9:15 - 9:30	13	75	11	0	99	14	47	0	0	61	1	36	5	0	42	7	17	9	0	33	235
3 Hr Totals	290	1462	55	0	1807	111	656	54	0	821	35	596	192	0	823	81	230	109	0	420	3871
1 Hr Totals																					
6:30 - 7:30	121	492	16	0	629	36	271	16	0	323	11	217	85	0	313	16	70	35	0	121	1386
6:45 - 7:45	129	536	16	0	681	33	246	21	0	300	9	250	88	0	347	21	76	42	0	139	1467
7:00 - 8:00	118	572	12	0	702	32	235	20	0	287	7	263	94	0	364	24	93	45	0	162	1515
7:15 - 8:15	106	580	15	0	701	36	218	22	0	276	6	255	86	0	347	27	90	37	0	154	1478
7:30 - 8:30	105	586	16	0	707	38	191	26	0	255	9	229	66	0	304	33	80	30	0	143	1409
7:45 - 8:45	93	577	17	0	687	37	183	30	0	250	12	204	66	0	282	34	87	36	0	157	1376
8:00 - 9:00	82	519	19	0	620	37	174	25	0	236	18	182	54	0	254	39	76	37	0	152	1262
8:15 - 9:15	76	464	17	0	557	37	180	22	0	239	18	156	46	0	220	37	77	39	0	153	1169
8:30 - 9:30	64	384	23	0	471	37	194	12	0	243	15	150	41	0	206	32	80	44	0	156	1076
PEAK HOUR																					
7:00 - 8:00	118	572	12	0	702	32	235	20	0	287	7	263	94	0	364	24	93	45	0	162	1515
PM																					
4:00 - 4:15	9	58	4	0	71	25	99	5	0	129	4	18	10	0	32	5	50	12	0	67	299
4:15 - 4:30	10	56	4	0	70	14	155	6	0	175	4	29	9	0	42	5	38	16	0	59	346
4:30 - 4:45	14	75	8	0	97	27	130	11	0	168	8	22	9	0	39	5	69	26	0	100	404
4:45 - 5:00	10	81	4	0	95	22	131	2	0	155	5	24	9	0	38	4	55	20	0	79	367
5:00 - 5:15	12	77	4	0	93	24	187	8	0	219	5	21	7	0	33	6	66	22	0	94	439
5:15 - 5:30	18	69	6	0	93	39	177	8	0	224	7	27	9	0	43	10	47	17	0	74	434
5:30 - 5:45	11	71	4	0	86	33	155	5	0	193	6	39	10	0	55	2	68	26	0	96	430
5:45 - 6:00	15	58	3	0	76	27	160	6	0	193	4	33	11	0	48	3	70	27	0	100	417
6:00 - 6:15	12	62	5	0	79	23	142	8	0	173	11	23	6	0	40	5	31	20	0	56	348
6:15 - 6:30	11	73	9	0	93	17	105	13	0	135	2	20	8	0	30	2	56	18	0	76	334
6:30 - 6:45	13	48	8	0	69	17	111	10	0	138	3	25	13	0	41	8	42	26	0	76	324
6:45 - 7:00	14	53	6	0	73	22	103	4	0	129	8	26	10	0	44	3	39	22	0	64	310
3 Hr Totals	149	781	65	0	995	290	1655	86	0	2031	67	307	111	0	485	58	631	252	0	941	4452
1 Hr Totals																					
4:00 - 5:00	43	270	20	0	333	88	515	24	0	627	21	93	37	0	151	19	212	74	0	305	1416
4:15 - 5:15	46	289	20	0	355	87	603	27	0	717	22	96	34	0	152	20	228	84	0	332	1556
4:30 - 5:30	54	302	22	0	378	112	625	29	0	766	25	94	34	0	153	25	237	85	0	347	1644
4:45 - 5:45	51	298	18	0	367	118	650	23	0	791	23	111	35	0	169	22	236	85	0	343	1670
5:00 - 6:00	56	275	17	0	348	123	679	27	0	829	22	120	37	0	179	21	251	92	0	364	1720
5:15 - 6:15	56	260	18	0	334	122	634	27	0	783	28	122	36	0	186	20	216	90	0	326	1629
5:30 - 6:30	49	264	21	0	334	100	562	32	0	694	23	115	35	0	173	12	225	91	0	328	1529
5:45 - 6:45	51	241	25	0	317	84	518	37	0	639	20	101	38	0	159	18	199	91	0	308	1423
6:00 - 7:00	50	236	28	0	314	79	461	35	0	575	24	94	37	0	155	18	168	86	0	272	1316
PEAK HOUR																					
5:00 - 6:00	56	275	17	0	348	123	679	27	0	829	22	120	37	0	179	21	251	92	0	364	1720



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: MD 650
and: Ednor Road
Location: Montgomery County, Maryland

Counted by: VCU
Date: April 30, 2015
Weather: Sunny/Warm
Entered by: DR


Thursday
Star Rating: 5



TIME	NORTH LEG MD 650		SOUTH LEG MD 650	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	2	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	2	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	4	0	0	0

	EAST LEG Ednor Road		WEST LEG Ednor Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	1	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	1	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	2	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	2	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	1	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	0	0	3	0



VEHICLES TURNING MOVEMENT COUNT - SUMMARY																					
Intersection of: MD 650 and: Briggs Chaney Road Location: Montgomery County, Maryland										Counted by: VCU Date: April 30, 2015 Weather: Sunny/Warm Entered by: DR					Thursday Star Rating: 5						
TIME	TRAFFIC FROM NORTH on: MD 650					TRAFFIC FROM SOUTH on: MD 650					TRAFFIC FROM EAST on: Briggs Chaney Road					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45		126	10	0	136	15	95		0	110	18		30	0	48				0	294	
6:45 - 7:00		158	25	0	183	29	111		1	141	9		52	0	61				0	385	
7:00 - 7:15		153	21	0	174	29	104		5	138	23		70	0	93				0	405	
7:15 - 7:30		193	32	0	225	55	102		5	162	14		66	0	80				0	467	
7:30 - 7:45		175	32	0	207	43	79		1	123	16		73	0	89				0	419	
7:45 - 8:00		154	32	0	186	38	87		0	125	22		59	0	81				0	392	
8:00 - 8:15		163	33	0	196	43	69		0	112	22		44	0	66				0	374	
8:15 - 8:30		144	52	0	196	42	67		1	110	16		46	0	62				0	368	
8:30 - 8:45		147	50	0	197	29	91		2	122	38		53	0	91				0	410	
8:45 - 9:00		148	37	0	185	52	93		0	145	29		42	0	71				0	401	
9:00 - 9:15		127	20	0	147	18	79		1	98	23		48	0	71				0	316	
9:15 - 9:30		118	12	0	130	34	79		0	113	23		37	0	60				0	303	
3 Hr Totals	0	1806	356	0	2162	427	1056	0	16	1499	253	0	620	0	873	0	0	0	0	4534	
1 Hr Totals																					
6:30 - 7:30	0	630	88	0	718	128	412	0	11	551	64	0	218	0	282	0	0	0	0	1551	
6:45 - 7:45	0	679	110	0	789	156	396	0	12	564	62	0	261	0	323	0	0	0	0	1676	
7:00 - 8:00	0	675	117	0	792	165	372	0	11	548	75	0	268	0	343	0	0	0	0	1683	
7:15 - 8:15	0	685	129	0	814	179	337	0	6	522	74	0	242	0	316	0	0	0	0	1652	
7:30 - 8:30	0	636	149	0	785	166	302	0	2	470	76	0	222	0	298	0	0	0	0	1553	
7:45 - 8:45	0	608	167	0	775	152	314	0	3	469	98	0	202	0	300	0	0	0	0	1544	
8:00 - 9:00	0	602	172	0	774	166	320	0	3	489	105	0	185	0	290	0	0	0	0	1553	
8:15 - 9:15	0	566	159	0	725	141	330	0	4	475	106	0	189	0	295	0	0	0	0	1495	
8:30 - 9:30	0	540	119	0	659	133	342	0	3	478	113	0	180	0	293	0	0	0	0	1430	
PEAK HOUR																					
7:00 - 8:00	0	675	117	0	792	165	372	0	11	548	75	0	268	0	343	0	0	0	0	1683	
PM																					
4:00 - 4:15		78	17	0	95	48	155		1	204	34		49	0	83				0	382	
4:15 - 4:30		79	23	0	102	47	185		0	232	34		49	0	83				0	417	
4:30 - 4:45		125	22	0	147	41	184		0	225	45		58	0	103				0	475	
4:45 - 5:00		125	22	0	147	42	221		0	263	37		44	0	81				0	491	
5:00 - 5:15		118	17	0	135	43	224		1	268	50		43	0	93				0	496	
5:15 - 5:30		123	18	1	142	58	250		2	310	44		46	0	90				0	542	
5:30 - 5:45		132	18	0	150	42	211		0	253	41		51	0	92				0	495	
5:45 - 6:00		124	23	0	147	60	229		0	289	30		44	0	74				0	510	
6:00 - 6:15		115	20	0	135	48	163		0	211	38		46	0	84				0	430	
6:15 - 6:30		136	19	0	155	52	156		0	208	30		42	0	72				0	435	
6:30 - 6:45		113	15	0	128	48	167		0	215	36		45	0	81				0	424	
6:45 - 7:00		139	21	1	161	42	162		0	204	30		41	0	71				0	436	
3 Hr Totals	0	1407	235	2	1644	571	2307	0	4	2882	449	0	558	0	1007	0	0	0	0	5533	
1 Hr Totals																					
4:00 - 5:00	0	407	84	0	491	178	745	0	1	924	150	0	200	0	350	0	0	0	0	1765	
4:15 - 5:15	0	447	84	0	531	173	814	0	1	988	166	0	194	0	360	0	0	0	0	1879	
4:30 - 5:30	0	491	79	1	571	184	879	0	3	1066	176	0	191	0	367	0	0	0	0	2004	
4:45 - 5:45	0	498	75	1	574	185	906	0	3	1094	172	0	184	0	356	0	0	0	0	2024	
5:00 - 6:00	0	497	76	1	574	203	914	0	3	1120	165	0	184	0	349	0	0	0	0	2043	
5:15 - 6:15	0	494	79	1	574	208	853	0	2	1063	153	0	187	0	340	0	0	0	0	1977	
5:30 - 6:30	0	507	80	0	587	202	759	0	0	961	139	0	183	0	322	0	0	0	0	1870	
5:45 - 6:45	0	488	77	0	565	208	715	0	0	923	134	0	177	0	311	0	0	0	0	1799	
6:00 - 7:00	0	503	75	1	579	190	648	0	0	838	134	0	174	0	308	0	0	0	0	1725	
PEAK HOUR																					
5:00 - 6:00	0	497	76	1	574	203	914	0	3	1120	165	0	184	0	349	0	0	0	0	2043	



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: MD 650
and: Briggs Chaney Road
Location: Montgomery County, Maryland

Counted by: VCU
Date: April 30, 2015
Weather: Sunny/Warm
Entered by: DR

Thursday
Star Rating: 5




TIME	NORTH LEG MD 650		SOUTH LEG MD 650	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	1	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	2	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	3	0	0	0

	EAST LEG Briggs Chaney Road		WEST LEG	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0		
6:45 - 7:00	0	0		
7:00 - 7:15	0	0		
7:15 - 7:30	0	0		
7:30 - 7:45	2	0		
7:45 - 8:00	0	0		
8:00 - 8:15	0	0		
8:15 - 8:30	1	0		
8:30 - 8:45	0	0		
8:45 - 9:00	0	0		
9:00 - 9:15	0	0		
9:15 - 9:30	0	0		
TOTALS	3	0	0	0
PM				
4:00 - 4:15	0	0		
4:15 - 4:30	0	0		
4:30 - 4:45	0	0		
4:45 - 5:00	0	0		
5:00 - 5:15	0	0		
5:15 - 5:30	0	0		
5:30 - 5:45	0	0		
5:45 - 6:00	0	0		
6:00 - 6:15	2	0		
6:15 - 6:30	0	0		
6:30 - 6:45	0	0		
6:45 - 7:00	2	1		
TOTALS	4	1	0	0



VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 650 and: Norwood Road Location: Montgomery County, Maryland										Counted by: VCU Date: April 30, 2015 Weather: Sunny/Warm Entered by: DR										Thursday Star Rating: 5					
TIME	TRAFFIC FROM NORTH MD 650					TRAFFIC FROM SOUTH MD 650					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST Norwood Road					TOTAL N + S + E + W				
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL					
AM																									
6:30 - 6:45	34	125		0	159		87	79	1	167					0	81		23	0	104	430				
6:45 - 7:00	52	156		0	208		105	117	0	222					0	113		36	0	149	579				
7:00 - 7:15	110	128		0	238		104	162	3	269					0	137		42	0	179	688				
7:15 - 7:30	72	188		0	260		87	122	0	209					0	156		63	0	219	688				
7:30 - 7:45	67	166		0	233		88	104	1	193					0	95		34	0	129	555				
7:45 - 8:00	44	176		0	220		94	93	0	187					0	89		33	0	122	529				
8:00 - 8:15	36	159		0	195		69	74	2	145					0	98		34	0	132	472				
8:15 - 8:30	33	164		0	197		76	49	3	128					0	123		34	0	157	482				
8:30 - 8:45	47	141		0	188		102	66	2	170					0	91		31	0	122	480				
8:45 - 9:00	29	152		0	181		98	83	2	183					0	93		25	0	118	482				
9:00 - 9:15	32	130		1	163		88	85	3	176					0	61		21	0	82	421				
9:15 - 9:30	26	119		0	145		65	69	3	137					0	77		38	0	115	397				
3 Hr Totals	582	1804	0	1	2387	0	1063	1103	20	2186	0	0	0	0	0	1214	0	414	0	1628	6201				
1 Hr Totals																									
6:30 - 7:30	268	597	0	0	865	0	383	480	4	867	0	0	0	0	0	487	0	164	0	651	2383				
6:45 - 7:45	301	638	0	0	939	0	384	505	4	893	0	0	0	0	0	501	0	175	0	676	2508				
7:00 - 8:00	293	658	0	0	951	0	373	481	4	858	0	0	0	0	0	477	0	172	0	649	2458				
7:15 - 8:15	219	689	0	0	908	0	338	393	3	734	0	0	0	0	0	438	0	164	0	602	2244				
7:30 - 8:30	180	665	0	0	845	0	327	320	6	653	0	0	0	0	0	405	0	135	0	540	2038				
7:45 - 8:45	160	640	0	0	800	0	341	282	7	630	0	0	0	0	0	401	0	132	0	533	1963				
8:00 - 9:00	145	616	0	0	761	0	345	272	9	626	0	0	0	0	0	405	0	124	0	529	1916				
8:15 - 9:15	141	587	0	1	729	0	364	283	10	657	0	0	0	0	0	388	0	111	0	479	1865				
8:30 - 9:30	134	542	0	1	677	0	353	303	10	666	0	0	0	0	0	322	0	115	0	437	1780				
PEAK HOUR																									
6:45 - 7:45	301	638	0	0	939	0	384	505	4	893	0	0	0	0	0	501	0	175	0	676	2508				
PM																									
4:00 - 4:15	38	75		0	113		181	79	3	263					0	90		44	0	134	510				
4:15 - 4:30	43	88		0	131		188	105	5	298					0	98		33	0	131	560				
4:30 - 4:45	44	124		0	168		187	109	1	297					0	95		46	0	141	606				
4:45 - 5:00	41	124		0	165		212	134	2	348					0	79		44	0	123	636				
5:00 - 5:15	38	121		0	159		237	136	3	376					0	91		47	0	138	673				
5:15 - 5:30	48	144		0	192		212	121	2	335					0	80		52	0	132	659				
5:30 - 5:45	40	124		0	164		232	122	4	358					0	72		51	0	123	645				
5:45 - 6:00	37	134		0	171		216	132	0	348					0	71		44	0	115	634				
6:00 - 6:15	44	107		0	151		189	140	4	333					0	65		44	0	109	593				
6:15 - 6:30	32	159		0	191		168	106	0	274					0	71		45	0	116	581				
6:30 - 6:45	37	108		0	145		182	101	1	284					0	51		48	0	99	528				
6:45 - 7:00	45	137		0	182		158	89	2	249					0	81		39	0	120	551				
3 Hr Totals	487	1445	0	0	1932	0	2362	1374	27	3763	0	0	0	0	0	944	0	537	0	1481	7176				
1 Hr Totals																									
4:00 - 5:00	166	411	0	0	577	0	768	427	11	1206	0	0	0	0	0	362	0	167	0	529	2312				
4:15 - 5:15	166	457	0	0	623	0	824	484	11	1319	0	0	0	0	0	363	0	170	0	533	2475				
4:30 - 5:30	171	513	0	0	684	0	848	500	8	1356	0	0	0	0	0	345	0	189	0	534	2574				
4:45 - 5:45	167	513	0	0	680	0	893	513	11	1417	0	0	0	0	0	322	0	194	0	516	2613				
5:00 - 6:00	163	523	0	0	686	0	897	511	9	1417	0	0	0	0	0	314	0	194	0	508	2611				
5:15 - 6:15	169	509	0	0	678	0	849	515	10	1374	0	0	0	0	0	288	0	191	0	479	2531				
5:30 - 6:30	153	524	0	0	677	0	805	500	8	1313	0	0	0	0	0	279	0	184	0	463	2453				
5:45 - 6:45	150	508	0	0	658	0	755	479	5	1239	0	0	0	0	0	258	0	181	0	439	2336				
6:00 - 7:00	158	511	0	0	669	0	697	436	7	1140	0	0	0	0	0	268	0	176	0	444	2253				
PEAK HOUR																									
4:45 - 5:45	167	513	0	0	680	0	893	513	11	1417	0	0	0	0	0	322	0	194	0	516	2613				



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: MD 650
and: Norwood Road
Location: Montgomery County, Maryland

Counted by: VCU
Date: April 30, 2015
Weather: Sunny/Warm
Entered by: DR

Thursday
Star Rating: 5



TIME	NORTH LEG MD 650		SOUTH LEG MD 650	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	1	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	3	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	4	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	1	0
TOTALS	0	0	1	0

	EAST LEG		WEST LEG Norwood Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45			0	0
6:45 - 7:00			0	0
7:00 - 7:15			0	0
7:15 - 7:30			0	0
7:30 - 7:45			0	0
7:45 - 8:00			0	0
8:00 - 8:15			0	0
8:15 - 8:30			0	0
8:30 - 8:45			0	0
8:45 - 9:00			0	0
9:00 - 9:15			0	0
9:15 - 9:30			0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15			1	0
4:15 - 4:30			0	0
4:30 - 4:45			0	0
4:45 - 5:00			0	0
5:00 - 5:15			0	0
5:15 - 5:30			0	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
6:00 - 6:15			0	0
6:15 - 6:30			0	0
6:30 - 6:45			0	0
6:45 - 7:00			1	0
TOTALS	0	0	2	0



VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Briggs Chaney Road and: Good Hope Road Location: Montgomery County, Maryland										Counted by: VCU DATE: Thursday April 30, 2015 Weather: Sunny/Warm Entered by: DR										Star Rating: 5										TOTAL N + S + E + W
TIME	TRAFFIC FROM NORTH on: Good Hope Road					TRAFFIC FROM SOUTH on: Good Hope Road					TRAFFIC FROM EAST on: Briggs Chaney Road					TRAFFIC FROM WEST on: Briggs Chaney Road					TOTAL N + S + E + W									
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL										
AM																														
6:30 - 6:45	4	20	4	0	28	26	4	2	0	32	2	38	34	0	74	3	33	4	0	40	174									
6:45 - 7:00	8	26	13	0	47	30	7	3	0	40	4	50	41	0	95	2	44	0	0	46	228									
7:00 - 7:15	11	28	10	0	49	43	13	2	0	58	10	95	60	0	165	4	51	5	0	60	332									
7:15 - 7:30	9	30	17	0	56	56	13	4	0	73	45	67	47	0	159	4	62	6	0	72	360									
7:30 - 7:45	23	33	40	0	96	46	27	3	0	76	51	65	61	0	177	2	72	13	0	87	436									
7:45 - 8:00	12	32	51	0	95	47	22	3	0	72	29	62	62	0	153	3	59	10	0	72	392									
8:00 - 8:15	6	24	17	0	47	42	12	2	0	56	3	55	60	0	118	6	62	7	0	75	296									
8:15 - 8:30	13	28	10	0	51	42	9	8	0	59	5	53	53	0	111	9	61	2	0	72	293									
8:30 - 8:45	23	21	8	0	52	46	8	3	0	57	5	70	42	0	117	7	68	6	0	81	307									
8:45 - 9:00	18	25	13	0	56	49	11	9	0	69	7	43	41	0	91	7	63	11	0	81	297									
9:00 - 9:15	8	17	11	0	36	46	12	9	0	67	7	46	46	0	99	6	41	9	0	56	258									
9:15 - 9:30	6	14	7	0	27	43	21	1	0	65	9	45	25	0	79	2	37	4	0	43	214									
3 Hr Totals	141	298	201	0	640	516	159	49	0	724	177	689	572	0	1438	55	653	77	0	785	3587									
1 Hr Totals																														
6:30 - 7:30	32	104	44	0	180	155	37	11	0	203	61	250	182	0	493	13	190	15	0	218	1094									
6:45 - 7:45	51	117	80	0	248	175	60	12	0	247	110	277	209	0	596	12	229	24	0	265	1356									
7:00 - 8:00	55	123	118	0	296	192	75	12	0	279	135	289	230	0	654	13	244	34	0	291	1520									
7:15 - 8:15	50	119	125	0	294	191	74	12	0	277	128	249	230	0	607	15	255	36	0	306	1484									
7:30 - 8:30	54	117	118	0	289	177	70	16	0	263	88	235	236	0	559	20	254	32	0	306	1417									
7:45 - 8:45	54	105	86	0	245	177	51	16	0	244	42	240	217	0	499	25	250	25	0	300	1288									
8:00 - 9:00	60	98	48	0	206	179	40	22	0	241	20	221	196	0	437	29	254	26	0	309	1193									
8:15 - 9:15	62	91	42	0	195	183	40	29	0	252	24	212	182	0	418	29	233	28	0	290	1155									
8:30 - 9:30	55	77	39	0	171	184	52	22	0	258	28	204	154	0	386	22	209	30	0	261	1076									
PEAK HOUR																														
7:00 - 8:00	55	123	118	0	296	192	75	12	0	279	135	289	230	0	654	13	244	34	0	291	1520									
PM																														
4:00 - 4:15	8	13	11	0	32	49	26	10	0	85	7	51	40	0	98	5	63	4	0	72	287									
4:15 - 4:30	8	22	8	0	38	53	33	8	0	94	10	64	49	0	123	9	53	8	0	70	325									
4:30 - 4:45	15	18	17	0	50	46	27	3	0	76	9	75	42	0	126	5	68	11	0	84	336									
4:45 - 5:00	12	15	17	0	44	35	26	5	0	66	16	71	46	0	133	11	62	8	0	81	324									
5:00 - 5:15	8	7	5	0	20	49	24	5	0	78	21	74	46	0	141	5	57	6	0	68	307									
5:15 - 5:30	10	15	9	0	34	51	30	6	0	87	18	95	46	0	159	10	76	10	0	96	376									
5:30 - 5:45	9	8	6	0	23	64	33	6	0	103	15	63	52	0	130	8	50	3	0	61	317									
5:45 - 6:00	7	13	17	0	37	62	27	12	0	101	11	67	57	0	135	14	73	4	0	91	364									
6:00 - 6:15	6	13	7	0	26	66	26	6	0	98	10	63	61	0	134	8	67	9	0	84	342									
6:15 - 6:30	10	17	6	0	33	42	19	8	0	69	11	51	57	0	119	5	48	11	0	64	285									
6:30 - 6:45	8	16	5	0	29	53	24	8	0	85	12	66	56	0	134	12	58	7	0	77	325									
6:45 - 7:00	7	18	11	0	36	54	24	11	0	89	10	57	30	0	97	15	53	16	0	84	306									
3 Hr Totals	108	175	119	0	402	624	319	88	0	1031	150	797	582	0	1529	107	728	97	0	932	3894									
1 Hr Totals																														
4:00 - 5:00	43	68	53	0	164	183	112	26	0	321	42	261	177	0	480	30	246	31	0	307	1272									
4:15 - 5:15	43	62	47	0	152	183	110	21	0	314	56	284	183	0	523	30	240	33	0	303	1292									
4:30 - 5:30	45	55	48	0	148	181	107	19	0	307	64	315	180	0	559	31	263	35	0	329	1343									
4:45 - 5:45	39	45	37	0	121	199	113	22	0	334	70	303	190	0	563	34	245	27	0	306	1324									
5:00 - 6:00	34	43	37	0	114	226	114	29	0	369	65	299	201	0	565	37	256	23	0	316	1364									
5:15 - 6:15	32	49	39	0	120	243	116	30	0	389	54	288	216	0	558	40	266	26	0	332	1399									
5:30 - 6:30	32	51	36	0	119	234	105	32	0	371	47	244	227	0	518	35	238	27	0	300	1308									
5:45 - 6:45	31	59	35	0	125	223	96	34	0	353	44	247	231	0	522	39	246	31	0	316	1316									
6:00 - 7:00	31	64	29	0	124	215	93	33	0	341	43	237	204	0	484	40	226	43	0	309	1258									
PEAK HOUR																														
5:15 - 6:15	32	49	39	0	120	243	116	30	0	389	54	288	216	0	558	40	266	26	0	332	1399									



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Briggs Chaney Road
and: Good Hope Road
Location: Montgomery County, Maryland

Counted by: VCU
Date: Thursday April 30, 2015
Weather: Sunny/Warm
Entered by: DR


Star Rating: 5



TIME	NORTH LEG Good Hope Road		SOUTH LEG Good Hope Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	1	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	1	0
6:30 - 6:45	0	0	1	0
6:45 - 7:00	0	0	1	0
TOTALS	0	0	4	0

	EAST LEG Briggs Chaney Road		WEST LEG Briggs Chaney Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	1	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	1	0
TOTALS	0	0	2	0



VEHICLES TURNING MOVEMENT COUNT - SUMMARY																					
Intersection of: MD 198 and: Peach Orchard Road Location: Montgomery County, Maryland										Counted by: VCU Date: April 30, 2015 Weather: Sunny/Warm Entered by: DR				Thursdays Star Rating: 5							
TIME	TRAFFIC FROM NORTH on: Peach Orchard Road					TRAFFIC FROM SOUTH on: Peach Orchard Road					TRAFFIC FROM EAST on: MD 198					TRAFFIC FROM WEST on: MD 198					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	0	0	0	0	18	0	7	0	25	0	236	3	0	239	3	157	0	0	160	424
6:45 - 7:00	0	0	0	0	0	17	0	6	0	23	0	259	0	0	259	3	147	0	0	150	432
7:00 - 7:15	0	0	0	0	0	24	0	4	0	28	0	265	7	0	272	7	189	0	0	196	496
7:15 - 7:30	0	0	0	0	0	23	0	4	0	27	0	284	8	0	292	4	219	0	0	223	542
7:30 - 7:45	0	0	0	0	0	24	0	3	0	27	0	294	8	1	303	2	204	0	0	206	536
7:45 - 8:00	0	0	0	0	0	28	0	1	0	29	1	275	18	5	299	1	261	0	0	262	590
8:00 - 8:15	1	0	0	0	1	41	0	2	0	43	2	237	24	25	288	5	255	0	0	260	592
8:15 - 8:30	1	0	0	0	1	34	0	4	0	38	3	216	20	12	251	1	241	1	0	243	533
8:30 - 8:45	0	0	0	0	0	20	0	2	0	22	0	185	14	2	201	8	212	1	0	221	444
8:45 - 9:00	0	0	2	0	2	27	0	5	0	32	1	177	10	0	188	6	208	0	0	214	436
9:00 - 9:15	0	0	0	0	0	20	0	5	0	25	0	150	14	0	164	8	170	0	0	178	367
9:15 - 9:30	1	0	0	0	1	32	0	1	0	33	0	167	4	0	171	7	173	1	0	181	386
3 Hr Totals	3	0	2	0	5	308	0	44	0	352	7	2745	130	45	2927	55	2436	3	0	2494	5778
1 Hr Totals																					
6:30 - 7:30	0	0	0	0	0	82	0	21	0	103	0	1044	18	0	1062	17	712	0	0	729	1894
6:45 - 7:45	0	0	0	0	0	88	0	17	0	105	0	1102	23	1	1126	16	759	0	0	775	2006
7:00 - 8:00	0	0	0	0	0	99	0	12	0	111	1	1118	41	6	1166	14	873	0	0	887	2164
7:15 - 8:15	1	0	0	0	1	116	0	10	0	126	3	1090	58	31	1182	12	939	0	0	951	2260
7:30 - 8:30	2	0	0	0	2	127	0	10	0	137	6	1022	70	43	1141	9	961	1	0	971	2251
7:45 - 8:45	2	0	0	0	2	123	0	9	0	132	6	913	76	44	1039	15	969	2	0	986	2159
8:00 - 9:00	2	0	2	0	4	122	0	13	0	135	6	815	68	39	928	20	916	2	0	938	2005
8:15 - 9:15	1	0	2	0	3	101	0	16	0	117	4	728	58	14	804	23	831	2	0	856	1780
8:30 - 9:30	1	0	2	0	3	99	0	13	0	112	1	679	42	2	724	29	763	2	0	794	1633
PEAK HOUR																					
7:15 - 8:15	1	0	0	0	1	116	0	10	0	126	3	1090	58	31	1182	12	939	0	0	951	2260
PM																					
4:00 - 4:15	0	0	0	0	0	8	0	4	0	12	0	194	20	1	215	9	232	0	0	241	468
4:15 - 4:30	1	0	0	0	1	26	0	1	0	27	0	249	26	2	277	7	200	1	0	208	513
4:30 - 4:45	0	0	1	0	1	16	0	1	0	17	0	240	12	2	254	11	233	0	0	244	516
4:45 - 5:00	0	0	0	0	0	19	0	6	0	25	0	263	22	0	285	6	246	0	0	252	562
5:00 - 5:15	0	0	0	0	0	22	0	1	0	23	0	266	20	4	290	5	253	0	0	258	571
5:15 - 5:30	1	0	0	0	1	29	0	4	0	33	1	281	32	3	317	12	256	0	0	268	619
5:30 - 5:45	0	0	1	0	1	22	0	0	0	22	0	229	36	1	266	6	226	0	0	232	521
5:45 - 6:00	1	0	0	0	1	18	0	3	0	21	0	222	23	1	246	8	215	0	0	223	491
6:00 - 6:15	1	0	0	0	1	18	0	1	0	19	1	230	17	0	248	9	241	0	0	250	518
6:15 - 6:30	1	0	0	0	1	16	0	3	0	19	0	243	18	0	261	7	219	0	0	226	507
6:30 - 6:45	0	0	0	0	0	16	0	4	0	20	0	184	22	0	206	1	187	0	0	188	414
6:45 - 7:00	0	0	0	0	0	11	0	2	0	13	3	196	19	0	218	7	186	0	0	193	424
3 Hr Totals	5	0	2	0	7	221	0	30	0	251	5	2797	267	14	3083	88	2694	1	0	2783	6124
1 Hr Totals																					
4:00 - 5:00	1	0	1	0	2	69	0	12	0	81	0	946	80	5	1031	33	911	1	0	945	2059
4:15 - 5:15	1	0	1	0	2	83	0	9	0	92	0	1018	80	8	1106	29	932	1	0	962	2162
4:30 - 5:30	1	0	1	0	2	86	0	12	0	98	1	1050	86	9	1146	34	988	0	0	1022	2268
4:45 - 5:45	1	0	1	0	2	92	0	11	0	103	1	1039	110	8	1158	29	981	0	0	1010	2273
5:00 - 6:00	2	0	1	0	3	91	0	8	0	99	1	998	111	9	1119	31	950	0	0	981	2202
5:15 - 6:15	3	0	1	0	4	87	0	8	0	95	2	962	108	5	1077	35	938	0	0	973	2149
5:30 - 6:30	3	0	1	0	4	74	0	7	0	81	1	924	94	2	1021	30	901	0	0	931	2037
5:45 - 6:45	3	0	0	0	3	68	0	11	0	79	1	879	80	1	961	25	862	0	0	887	1930
6:00 - 7:00	2	0	0	0	2	61	0	10	0	71	4	853	76	0	933	24	833	0	0	857	1863
PEAK HOUR																					
4:45 - 5:45	1	0	1	0	2	92	0	11	0	103	1	1039	110	8	1158	29	981	0	0	1010	2273



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: MD 198
and: Peach Orchard Road
Location: Montgomery County, Maryland

Counted by: VCU
Date: April 30, 2015
Weather: Sunny/Warm
Entered by: DR

Thursday
Star Rating: 5



TIME	NORTH LEG Peach Orchard Road		SOUTH LEG Peach Orchard Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	0	0	0	0

	EAST LEG MD 198		WEST LEG MD 198	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	0	0	0	0



VEHICLES TURNING MOVEMENT COUNT - SUMMARY																					
Intersection of: MD 28 and: Norwood Road Location: Montgomery County, Maryland					Counted by: VCU Thursday Date: April 30, 2015 Weather: Sunny/Warm Entered by: DR					Star Rating: 4											
TIME	TRAFFIC FROM NORTH Norwood Road					TRAFFIC FROM SOUTH Norwood Road					TRAFFIC FROM EAST MD 28					TRAFFIC FROM WEST MD 28					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	2	82	20	0	104	1	64	36	0	101	23	140	3	1	167	31	99	1	0	131	503
6:45 - 7:00	2	105	24	0	131	7	63	43	0	113	23	207	12	1	243	33	80	1	0	114	601
7:00 - 7:15	3	93	17	0	113	6	63	59	0	128	29	176	24	0	229	72	113	1	0	186	656
7:15 - 7:30	3	96	39	0	138	16	95	77	0	188	43	205	35	0	283	58	91	1	0	150	759
7:30 - 7:45	3	76	25	0	104	2	112	54	0	168	37	232	3	0	272	41	136	5	0	182	726
7:45 - 8:00	1	90	28	0	119	0	98	59	0	157	55	214	5	1	275	28	117	7	0	152	703
8:00 - 8:15	0	107	28	0	135	2	61	38	0	101	31	200	3	0	234	35	137	4	0	176	646
8:15 - 8:30	2	113	34	0	149	2	55	40	0	97	23	177	4	0	204	28	133	0	0	161	611
8:30 - 8:45	1	81	36	0	118	1	55	51	0	107	20	132	1	0	153	37	70	0	0	107	485
8:45 - 9:00	0	70	27	0	97	1	58	37	0	96	21	145	2	0	168	34	96	0	0	130	491
9:00 - 9:15	1	52	10	0	63	2	41	41	0	84	24	121	2	0	147	9	79	0	0	88	382
9:15 - 9:30	2	65	29	0	96	3	58	33	0	94	14	102	1	0	117	25	86	0	0	111	418
3 Hr Totals	20	1030	317	0	1367	43	823	568	0	1434	343	2051	95	3	2492	431	1237	20	0	1688	6981
1 Hr Totals																					
6:30 - 7:30	10	376	100	0	486	30	285	215	0	530	118	728	74	2	922	194	383	4	0	581	2519
6:45 - 7:45	11	370	105	0	486	31	333	233	0	597	132	820	74	1	1027	204	420	8	0	632	2742
7:00 - 8:00	10	355	109	0	474	24	368	249	0	641	164	827	67	1	1059	199	457	14	0	670	2844
7:15 - 8:15	7	369	120	0	496	20	366	228	0	614	166	851	46	1	1084	162	481	17	0	660	2834
7:30 - 8:30	6	386	115	0	507	6	326	191	0	523	146	823	15	1	985	132	523	16	0	671	2686
7:45 - 8:45	4	391	126	0	521	5	269	188	0	462	129	723	13	1	866	128	457	11	0	596	2445
8:00 - 9:00	3	371	125	0	499	6	229	166	0	401	95	654	10	0	759	134	436	4	0	574	2233
8:15 - 9:15	4	316	107	0	427	6	209	169	0	384	88	575	9	0	672	108	378	0	0	486	1969
8:30 - 9:30	4	268	102	0	374	7	212	162	0	381	79	500	6	0	585	105	331	0	0	436	1776
PEAK HOUR																					
7:00 - 8:00	10	355	109	0	474	24	368	249	0	641	164	827	67	1	1059	199	457	14	0	670	2844
PM																					
4:00 - 4:15	0	88	30	0	118	3	93	49	1	146	25	107	4	0	136	42	121	1	0	164	564
4:15 - 4:30	0	73	36	0	109	4	98	34	0	136	26	116	1	0	143	31	168	2	0	201	589
4:30 - 4:45	1	90	31	0	122	6	97	48	0	151	35	141	1	0	177	43	155	1	0	199	649
4:45 - 5:00	0	61	38	0	99	6	119	45	0	170	45	141	7	0	193	52	128	2	1	183	645
5:00 - 5:15	1	69	35	0	105	11	111	46	0	168	38	151	3	0	192	50	175	2	0	227	692
5:15 - 5:30	2	82	31	0	115	5	120	54	0	179	45	156	3	0	204	51	164	0	0	215	713
5:30 - 5:45	0	61	23	0	84	1	120	49	0	170	35	114	1	0	150	59	149	0	1	209	613
5:45 - 6:00	2	65	28	0	95	5	110	50	0	165	26	141	4	0	171	54	153	0	0	207	638
6:00 - 6:15	0	57	21	0	78	7	116	45	0	168	32	127	1	0	160	43	159	1	1	204	610
6:15 - 6:30	2	64	29	0	95	1	107	39	0	147	33	138	1	0	172	46	131	0	0	177	591
6:30 - 6:45	2	52	19	0	73	2	93	26	0	121	26	96	0	0	122	47	141	1	0	189	505
6:45 - 7:00	1	66	13	0	80	0	80	34	0	114	23	80	3	0	106	53	119	1	0	173	473
3 Hr Totals	11	828	334	0	1173	51	1264	519	1	1835	389	1508	29	0	1926	571	1763	11	3	2348	7282
1 Hr Totals																					
4:00 - 5:00	1	312	135	0	448	19	407	176	1	603	131	505	13	0	649	168	572	6	1	747	2447
4:15 - 5:15	2	293	140	0	435	27	425	173	0	625	144	549	12	0	705	176	626	7	1	810	2575
4:30 - 5:30	4	302	135	0	441	28	447	193	0	668	163	589	14	0	766	196	622	5	1	824	2699
4:45 - 5:45	3	273	127	0	403	23	470	194	0	687	163	562	14	0	739	212	616	4	2	834	2663
5:00 - 6:00	5	277	117	0	399	22	461	199	0	682	144	562	11	0	717	214	641	2	1	858	2656
5:15 - 6:15	4	265	103	0	372	18	466	198	0	682	138	538	9	0	685	207	625	1	2	835	2574
5:30 - 6:30	4	247	101	0	352	14	453	183	0	650	126	520	7	0	653	202	592	1	2	797	2452
5:45 - 6:45	6	238	97	0	341	15	426	160	0	601	117	502	6	0	625	190	584	2	1	777	2344
6:00 - 7:00	5	239	82	0	326	10	396	144	0	550	114	441	5	0	569	189	550	3	1	743	2179
PEAK HOUR																					
4:30 - 5:30	4	302	135	0	441	28	447	193	0	668	163	589	14	0	766	196	622	5	1	824	2699



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: MD 28
and: Norwood Road
Location: Montgomery County, Maryland

Counted by: VCU
Date: April 30, 2015
Weather: Sunny/Warm
Entered by: DR

Thursday
Star Rating: 4



TIME	NORTH LEG Norwood Road		SOUTH LEG Norwood Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	0	0	0	0

	EAST LEG MD 28		WEST LEG MD 28	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	1	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	1	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	1	0	1	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	0	0	0	0



Counted by: SE

Intersection of: MD 650

and: Site Access


Location: Montgomery County, Maryland

Thursday

Date: June 11, 2015

Weather: Mostly Sunny

Entered by:



TIME	TRAFFIC FROM NORTH MD 650					TRAFFIC FROM SOUTH MD 650					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOTAL N + S + E + W
	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 7:30		186		0			121		0												307
6:45 - 7:45		201		0			119		0												320
7:00 - 8:00		214		0			137		0												351
7:15 - 8:15		217		0			141		0												358
7:30 - 8:30		235		0			145		0												380
7:45 - 8:45		197		0			149		0												346
8:00 - 9:00		201		0			133		0												334
8:15 - 9:15		212		0			135		0												347
8:30 - 9:30		199		0			129		0												328
PEAK HOUR																					
7:00 - 8:00		863		0			572		0												1435
PM																					
4:00 - 4:15		98		0			265		0												363
4:15 - 4:30		73		0			273		0												346
4:30 - 4:45		144		0			279		0												423
4:45 - 5:00		146		0			332		0												478
5:00 - 5:15		167		0			329		0												496
5:15 - 5:30		172		0			356		0												528
5:30 - 5:45		149		0			329		0												390
5:45 - 6:00		151		0			331		0												396
6:00 - 6:15		144		0			288		0												345
6:15 - 6:30		125		0			271		0												335
6:30 - 6:45		118		0			293		0												345
6:45 - 7:00		123		0			235		0												301
PEAK HOUR																					
4:30 - 5:30		629		0			1296		0												1925



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: MD 650

and: Site Access

Location: Montgomery County, Maryland

Counted by: SE

Date: June 11, 2015

Weather: Mostly Sunny

Entered by:

Thursday



TIME	NORTH LEG Norwood Road		SOUTH LEG Norwood Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	0	0	0	0

	EAST LEG MD 28		WEST LEG MD 28	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	0	0	0	0




APPENDIX C

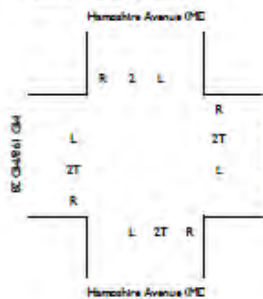
CRITICAL LAN VOLUME WORKSHEET

**Existing/Background/Total Future
Traffic Conditions**



Intersection 1 Critical Lane Volume Calculation	NB Road: <u>New Hampshire Avenue (MD 650)</u>	SB Road: <u>New Hampshire Avenue (MD 650)</u>	 (410) 716-8660 STSConsultingUS.com
	EB Road: <u>MD 198/MD 28</u>	WB Road: <u>MD 198/MD 28</u>	
	Jurisdiction: <u>Montgomery County, Maryland</u>	Scenario: <u>Estimate</u>	
	Police Area: <u>Cloverly</u>	Analyst: <u>SE</u>	
	CLV Standard: <u>1450</u>		

Lane Configuration



AM Peak

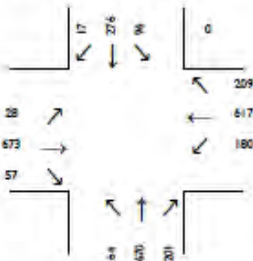


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	n = Included in CLV
EB	T	562	0.53	297.86	159	1.00	159	457	*
WB	T	895	0.53	474.35	10	1.00	10	484	*
NB	T	167	0.53	88.51	184	1.00	184	273	*
SB	T	529	0.53	280.37	59	1.00	59	329	*
Note: _____								CLV	823
_____								v/c	0.57
_____								LOS	A

Factors

Level of Service	Volume / Corridor	# of Lanes	Use Factor
A	0.69	1	0.55
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak



PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	n = Included in CLV
EB	T	673	0.53	356.69	180	1.00	180	537	*
WB	T	617	0.53	327.01	28	1.00	28	355	*
NB	T	670	0.53	355.1	96	1.00	96	451	*
SB	T	276	0.53	146.28	64	1.00	64	210	*
Note: _____								CLV	988
_____								v/c	0.68
_____								LOS	A



Intersection 2 Critical Lane Volume Calculation	NB Road: MD 650	SB Road: MD 650	 (410) 218-6660 STSConsultingUS.com
	EB Road: Ednor Road	WB Road: Ednor Road	
	Jurisdiction: Montgomery County, Maryland		
	Police Area: Cloverly	Scenario: Existing	
	CLV Standard: 1450	Analyst: SE	

Lane Configuration

AM Peak

AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Cycling Lanes	Cycling Lane Use Factor	Adjusted Cycling Volume	Effective Approach Volume	# = Inadequate CLV
EB	LT	138	1.00	138	94	1.00	94	232	
WB	TR	270	1.00	270	45	1.00	45	315	
NB	TR	267	1.00	267	12	1.00	12	279	
SB	TL	584	1.00	584	20	1.00	20	604	
Note: _____ _____ _____								CLV 919 v/c 0.63 LOS A	

Factors

Level of Service	Volume / Capacitor	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak

PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Cycling Lanes	Cycling Lane Use Factor	Adjusted Cycling Volume	Effective Approach Volume	# = Inadequate CLV
EB	LT	272	1.00	272	37	1.00	37	309	
WB	TR	144	1.00	144	92	1.00	92	236	
NB	TR	802	1.00	802	17	1.00	17	819	
SB	TL	292	1.00	292	27	1.00	27	319	
Note: _____ _____ _____								CLV 1128 v/c 0.78 LOS B	



Intersection 3 Critical Lane Volume Calculation	NB Road: MD 650	SB Road: MD 650	(410) / 18-8600 STScounseling@us.com
	EB Road: Briess Chaner Road	WB Road: Briess Chaner Road	
	Jurisdiction: Montgomery County, Maryland		
	Police Area: Gloverb	Scenario: Estimate	
	CLV Standard: 1450	Analyst: SE	

Lane Configuration

MD 650

2T L

R

L

2TR

MD 650

Briess Chaner Road

Briess Chaner Road

AM Peak

AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = includes CLV
EB	T	0	0.00	0	0	0.00	0	
WB	L	268	1.00	268	0	1.00	268	*
NB	TR	537	0.53	284.61	1.17	1.00	402	*
SB	TR	675	0.53	357.75	1.1	1.00	369	
Note: _____ _____ _____							CLV 670 w/c 0.46 LOS A	

Factors

Level of Service	Volume / Capacitor	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak

PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = includes CLV
EB	T	0	0.00	0	0	0.00	0	
WB	L	184	1.00	184	0	1.00	184	*
NB	TR	1117	0.53	592.01	77	1.00	669	*
SB	TR	497	0.53	263.41	3	1.00	266	
Note: _____ _____ _____							CLV 853 w/c 0.59 LOS A	

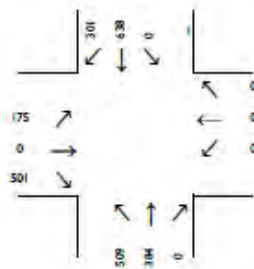


Intersection 4 Critical Lane Volume Calculation	NB Road: MD 650 EB Road: Nonwood Road Jurisdiction: Montgomery County, Maryland Police Area: Cloverly CLV Standard: 1450	SB Road: MD 650 WB Road: Nonwood Road Scenario: Existing Analyst: SE	 (410) 718-8860 STSConsultingUS.com

Lane Configuration



AM Peak

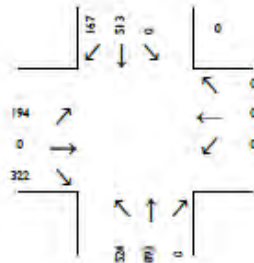


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	# = Included in CLV
EB	R	501	1.00	501	0	1.00	0	501	+
WB	TR	0	0.00	0	0	0.00	0	0	
NB	L	509	1.00	509	0	0.00	0	509	
SB	T	638	0.53	338.14	509	1.00	509	947	+
								CLV	1348
								v/c	0.93
								LOS	D

Factors

Level of Service	Volume / Capacitor	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak

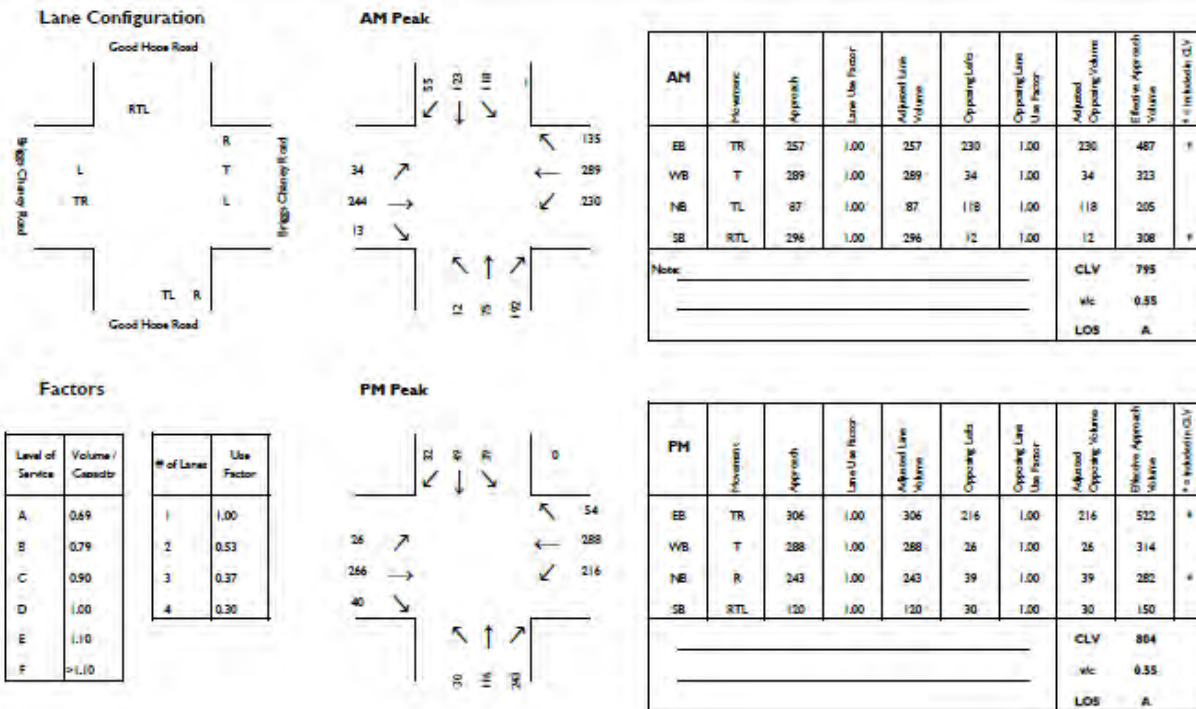


PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	# = Included in CLV
EB	R	322	1.00	322	0	1.00	0	322	+
WB	TR	0	0.00	0	0	0.00	0	0	
NB	L	893	0.53	473.29	0	0.00	0	473	
SB	T	513	0.53	271.89	524	1.00	524	796	+
								CLV	1118
								v/c	0.77
								LOS	B



Intersection 5 Critical Lane Volume Calculation	NB Road: <u>Good Hope Road</u>	SB Road: <u>Good Hope Road</u>
	EB Road: <u>Brissar Chance Road</u>	WB Road: <u>Brissar Chance Road</u>
	Jurisdiction: <u>Montgomery County, Maryland</u>	
	Police Area: <u>Cloverly</u>	Scenario: <u>Existing</u>
	CLV Standard: <u>1450</u>	Analyst: <u>SE</u>

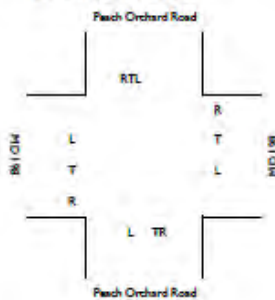
(410) 718-8660
STSCongUS.com



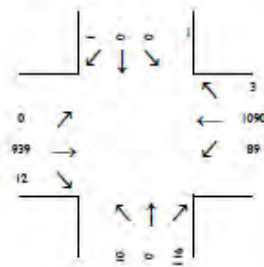


Intersection 6 Critical Lane Volume Calculation	NB Road: Peach Orchard Road EB Road: MD 198 Jurisdiction: Montgomery County, Maryland Police Area: Cloverly CLV Standard: 1450	SB Road: Peach Orchard Road WB Road: MD 198 Scenario: Existing Analyst: SE	 (410) 718-8860 STSConsulting08.com	

Lane Configuration



AM Peak

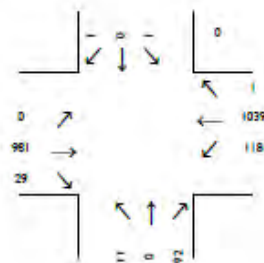


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	P = Include CLV
EB	T	939	1.00	939	89	1.00	89	1028	
WB	T	1090	1.00	1090	0	1.00	0	1090	P
NB	TR	116	1.00	116	0	0.53	0	116	P
SB	TR	12	1.00	12	10	1.00	10	11	
							CLV	1206	
							Wt	0.83	
							LOS	C	

Factors

Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak

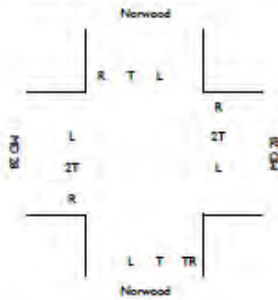


PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	P = Include CLV
EB	T	981	1.00	981	118	1.00	118	1099	P
WB	T	1039	1.00	1039	0	1.00	0	1039	P
NB	TR	92	1.00	92	1	0.53	0.53	93	P
SB	TR	1	1.00	1	11	1.00	11	12	
							CLV	1192	
							Wt	0.82	
							LOS	C	

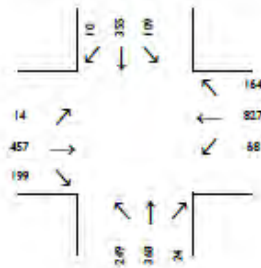


Intersection 7 Critical Lane Volume Calculation	NB Road: <u>Nonwood</u>	SB Road: <u>Nonwood</u>	 (410) 718-8060 STSConsultingUS.com
	EB Road: <u>MD 28</u>	WB Road: <u>MD 28</u>	
	Jurisdiction: <u>Montgomery County, Maryland</u>		
	Police Area: <u>Clonarity</u>	Scenario: <u>Existing</u>	
	CLV Standard: <u>1450</u>	Analyst: <u>SE</u>	

Lane Configuration



AM Peak

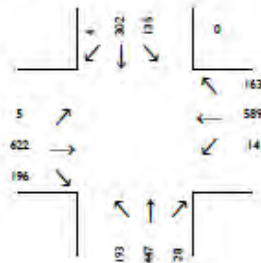


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Cycling Ratio	Cycling Lane Use Factor	Adjusted Cycling Volume	Effective Approach Volume	# = Volume/CLV
EB	T	457	0.53	242.21	68	1.00	68	310	
WB	T	827	0.53	438.31	14	1.00	14	452	*
NB	TR	392	0.53	207.76	109	1.00	109	317	
SB	T	355	1.00	355	249	1.00	249	604	*
Note: _____								CLV	1056
_____								v/c	0.73
_____								LOS	B

Factors


Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

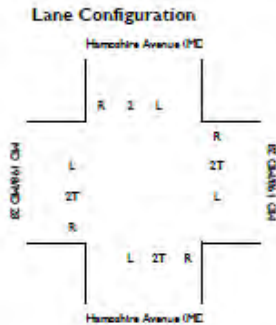
PM Peak



PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Cycling Ratio	Cycling Lane Use Factor	Adjusted Cycling Volume	Effective Approach Volume	# = Volume/CLV
EB	T	622	0.53	329.66	14	1.00	14	344	*
WB	T	589	0.53	312.17	5	1.00	5	317	
NB	TR	475	0.53	251.75	135	1.00	135	387	
SB	T	302	1.00	302	193	1.00	193	495	*
Note: _____								CLV	839
_____								v/c	0.58
_____								LOS	A



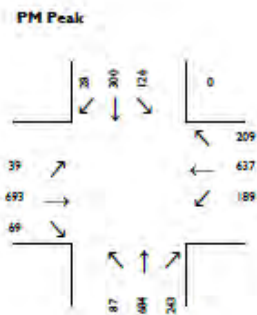
Intersection 1 Critical Lane Volume Calculation	NB Road: <u>New Hampshire Avenue (MD 650)</u>	SB Road: <u>New Hampshire Avenue (MD 650)</u>	 (410) 718-8660 STSConsultingUS.com
	EB Road: <u>MD 196/MD 28</u>	WB Road: <u>MD 196/MD 28</u>	
	Jurisdiction: <u>Montgomery County, Maryland</u>		
	Polar Area: <u>Cloverleaf</u>	Scenario: <u>Background Traffic</u>	
	CLV Standard: <u>1450</u>	Analyst: <u>SE</u>	



AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Cypping Lefts	Cypping Lane Use Factor	Adjusted Cypping Volume	Effective Approach Volume	* = Includes CLV
EB	T	569	0.53	301.57	198	1.00	198	500	*
WB	T	906	0.53	480.18	18	1.00	18	498	*
NB	R	180	0.53	95.4	202	1.00	202	297	
SB	T	548	0.53	290.44	67	1.00	67	357	*
Note: _____								CLV	857
_____								v/c	0.59
_____								LOS	A

Factors

Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	0.55
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

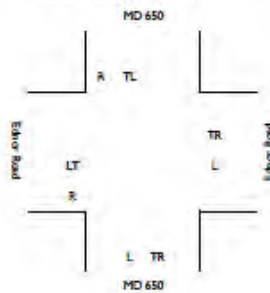


PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Cypping Lefts	Cypping Lane Use Factor	Adjusted Cypping Volume	Effective Approach Volume	* = Includes CLV
EB	T	693	0.53	367.29	189	1.00	189	556	*
WB	T	637	0.53	337.61	39	1.00	39	377	
NB	T	686	0.53	363.58	126	1.00	126	490	*
SB	T	300	0.53	159	87	1.00	87	246	
Note: _____								CLV	1046
_____								v/c	0.72
_____								LOS	B

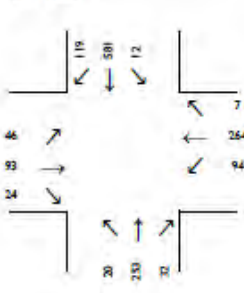


Intersection 2 Critical Lane Volume Calculation	NB Road: MD 650	SB Road: MD 650	 (410) 718-6000 STSConsultingUS.com
	EB Road: Editor Road	WB Road: Editor Road	
	Jurisdiction: Montgomery County, Maryland		
	Police Area: Cloverly	Scenario: Background Traffic	
	CLV Standard: 1450	Analyst: SE	

Lane Configuration



AM Peak

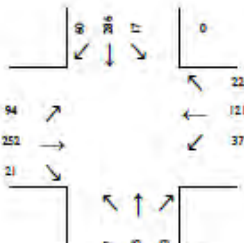


AM	Volume	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	n = Included CLV
EB	LT	139	1.00	138	94	1.00	94	232	
WB	TR	271	1.00	271	46	1.00	46	317	*
NB	TR	285	1.00	285	12	1.00	12	297	
SB	TL	593	1.00	593	20	1.00	20	613	*
Note:								CLV	930
								v/c	0.64
								LOS	A

Factors

Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak



PM	Volume	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	n = Included CLV
EB	LT	346	1.00	346	37	1.00	37	383	*
WB	TR	143	1.00	143	94	1.00	94	237	
NB	TR	828	1.00	828	17	1.00	17	845	*
SB	TL	303	1.00	303	27	1.00	27	330	
Note:								CLV	1228
								v/c	0.85
								LOS	C



Intersection 3 Critical Lane Volume Calculation	NB Road: <u>MD 650</u>	SB Road: <u>MD 650</u>	 (410) / 118-8680 STSConsulting@comcast.net
	EB Road: <u>Bridge Chertsey Road</u>	WB Road: <u>Bridge Chertsey Road</u>	
	Jurisdiction: <u>Montgomery County, Maryland</u>		
	Policy Area: <u>Cloverly</u>	Scenario: <u>Background Traffic</u>	
	CLV Standard: <u>1450</u>	Analyst: <u>SR</u>	

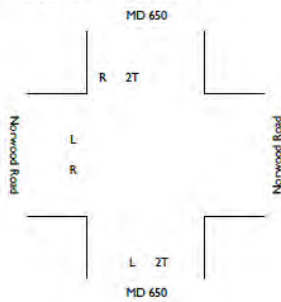
<div> <div>Lane Configuration</div> </div>	<div> <div>AM Peak</div> </div>	<table> <tr> <th>AM</th><th>Movement</th><th>Approach</th><th>Lane Use Factor</th><th>Adjusted Lane Volume</th><th>Opposing Lane Volume</th><th>Adjusted Opposing Volume</th><th>Effective Approach Volume</th><th>* - Included in CLV</th></tr> <tr> <td>EB</td><td>T</td><td>0</td><td>0.00</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td></tr> <tr> <td>WB</td><td>L</td><td>288</td><td>1.00</td><td>288</td><td>0</td><td>0</td><td>288</td><td>*</td></tr> <tr> <td>NB</td><td>TR</td><td>598</td><td>0.53</td><td>316.94</td><td>121</td><td>121</td><td>438</td><td>*</td></tr> <tr> <td>SB</td><td>T</td><td>727</td><td>0.53</td><td>385.31</td><td>11</td><td>11</td><td>396</td><td></td></tr> <tr> <td colspan="7"> <div>Note:</div> <div></div> </td><td>CLV</td><td>726</td></tr> <tr> <td colspan="7"></td><td>v/c</td><td>0.50</td></tr> <tr> <td colspan="7"></td><td>LOS</td><td>A</td></tr> </table>	AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane Volume	Adjusted Opposing Volume	Effective Approach Volume	* - Included in CLV	EB	T	0	0.00	0	0	0	0		WB	L	288	1.00	288	0	0	288	*	NB	TR	598	0.53	316.94	121	121	438	*	SB	T	727	0.53	385.31	11	11	396		<div>Note:</div> <div></div>							CLV	726								v/c	0.50								LOS	A																												
AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane Volume	Adjusted Opposing Volume	Effective Approach Volume	* - Included in CLV																																																																																														
EB	T	0	0.00	0	0	0	0																																																																																															
WB	L	288	1.00	288	0	0	288	*																																																																																														
NB	TR	598	0.53	316.94	121	121	438	*																																																																																														
SB	T	727	0.53	385.31	11	11	396																																																																																															
<div>Note:</div> <div></div>							CLV	726																																																																																														
							v/c	0.50																																																																																														
							LOS	A																																																																																														
<div> <div>Factors</div> <table> <tr> <th>Level of Service</th><th>Volume / Capacity</th><th># of Lanes</th><th>Use Factor</th></tr> <tr><td>A</td><td>0.69</td><td>1</td><td>1.00</td></tr> <tr><td>B</td><td>0.79</td><td>2</td><td>0.53</td></tr> <tr><td>C</td><td>0.90</td><td>3</td><td>0.37</td></tr> <tr><td>D</td><td>1.00</td><td>4</td><td>0.30</td></tr> <tr><td>E</td><td>1.10</td><td></td><td></td></tr> <tr><td>F</td><td>>1.10</td><td></td><td></td></tr> </table> </div>	Level of Service	Volume / Capacity	# of Lanes	Use Factor	A	0.69	1	1.00	B	0.79	2	0.53	C	0.90	3	0.37	D	1.00	4	0.30	E	1.10			F	>1.10			<div> <div>PM Peak</div> </div>	<table> <tr> <th>PM</th><th>Movement</th><th>Approach</th><th>Lane Use Factor</th><th>Adjusted Lane Volume</th><th>Opposing Lane Volume</th><th>Adjusted Opposing Volume</th><th>Effective Approach Volume</th><th>* - Included in CLV</th></tr> <tr> <td>EB</td><td>T</td><td>0</td><td>0.00</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td></tr> <tr> <td>WB</td><td>L</td><td>195</td><td>1.00</td><td>195</td><td>0</td><td>0</td><td>195</td><td>*</td></tr> <tr> <td>NB</td><td>TR</td><td>1231</td><td>0.53</td><td>652.43</td><td>85</td><td>85</td><td>717</td><td>*</td></tr> <tr> <td>SB</td><td>T</td><td>378</td><td>0.53</td><td>200.34</td><td>3</td><td>3</td><td>309</td><td></td></tr> <tr> <td colspan="7"> <div>Note:</div> <div></div> </td><td>CLV</td><td>932</td></tr> <tr> <td colspan="7"></td><td>v/c</td><td>0.64</td></tr> <tr> <td colspan="7"></td><td>LOS</td><td>A</td></tr> </table>	PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane Volume	Adjusted Opposing Volume	Effective Approach Volume	* - Included in CLV	EB	T	0	0.00	0	0	0	0		WB	L	195	1.00	195	0	0	195	*	NB	TR	1231	0.53	652.43	85	85	717	*	SB	T	378	0.53	200.34	3	3	309		<div>Note:</div> <div></div>							CLV	932								v/c	0.64								LOS	A
Level of Service	Volume / Capacity	# of Lanes	Use Factor																																																																																																			
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EB	T	0	0.00	0	0	0	0																																																																																															
WB	L	195	1.00	195	0	0	195	*																																																																																														
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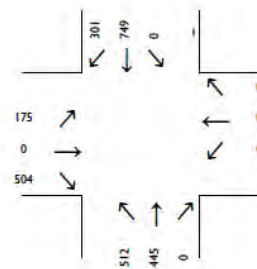
Intersection 4 Critical Lane Volume Calculation	NB Road: MD 650	SB Road: MD 650
	EB Road: Norwood Road	WB Road: Norwood Road
	Jurisdiction: Montgomery County, Maryland	
	Policy Area: Cloverly	Scenario: Background Traffic
	CLV Standard: 1450	Analyst: SE

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Lane Configuration



AM Peak

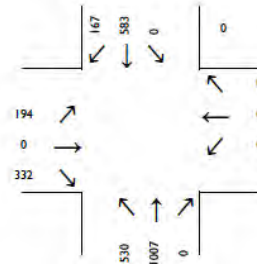


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Included in CLV
EB	R	504	1.00	504	0	1.00	0	504	*
WB	TR	0	0.00	0	0	0.00	0	0	
NB	L	512	1.00	512	0	0.00	0	512	
SB	T	749	0.53	396.97	512	1.00	512	909	*
								CLV	1413
								v/c	0.97
								LOS	D

Factors


Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak



PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Included in CLV
EB	R	332	1.00	332	0	1.00	0	332	*
WB	TR	0	0.00	0	0	0.00	0	0	
NB	T	1007	0.53	533.71	0	0.00	0	534	
SB	T	583	0.53	308.99	530	1.00	530	839	*
								CLV	1171
								v/c	0.81
								LOS	C



Intersection 5 Critical Lane Volume Calculation	NB Road: <u>Good Hope Road</u>	SB Road: <u>Good Hope Road</u>	 (410) 718-6660 STSConsultingUS.com
	EB Road: <u>Briggs Chaner Road</u>	WB Road: <u>Briggs Chaner Road</u>	
	Jurisdiction: <u>Montgomery County, Maryland</u>		
	Police Area: <u>Cloverly</u>	Scenario: <u>Background Traffic</u>	
	CLV Standard: <u>1450</u>	Analysis: <u>SE</u>	

Lane Configuration

AM Peak

AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	k = Included in CLV
EB	TR	268	1.00	268	230	1.00	230	498	+
WB	T	313	1.00	313	34	1.00	34	347	+
NB	R	192	1.00	192	118	1.00	118	310	+
SB	RTL	296	1.00	296	12	1.00	12	308	+
Note: _____ _____ _____								CLV 868 v/c 0.56 LOS A	

Factors


Level of Service	Volume / Capacity
A	0.69
B	0.79
C	0.90
D	1.00
E	1.10
F	>1.10

# of Lanes	Use Factor
1	1.00
2	0.53
3	0.37
4	0.30

PM Peak

PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	k = Included in CLV
EB	TR	334	1.00	334	216	1.00	216	550	+
WB	T	304	1.00	304	26	1.00	26	330	+
NB	R	243	1.00	243	39	1.00	39	282	+
SB	RTL	120	1.00	120	30	1.00	30	150	+
Note: _____ _____ _____								CLV 833 v/c 0.57 LOS A	



Intersection 6 Critical Lane Volume Calculation	NB Road: <u>Peach Orchard Road</u>	SB Road: <u>Peach Orchard Road</u>	 (410) 718-8060 STSConsultingUS.com
	EB Road: <u>MD 198</u>	WB Road: <u>MD 198</u>	
	Jurisdiction: <u>Montgomery County, Maryland</u>		
	Police Area: <u>Clowville</u>	Scenario: <u>Background Traffic</u>	
	CLV Standard: <u>1450</u>	Analyst: <u>SE</u>	

Lane Configuration

AM Peak

AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	# of Inadequate CLV
EE	T	989	1.00	989	89	1.00	89	1078	0
WB	T	1140	1.00	1140	0	1.00	0	1140	0
NB	TR	116	1.00	116	0	0.53	0	116	0
SB	RTL	1	1.00	1	10	1.00	10	11	0
								CLV	1256
								v/c	0.87
								LOS	C

Factors

Level of Service	Volume / Capacity
A	0.69
B	0.79
C	0.90
D	1.00
E	1.10
F	>1.10

# of Lanes	Use Factor
1	1.00
2	0.53
3	0.37
4	0.30

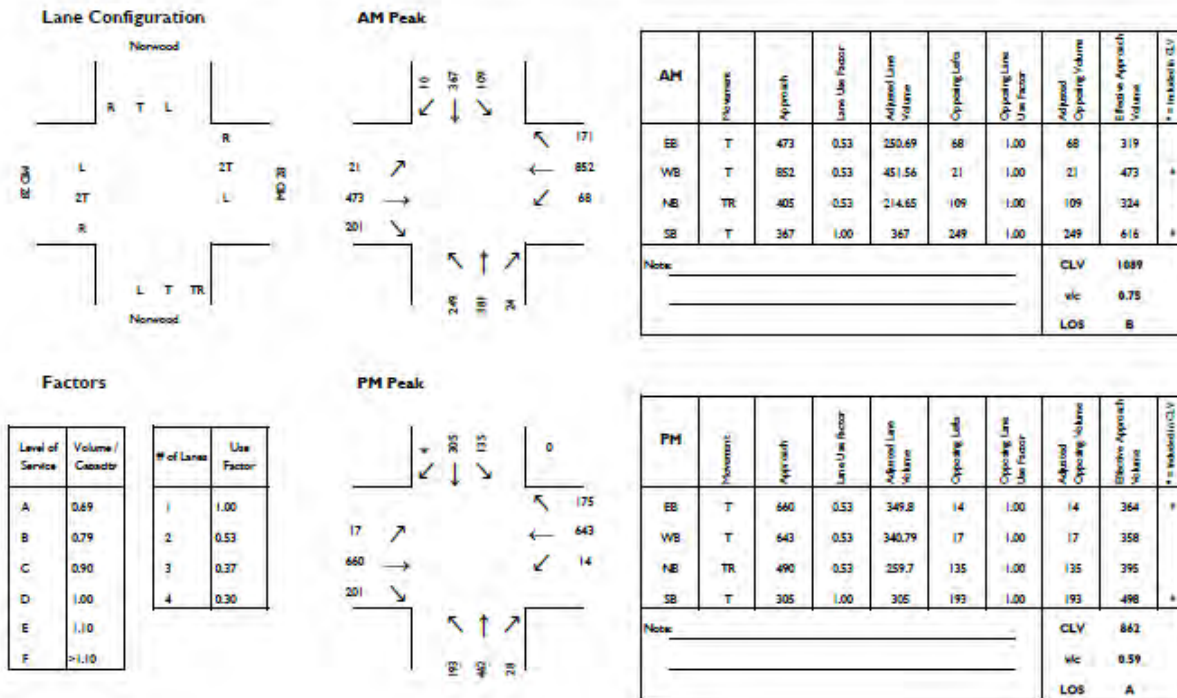
PM Peak

PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	# of Inadequate CLV
EE	T	1073	1.00	1073	118	1.00	118	1191	0
WB	T	1068	1.00	1068	0	1.00	0	1068	0
NB	TR	92	1.00	92	1	0.53	0	93	0
SB	RTL	2	1.00	2	11	1.00	11	13	0
								CLV	1284
								v/c	0.89
								LOS	C



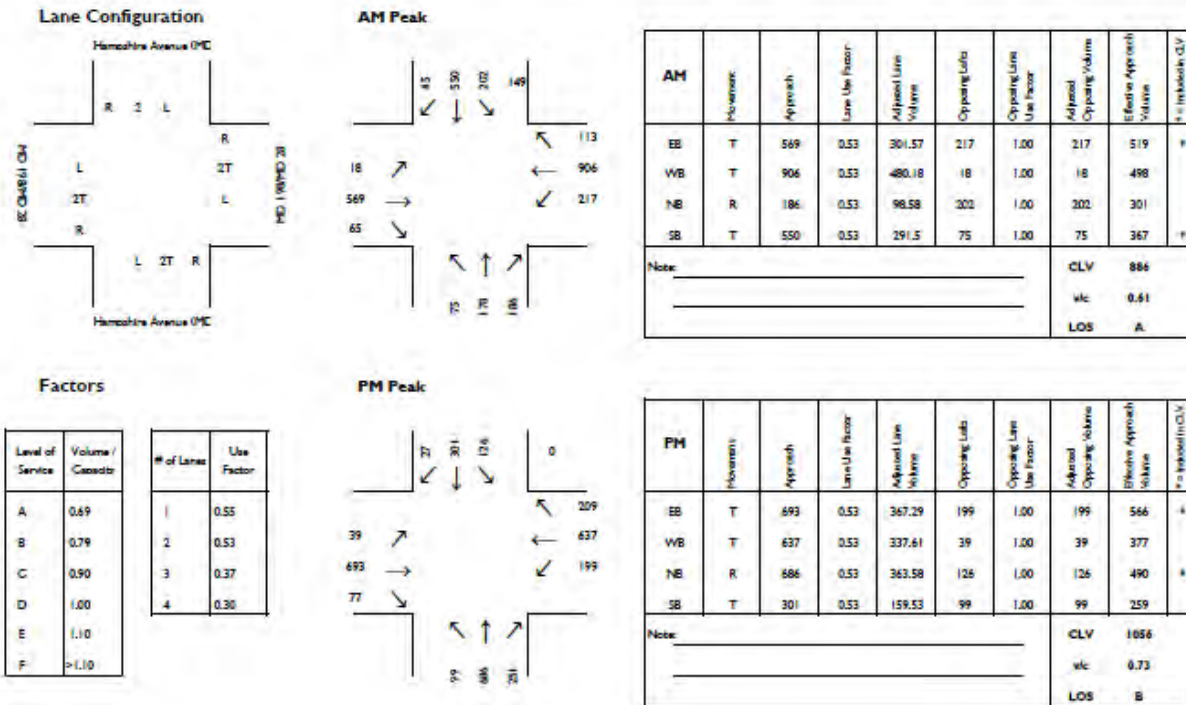
Intersection 7 Critical Lane Volume Calculation	NB Road: <u>Nonwood</u>	SB Road: <u>Nonwood</u>
	EB Road: <u>MD 28</u>	WB Road: <u>MD 28</u>
	Jurisdiction: <u>Montgomery County, Maryland</u>	
	Police Area: <u>Gloverly</u>	Scenario: <u>Background Traffic</u>
	CLV Standard: <u>1450</u>	Analyst: <u>SE</u>

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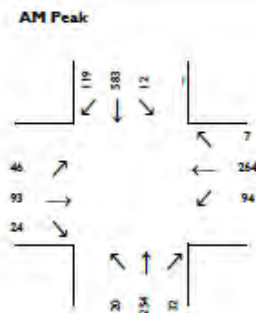
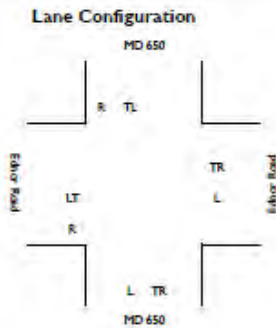


Intersection 1 Critical Lane Volume Calculation	NB Road: <u>New Hampshire Avenue (MD 650)</u> EB Road: <u>MD 198/MD 28</u> Jurisdiction: <u>Montgomery County, Maryland</u> Police Area: <u>Cloverly</u> CLV Standard: <u>1450</u>	SB Road: <u>New Hampshire Avenue (MD 650)</u> WB Road: <u>MD 198/MD 28</u> Scenario: <u>Total Future</u> Analyst: <u>SE</u>	 (410) 718-6980 STSConsultingUS.com	





Intersection 2 Critical Lane Volume Calculation	NB Road: MD 650	SB Road: MD 650	<p>(410) 718-0060 STSConsultingUS.com</p>
	EB Road: Ednor Road	WB Road: Ednor Road	
	Jurisdiction: Montgomery County, Maryland		
	Police Area: Cloverly	Scenario: Total Future	
	CLV Standard: 1450	Analyst: SE	

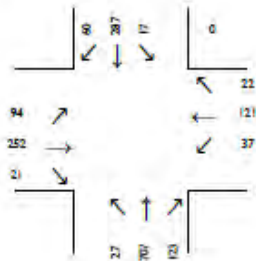


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Includes CLV
EB	LT	139	1.00	139	94	1.00	94	232	
WB	TR	271	1.00	271	46	1.00	46	317	*
NB	TR	286	1.00	286	12	1.00	12	298	
SB	TL	595	1.00	595	20	1.00	20	615	*
Note:								CLV	932
								v/c	0.84
								LOS	A

Factors

Level of Service	Volume / Capacitor	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak

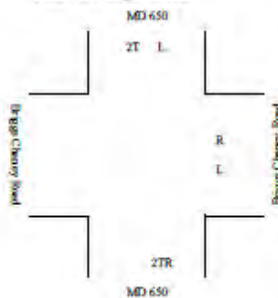


PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lane	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Includes CLV
EB	LT	346	1.00	346	37	1.00	37	383	*
WB	TR	143	1.00	143	94	1.00	94	237	
NB	TR	830	1.00	830	17	1.00	17	847	*
SB	TL	304	1.00	304	27	1.00	27	331	
Note:								CLV	1230
								v/c	0.85
								LOS	C

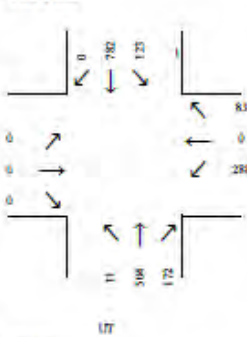


Intersection 3 Critical Lane Volume Calculation	NB Road: <u>MD 650</u>	SB Road: <u>MD 650</u>	 (410) 718-5600 STSConsultingLLC.com
	EB Road: <u>Briggs Chaney Road</u>	WB Road: <u>Briggs Chaney Road</u>	
	Jurisdiction: <u>Montgomery County, Maryland</u>		
	Policy Area: <u>Clovely</u>	Scenario: <u>Total Future</u>	
	CLV Standard: <u>1450</u>	Analyst: <u>SE</u>	

Lane Configuration



AM Peak

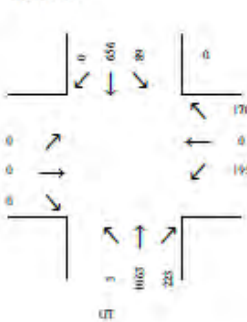


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Left-Turn U-Turn	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* - Includes CLV
EB	T	0	0.00	0	0	0.00	0	0	*
WB	L	288	1.00	288	0	1.00	0	288	*
NB	TR	678	0.53	359.34	123	1.00	123	482	*
SB	T	782	0.53	414.46	11	1.00	11	425	
Note: _____								CLV	770
_____								v/c	0.53
_____								LOS	A

Factors

Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak



PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Left-Turn	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* - Includes CLV
EB	T	0	0.00	0	0	0.00	0	0	*
WB	L	195	1.00	195	0	1.00	0	195	*
NB	TR	1289	0.53	683.17	89	1.00	89	772	*
SB	T	656	0.53	347.58	3	1.00	3	351	
Note: _____								CLV	967
_____								v/c	0.67
_____								LOS	A



Intersection 4 Critical Lane Volume Calculation	NB Road: MD 650	SB Road: MD 650	 (410) 716-0800 STSConsultingUS.com
	EB Road: Norwood Road	WB Road: Norwood Road	
	Jurisdiction: Montgomery County, Maryland		
	Police Area: Cloverleaf	Scenario: Total Future	
	CLV Standard: 1450	Analyst: SE	

Lane Configuration

MD 650

Norwood Road

Norwood Road

AM Peak

AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Include CLV
EB	R	504	1.00	504	0	1.00	0	504	+
WB	TR	0	0.00	0	0	0.00	0	0	
NB	L	523	1.00	512	0	0.00	0	512	
SB	T	804	0.53	426.12	512	1.00	512	938	+
								CLV	1442
								v/c	0.99
								LOS	D

Factors

PM Peak

PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Include CLV
EB	R	332	1.00	332	0	1.00	0	332	+
WB	TR	0	0.00	0	0	0.00	0	0	
NB	T	1062	0.53	562.86	0	0.00	0	563	
SB	T	681	0.53	350.33	530	1.00	530	880	+
								CLV	1312
								v/c	0.84
								LOS	C

Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

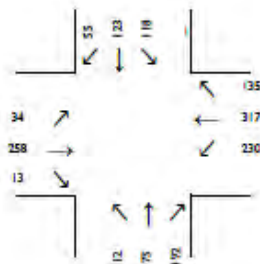


Intersection 5 Critical Lane Volume Calculation	NB Road: <u>Good Hope Road</u> EB Road: <u>Briess Chenev Road</u> Jurisdiction: <u>Montgomery County, Maryland</u> Police Area: <u>Cloverly</u> CLV Standard: <u>1450</u>	SB Road: <u>Good Hope Road</u> WB Road: <u>Briess Chenev Road</u> Scenario: <u>Total Future</u> Analyst: <u>SE</u>	<p align="right"> (410) 718-8600 STSConsultingUS.com </p>		

Lane Configuration



AM Peak

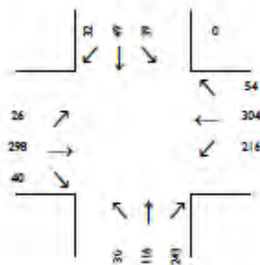


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Includes CLV
EB	TR	271	1.00	271	230	1.00	230	501	*
WB	T	317	1.00	317	34	1.00	34	351	
NB	R	192	1.00	192	118	1.00	118	310	*
SB	RTL	296	1.00	296	12	1.00	12	308	
Note: _____ _____ _____								CLV 811 v/c 0.56 LOS A	

Factors

Level of Service	Volume / Capacitor	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak

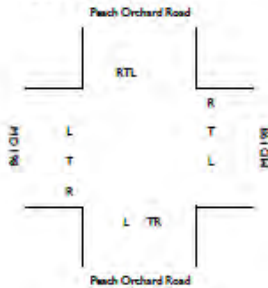


PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Includes CLV
EB	TR	338	1.00	338	216	1.00	216	554	*
WB	T	304	1.00	304	26	1.00	26	330	
NB	R	243	1.00	243	39	1.00	39	282	*
SB	RTL	120	1.00	120	30	1.00	30	150	
Note: _____ _____ _____								CLV 836 v/c 0.58 LOS A	

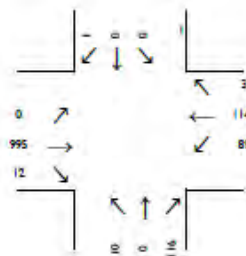


Intersection 6 Critical Lane Volume Calculation	NB Road: Peach Orchard Road	SB Road: Peach Orchard Road	<p align="right">(410) 718-8660 STSConsultingUS.com</p>
	EB Road: MD 198	WB Road: MD 198	
	Jurisdiction: Montgomery County, Maryland		
	Police Area: Cloverle	Scenario: Total Future	
	CLV Standard: 1450	Analysis: SE	

Lane Configuration



AM Peak

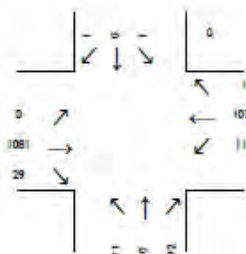


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	P = Included in CLV
EB	T	995	1.00	995	29	1.00	89	1084	#
WB	T	1148	1.00	1148	0	1.00	0	1148	#
NB	TR	116	1.00	116	0	0.53	0	116	#
SB	RTL	1	1.00	1	10	1.00	10	11	#
								CLV	1264
								v/c	0.87
								LOS	C

Factors

Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak

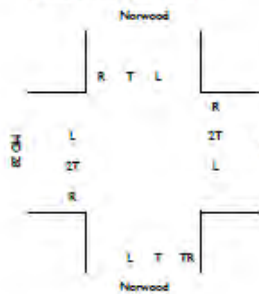


PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	P = Included in CLV
EB	T	1081	1.00	1081	118	1.00	118	1199	#
WB	T	1074	1.00	1074	0	1.00	0	1074	#
NB	TR	92	1.00	92	1	0.53	0	93	#
SB	RTL	2	1.00	2	11	1.00	11	13	#
								CLV	1292
								v/c	0.89
								LOS	C

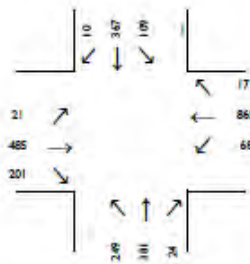


Intersection 7 Critical Lane Volume Calculation	NB Road: <u>Norwood</u>	SB Road: <u>Norwood</u>	<p>(410) 718-8660 STSConsultingUS.com</p>
	EB Road: <u>MD 28</u>	WB Road: <u>MD 28</u>	
	Jurisdiction: <u>Montgomery County, Maryland</u>		
	Police Area: <u>Clowery</u>	Scenario: <u>Total Future</u>	
	CLV Standard: <u>1450</u>	Analysis: <u>SE</u>	

Lane Configuration



AM Peak

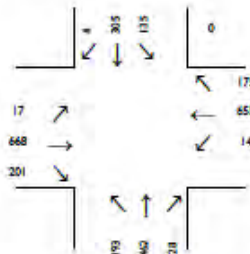


AM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Included in CLV
EB	T	485	0.53	257.05	68	1.00	68	325	
WB	T	860	0.53	455.8	21	1.00	21	477	*
NB	TR	485	0.53	257.05	109	1.00	109	366	
SB	T	367	1.00	367	249	1.00	249	616	*
Note: _____								CLV	1993
_____								v/c	0.75
_____								LOS	B

Factors

Level of Service	Volume / Capacity	# of Lanes	Use Factor
A	0.69	1	1.00
B	0.79	2	0.53
C	0.90	3	0.37
D	1.00	4	0.30
E	1.10		
F	>1.10		

PM Peak



PM	Movement	Approach	Lane Use Factor	Adjusted Lane Volume	Opposing Lefts	Opposing Lane Use Factor	Adjusted Opposing Volume	Effective Approach Volume	* = Included in CLV
EB	T	668	0.53	354.04	14	1.00	14	368	*
WB	T	655	0.53	347.15	17	1.00	17	364	
NB	TR	490	0.53	259.7	135	1.00	135	395	
SB	T	305	1.00	305	193	1.00	193	498	*
Note: _____								CLV	866
_____								v/c	0.60
_____								LOS	A















APPENDIX D

SYNCHRO OUTPUT RESULTS



HCM Unsignalized Intersection Capacity Analysis
4: MD 650 & Site Access Road

1/23/2016













								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	15	97	140	572	863	21		
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	16	105	152	622	938	23		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage (veh)								
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	1553	469	961					
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1553	469	961					
tC, single (s)	6.8	6.9	4.1					
tC, 2 stage (s)								
tF (s)	3.5	3.3	2.2					
p0 queue free %	80	81	79					
cM capacity (veh/h)	82	541	712					
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	16	105	152	311	311	469	469	23
Volume Left	16	0	152	0	0	0	0	0
Volume Right	0	105	0	0	0	0	0	23
cSH	82	541	712	1700	1700	1700	1700	1700
Volume to Capacity	0.20	0.19	0.21	0.18	0.18	0.28	0.28	0.01
Queue Length 95th (ft)	17	18	20	0	0	0	0	0
Control Delay (s)	59.7	13.3	11.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B	B					
Approach Delay (s)	19.5		2.2			0.0		
Approach LOS	C							
Intersection Summary								
Average Delay			2.2					
Intersection Capacity Utilization			44.9%		ICU Level of Service		A	
Analysis Period (min)			15					



HCM Unsignalized Intersection Capacity Analysis

4: MD 650 & Site Access Road

1/23/2016

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	21	140	97	1296	629	15		
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	23	152	105	1409	684	16		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage (veh)								
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	1599	342	700					
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1599	342	700					
tC, single (s)	6.8	6.9	4.1					
tC, 2 stage (s)								
tF (s)	3.5	3.3	2.2					
p0 queue free %	73	77	88					
cM capacity (veh/h)	85	654	893					
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	23	152	105	704	704	342	342	16
Volume Left	23	0	105	0	0	0	0	0
Volume Right	0	152	0	0	0	0	0	16
cSH	85	654	893	1700	1700	1700	1700	1700
Volume to Capacity	0.27	0.23	0.12	0.41	0.41	0.20	0.20	0.01
Queue Length 95th (ft)	24	22	10	0	0	0	0	0
Control Delay (s)	61.8	12.2	9.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B	A					
Approach Delay (s)	18.6		0.7	0.0				
Approach LOS	C							
Intersection Summary								
Average Delay			1.8					
Intersection Capacity Utilization			45.8%	ICU Level of Service			A	
Analysis Period (min)			15					



September 16, 2016

Ms. Mary Jo Kishter
M-NCPPC
Environmental Planning Division
8787 Georgia Avenue
Silver Spring, MD 20910

Re: RCCG Jesus House
Final Forest Conservation Plan - Variance Request
WSSI Project Number MD1183.01

Dear Ms. Kishter,

On behalf of RCCG - Jesus House , WSSI is requesting a variance for the removal of two (2) specimen trees and for critical root zone (CRZ) impacts to six (6) specimen trees, all 30 inches or greater in DBH, as required under Section 22A-21 of Montgomery County's Forest Conservation Law and 2010 revisions to the State Forest Conservation Law enacted by State Bill 666, where it notes the variance pertains to "Trees having a diameter measured at 4.5 feet above the ground of 30 inches diameter or 75% of the diameter of the current state champion tree of that species as designated by the department". The removal or impact of these trees is to allow for the construction of a place of worship and associated facilities at 15730 New Hampshire Ave, in Silver Spring Maryland.

Project Information

The subject property consists of three parcels, 15.55 acres in size, which is zoned RE-2. The property is located on the West Side of New Hampshire Avenue, approximately 700 linear feet north of the intersection of McNeil Lane.

Our Client proposes to construct a church building, required parking, and a grass sports field.

The approved Natural Resources Inventory shows seven (7) specimen trees located on the property and six (6) specimen trees located offsite, but within 100 feet of the property boundary.

Trees Impact Chart

Listed below are the Specimen trees identified for impact on the Preliminary Forest Conservation Plan Amendment.

TREE #	COMMON NAME	BOTANICAL NAME	DBH	CRZ (SF)	CRZ IMPACT	% OF IMPACT	PROPOSED STATUS
5	Post Oak	<i>Quercus stellata</i>	34	8,167	2,548	31%	Tree Save
7	Northern Red Oak	<i>Quercus rubra</i>	53	19,843	9,431	48%	Remove – In LOD
8	White Oak	<i>Quercus alba</i>	34	8,167	4,278	52%	Tree Save
9	White Oak	<i>Quercus alba</i>	31	6,789	3,440	51%	Tree Save
10	White Oak	<i>Quercus alba</i>	34	8,167	4,382	54%	Tree Save
11	Scarlet Oak	<i>Quercus coccinea</i>	43	13,063	7,715	59%	Remove - In LOD
14	Yellow Poplar	<i>Liriodendron tulipifera</i>	30	6,362	1,375	22%	Tree Save
23	Yellow Poplar	<i>Liriodendron tulipifera</i>	30	6,362	323	5%	Tree Save

Tree Removal

There are two (2) specimen trees that are proposed to be removed. The trees to be removed are either located entirely within the limits of disturbance (LOD) or the LOD impacts to their critical root zones are too large to expect tree survival.

Critical Root Zone Impacts

There are six (6) specimen trees located within the limits of disturbance (LOD) for the development that are proposed for preservation. While these six trees will each have disturbances within their CRZs, the applicant will attempt to preserve them during site development work. Tree protection fencing will be erected for each of these four trees and root pruning will be conducted per Montgomery Standards prior to construction activities commencing. An arborist will be involved in overseeing the implementation of preservation and protection measures as approved by MNCPPC, as detailed on the Final Forest Conservation plan.

Mitigation for Tree Removal

The client will provide additional tree planting to compensate for the removal of specimen trees currently located outside of the forest at a rate of one fourth replacement of removed DBH through the planting of trees that are a minimum of 3” caliper. Two (2) existing specimen trees proposed for removal and three (3) other specimen trees with significant CRZ disturbance meet these criteria and their total DBH equals 186”. The mitigation provided will be in the form of native species tree stock sized at 3” caliper to equal 47” caliper. These trees are shown on the Final Forest Conservation Plan.

Additional Application Requirements

Montgomery County's Forest Conservation Law Section 22A-21(b) of the *Application Requirements* states that the applicant must:

- (1) *describe the special conditions peculiar to the property which would cause the unwarranted hardship;*
- (2) *describe how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas;*
- (3) *verify that state water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance; and*
- (4) *Provided any other information appropriate to support the request.*

Pursuant to: Item “(1) *describe the special conditions peculiar to the property which would cause the unwarranted hardship; and*” Item “(2) *describe how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas*”:

The current land use is residential, as the property contains a vacant single family home and associated out buildings.

An unwarranted hardship exists for the applicants because traffic circulation and the required parking facilities to accommodate this project require that several specimen trees be impacted. The specimen trees primarily exist along the edge of the property and along the property line where an access drive aisle must be constructed. A cut needs to be made in the median of New Hampshire Avenue to accommodate left turns for cars travelling north to access the site. The drive aisle needs to align with that median cut. Traffic engineering will only accommodate the median cut in the location specified. Because of this reason, the drive aisle cannot be constructed in any other location that would avoid impacts to the specimen trees.

Prohibiting the removal and impact of the specimen trees would deprive the applicants of the rights commonly enjoyed by others who are in similar areas that have many of the same features as the subject property.

Pursuant to “(3) *verify that state water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance*”

The trees proposed for removal are not directly connected to any streams, or part of a riparian buffer system. The proposed stormwater management plan for the development project makes provision for stormwater runoff that would have been intercepted by these trees.

Pursuant to “(4) *Provided any other information appropriate to support the request.*”

Tree 11, a 43 inch DBH Scarlet Oak, is in poor condition and will present a risk to life and property when the proposed church facility is in use. This tree should be removed.

Minimum criteria for Variance

As further basis for its variance request, the applicant can demonstrate that it meets the Section 22A-21(d) *Minimum criteria*, which states that a variance must not be granted if granting the request:

- (1) Will confer on the applicant a special privilege that would be denied to other applicants;*
- (2) Is based on conditions or circumstances which are the result of actions by the applicant;*
- (3) Arises from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; or*
- (4) Will violate State water quality standards or cause measurable degradation in water quality*

Pursuant to “(1) *Will confer on the applicant a special privilege that would be denied to other applicant*”, the use of this site will be for a church and common associated infrastructure such as parking and community facilities. This is not a special privilege to be conferred on the applicants because this is an allowed use per zone RE-2 of the Montgomery County Zoning Code.

Pursuant to “(2) *Is based on conditions or circumstances which are the result of actions by the applicant; and (3) Arises from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property*”, the applicant has taken no actions leading to the conditions or circumstances that are the subject of this variance request. Furthermore, the surrounding land uses do not have any inherent characteristics that have created this particular need for a variance.

Pursuant to “(4) *Will violate State water quality standards or cause measurable degradation in water quality*”, the applicant cites the reasoning in the previous response to requirement 22A-21 (b)(3), and restates its belief that granting this variance request will not violate State water quality standards or cause measurable degradation in State water quality standards

For these reasons listed above, we believe it is appropriate to grant this request for a variance. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Wetland Studies and Solutions, Inc.



Michael J. Klebasko, P.W.S.
Qualified FCA Professional



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Isiah Leggett
County Executive

Lisa Feldt
Director

October 4, 2016

Casey Anderson, Chair
Montgomery County Planning Board
Maryland National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: RCCG, Jesus House, ePlan 120160040, NRI/FSD application accepted on 3/22/2012

Dear Mr. Anderson:

All applications for a variance from the requirements of Chapter 22A of the County Code submitted after October 1, 2009 are subject to Section 22A-12(b)(3). Accordingly, given that the application for the above referenced request was submitted after that date and must comply with Chapter 22A, and the Montgomery County Planning Department ("Planning Department") has completed all review required under applicable law, I am providing the following recommendation pertaining to this request for a variance.

Section 22A-21(d) of the Forest Conservation Law states that a variance must not be granted if granting the request:

1. Will confer on the applicant a special privilege that would be denied to other applicants;
2. Is based on conditions or circumstances which are the result of the actions by the applicant;
3. Arises from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; or
4. Will violate State water quality standards or cause measurable degradation in water quality.

Applying the above conditions to the plan submitted by the applicant, I make the following findings as the result of my review:

1. The granting of a variance in this case would not confer a special privilege on this applicant that would be denied other applicants as long as the same criteria are applied in each case. Therefore, the variance can be granted under this criterion.
2. Based on a discussion on March 19, 2010 between representatives of the County, the Planning Department, and the Maryland Department of Natural Resources Forest Service, the disturbance of trees, or other vegetation, as a result of development activity is not, in and of itself, interpreted as a condition or circumstance that is the result of the actions by the applicant. Therefore, the variance can be granted under this criterion, as long as appropriate mitigation is provided for the resources disturbed.

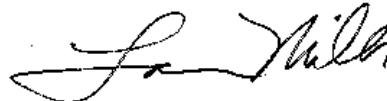
3. The disturbance of trees, or other vegetation, by the applicant does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property. Therefore, the variance can be granted under this criterion.
4. The disturbance of trees, or other vegetation, by the applicant will not result in a violation of State water quality standards or cause measurable degradation in water quality. Therefore, the variance can be granted under this criterion.

Therefore, I recommend a finding by the Planning Board that this applicant qualifies for a variance conditioned upon meeting 'conditions of approval' pertaining to variance trees recommended by Planning staff, as well as the applicant mitigating for the loss of resources due to removal or disturbance to trees, and other vegetation, subject to the law based on the limits of disturbance (LOD) recommended during the review by the Planning Department. In the case of removal, the entire area of the critical root zone (CRZ) should be included in mitigation calculations regardless of the location of the CRZ (i.e., even that portion of the CRZ located on an adjacent property). When trees are disturbed, any area within the CRZ where the roots are severed, compacted, etc., such that the roots are not functioning as they were before the disturbance must be mitigated. Exceptions should not be allowed for trees in poor or hazardous condition because the loss of CRZ eliminates the future potential of the area to support a tree or provide stormwater management. Tree protection techniques implemented according to industry standards, such as trimming branches or installing temporary mulch mats to limit soil compaction during construction without permanently reducing the critical root zone, are acceptable mitigation to limit disturbance. Techniques such as root pruning should be used to improve survival rates of impacted trees but they should not be considered mitigation for the permanent loss of critical root zone. I recommend requiring mitigation based on the number of square feet of the critical root zone lost or disturbed. The mitigation can be met using any currently acceptable method under Chapter 22A of the Montgomery County Code.

In the event that minor revisions to the impacts to trees subject to variance provisions are approved by the Planning Department, the mitigation requirements outlined above should apply to the removal or disturbance to the CRZ of all trees subject to the law as a result of the revised LOD.

If you have any questions, please do not hesitate to contact me directly.

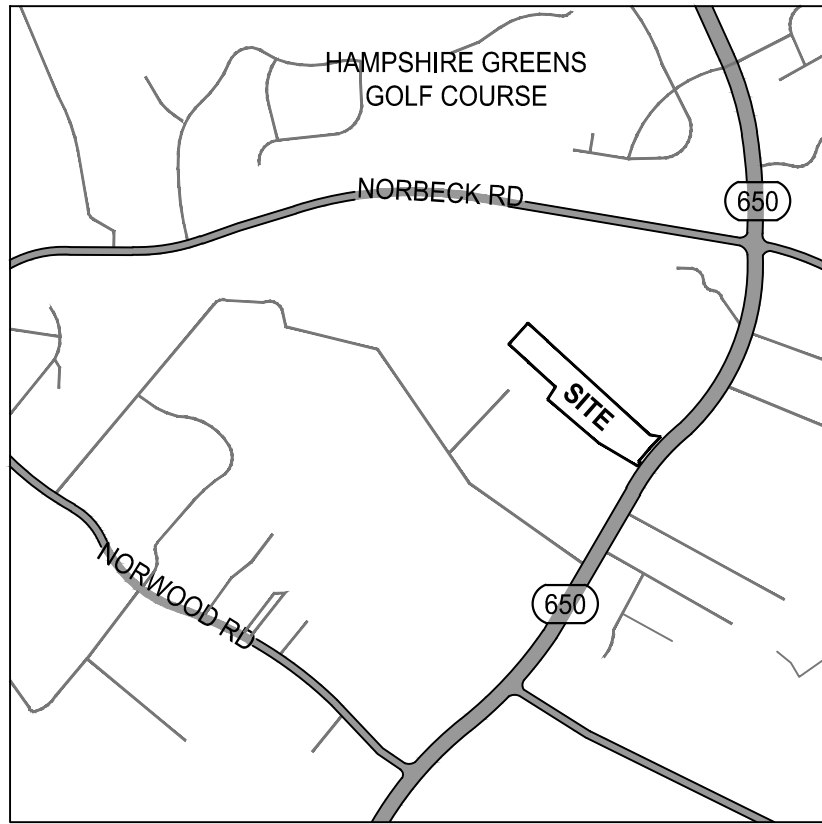
Sincerely,



Laura Miller
County Arborist

cc: Mary Jo Kishter, Senior Planner

Attachment 19



VICINITY MAP
SCALE: 1"=2000'

SITE PLAN LEGEND	
FEATURE	SYMBOL
SUBJECT SITE BOUNDARY	---
ADJOINING PROPERTY BOUNDARY	---
PARCEL BOUNDARY (ON-SITE)	---
BUILDING RESTRICTION LINE	---
EXISTING STRUCTURES	EX
EXISTING CONTOURS (MINOR)	101
EXISTING CONTOURS (INDEX)	100
EXISTING SEWER LINE	S
EXISTING WATER LINE	W
EX OVERHEAD WIRE	---
UNDERGROUND GAS	---
EXISTING TREE LINE	---
LIMITS OF EXISTING NEW HAMPSHIRE AVENUE	---
PROP. CONTOUR	---
PROP. SPOT ELEVATION	+ 526 -526
PROP. STRUCTURES	---
PROPOSED CHANGES TO NEW HAMPSHIRE AVE.	---

N/F HAMPSHIRE GREENS
HOA INC.
37084/383
PARCEL D
HAMPSHIRE GREENS
SUBDIVISION
PLAT NO. 20763

N/F HAMPSHIRE GREENS
HOA INC.
37084/383
PARCEL D
HAMPSHIRE GREENS
SUBDIVISION
PLAT NO. 20763

LESLIE SWEENEY
1716/31
TAX MAP JS62
PARCEL 470

ROBERT SWEENEY
1716/31
TAX MAP JS62
PARCEL 470

CHARLES SCAFFIDI
33342/183
TAX MAP JS62
PARCEL 523

CHARLES SCAFFIDI
33342/187
TAX MAP JS62
PARCEL 577

N/F MICHAEL GRODIN
5541/359
TAX MAP JS62
PARCEL P440

N/F MICHAEL GRODIN
5541/359
TAX MAP JS62
PARCEL P440

(TAX PARCEL P333 - ID
05-00263172)

(TAX PARCEL P446 - ID
05-00263161)

IMPERVIOUS AREAS TABLE

1	PROPOSED BUILDINGS (ON-SITE)	65,813 SF
2	PROPOSED PAVING (INCLUDING CURB) (ON-SITE)	92,807 SF
3	PROPOSED ENTRANCE AWNING (ON-SITE)	3,532 SF
4	AREA OF UNDERGROUND PARKING WHERE NOT COVERED BY PAVEMENT / BUILDINGS (ON-SITE)	22,527 SF
5	SIDEWALKS & CONCRETE PADS (ON-SITE)	3,548 SF
6	SIDEWALKS & CONCRETE PADS (OFF-SITE)	1,086 SF
7	EXISTING IMPERVIOUS AREA WITHIN L.O.D. (OFF-SITE)	13,305 SF
8	NEW IMPERVIOUS AREA WITHIN L.O.D. (OFF-SITE)	10,470 SF
9	AREA ADJACENT TO ROAD CONSTRUCTION (OFF-SITE)	11,400 SF

1 IMPERVIOUS AREAS EXHIBIT

TOTAL ONSITE AREA = 677,164 SF (15.55 AC.)
ONSITE IMPERVIOUS AREA = 188,227 SF (4.32 AC.)
TOTAL OFFSITE AREA = 0.53 AC.
OFFSITE PROPOSED IMPERVIOUS AREA = 11,556 SF (0.27 AC.)
TOTAL IMPERVIOUS AREA = 199,783 SF (4.59 AC.)
TOTAL PROJECT AREA = 16.08 ACRES*
* this represents total onsite area, proposed offsite impervious area, & adjacent offsite pervious area.

ONSITE IMPERVIOUS COVER:

4.32
15.55 x 100% = 27.78%

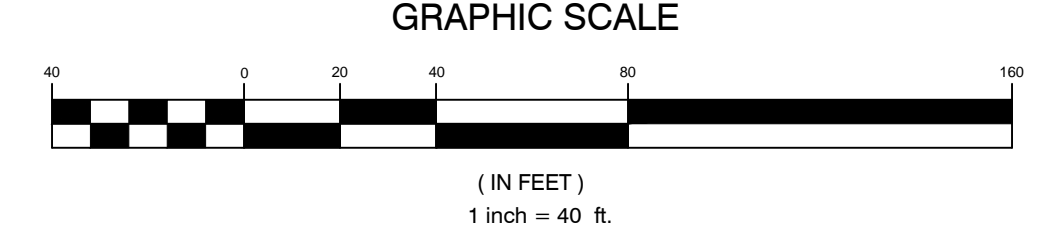
OFFSITE IMPERVIOUS COVER:

0.27
0.53 x 100% = 51.0%

TOTAL IMPERVIOUS COVER:

4.59
16.08 x 100% = 28.5%

Scale: 1" = 40'



PROFESSIONAL CERTIFICATION:
"I certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, license no. 22742, expiration date: June 15, 2018."

REV #	DATE

APPLICANT

JESUS HOUSE DC

919 Philadelphia Ave,
Silver Spring, MD. 20910
Phone: (301) 650 - 1900

IMPERVIOUS AREA EXHIBIT

RCCG-JESUS HOUSE

NEW HAMPSHIRE AVE. - PARCELS 446, 333, AND 167
FIFTH (5TH) ELECTION DISTRICT, TAX MAP JS62

MONTGOMERY COUNTY, MARYLAND

WSSC GRID 221NE01

RAZTEC ASSOCIATES, INC.

civil engineers & land planners

3280 Urbana Pike
Jlamsville, Maryland 21754

Tel (301) 775-4394
Fax (301) 831-8978
email: raztecengr@comcast.net

SEAL



SCALE

1" = 40'

CHECKED BY: MR

DRAWN BY: SL

DATE

JULY 2016

SHEET NUMBER

1 of 1

ALVIN AUERBACH
15117 CENTERGATE DRIVE
SILVER SPRING MARYLAND 20905-5714

TELEPHONE:
(301) 384-0796

E-MAIL:
ALVIN.AUERBACH@VERIZON.NET

Montgomery County
RECEIVED

July 7, 2016

Mr. Ryan Sigworth, Reviewer
Montgomery County Planning Board ★
8787 Georgia Avenue
Silver Spring Maryland 20910

JUL 11 2016

★
Planning Department

Dear Mr Sigworth:

I am writing to you today about the Montgomery County Planning Board Preliminary Plan #120160040, concerning the construction of the RCCG Jesus House DC, at 15730 New Hampshire Ave, Silver Spring, Montgomery County, Maryland.

This house of worship is part of an international religious organization, the Redeemed Christian Church of God. Established in 1952, RCCG is a growing church with Parishes of the church in over 178 countries of the world (information from their web site). No doubt they have vast resources. I also don't doubt that they wish to do good for their religious community, and I hope that they also want to do good for the general community around them. However, the size and scope of this addition to the community will by its nature harm the way of life and property values of the community that has been there for many years, and which doesn't have the resources of the RCCG.

The size and scope of this project, if it were deemed commercial, would probably have been rejected outright. The harm that it will do to the existing community is the same, be it deemed commercial or religious. Please let the existing community remain unharmed, and ask this huge project to relocate to a more commercial or a more isolated area.

I am not a member of the community that will be greatly affected by this project, but I emphasize with their plight. I intend to send a similar letter to Mr. Casey Anderson.

Sincerely,



Alvin Auerbach

From: Annette Warder
To: [Sigworth, Ryan](#); [Kishter, Mary Jo](#); [Wright, Gwen](#); councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; councilmember.floreen@montgomerycountymd.gov; Pam.Queen@house.state.md.us; eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; MCP@mncppc-mc.org; [Wells-Harley, Marye](#); [Cichy, Gerald](#); natali.fami-gonzalez@mncppc-mc.org; norman.dreyfuss@mncppc-mc.org
Subject: Megachurch proposal
Date: Sunday, November 06, 2016 11:05:04 AM

I am a resident in the Cloverly area that is impacted by construction of yet another religious building in our community. This time a "mega-church"! The requirements for the zoning code and master plan for Cloverly must be enhanced and enforced.

I am concerned about the scale of the development, deforestation, storm water runoff, water and sewer impact, traffic congestion, noise and light pollution (especially from the ballfield), loss of visual and noise buffers, degraded air and water quality, and possible reduction of property values.

Please vote down this development as proposed and if not eliminated at least design something with a smaller footprint.

Annette Warder

14816 Eastway Dr

Silver Spring, MD 20905

[301-384-3166](tel:301-384-3166)

From: Barbara Thomas
To: [Sigworth, Ryan](#); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](#); [mark.etheridge](mailto:mark.etheridge@jon-edward.thorsell@wsscwater.com); jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; [MCP-Chair](#); [Wells-Harley, Marye](#); [Fani-Gonzalez, Natali](#); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; [Dreyfuss, Norman](#)
Subject: RCCG Jesus House DC
Date: Friday, December 30, 2016 10:58:17 AM

Greetings:

My family lives in the greater Stonegate neighborhood and appreciates the wonderful diversity of houses of worship along New Hampshire Avenue in Silver Spring. It makes me proud of my country to see these buildings. I am also a happy member of the Sandy Spring Quaker Meeting.

But this new proposal for the mammoth RCCG Jesus House DC is too much. I am asking you to significantly scale it down in order to maintain the quality of life for existing residents and visitors to our area.

New Hampshire Avenue is busy on weekdays during the regular commute. On Sundays and festival days it is gridlock and accidents waiting to happen. Cars park all along the New Hampshire Avenue and side streets including in traffic lanes when the shoulder becomes too narrow. We have to stop abruptly, with no warning, when the police are directing traffic out of the facility. This is incredibly dangerous and frustrating. I cannot imagine how much worse it will get on ALL days with this complex, 7-day-a-week facility.

We have borne more than our fair share of major institutions in a very concentrated area. I have lived in Montgomery County since moving here in 1987 and I am not trying to keep it as it was then. But this is NOT the intended use for this land, which was supposed to have single family homes on large lots. Your job is to protect people from unjust and inappropriate developments, and this is unfair to the residents as well as others trying to use the area. Please scale down this huge development

Thank you.

Barbara Thomas
14610 Old Lyme Drive
Silver Spring, 20905

From: bonniet.jones@gmail.com
To: [Sigworth, Ryan](#)
Subject: Mega church in Cloverly
Date: Friday, October 07, 2016 10:37:13 AM

Please reconsider the mega church's request to relocate to Cloverly. So many churches are located along New Hampshire "highway to heaven". Impact on infrastructure and environment too great.

Sincerely, Bonnie T. Jones
Good Hope Estates resident

Sent from my iPhone

From: cecilia epstein
To: [Sigworth, Ryan](#)
Subject: Cloverly mega church
Date: Wednesday, October 26, 2016 11:06:12 PM

Office of Zoning & Administrative Hearings

100 Maryland Avenue, Room 200

Rockville MD 20850

RE: RCCG Jesus House DC----it is going to be huge

Zoning Officials:

I am writing this letter as a concerned tax paying constituent who feels that his local Montgomery County Zoning Administrators have not listened to the voice of the people in the Cloverly Master Planned Communities.

The RCCG Church, with the help of their land use law firm and Montgomery County Officials, have pushed through zoning changes that will allow this Mega Church to be built without any consideration for the surrounding community and the impact that it may have on the existing infrastructure.

It is my understanding that the property has in recent years gone through a series of owners. With each new owner their proposed projects have increased exponentially in scale many times over the original approval for a 750-member church building. The current RCCG facility will be for a 2,000 seat church, a K-12th grade school, a ball field, and a multi-purpose amphitheater. The intent of the RCCG facility is to be a regional facility not one that serves the local community.

Let's break it down into several components that will make this project untenable for the local established neighborhoods and of course local tax payers.

1. This project will not be serving the local Cloverly Master Planned Communities
2. This facility will be a use of local tax payer's money by increasing the traffic on New Hampshire Avenue. Heavier traffic means more accidents which then begets the need for more police, fire and ambulance services directed to the New Hampshire Avenue corridor. Furthermore, on busy event days it is expected that street parking will occur on New Hampshire Avenue which will spill over and into one of the lanes. New Hampshire is 2 lanes each way in that area, not 3. This will create an even greater public safety risk.
3. Environmental Impact: In addition, such a large facility will have a negative effect on the environment. Our sewers are not equipped to handle the storm water runoff from such a large facility, which will increase from 2% to 26.7%. Its presence will damage the stream beds and remove acres of trees, thus negatively impacting wildlife and tree preservation—both contrary to county environmental goals. We also anticipate overload on our aged water/sewer infrastructure, although the developer has yet to respond to requests on impacts and financial responsibility for any upgrades.

Communication with area residents has been ignored. As tax paying citizens, we ask that the detailed land use be looked at again because the plans have increased dramatically beyond the project as originally approved. Would you want this structure in your neighborhood?

Thank you,
C. Epstein

From: Cap Pendleton
To: [Sigworth, Ryan](#); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](#); [mark.etheridge](mailto:mark.etheridge@jon-edward.thorsell@wsscwater.com); jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; [MCP-Chair](#); [Wells-Harley, Marye](#); [Fani-Gonzalez, Natali](#); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; [Dreyfuss, Norman](#)
Cc: saradwatson1@gmail.com; cloverly@verizon.net; mpedoeem@gmail.com
Subject: Protest Against Proposed RCCG Jesus House Church on New Hampshire Avenue in Colesville, MD
Date: Saturday, September 24, 2016 12:16:03 AM

I have lived in Stonegate since I married a long-time resident six years ago. My husband has lived here for more than 35 years, and has seen generations of additional houses and increased traffic without complaint as the natural course of things. And notwithstanding the memories expressed at neighborhood get-togethers about how a meadow used to be in back of our house, after a lifetime of condo living, the Stonegate neighborhood still seems idyllic to me.

When I first heard of the proposed arrival of the mega-church off New Hampshire Avenue just a mile or two up New Hampshire Avenue, I didn't really pay attention, as I depended on you, the public servants entrusted with making wise and appropriate decisions on behalf of us, the citizens of Montgomery County, to do the right thing. It never even occurred to me that you would in your wisdom allow not only a massive and environment-damaging overdevelopment of pristine acreage, but also an unbearable burden on road traffic already stretched to the point of fairly frequent vehicle accidents and even some deaths. And yet...

New Hampshire Avenue traffic during rush hour on weekdays is quite dense, every bit as heavy as the road was designed to bear. And on Sundays and other holy days, my husband and I simply don't drive anywhere until mid-afternoon, such is the state of "Church Row," as New Hampshire Avenue is affectionately known throughout the area. But now there is a proposal not only for the massive church and parking lot and athletic field, but we discover that it is to operate all week long as a school as well!

Hello?? Can whoever is in charge over there please think for a moment about whether it is right or fair or morally acceptable to completely destroy the peaceful way of life of thousands of faithful taxpayers? This area was developed as single-family homes with large yards in which to enjoy a peaceful and reasonable life. Please reconsider this issue and reconfigure this development to comport with what you know is right. Thank you for your urgent attention to this issue.

Charles and Joy Pendleton
15225 Centergate Drive
Silver Spring, MD 20905

From: awickedwench@comcast.net
To: awickedwench
Subject: the megachurch - Jesus Church proposed on New Hampshire Avenue
Date: Thursday, October 06, 2016 5:14:06 PM

i am against the proposed Mega Church - Jesus Church on New Hampshire avenue

We already have PLENTY of houses of worship in the area and parking already interferes with traffic on a regular basis. I do not need/want additional traffic in the area when trying to get out of my development (Peachwood) and onto New Hampshire Avenue

Sincerely,

Debra Payne
14820 Windmill Terrace
Silver Spring, MD 20905
410-688-5123

From: E. Lustine Doris
To: councilmember.hucker@montgomerycountymd.gov; [Kishter, Mary Jo](#); [Dreyfuss, Norman](#); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; [Wells-Harley, Marye](#); [MCP-Chair](#); [Fani-Gonzalez, Natali](#); jon-edward.thorsell@wsscwater.com; councilmember.navarro@montgomerycountymd.gov; [Sigworth, Ryan](#); william.musico@montgomerycountymd.org; pchoudhury@sha.state.md.us; mark.etheridge@cloverly@verizon.net; mpedoeem@gmail.com
Cc:
Subject: Protesting huge new RCCG Jesus church on New Hampshire Avenue in Silver Spring/Colesville
Date: Saturday, September 24, 2016 11:31:33 AM

We have lived in Stonegate since 1968 and one of the reasons we bought our home was because of the natural beauty and rural nature of this area. Of course we have seen some commercial changes throughout the years and have no problem with the houses of worship near us on New Hampshire Avenue. However we do have great objection to the proposal of building the RCCG Jesus House DC. There is too much traffic for us to deal with now and the building of this huge facility will create safety issues besides changing the complexity of the area in which we live. This was not the projected use of this land, intended for single family homes. There are already enough houses of worship here (New Hampshire Avenue at this location is referred to as "Church Row") and the last thing that is needed is another enormous church and school with the many issues it will bring. Please honor the wishes of our area and see that this proposal is projected elsewhere where it would not create such a negative impact on an established community.

Thank you

Doris and Norbert Lustine

From: Elizabeth Joseloff
To: joseloeg@yahoo.com
Subject: Protest against building RCCG Jesus House DC church on New Hampshire Ave. Silver Spring
Date: Tuesday, October 04, 2016 12:02:49 PM

Good morning,

I am writing you to request that approval will not be given to the RCCG Jesus House DC for building a new large facility church and school on New Hampshire Ave. in Silver Spring, MD near Cloverly.

I live in the Stonegate neighborhood near the location proposed for building this new church. The large scale proposed for this project will have a great negative impact on the Montgomery County residents living in the vicinity. New Hampshire Ave. is already very busy during weekday commuting and on Sundays and special festivals/holidays is already gridlocked with traffic trying to avoid the parked cars along the side of the road for the houses of worship already in existence on New Hampshire Ave. Having a new house of worship and school at such a large scale will only add significantly to these traffic issues.

I grew up in Montgomery County in the Silver Spring area and I am proud to also raise my family here. The diversity of the area is one of its strengths. However, traffic has become very congested in the New Hampshire Cloverly corridor and adding a new church compound of such a large scale would have a huge negative impact on us, the current residents of the area. Building a church on this site was not the intended use of this land which was supposed to have single family homes on large lots.

Please reconsider this large church development.

Thank you,

Elizabeth Joseloff, Ph.D.

14519 Cutstone Way
Silver Spring, MD 20905

From: Ellen
To: [Sigworth, Ryan](#); [Kishter, Mary Jo](#); [Wright, Gwen](#); Councilmember.hucker@montgomerycountymd.gov; Councilmember.navarro@montgomerycountymd.gov; Councilmember.floreen@montgomerycountymd.gov; Councilmember.berliner@montgomerycountymd.gov; Councilmember.elrich@montgomerycountymd.gov; [MCP-Chair](#); [Wells-Harley, Marye](#); [Cichy, Gerald](#); [Fani-Gonzalez, Natali](#); Norman.dreyfuss@mcncppc-mc.org; Pam.queen@house.state.md.us; eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us
Subject: AGAINST the mega-church
Date: Sunday, February 19, 2017 8:12:11 PM

Dear Mr. Sigworth, Ms. Kishter, Ms. Wright, Mr. Hucker, Ms. Navarro, Ms. Floreen, Mr. Berliner, Mr. Elrich, M. Anderson, Ms. Wells Harley, Mr. Cichy, Ms. Fani-Gonzalez, Mr. Dreyfuss, Ms. Queen, Mr. Luedtke, and Ms. Kaiser:

Please do not let the character of our area be destroyed by a huge facility that will damage the environment, kill old-growth trees, increase flooding risk, and increase traffic and crowding in an area that can't sustain it. We, the residents of Cloverly and surrounding areas are opposed to the Preliminary Plan 120160040 (RCCG, Jesus House) for the following reasons:

- Private institutional facilities are not to be allowed to connect to sewer in the RE-2 zones to maintain a low-density, rural character
- This area is identified in the Environmental Resources Chapter as a Regular Protection Area. In this protection area, a combination of low-density zoning, park acquisition, and standard environmental requirements to mitigate effects of new development is used to protect water quality.
- The ultimate subwatershed imperviousness levels should remain in the 10 to 15 percent range which is within the generally acceptable limits for the protection of cold water stream systems in Maryland. Individual developments with high site-imperviousness should be discouraged.” - the proposed project has an impervious level of 27%, creating approximately 2.5 acres of impervious surface, which if not properly treated, may flood local roads, erode stream banks, and degrade water quality. The imperviousness of the Bryants Nursery Run subwatershed has increased nearly 60% in the past few years-- from 7 percent in 2009 (source: DEP stream restoration report, 2009) to over 11 percent today (M-NCPPC, 10/25/2016).
- The area is zoned for one residence on two acres, not a mega-church

Thank you for your consideration,

Ellen Kalin, Marymont Road

Ellen Kalin
Abstract paintings - originals and prints
www.ellenkalin.com

Ellen Kalin, MA, ELS
Proposal Writer, Editor, Manager

From: jai.bloyd@verizon.net
To: [Sigworth, Ryan](mailto:Sigworth.Ryan); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](mailto:Kishter.MaryJo); mark.etheridge; jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; MCP-Chair; [Wells-Harley, Marye](mailto:Wells-Harley.Marye); [Fani-Gonzalez, Natali](mailto:Fani-Gonzalez.Natali); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; [Dreyfuss, Norman](mailto:Dreyfuss.Norman)
Cc: cloverly@verizon.net; "mpedoeem@gmail.com."
Subject: RCCG Jesus House DC proposed development
Date: Sunday, September 25, 2016 8:54:27 PM

We live in the Stonegate neighborhood and appreciate the wonderful diversity of houses of worship along New Hampshire Avenue in Silver Spring.

But this new proposal for the mammoth RCCG Jesus House DC is too much. I am asking you to significantly scale it down in order to maintain the quality of life for existing residents and visitors to our area.

New Hampshire Avenue is busy on weekdays during the regular commute. On Sundays and festival days it is gridlock and accidents waiting to happen. Cars park all along the highway, including in traffic lanes when the shoulder becomes too narrow. We have to stop abruptly, with no warning, when the police are directing traffic out of the facility. Just last week, because of an event at one of the churches, the police blocked off one lane for church traffic which caused significant backups on New Hampshire Avenue. This is incredibly dangerous and frustrating. I cannot imagine how much worse it will get on ALL days with this complex, 7-day-a-week facility.

We have borne more than our fair share of major institutions in a very concentrated area. We have lived in Montgomery County since 2001 and have always felt that the county planning process has been fair and transparent. But, transparency has been absent from the large developed process where limited permits were granted to one entity, then transferred several times and expanded beyond the original purpose. An overriding factor is that the planned massive development is NOT the intended use for this land, which was supposed to have single family homes on large lots to maintain the rural characteristic of this portion of Montgomery County. Your job is to protect people from unjust and inappropriate developments, and this is unfair to the residents as well as others trying to use the area. Please scale down this huge development for the safety and quality of life of current residents.

Thank you.

From: Jenwi
To: [Sigworth, Ryan](#)
Subject: Mega Church
Date: Thursday, October 06, 2016 2:58:42 PM

Mr Sigworth,

I oppose to the construction of the proposed Mega church in Cloverly. We ran away from noise and pollution, and now this. Can you imagine the level of traffic, and pollution that comes with this size assembly. Do we not have enough churches, shrines, and synagogues along the New Hampshire corridor?

Sincerely,

Jean Williams

From: [Kishter, Mary Jo](#)
To: [Sigworth, Ryan](#)
Subject: FW: Concerns about the construction of the RCCG Jesus House DC in Cloverly (Silver Spring, MD)
Date: Thursday, October 27, 2016 8:17:29 AM

FYI

-----Original Message-----

From: Juliane Lessard [<mailto:juliane.lessard@gmail.com>]
Sent: Wednesday, October 26, 2016 8:45 PM
To: Kishter, Mary Jo <maryjo.kishter@montgomeryplanning.org>
Subject: Concerns about the construction of the RCCG Jesus House DC in Cloverly (Silver Spring, MD)

Dear Maryjo Kishter,

I am a Cloverly resident and writing to express my concern with the intent to build the RCCG Jesus House at 15730 New Hampshire Ave, Silver Spring, MD as proposed in the Montgomery County Planning Board Preliminary Plan #120160040. The construction of a church of this magnitude in Cloverly is not feasible and will destroy the character of the area, which I, like most other Cloverly residents, chose because of its residential, quiet, and low-traffic atmosphere. I therefore strongly oppose this project.

My primary concern is the traffic that such a huge complex will bring to the area both during the week and on the weekends. Since there is no other way to reach this area than by car (and/or schoolbus), the negative impact would be especially high. Below are my specific concerns that I wish to bring to your attention:

1. Negotiate a significantly smaller overall plan.
2. Require the current developer to go through a new water/sewer category change application process based on the plans for this project. Currently, the approval is from a 17-year old study for a much smaller and less-complex project. Require the developer to do a perc test to determine water table elevations for the site. (please see sample letters 6 and 9 in the opposition letters tab).
3. Uphold the County Council's earlier requirement for a minimum of 8 acres of perpetual forest conservation on this site. (No off-sets. No arbitrary reduction in requirements by staff as it is currently proposed.)
4. Require disclosure about the capacities and programming plans for the various facilities and activities planned for the site. How much office space capacity? What is the "multi-purpose facility"? How much traffic will that draw to the site during what hours? What are the plans for the "future amphitheater"? Are the gym and the ballfield just for this school/church, or will they be used with/by outside organizations.
5. Address existing issues with the stormwater management facilities and require re-engineering and modifications to handle the additional runoff caused by the development. Require financial commitment for maintenance.
6. Require incremental approval of each phase – not an up-front approval with a multi-year validity. (I.e., Review school and ball field construction plans in a later date)
7. Insist on associated road and signal improvements paid for by the applicant.
8. Require a traffic analysis that includes the real peaks (Sundays) and nearby not signalized intersections.
9. Provide a plan for overflow parking that does not include parking on New Hampshire Avenue or neighborhood side streets, and analyzes traffic .
10. Require noise analysis and mitigation during outdoor events.
11. Require the church to make "payments in lieu of taxes" ("PILOTS") to offset the contribution to costs for this area.
12. Do not allow any private use and programming for the church and ball field that does not support the basis for a PIF (private institution facility) exception.
13. Require all reforestations to be on site. Do not allow offsite or fee in Lieu for reforestation. We need trees in Cloverly not somewhere else.

Sincerely,

Juliane Lessard

15412 Tindlay St
Silver Spring, MD 20905

MCP-CTRACK

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Kate Kretz <kkretz4art@aol.com>
Sent: Thursday, June 09, 2016 12:25 AM
To: councilmember.hucker@montgomerycountymd.gov;
Councilmember.navarro@montgomerycountymd.gov;
Councilmember.floreen@montgomerycountymd.gov; Pam.queen@house.state.md.us;
eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; MCP-Chair; Wells-
Harley, Marye; Fani-Gonzalez, Natali; Norman.dreyfuss@mcncppc-mc.org
kmaher3913@aol.com
Cc:
Subject: Proposed Building of Jesus House on New Hampshire Ave.

To Our Cloverly Representatives:

My family joins my neighbors in protesting against the proposed building of a mega-church campus on New Hampshire Avenue, for the reasons stated below. We urge you to vote down this project as proposed, and, at the very least, impose a reduced footprint that will be less invasive and have less impact on traffic, wildlife, deforestation, and general quality of life for our residents.

Thank you.

Kate Kretz
<http://www.katekretz.com>

For those of you who have not heard about the proposed mega church project in Cloverly, I am reproducing below a letter that was prepared by the people who would be directly impacted by this project. As President of Peachwood Civic Association, I have offered our support to these people in their attempt to reduce the impact and footprint of this church project. From the description of the project, it will be massive and definitely have a major impact on the Cloverly and surrounding area, which includes our residential area. After reviewing this letter, if any of you want to add your comment, points of contact are provided at the end of the letter. I will do my best to keep everyone advised of developments as this church project goes through the review and approval process.

6/8/2016

RE: RCCG Jesus House DC
15730 New Hampshire Ave.
Silver Spring, Montgomery County
Maryland Election District 5
Montgomery County Planning Board Preliminary Plan #120160040

I am writing on behalf of some of the homeowners in Cloverly area, especially the ones in the Bryants Nursery Road neighborhood whose properties will be directly impacted by the above referenced development. RCCG Jesus House DC is a mega church that is planning to relocate from downtown Silver Spring into the middle of our residential neighborhood. The proposed plans for the new site include a building with a foot print of 185,000 SF located in the Cloverly community in Silver Spring, Election District 5. The community adjacent to the proposed development is in RE-2 which is composed of 2-3 acres single family homes built on well and septic. Many residents who moved to this neighborhood chose this area because of its serene and quiet setting, and to enjoy the forest and wildlife which enhances the quality of their lives. Below we have listed our major concerns about this development.

Scale of Development: The proposed development covers 15.55 acres (a tract impact of 17.7 acres) including more than 10.2 acres of forest. It consists of a sanctuary with the capacity to seat 1,600 people, classrooms to seat 360 students in K through 12, a multipurpose gymnasium including a youth center, fellowship areas, administrative offices and 400 parking spaces including a below-ground parking garage. In addition, the church is planning to build a rectangular sports field that is 150 feet wide and 250 feet long with bleachers for 300 people just 100 feet away from a residential property. A

development of this magnitude within a residential community will significantly diminish the quality of life for local residents. We question how local zoning codes in Montgomery County could allow construction of such magnitude so close to residential properties.

Deforestation: The proposed development will remove close to 5 acres of the existing 10.2 acres of contiguous forest that is classified as Priority Area 2 (moderate) forest by the Natural Resource Inventory/Forest Stand Delineation (NRIFSD) report. The existing forest is an even-aged, mixed hardwood forest dominated by yellow poplar and red maple trees with the average DBH of 14 inches, and an estimated 219 trees per acre. The NRIFSD report indicates that there are 14 significant specimen trees (trees with DBH greater than 30") on site, and another 13 significant trees off site. The proposed plan has requested a variance to remove seven (7) of the above specimen trees. There are many other specimen trees with impact to their root systems that can cause gradual death soon after the development is in place. Local residents have received no evidence so far that a good faith effort is made to design the development in a way to protect these trees. The FCP plan shows that a portion of required 3.4 offsite planting is achieved by planting trees in front of the building adjacent to New Hampshire Ave. By eliminating the ballfield which requires the removal of a good portion of the existing forest the offsite planting can be eliminated and this area can be used for a smaller ballfield if the developer insists to have one. The construction of the ballfield in front of the building will reduce the amount of the deforestation, decrease the stormwater runoff, and will reduce the impact to air and water quality.

Displacement of Wildlife: The proposed development is anticipated to have a major impact on the local wildlife. It will limit their access and restrict their habitats to a much smaller area. Much of this wildlife will be displaced and forced to seek refuge in nearby shelters. We expect to see fewer birds in the area while snakes, groundhogs, possums, rabbits, mice and other types of rodents seek shelter in the outbuildings and basements of local residents.

Storm Water Runoff: The proposed development will increase the imperviousness of the existing site from approximately 2 percent to 26.7 percent, increasing the total site imperviousness by over 1,300%. This increased stormwater runoff will pass through residential properties before it drains into the nearby stream and a culvert under a private road that are the only means of access for the four residents adjacent to this development. The existing stream and culvert are already significantly degraded and experience flooding when it rains. Any damage to this private culvert and road is currently the responsibility of the four residents next to this road.

Water and Sewer: It is our understanding that a water/sewer category change has been granted for the church and its school to be served and connected to public water/sewer. The developer has yet to provide a report addressing the impact of the additional sewage on the existing public sewer system for downstream properties. Therefore, the impact on the aged sewer system in Cloverly is completely unknown at this time.

Traffic Congestion: The relocation of this development from its current location and addition of a 360 students for the K-12 school and a youth center will generate a high volume of commuter traffic coming from other parts of the County. This will create traffic congestion, noise, and pollution not only during the weekend but also during the week. We already have severe traffic congestion in the vicinity of this proposed development on New Hampshire Ave and nearby roads and intersections, particularly on the weekends. As a result, many residential roads particularly Bryants Nursey Road, a narrow rustic road, may be used as cut throughs. This new development could make this problem significantly worse and place additional stress on the already deteriorating roads and bridges serving this part of the County.

Parking: There are many house of worships along this stretch of New Hampshire Ave. Many cars park along both sides of New Hampshire Ave when special events are held. In addition to worship services and other religious activities for this church, the presence of a K-12 school, a youth center and a large ballfield will exacerbate traffic and parking congestion and create safety hazards for Cloverly residents and commuters using New Hampshire Ave.

Ballfield: The construction of the ballfield will require the destruction of 37,500 SF of undisturbed forest next to residential properties. As a result, these families will likely be exposed to significant noise and light pollution, particularly if the field is used in the evenings. The construction of this ballfield is absolutely unnecessary given the fact that a new park facility with five ballfields just opened within two miles of the proposed development. The elimination of this ballfield will save many trees, will reduce the amount of noise and light pollution, protect the local wildlife, and reduce the impact on air and water quality.

Quality of Life: The removal of 5 acres of forest will eliminate visual and noise buffers for the adjacent properties, thereby aggravating the impact of the development. The quality of life for our community will significantly be impacted by losing our peace due to removal of forest and associated wildlife in it, by degrading air and water quality and increased amount of stormwater runoff directed toward our properties; by increased noise levels from church activities with a school population of 360 students including organized practices and games in a large ballfield with 300 spectators only 100 feet away from residential properties; by light pollution if the ballfield is allowed to be lit; and finally and not the least by additional traffic congestion and parking bringing people from other parts of the county.

Devaluation of Properties: Based on all the impacts outlined above, we believe that a development of such scale will greatly reduce the value of our properties in the immediate neighborhood. If this development proceeds as it is planned, who will assume the financial loss to these homeowners?

From: lindakwood@aol.com
To: [Sigworth, Ryan](mailto:Sigworth.Ryan); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](mailto:Kishter.MaryJo); mark.etheridge; jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; MCP-Chair; [Wells-Harley, Marye](mailto:Wells-Harley.Marye); [Fani-Gonzalez, Natali](mailto:Fani-Gonzalez.Natali); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; [Dreyfuss, Norman](mailto:Dreyfuss.Norman)
Subject: RCCG Jesus Church, New Hampshire Avenue
Date: Monday, September 19, 2016 11:02:58 AM

The proposed RCCG Jesus church to be located on New Hampshire Avenue would not only add to the congestion already caused by multiple other denominations located in the immediate area, it also will also violate the original purpose of the zoning for our area. As it is, there seems to be no control over how much traffic, noise (on festival weekends) or glaring floodlights nearly every night of the week the current religious institutions inflict on those of us who bought our homes long before they built in the neighborhood. Montgomery County needs all the tax revenue it can get. Allowing anything but residences on land already zoned for that use will only make current home owners' property taxes increase ever more. Please deny the RCCG Jesus church this use.

Linda Wood
15016 Whitegate Road
Silver Spring, MD 20905

Sigworth, Ryan

From: Kishter, Mary Jo
Sent: Tuesday, February 23, 2016 10:14 AM
To: Sigworth, Ryan
Subject: FW: OPPOSED to RCCG Jesus House Development

From: Boone, Rebecca
Sent: Tuesday, May 19, 2015 11:09 AM
To: MCP-InfoCounter <MCP-InfoCounter@MNCPPC.onmicrosoft.com>; Adams, Holly <holly.adams@montgomeryplanning.org>; Neam, Dominique <Dominique.Neam@montgomeryplanning.org>
Cc: Kishter, Mary Jo <maryjo.kishter@montgomeryplanning.org>; Garcia, Michael <Michael.Garcia@montgomeryplanning.org>; Weaver, Richard <richard.weaver@montgomeryplanning.org>; Boyd, Fred <fred.boyd@montgomeryplanning.org>
Subject: RE: OPPOSED to RCCG Jesus House Development

Meghan:

I'm forwarding this e-mail to the Area 3 supervisors.

Mary Jo Kishter worked on this in 2012 and Mike Garcia was recently contacted with a transportation question.

Rebecca

From: MCP-InfoCounter
Sent: Tuesday, May 19, 2015 11:05 AM
To: Boone, Rebecca; Adams, Holly; Neam, Dominique
Subject: FW: OPPOSED to RCCG Jesus House Development

Rebecca, Holly, Dominique,

Do you know what project this person might be referring to? Sounds like it's in Area 3 / Eastern Montgomery, but I don't see any plan by that name in the area. Likely this is in reference to a pre-submission community meeting, so.... Keep this on file until we have an application?? Thanks,

Meghan

--- --

Meghan K Flynn

Montgomery Planning | DARC Divison | Addressing Section
8787 Georgia Ave. Silver Spring, MD 20910 | (301) 495-4609



Please consider the environment before printing this e-mail. Thank you

From: Lola [<mailto:lperan@yahoo.com>]
Sent: Monday, May 18, 2015 12:13 PM
To: MCP-InfoCounter
Subject: OPPOSED to RCCG Jesus House Development

I unfortunately will not be able to attend the informal meeting for the development of RCCG Jesus House, DC: 1600 seat church, an approximately 350 student K-12 private school, a youth center and associated parking and recreational areas.

I want to comment that I am OPPOSED to this project. I have lived in the area for over 20 years and the last thing this area needs is another church!

This area desperately needs development, but in the forms of more retail and amenities that higher income residents find appealing. Eastern Montgomery County has become the armpit of the county.

Low income housing, crime, and countless churches do not bring in revenue!! Burtonsville is horrible and I just learned yet another storage facility is being built there! Hurray! Just what the residents need is another storage facility.

We need nice restaurants, nice places to get fresh healthy groceries, coffee shops, yoga studios, ice cream shops. More density of people who can afford to shop! I am tired of driving to Fulton, Columbia and even Rockville to run my errands and grab a bite to eat and go out. Even Laurel, MD got their at together and turned around! Is that what you want, people leaving the county to spend their money???

Please reconsider this development and STOP thinking of the Colesville/Burtonsville area as the receptacle of misfit projects. We need more people! More dollars! More destinations!

Sincerely,
Lola Perantonakis
301-254-0101

From: Maria
To: [Sigworth, Ryan](mailto:Sigworth_Ryan); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](mailto:Kishter_MaryJo); mark.etheridge; jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; MCP-Chair; [Wells-Harley, Marye](mailto:Wells-Harley_Marye); [Fani-Gonzalez, Natali](mailto:Fani-Gonzalez_Natali); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; [Dreyfuss, Norman](mailto:Dreyfuss_Norman); [Sigworth, Ryan](mailto:Sigworth_Ryan); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](mailto:Kishter_MaryJo); mark.etheridge; jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; MCP-Chair; [Wells-Harley, Marye](mailto:Wells-Harley_Marye); [Fani-Gonzalez, Natali](mailto:Fani-Gonzalez_Natali); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; [Dreyfuss, Norman](mailto:Dreyfuss_Norman)
Subject: Protesting the mammoth RCCG Jesus House DC
Date: Monday, September 19, 2016 9:42:45 AM

We live in the Stonegate neighborhood and appreciate the wonderful diversity of houses of worship along New Hampshire Avenue in Silver Spring. It makes me proud of my country to see these buildings.

But this new proposal for the mammoth RCCG Jesus House DC—at 15730 New Hampshire Avenue-- is too much. I am asking you to significantly scale it down in order to maintain the quality of life and public safety for existing residents and visitors to our area.

New Hampshire Avenue is extremely busy on weekdays during the regular commute. On Sundays and festival days it is gridlock and accidents waiting to happen. Cars park all along the highway, including in traffic lanes when the shoulder becomes too narrow. We have to stop abruptly, with no warning, when the police are directing traffic out of the facility. This is incredibly dangerous and frustrating. I cannot imagine how much worse it will get on ALL days with this complex, 7-day-a-week facility. It's already challenging to get out of our development onto New Hampshire Avenue; we can only imagine how difficult and dangerous it will be with the church and school traffic. **Moreover, the church is not being entirely honest about the road infrastructure. At the point of the proposed megachurch, New Hampshire Avenue is only four lanes, with a dedicated turn lane in some spots. This is insufficient for the anticipated traffic. The six-lane portion of the road is a couple of miles south.**

We have borne more than our fair share of major institutions in a very concentrated area. I have lived in Montgomery County since my parents moved here in 1965 and I am not trying to keep it as it was then.

But this is NOT the intended use for this land, which was supposed to have single family homes on large lots. To make it worse, this project has morphed from a church with a 750-person sanctuary to this megachurch with a large school. Apparently, the original OK was given for a much smaller church, which sold the land to another church. This happened again and somehow the project expanded to this behemoth. How did that happen? What we have now certainly wasn't the original proposal.

In addition, such a large facility will have a negative effect on the environment. Our sewers are not equipped to handle the storm water runoff from such a large facility, which will increase from 2% to 26.7%. Its presence will damage the stream beds and remove acres of trees, thus negatively impacting wildlife and tree preservation—both contrary to county environmental goals. We also anticipate overload on our aged water/sewer infrastructure, although the developer has yet to respond to requests on

impacts and financial responsibility for any upgrades.

Your job is to protect people from unjust and inappropriate developments. This is unfair to the residents as well as others trying to use the area. Please scale down this huge development.

Thank you.

Maria Friedman and Dan Ward
513 Jaystone Place
Silver Spring, MD 20905
240-460-3412



Virus-free. www.avast.com

From: Bella De Guzman
To: [Sigworth, Ryan](mailto:Sigworth.Ryan); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](mailto:Kishter.MaryJo); mark.etheridge@montgomerycountymd.gov; jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; mcp-chair@mncpp-mc.org; [Wells-Harley, Marye](mailto:Wells-Harley.Marye); natali.fani-gonzalez@mncpp-mc.org; eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us
Subject: Re: In Protest of the Behemoth RCCG Jesus House DC
Date: Monday, September 26, 2016 1:57:38 PM

We are writing to express our outrage that this behemoth is even being considered for the quiet, RURAL, area along New Hampshire Avenue in Cloverly/Colesville. According to the Cloverly master plan, this portion of the region is specifically supposed to be zoned for single homes on large lots. I ask you, what is the purpose for setting aside an area to remain rustic/rural if you are going to then allow a stadium-sized church, serving a membership that lives miles away, to locate smack in the middle of it? Not to mention that the church plans to cut down the vast majority of the forested area currently occupying the 15 acres. The environmental damage, the community damage, the noise damage, the wildlife damage, the traffic damage: these are the consequences that the neighborhoods surrounding this monstrosity are supposed to bear. How would you feel if this mega-church decided to locate right next to your neighborhood, or a mile down your road?

Those of us who live in neighborhoods along New Hampshire Avenue already have to deal with serious traffic issues on our little 4 lane road (not 6 lane, as erroneously noted in your so-called study), including dangerous left-hand turns onto New Hampshire Avenue to access shopping and schools. This includes a large number of new and inexperienced drivers who attend Blake and Sherwood High Schools. Already, they and the rest of us are forced to battle traffic to get to our destinations, while maneuvering around existing church over-flow parking along New Hampshire Avenue. The volume that will be added to this nightmare by a 1600 person church meeting several times on Sunday, and a 400 child school meeting every day, in addition to other events throughout the week is mind-boggling. Why the traffic study that was done to accompany this farce did not include a study of Sunday traffic is perhaps a question for a good lawyer.

Finally, we urge you to take a drive along New Hampshire Avenue. It is so clogged with churches that don't pay taxes, it is unconscionable to consider placing such a large addition to the tax-free community in our midst.

We urge you to do what you should have done when first presented with this farce of a plan -- peruse it carefully and reject it.

Melanio and Bella de Guzman
15201 Winstead Lane
Colesville, MD 20905

From: Mitra Pedoeem
To: [Wright, Gwen](#)
Cc: [Krasnow, Rose](#); [Sigworth, Ryan](#); [Kishter, Mary Jo](#); [Weaver, Richard](#); [Quentin Remein Cloverly Association](#); [Jeff and Jan DeGillo](#); [President, GHECA](#); [meyers](#)
Subject: RCCG Jesus House of DC
Date: Friday, November 25, 2016 5:02:18 PM

Dear Director Gwen Wright:

I live at 630 Bryants Nursery Road in Cloverly, Silver Spring in a community of 2-3 acre (RE-2) single family homes served by well and septic systems. I am reaching out to you as I am very concerned that the RCCG Jesus House, a DC church currently located in Downtown Silver Spring, is planning to relocate to a mega campus at 15730 New Hampshire Avenue (Dist 5) which is adjacent to my home.

The land for this project is three contiguous lots, approximately 15.5 acres just north east of my house. This huge planned campus will include sanctuary seating for 1,600 with back-to-back services planned on Sundays, a K-12, day school for 350 students, office space, a multi-purpose facility, a gymnasium, a large rectangular ball field with bleacher seating for 300, parking for 400, and most recently added a future amphitheater. No capacities and planned programming information has been provided about any of these facilities. Looking at their current schedule (posted on their website) it seems that this church will be a very busy place, seven days per week, starting early in the morning and going until very late at night on some days. There will be many vehicles coming and going for many separate scheduled group assemblies to the church.

This proposed development will increase the net imperviousness of the existing site from less than 2%, to 17% of the total area. This increased area is way over the lower limits of 8 or even 10% that are necessary to protect especially sensitive watershed areas in Northwest Branch such as this area. Based on recent studies performed by Montgomery County Department of Environmental Protection total amount of impervious area in the Bryants Nursery Run sub watershed has increased by 60% in the past seven years. As you can see, this rapid increase of development is a threat to our streams and environment and will increase the rate of stormwater discharge to our properties.

Based on the proposed development plans, stormwater runoff will pass through our residential properties before it drains into the nearby stream and a culvert under a private road (Bryants Nursery) that is the only means of access for the four residents adjacent to this development. The existing stream and culvert are already significantly degraded and experience flooding when it rains. Any damage to this private culvert and road is currently the responsibility of the four residents next to this road.

Our Community including all my neighbors on Bryants Nursery Road that are directly impacted by this new development are very concerned about this project because this is another example of the over-proliferation of Private Institutional Facilities ("PIF"s) on and near New Hampshire Avenue. We have lists of infrastructure, environmental, community-character and financial concerns. These PIFs do not help local residents that are negatively impacted by their construction as they do not bring jobs, tax dollars or new residents that can contribute positively to the community. We are especially upset because aspects of this development application appear to be unrealistic, highly-problematic or misrepresented and yet, the plans seem to be getting approved. Example concerns with this project include, but are not limited to:

1. Trying to use a water and sewer category exclusion that was approved many years ago for a 750-seat church -- clearly a MUCH smaller project.
2. Including a K-12 School cramped with other church facilities, a youth center, gymnasium, etc. seems unrealistic when compared with other school sites in the vicinity.
3. Trying to significantly reduce the 8-acre ON-SITE forest conservation commitment contained in the County Council 1999 resolution CR 14-334 to something less than 5 acres. Our understanding is that staff made an "administrative decision" to interpret and reverse a Council resolution.
4. Allowing the developer to cover their shortcoming of site forest conservation by providing 2.33 acres off-site reforestation. This does not benefit the local community and does not protect the headwaters in this sensitive area of the Northwest Branch.
5. Characterizing the stretch of New Hampshire Avenue in front of the church as a "6-lane major highway". In fact, New Hampshire doesn't go to 6 lanes until just north of the ICC (about 2 miles south of the planned site). At the site, New Hampshire Avenue currently has only two through lanes in each direction.
6. Using a Thursday morning as the time for a traffic study, when the peak traffic time for the area (and for this project) will be Sunday mornings between the two services of potentially 1,600 each. If everyone comes 4 to a vehicle (which is pretty unlikely), there will be 800 vehicles trying to access and exit the property in a 30 minute period.
7. The master plan and the RE-2 zoning code call for "low density" for Cloverly. This plan force-fits a

- very high-density campus into what is supposed to be a low-density area.
8. Capacity and programming Information has not been provided for most of the facilities planned for the campus.
 9. The community has submitted questions and concerns about the traffic study and other parts of the project plan, with no responses provided.
 10. A ballfield with 300 seat bleachers is planned just 150 feet away from my next-door neighbor which creates noise and light pollution.
 11. The 4:1 people per vehicle assumption in terms of determining parking spaces seems unrealistic and the Z2 bus, which serves this area, doesn't run on weekends. The consensus opinion is that 400 parking spaces will not be sufficient. We are not aware of any plans by the church for overflow parking.

Unfortunately, based on what we have heard and been told by County staff it seems that this development is approved already despite many concerns raised by residents. Large PIFs simply should not be allowed to pressure or finagle their way into the middle of a quiet & low-density areas as this one is trying to do. Why is smart growth not applicable to PIFs? Why can't they be in the areas that are close to transit and public transportation?

We are requesting your help for the following:

1. Reject this over-sized project and negotiate a more sensible size project appropriate for this area of the master plan.
2. Require the applicant to go through a new water/sewer category change application process based on the plans for this project. Currently, the approval is from a 17-year old study for a much smaller and less-complex project.
3. Reconsider the legal framework for allowing PIFs in residential areas where there is no benefit to residents.
4. Uphold the County Council's earlier requirement for a minimum of 8 acres of perpetual forest conservation on this site. (no off-site or arbitrary reduction in reforestation requirements should be allowed)
5. Address existing issues with the stormwater management facilities and require re-engineering and modifications to handle the additional runoff caused by the development. Assess flooding and degradation of the culvert under Bryants Nursery Road and require financial commitment for maintenance.
6. Require incremental approval of each phase – not an up-front approval with a multi-year validity. (I.e., Review school and ballfield construction plans in a later date)
7. Require a traffic analysis that includes the real peaks (Sundays) and nearby non signalized intersections i.e. Bryants Nursey Road intersection with New Hampshire Ave.
8. Provide a plan for overflow parking that does not include parking on New Hampshire Avenue or neighborhood side streets. Currently there are major parking and traffic congestion issues during church events south of Norwood Road which is only a mile away from Jesus House.
9. Applicant must provide a list of programming and activities for the church for noise control purposes. No large private use/programming should be allowed that sacrifices the quiet and calm that neighbors presently enjoy in proximity to the proposed church.

If this new development is allowed in our neighborhood the quality of our lives will be degraded to a point that we may be forced to move out of our homes and Cloverly.

The removal of 5 acres of forest and its associated wild life will significantly impact the quality of our life due to losing our peace and quiet, due to degrading air and water quality and increased amount of stormwater runoff directed toward our properties; due to increased noise levels from church activities with a school population of 360 students and a large ballfield, due to the light pollution from the church and ballfield if it is allowed to be lit; and finally and not the least due to the additional traffic congestion and parking bringing people from other parts of the county. A development of such scale will greatly reduce the value of our properties in the immediate neighborhood.

Cloverly Civic Associations and residents in our communities have similar issues and many of them have already sent you their concerns. I am requesting when you review this development to consider the above requests and ask the developer to revise their proposal accordingly. Do you want this development in your neighborhood?

Respectfully yours;

Mitra Pedoeem

630 Bryants Nursery Road

Silver Spring MD 20905

[301-580-1309](tel:301-580-1309)

PS: Also please check out www.stopmegachurch.com for project plan details, community objections and objectives, samples of objection letters, etc.

From: Natalie Kelly
To: cloverly@verizon.net; [Sigworth, Ryan](mailto:Sigworth.Ryan); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](mailto:Kishter.MaryJo); mark.etheridge; jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; MCP-Chair; [Wells-Harley, Marye](mailto:Wells-Harley.Marye); [Fani-Gonzalez, Natali](mailto:Fani-Gonzalez.Natali); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; [Dreyfuss, Norman](mailto:Dreyfuss.Norman); mpedoeem@gmail.com
Subject: Protesting huge new RCCG Jesus church on New Hampshire Avenue in Silver Spring/Colesville
Date: Friday, September 23, 2016 4:31:23 PM

Hello,

We live in the Stonegate neighborhood and appreciate the wonderful diversity of houses of worship along New Hampshire Avenue in Silver Spring. It makes me proud of my country to see these buildings.

But this new proposal for the mammoth RCCG Jesus House DC is too much. I am asking you to significantly scale it down in order to maintain the quality of life for existing residents and visitors to our area.

New Hampshire Avenue is busy on weekdays during the regular commute. On Sundays and festival days it is gridlock and accidents waiting to happen. Cars park all along the highway, including in traffic lanes when the shoulder becomes too narrow. We have to stop abruptly, with no warning, when the police are directing traffic out of the facility. This is incredibly dangerous and frustrating. I cannot imagine how much worse it will get on ALL days with this complex, 7-day-a-week facility.

We have borne more than our fair share of major institutions in a very concentrated area. I have lived in Montgomery County since my parents moved here in 1968 and I am not trying to keep it as it was then. But this is NOT the intended use for this land, which was supposed to have single family homes on large lots. Your job is to protect people from unjust and inappropriate developments, and this is unfair to the residents as well as others trying to use the area. Please scale down this huge development.

Thank you,

Natalie Kelly

From: Me
To: [Sigworth, Ryan](#)
Cc: [Domenic Calabrese](#)
Subject: Plans for new Mega church site in Cloverly
Date: Monday, October 03, 2016 8:01:30 AM

Dear Sir,

I implore you and your colleagues to reconsider approval of all new religious-based mega building projects in the Cloverly/Briggs Chaney area. I have been a resident of this area for 45 years and am increasingly frustrated by the construction that has "urbanized" our area, particularly in terms of the number of religious structures that have taken up residence in our community. These structures have changed the entire landscape and ambiance of our community, resulting in traffic congestion, deforestation, and overall decreased quality of life for residents. Clearly, the zoning regulations in our area need to be revisited to determine why this area is such prime real estate for these institutions.

We, the residents of this area demand your immediate attention to this matter.

Sincerely,

Patricia A. Rao, Ph.D.

Resident

Sent from my iPad

From: Powers, Karen K
To: [Sigworth, Ryan](#); "[william.musico@montgomerycountymd.org](#)"; [Kishter, Mary Jo](#); [mark.etheridge](#); "[jon-edward.thorsell@wsscwater.com](#)"; "[pchoudhury@sha.state.md.us](#)"; "[councilmember.hucker@montgomerycountymd.gov](#)"; "[councilmember.navarro@montgomerycountymd.gov](#)"; MCP-Chair; [Wells-Harley, Marye](#); [Fani-Gonzalez, Natali](#); "[eric.luedtke@house.state.md.us](#)"; "[anne.kaiser@house.state.md.us](#)"; "[pam.queen@house.state.md.us](#)"; [Dreyfuss, Norman](#); "[cloverly@verizon.net](#)"
Cc: "[John Powers](#)"
Subject: Protesting huge new RCCG Jesus church on New Hampshire Avenue
Date: Tuesday, October 18, 2016 2:12:05 PM

We live in the Stonegate neighborhood. This new proposal for the mammoth RCCG Jesus House DC is too much. I am asking you to significantly scale it down in order to maintain the quality of life for existing residents and visitors to our area.

Please note that our civic association passed a resolution protesting the development in its current state.

I would greatly appreciate your taking into account my concern for this new proposal.

Karen Powers & John Powers

From: Uma
To: [Sigworth, Ryan](mailto:Sigworth.Ryan); [Kishter, Mary Jo](mailto:Kishter.MaryJo); [Wright, Gwen](mailto:Wright.Gwen); councilmember.hucker@montgomerycountymd.gov; Councilmember.navarro@montgomerycountymd.gov; Councilmember.floreen@montgomerycountymd.gov; Councilmember.berliner@montgomerycountymd.gov; Councilmember.elrich@montgomerycountymd.gov; MCP-Chair; [Wells-Harley, Marye](mailto:Wells-Harley.Marye); [Cichy, Gerald](mailto:Cichy.Gerald); [Fani-Gonzalez, Natali](mailto:Fani-Gonzalez.Natali); Norman.dreyfuss@mcncppc-mc.org; Pam.queen@house.state.md.us; eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us
Subject: Stop Mega-Church
Date: Thursday, February 16, 2017 7:49:49 PM

Hello,

I am writing to express my outrage that this behemoth is even being considered for the quiet, RURAL, area along New Hampshire Avenue in Cloverly/Colesville. According to the Cloverly master plan, this portion of the region is specifically supposed to be zoned for single homes on large lots. I ask you, what is the purpose for setting aside an area to remain rustic/rural if you are going to then allow a stadium-sized church, serving a membership that lives miles away, to locate smack in the middle of it? Not to mention that the church plans to cut down the vast majority of the forested area currently occupying the 15 acres. The environmental damage, the community damage, the noise damage, the wildlife damage, the traffic damage: these are the consequences that the neighborhoods surrounding this monstrosity are supposed to bear. How would you feel if this mega-church decided to locate right next to your neighborhood, or a mile down your road?

Those of us who live in neighborhoods along New Hampshire Avenue already have to deal with serious traffic issues on our little 4 lane road (not 6 lane, as erroneously noted in your so-called study), including dangerous left-hand turns onto New Hampshire Avenue to access shopping and schools. This includes a large number of new and inexperienced drivers who attend Blake and Sherwood High Schools. Already, they and the rest of us are forced to battle traffic to get to our destinations, while maneuvering around existing church over-flow parking along New Hampshire Avenue. The volume that will be added to this nightmare by a 1600 person church meeting several times on Sunday, and a 400 child school meeting every day, in addition to other events throughout the week is mind-boggling. Why the traffic study that was done to accompany this farce did not include a study of Sunday traffic is perhaps a question for a good lawyer.

Finally, I urge you to take a drive along New Hampshire Avenue. It is so clogged with churches and places of worship that don't pay taxes, it is unconscionable to consider placing such a large addition to the tax-free community in our midst.

I urge you to do what you should have done when first presented with this farce of a plan -- peruse it carefully and reject it.

Yours truly,
Protiti Dastidar

To: Casey Anderson, Chair, Montgomery County Planning Board
Planning Board M-NCPPC
8787 Georgia Ave.
Silver Spring, MD 20910

From: ROBERT B. YOUNG } 1125 SPOTSWOOD DR.
JOAN F. YOUNG } S.S. MD. ZIP Code: 20905

We the undersigned are opposed to the Preliminary Plan 120160040 (RCCG, Jesus House). The plan calls for a 1,600 place of public assembly and a 350 student school. A public facility this large is not consistent with the Cloverly Master Plan and does not conform to Montgomery County Council Resolution 14-334.

The Cloverly Master Plan states the following:

"Public acquisition, zoning, and limited public facilities are tools used to protect the Northwest Branch."

A project as large as the one proposed is not a limited public facility

The specific Master Plan guideline for the area in Cloverly where this project is located is the following:

"This area is identified in the Environmental Resources Chapter as a Regular Protection Area. In this protection area, a combination of low-density zoning, park acquisition, and standard environmental requirements to mitigate effects of new development is used to protect water quality. The ultimate subwatershed imperviousness levels should remain in the 10 to 15 percent range which is within the generally acceptable limits for the protection of cold water stream systems in Maryland. Individual developments with high site-imperviousness should be discouraged."

The applicant's project is an intense development in an area zoned for one residence on two acres (RE-2). The project proposed by the applicant has an impervious level of 27%.

Regarding traffic guidance provided by the Cloverly Master Plan, the applicant has failed to:

"Improve the convenience, adequacy, and safety of all types of travel in and through Cloverly while upholding the community, environmental, and land use goals of the Master Plan."

Montgomery County Council Resolution 14-334 approves the applicant's project to be connected to sewer on the condition that the applicant preserves the forested area that would have been used for the onsite septic system.

We respectfully request that the applicant be required to:

1. To be consistent with the guidance of the Cloverly Master Plan, scale the size of the project and reduce the amount of imperviousness to the 10 to 15 percent range.
2. To preserve the forested area required by Resolution 14-334, the applicant should set aside on-site permanent Forest Conservation Easement equal to the size of the septic field. The applicant needs to calculate the actual layout and size of the septic field based on sewage load, perc tests, ground water depth, types of trenches, etc. This is in addition to the requirements of the Forest Conservation Law.
3. Conduct a traffic analysis to account for traffic volumes during weekends and propose meaningful solutions to minimize congestion and overflow parking.

Thank you,

Robert B. Young
Joan F. Young

From: Sara Watson
To: [Sigworth, Ryan](#); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](#); [mark.etheridge](#); jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; pam.queen@house.state.us; eric.luedtke@house.state.us; anne.kaiser@house.state.us; [MCP-Chair](#); [Wells-Harley, Marye](#); Fani-Gonzalez, Natali; norman.dreyfuss@mcncppc-mc.org
Subject: Protesting huge new RCCG Jesus church on New Hampshire Avenue in Silver Spring/Colesville
Date: Sunday, September 18, 2016 9:32:33 AM

We live in the Stonegate neighborhood and appreciate the wonderful diversity of houses of worship along New Hampshire Avenue in Silver Spring. It makes me proud of my country to see these buildings. I am also a happy member of a local Presbyterian Church.

But this new proposal for the mammoth RCCG Jesus House DC is too much. I am asking you to significantly scale it down in order to maintain the quality of life for existing residents and visitors to our area.

New Hampshire Avenue is busy on weekdays during the regular commute. On Sundays and festival days it is gridlock and accidents waiting to happen. Cars park all along the highway, including in traffic lanes when the shoulder becomes too narrow. We have to stop abruptly, with no warning, when the police are directing traffic out of the facility. This is incredibly dangerous and frustrating. I cannot imagine how much worse it will get on ALL days with this complex, 7-day-a-week facility.

We have borne more than our fair share of major institutions in a very concentrated area. I have lived in Montgomery County since my parents moved here in 1968 and I am not trying to keep it as it was then. But this is NOT the intended use for this land, which was supposed to have single family homes on large lots. Your job is to protect people from unjust and inappropriate developments, and this is unfair to the residents as well as others trying to use the area. Please scale down this huge development.

Thank you.

Sara Watson & Jim Gifford
14616 Notley Road
Silver Spring MD 20905

September 22, 2016

Office of Zoning & Administrative Hearings
100 Maryland Avenue, Room 200
Rockville MD 20850

RE: RCCG Jesus House DC----it is going to be huge

Zoning Officials:

I am writing this letter as a concerned tax paying constituent who feels that his local Montgomery County Zoning Administrators have not listened to the voice of the people in the Cloverly Master Planned Communities.

The RCCG Church, with the help of their land use law firm and Montgomery County Officials, have pushed through zoning changes that will allow this Mega Church to be built without any consideration for the surrounding community and the impact that it may have on the existing infrastructure.

It is my understanding that the property has in recent years gone through a series of owners. With each new owner their proposed projects have increased exponentially in scale many times over the original approval for a 750-member church building. The current RCCG facility will be for a 2,000 seat church, a K-12th grade school, a ball field, and a multi-purpose amphitheater. The intent of the RCCG facility is to be a regional facility not one that serves the local community.

Let's break it down into several components that will make this project untenable for the local established neighborhoods and of course local tax payers.

1. This project will not be serving the local Cloverly Master Planned Communities
2. This facility will be a use of local tax payer's money by increasing the traffic on New Hampshire Avenue. Heavier traffic means more accidents which then begets the need for more police, fire and ambulance services directed to the New Hampshire Avenue corridor. Furthermore, on busy event days it is expected that street parking will occur on New Hampshire Avenue which will spill over and into one of the lanes. New Hampshire is 2 lanes each way in that area, not 3. This will create an even greater public safety risk.
3. Environmental Impact: In addition, such a large facility will have a negative effect on the environment. Our sewers are not equipped to handle the storm water runoff from such a large facility, which will increase from 2% to 26.7%. Its presence will damage the stream beds and remove acres of trees, thus negatively impacting wildlife and tree preservation—both contrary to county environmental goals. We also anticipate overload on our aged water/sewer infrastructure, although the developer has yet to respond to requests on impacts and financial responsibility for any upgrades.

Communication with area residents has been ignored. As tax paying citizens, we ask that the detailed land use be looked at again because the plans have increased dramatically beyond the project as originally approved. *Would you want this structure in your neighborhood?*

Sincerely,

Don Jacubec

Tax Payer

Stonegate Area/New Hampshire Avenue

From: sheldon.kusselson@verizon.net
To: [Sigworth, Ryan](mailto:Sigworth.Ryan@montgomerycountymd.org); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](mailto:Kishter.MaryJo@mark.etheridge.com); [mark.etheridge](mailto:mark.etheridge@jon-edward.thorsell@wsscwater.com); jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; [MCP-Chair](mailto:MCP-Chair@Wells-Harley.Marye@Fani-Gonzalez.Natali@eric.luedtke@house.state.md.us); [Wells-Harley, Marye](mailto:Wells-Harley.Marye@Fani-Gonzalez.Natali@eric.luedtke@house.state.md.us); [Fani-Gonzalez, Natali](mailto:Fani-Gonzalez.Natali@eric.luedtke@house.state.md.us); eric.luedtke@house.state.md.us; anne.kaiser@house.state.md.us; pam.queen@house.state.md.us
Subject: In protest of the Behemoth RCCG Jesus House DC
Date: Monday, September 26, 2016 10:30:03 AM

To whom it may concern:

I am writing this e-mail to express my outrage that this behemoth is even being considered for the quiet, RURAL, area along New Hampshire Avenue in Cloverly/Colesville. According to the Cloverly master plan, this portion of the region is supposed to be zoned for single homes on large lots. I ask you everyone of you, what's the purpose for setting aside an area to remain rustic/rural if you were going to then allow a stadium-sized church, serving a membership that lives miles away, to locate smack in the middle of it? Not to mention that the church plans to cut down the vast majority of the forested area currently occupying the 15 acres. The environmental damage, the community damage, the noise damage, the wildlife damage, the traffic damage: these are the consequences that the neighborhoods surrounding this incredible monstrosity are supposed to bear. How would you feel if this mega-church decided to locate right next to YOUR neighborhood, or a mile down YOUR road?

Those of us who live in neighborhoods along New Hampshire Avenue already have to deal with serious traffic issues on our little 4 lane road (not 6 lane, as erroneously noted in your so-called study) north of the ICC, including dangerous left-hand turns onto New Hampshire Avenue to access shopping and schools. This includes a large number of new and inexperienced drivers who attend Blake and Sherwood High Schools. Already, they and the rest of us are forced to battle traffic to get to our destinations, while maneuvering around existing church over-flow parking along New Hampshire Avenue. The volume that will be added to this nightmare by a 1600 person church meeting several times on Sunday, and a 400 child school meeting every day, in addition to other events throughout the week is mind-boggling. Why the traffic study that was done to accompany this did not include a study of Sunday traffic is perhaps a question for a good lawyer.

Finally, I urge you to take a drive along New Hampshire Avenue. It is so clogged with churches that don't pay taxes, it is unconscionable to consider placing such a large addition to the tax-free community in our midst.

I urge you to do what you should have done when first presented with this plan --
peruse it carefully and reject it.

Sheldon Kusselson
15105 Winstead Lane

From: Shelley Stahl
To: [Sigworth, Ryan; william.musico@montgomerycountymd.org](mailto:Sigworth.Ryan@william.musico@montgomerycountymd.org); [Kishter, Mary Jo; mark.etheridge; jon-edward.thorsell@wsscwater.com](mailto:Kishter.MaryJo@mark.etheridge@jon-edward.thorsell@wsscwater.com); pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; [MCP-Chair; Wells-Harley, Marye; Fani-Gonzalez, Natali; eric.luedtke@house.state.md.us](mailto:MCP-Chair@Wells-Harley.Marye@Fani-Gonzalez.Natali@eric.luedtke@house.state.md.us); anne.kaiser@house.state.md.us; pam.queen@house.state.md.us; pam.queen@house.state.md.us
Subject: In protest of the Behemoth RCCG Jesus House DC
Date: Monday, September 26, 2016 9:48:51 AM

I am writing to express my outrage that this behemoth is even being considered for the quiet, RURAL, area along New Hampshire Avenue in Cloverly/Colesville. According to the Cloverly master plan, this portion of the region is specifically supposed to be zoned for single homes on large lots. I ask you, what is the purpose for setting aside an area to remain rustic/rural if you are going to then allow a stadium-sized church, serving a membership that lives miles away, to locate smack in the middle of it? Not to mention that the church plans to cut down the vast majority of the forested area currently occupying the 15 acres. The environmental damage, the community damage, the noise damage, the wildlife damage, the traffic damage: these are the consequences that the neighborhoods surrounding this monstrosity are supposed to bear. How would you feel if this mega-church decided to locate right next to your neighborhood, or a mile down your road?

Those of us who live in neighborhoods along New Hampshire Avenue already have to deal with serious traffic issues on our little 4 lane road (not 6 lane, as erroneously noted in your so-called study), including dangerous left-hand turns onto New Hampshire Avenue to access shopping and schools. This includes a large number of new and inexperienced drivers who attend Blake and Sherwood High Schools. Already, they and the rest of us are forced to battle traffic to get to our destinations, while maneuvering around existing church over-flow parking along New Hampshire Avenue. The volume that will be added to this nightmare by a 1600 person church meeting several times on Sunday, and a 400 child school meeting every day, in addition to other events throughout the week is mind-boggling. Why the traffic study that was done to accompany this farce did not include a study of Sunday traffic is perhaps a question for a good lawyer.

Finally, I urge you to take a drive along New Hampshire Avenue. It is so clogged with churches that don't pay taxes, it is unconscionable to consider placing such a large addition to the tax-free community in our midst.

I urge you to do what you should have done when first presented with this farce of a

plan -- peruse it carefully and reject it.

Shelley Stahl

15220 Redgate Drive

Silver Spring, MD 20905

From: Tom Taylor
To: william.musico@montgomerycountymd.org; [Kishter, Mary Jo](#); [mark.etheridge; jon-edward.thorsell@wsscwater.com](mailto:mark.etheridge@jon-edward.thorsell@wsscwater.com); pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; [Nancy.Navarro; pam.queen@house.state.us](mailto:Nancy.Navarro@pam.queen@house.state.us); eric.luedtke@house.state.us; anne.kaiser@house.state.us; [MCP-Chair; Wells-Harley, Marye; Fani-Gonzalez, Natali](#); norman.dreyfuss@mcncppc-mc.org; [Sigworth, Ryan](#)
Subject: Proposed New Church in Cloverly
Date: Friday, September 23, 2016 11:12:26 AM

I wish to voice my concern about the proposed location of the new RCCG Church on New Hampshire Avenue in the Cloverly area of Silver Spring.

This area should not be viewed as a parking lot for churches for people who reside outside of our community. The number of houses of worship in the area is already startling. The attached indicates how many churches are already within the small area in question.

Traffic already locks up in this residential area more than is should. Please don't allow for this situation to become untenable.

Thank you.

--Tom Taylor

RECEIVED
SEP 16 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

September 13, 2016

Mr. Casey Anderson
Montgomery County Planning Board Chair
8787 Georgia Avenue, Suite 211
Silver Spring, MD 20910

Dear Mr. Anderson:

I recently learned that a mega-church with a sanctuary for 1600, a K-12 school for 300, an athletic field, gymnasium, amphitheater and paved parking for 400 vehicles, is being planned for the Cloverly area where I am a resident. I believe construction of such facilities would be highly detrimental to our community and the environment. I am therefore writing to urge you to take whatever action you can to insure that this project, as currently proposed, is not approved.

When I heard the details of this project from my citizens association I wondered how something of this magnitude could be built in Cloverly? Wouldn't it violate the zoning rules I thought? I also wondered whether this proposal was consistent with the master plan for Cloverly. I have since learned that there is a huge loophole in the zoning rules that enables projects like the one now being proposed to be built even though the project may not be consistent with the master plan.

Although the mostly-forested 15-acre site where this mega-church and school would be built is zoned RE-2, which I understand permits single family homes on 2 to 3 acre lots, I also understand that, alternatively, the zoning rules for RE-2 allow an institution, such as a church, to use such land. It is that alternative use permitted by RH-2 zoning that provides, what seems to me, to be a giant loophole in the zoning restrictions. Apparently there are almost no restrictions on what an institution can do on land zoned RH-2 and therefore the planning board has a lot of discretion in what they can allow. This puts the planning board in the position of having little basis, based on any currently specified zoning restrictions, for turning down proposals no matter how inappropriate the proposal might be for a given area.

Although the master plan drafted many years ago allowed for churches, I doubt the planners ever envisioned the mega-church/K-12 schools with full athletic facilities being proposed

From: Vavrichek
To: [Sigworth, Ryan](#); william.musico@montgomerycountymd.org; [Kishter, Mary Jo](#); [mark.etheridge](mailto:mark.etheridge@jon-edward.thorsell@wsscwater.com); jon-edward.thorsell@wsscwater.com; pchoudhury@sha.state.md.us; councilmember.hucker@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; pam.queen@house.state.us; eric.luedtke@house.state.us; anne.kaiser@house.state.us; MCP-Chair; [Wells-Harley, Marye](#); [Fani-Gonzalez, Natali](#); norman.dreyfuss@mcncppc-mc.org
Subject: Please don't approve very large church on New Hampshire Ave in Silver Spring
Date: Monday, September 19, 2016 8:56:55 AM

While I appreciate the interesting, wide-ranging variety of houses of worship along New Hampshire Ave, the proposed RCCG Jesus House DC is just way, way too large for our neighborhood.

New Hampshire Avenue is busy on weekdays during the regular commute. On Sundays and festival days it is gridlock and accidents waiting to happen. Cars park all along the road, including in traffic lanes when the shoulder becomes too narrow. We have to stop abruptly, with no warning, when the police are directing traffic out of the facilities. This is incredibly dangerous and frustrating. I cannot imagine how much worse it will get on ALL days with this complex, 7-day-a-week facility.

Please don't approve this proposed new addition to our already-strained area.

Thank you.

324 Soapstone Lane
Silver Spring, MD 20905
Oct. 17, 2016

Attention: Jeff and Jan DeGilio
14712 Pebblestone Drive
Silver Spring, MD 20205

To Whom It May Concern:

We oppose the plan to build a mega church near New Hampshire Avenue in Cloverly, Maryland.

Traffic is already too dense on New Hampshire, especially during certain times of the day. In addition, wooded areas would need to be cleared, eliminating many native trees that beautify the region. And environmental problems could arise because of water and sewage problems due to the size of the church, and the school and other additional facilities this project envisions.

Thank you for your consideration of our views.

Sincerely,

Sue and Joe Winski

Handwritten signatures of Joe Winski and Sue Winski. The signature of Joe Winski is written above the signature of Sue Winski.

From: Zeres Spencer
To: [Alan Soukup](mailto:Alan.Soukup@montgomerycountymd.gov), [Walter Craig](mailto:Walter.Craig@montgomerycountymd.gov), [Geoffrey Holmes](mailto:Geoffrey.Holmes@montgomerycountymd.gov), [Keith Levchenko](mailto:Keith.Levchenko@montgomerycountymd.gov), [Richard Wagner](mailto:Richard.Wagner@montgomerycountymd.gov), [Katherine Nelson](mailto:Katherine.Nelson@montgomerycountymd.gov), [Ugene VonGunter](mailto:Ugene.VonGunter@montgomerycountymd.gov), [Walter Hartke](mailto:Walter.Hartke@montgomerycountymd.gov), [John Craig](mailto:John.Craig@montgomerycountymd.gov), [Toni Cornelia Nagel](mailto:Toni.Cornelia.Nagel@montgomerycountymd.gov), [Samuel Buchheit](mailto:Samuel.Buchheit@montgomerycountymd.gov), [James Davis](mailto:James.Davis@montgomerycountymd.gov)
Cc: [Mike Grodin](mailto:Mike.Grodin@montgomerycountymd.gov), [Walter Hartke](mailto:Walter.Hartke@montgomerycountymd.gov), [John Craig](mailto:John.Craig@montgomerycountymd.gov), [Toni Cornelia Nagel](mailto:Toni.Cornelia.Nagel@montgomerycountymd.gov), [Samuel Buchheit](mailto:Samuel.Buchheit@montgomerycountymd.gov), [James Davis](mailto:James.Davis@montgomerycountymd.gov)
Subject: Note of interest regarding Jesus House
Date: Thursday, November 25, 2016 11:54:16 AM

November 2, 2016

Dear Colleagues,

Our family lives at 650 Bryants Nursery Road, Silver Spring, MD. We moved to the Cloverly neighborhood in 2015 because of its scenic, tranquil setting, set amid lush foliage, rolling meadows, and acres of pristine forestland. We are therefore deeply troubled to learn of the proposed development in our immediate vicinity of RCCG Jesus House, a 1,600 seat mega church with an associated K-12 school, athletic field seating 300 spectators, and parking for 400 vehicles.

We are not opposed in principle to the building of a religious institution in our neighborhood. There are any number of churches and mosques in Cloverly, including one minutes from our home at the corner of Bryants Nursery Road and New Hampshire Avenue. Our grave concern has to do with the enormous scale and size of Jesus House, the widespread destruction it portends to the ecology and abundant wildlife of the area, the misrepresentations concerning the sewer category change, the noise and traffic congestion, and the implications for those living in the neighborhood.

More than five acres of a ten-acre wooded area next to our home stand to be destroyed on the basis of a misrepresentation by Jesus House concerning a water and sewer category exclusion for its site. In 1999, at least 7.5 acres of this wooded area was to be preserved under a water and sewer category exclusion for another facility proposed for the same location. Please refer to County Council Resolution CR 14-354 and the following letter from Mr. Michael Grodin, excerpted below:

"At the time that I sought a sewer category change, I had conducted extensive Water Table Testing and Perc Testing on the property and all calculations and engineering was conducted by Wittmer Associates, Gaithersburg, MD. . . Wittmer Associates calculated that to service a 750 seat Church (Southern Nation Church) . . . 7.4 acres of land was required. With sewer nearby, I offered to place 8 acres into a Conservation Easement in Perpetuity and the T and E Committee agreed. . . The County Council accepted this contingent agreement. It made no sense to denude a sensitive and pristine Forest Stand at the headwaters of the Northwest Branch. The sewer category change was granted with the understanding and agreement that 8 acres of forestland would be entered into perpetual conservation.

Southern Nation never went forward with their construction, having found a more suitable site on Randolph Road. Now comes Jesus House, attempting to use the same criteria that Southern Nation Church used, which at the very minimum required 8 acres of Forest Conservation Easement. Jesus House' stipulation and misrepresentation that only four acres is required for septic trench is a gross misrepresentation and contradicts the granting of the sewer category change by the County Council. . .

A 1,600 seat church would require double the amount of trench than that which Wittmer and Associates calculated with the water table at 10.5 feet below grade, in other words, 14.8 acres of septic trench. The misrepresentation by Jesus House that only four acres is required to service a 1600 seat church is flat out incorrect. That is a number that is pulled out of the air without any calculations taking into account state regulations as well as the high wet season water table on this property."

We must honor the County Council covenant to preserve 8 acres of forest stand and place them into a perpetual easement. At a minimum, Jesus House should be required to recalculate the preservation acreage required for a 1,600 seat church. That was the intent of the County Council in granting and agreeing to the category change.

We strongly believe that staff cannot administratively transfer a categorical exclusion from a 750-seat church to 1,600-seat church, plus K-12 school and athletic field, without any testing, analysis, or justification for the exclusion, particularly after more than 15 years, and with no input from the public.

My neighbors and I were given no opportunity to express our opposition to allowing a property of this magnitude in our residential neighborhood, particularly given that the proposed facility will provide absolutely no benefit to local residents. With a congregation of this size moving from a downtown Silver Spring location, the majority of the congregation and school population will be commuting from well outside of the Cloverly neighborhood. This will create additional gridlock and parking congestion for residents of Cloverly and neighboring communities. The parking problems and traffic congestion, along with the impact on the environment and local ecosystems, the potential for flooding on side roads that are the only egress into our homes, and significant noise pollution in a quiet residential neighborhood, will significantly diminish the value of our properties and negatively impact our quality of life.

We respectfully request that RCCG Jesus House of DC be required to submit a categorical exclusion request for water and sewer for their proposed development. The process for approving such an exclusion will give community residents the opportunity to speak out with the hope of scaling down the size of this development.

Thank you for your consideration of our request.

Sincerely,

Zeres Spencer and Eric James
650 Bryants Nursery Road
Silver Spring MD 20905

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

From: Mike Grodin <mike27221@gmail.com>

Date: Thu, Sep 22, 2016 at 12:33 PM

Subject: Jesus House 15730 New Hampshire Avenue Silver Spring Maryland 20905

To: Alan.Soukup@montgomerycountymd.gov, maryjo.kibbler@montgomerycountymd.gov, keith.levchenko@montgomerycountymd.gov, richard.wagner@montgomerycountymd.gov, katherine.nelson@montgomerycountymd.gov, ugene.vongunter@montgomerycountymd.gov, kathleen.boucher@montgomerycountymd.gov, Mitra Pedersen <qunderson@gmail.com>

Dear Mr. Soukup:

At the time that I sought a sewer category change (hereinafter WSCCR99A-CLO92, I had conducted extensive **Water Table Testing** and Perc Testing on the property and all calculations and engineering was conducted by Wittmer Associates, Gaithersburg, MD.

It was discovered that the wet season water table on this property lies 10.5 feet below grade. Wittmer Associates calculated that to service a 750 seat Church (Southern Nation Church), with the then State Guidelines of a Six Foot Buffer between the bottom of trench and the required soil cover above the septic trench system, the trench depth allowable following the guidelines was 3.5 feet.

The test results of the perc tests was that the soils passed percolation tests, thus 7.4 acres of land was required to construct a 3.5 foot depth of trench to service a 750 seat church.

With sewer nearby, I offered to place 8 acres into a Conservation Easement in Perpetuity and the T and E Committee agreed, recommended and ultimately, the County Council accepted this contingent agreement. It made no sense to denude a sensitive and pristine Forest Stand at the headwaters of the Northwest Branch.

The Sewer Category Change was granted with the understanding and agreement that 8 acres of Forest Stand would be entered into perpetual conservation.

Southern Nation never went forward with their construction, having found a more suitable site on Randolph Road. Now comes Jesus House, attempting to use the same criteria that Southern Nation Church used, which at the very minimum required 8 acres of Forest Conservation Easement. Jesus House stipulation and misrepresentation that only four acres is required for septic trench is a gross misrepresentation and contradicts the granting of the sewer category change by the County Council with Contingencies.

A 1600 hundred seat church would require double the amount of trench than that which Wittmer and Associates calculated with the water table at 10.5 feet below grade, in other words, 14.8 acres of septic trench.

The misrepresentation by Jesus House that only four acres is required to service a 1600 seat church is flat out incorrect. That is a number that is pulled out of the air without any calculations taking into account state regulations as well as the high wet season water table on this property.

At the time of my application for a sewer category change and the ultimate acceptance with conditions by the County Council, the specific contingency was saving the Forest Stand that would be destroyed if the on site percolation system was installed, that was specifically 8 acres.

The Forest Conservation Contingency was to save 8 acres of Forest Land for a neighborhood church, Southern Nation Church, and certainly not a regional facility church such as Jesus House.

The Contingency by the County Council that, the Forest Stand that would be destroyed by installing the onsite septic system must be honored. At a very minimum, 8 acres of Forest Stand must be placed into a perpetual easement. Jesus House should be required to recalculate the area that is required for a 1600 seat church, not the 750 seat church that the 8 acre calculation is based upon. That was the intent of the County Council in granting and agreeing to the category change. The high water table results of this property mandate protection of the headwaters of the Northwest Branch and the Forest Stand must be protected.

Your cooperation in this matter is greatly appreciated.

Truly yours,

Michael A. Grodin

~
Mike Grodin
15710 New Hampshire Avenue
Silver Spring, Maryland 20905
Cell [410-353-7722](tel:410-353-7722)