

TECHNICAL MEMORANDUM

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Cc: Elizabeth Rogers
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Friends House Retirement Community, Inc
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MHG

Date: December 8, 2025

Subject: Friends House Retirement Community Master Plan: Proposed Phase 2 Transportation Statement

Introduction

This memorandum provides an evaluation of the trip generation, access, and circulation associated with the proposed amendment to the Friends House Retirement Community Master Plan in Sandy Springs, Maryland. The amendment modifies the phasing plan approved under the 2017 Special Exception (Case Nos. 452-D and S-856-B) by reallocating approved independent living units to the northern area of the campus as part of Phase 2. Specifically, the proposal includes the development of an up to 90-unit independent living building in the northern area, replacing previously approved units from other parts of the campus. Importantly, the total site density remains unchanged at 316 independent living units and 130 beds, consistent with the approved Master Plan. Table 1 summarizes a comparison between the approved development quantities and the proposed modification by land use.

Table 1: Development Quantities Comparison

Land Use	Approved Quantities	Proposed Quantities
Independent Living Units (Multifamily, Lodge Apartment, Duplex/Cottage Units)	316 du	316 du
Assisted Living	48 beds	48 beds
Skilled Nursing	82 beds	82 beds
Total	316 du + 130 beds	316 du + 130 beds

Under the proposed modification, site access will be provided exclusively via the existing entrance along Norwood Road. The second access point, originally approved in the Master Plan, is no longer being pursued due to vertical profile and site constraints. Nevertheless, several significant enhancements to site circulation are being proposed.

As outlined below, the secondary access point on Norwood Road is no longer included in the plan. Instead, the project now features a new internal connection, specifically designed to improve vehicle and pedestrian circulation. This connection will create a direct route between the main campus and the northern area.

The objective of this assessment is to determine whether the proposed reallocation and associated changes to site access would result in any adverse impacts on the surrounding transportation network, particularly along Norwood Road. The analysis includes a review of existing site access and proposed internal circulation improvements and a trip generation analysis of the proposed modification.

Exhibit 6
OZAH Case No: S-856-C

The findings of this assessment are summarized as follows:

- The proposed modification maintains the development program at 316 independent living units and 130 assisted living/skilled nursing beds, consistent with the approved Master Plan.
- The proposed phasing plan modification advances development in the northern area of the campus as part of Phase 2 and increases the number of units in this area to accommodate a 90-unit independent living building (previously a total of 40 independent living units were approved in this area).
- The project reallocates independent living units from other areas of the campus to the north area without increasing the overall site density and without increasing the approved overall site trip generation.
- The proposed modification removes the second Norwood Road access point. An alternative right-in/right-out configuration was evaluated but was not pursued as it did not address site and sight distance constraints.
- A new internal vehicular connection is proposed to link the northern area with the main campus, improving access to services and amenities on campus, and reducing travel distance.
- Since the total development program and site density remains unchanged at 316 independent living units and 130 assisted living/skilled nursing beds, no net new trips are generated as part of the proposed modification.

Approved 2017 Master Plan - Northern Area

As part of the approved Friends House Retirement Community Master Plan, the northern area of the campus was designated for development in Phase 4 with approximately 40 independent living units across three buildings. Access to this area was to be provided via a new full movement site driveway on Norwood Road.

The approved Master Plan did not include any internal vehicular connections between the main campus and northern area. As a result, residents, visitors, and staff traveling between the northern residences and the main campus amenities (such as the dining hall and community spaces) would have been required to use Norwood Road for all trips.

The proposed modification, which removes the second access point, will reduce trips along Norwood Road. Trips between the northern area and the main campus will be accommodated via the internal connection, keeping this traffic within the property and off Norwood Road.

Secondary Norwood Road Access Evaluation

To evaluate the operating speeds and sight distance requirements at the second access point on Norwood Road, 48-hour speed data was collected on Tuesday June 24, 2025, and Wednesday June 25, 2025. The speed study results are included in the Technical Attachments.

Table 2 summarizes the observed speed data, including the 50th and 85th percentile speeds by direction for each observation day. The plotted cumulative distributions and the density distributions of the speed data are included in the Technical Attachments.

Table 2: Speed Data Summary

Roadway	Approach & Lane	Posted Speed Limit	Day 1			Day 2		
			50th %	85th %	Pace	50th %	85th %	Pace
Norwood Road	EB	35 mph	37 mph	42 mph	33-43 mph	37 mph	43 mph	33-43 mph
	WB		37 mph	43 mph	34-44 mph	37 mph	43 mph	34-44 mph

According to Montgomery County guidelines, the sight distance for the second driveway was evaluated using AASHTO standards, based on an 85th percentile speed of 43 mph. Field measurements at the previously proposed second access point show that the location narrowly satisfies stopping sight distance and intersection sight distance requirements.

A right-in/right-out access configuration at the driveway was evaluated as an alternative; however, this option was not pursued because residents and visitors could easily disregard the turn restrictions.

Proposed Master Plan Modification - Northern Area

The proposed amendment reallocates independent living units from other areas of the campus to the northern area as part of Phase 2, increasing the number of units in this area from 40 to 90 independent living units. Importantly, this reallocation does not increase the development program or total density on site, maintaining consistency with the approved Master Plan.

Based on the operational speed and sight distance evaluation, the proposed modification removes the secondary access along Norwood Road. Instead, the project proposes a new internal vehicular connection linking the northern area to the main campus. This connection would enhance both pedestrian and vehicular circulation by providing a direct route to the dining hall and other community amenities, significantly reducing travel distance within the campus.

The project evaluated different alternatives to modify the previously approved full-movement north-site driveway on Norwood Road. However, due to site constraints and limited sight distances, no new access is proposed on Norwood Road. This change would encourage use of the internal connection and reduce the number of vehicle trips on Norwood Road.

Trip Generation Comparison

Trip generation for the approved and proposed senior adult housing use were calculated to determine the number of peak hour trips generated by development. The trip generation calculations are based on the methodology outlined in the Montgomery County Local Area Transportation Review (LATR) Guidelines and the Institute of Transportation Engineers' (ITE) *Trip Generation*, 11th Edition. The Policy Area Adjustment Factor of 95% was used for the residential units per Montgomery County Local Area Transportation Review (LATR) Guidelines Appendix Table 1. Trip generation rates for "Senior Adult Housing - Multifamily" (Land Use Code 252) was used for the independent living residential units.

Table 3: Trip Generation Comparison

Land Use	LUC	Size	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)			Daily (veh)
			In	Out	Total	In	Out	Total	
Approved Trip Generation (Full Buildout)									
Senior Adult Housing	252	316 du	21	40	61	44	35	79	938
Assisted Living/Skilled Nursing Beds	254	130 beds	13	9	22	11	18	29	321
Total Approved Trip Generation			33	47	80	53	51	104	1212
Proposed Trip Generation (Full Buildout)									
Senior Adult Housing	252	316 du	21	40	61	44	35	79	938
Assisted Living/Skilled Nursing Beds	254	130 beds	13	9	22	11	18	29	321
Total Proposed Trip Generation			33	47	80	53	51	104	1212
Net Trip Generation									
Full Build-out Net Trip Generation (Proposed - Approved)			0	0	0	0	0	0	0

As shown in Table 3, the proposed modification results in no net changes to the overall trip generation for the approved use.

Summary and Conclusion

The evaluation of the proposed amendment to the Friends House Retirement Community Master Plan focuses on reallocating independent living units to the northern area of the campus during Phase 2, replacing previously approved units from other campus areas. The total development program remains at 316 independent living units with 130 assisted living/skilled nursing beds, consistent with the approved Master Plan. The amendment introduces a 90-unit independent living building in the north, up from 40 units previously approved for this area, **without increasing overall site density**.

The proposed modification also includes the removal of the previously approved secondary access point on Norwood Road. The second access point is proposed to be removed due to vertical profile, operating speeds, and limited sight distances along Norwood Road. Instead, a new internal vehicular connection is proposed to link the northern area directly to the main campus, enhancing vehicle and pedestrian circulation, improving access to amenities, and reducing travel distance within the campus.

This change encourages internal circulation, eliminates the need for residents to use Norwood Road for trips between the northern residences and main campus facilities.

Trip generation analysis shows that the proposed modification will result in no net change in site trips.

In summary, the proposed Master Plan modification maintains the approved development program, improves internal campus connectivity, eliminates an external access point, and does not result in any external traffic impacts. The changes are consistent with the approved Master Plan while enhancing site connectivity and circulation.



Speed Survey

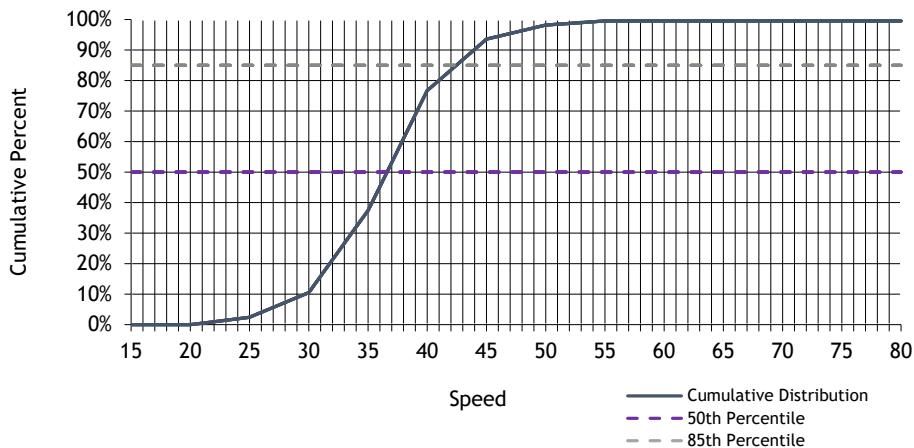
Street : Norwood Road
Capture Zone : Local

Counted By: Gorove Slade
Posted Speed Limit : 35 MPH
Types of Vehicles : All Vehicles
Weather Conditions :
Date : 6/24/2025
Day : Tuesday
Time Range : 24 hours
Direction : EB

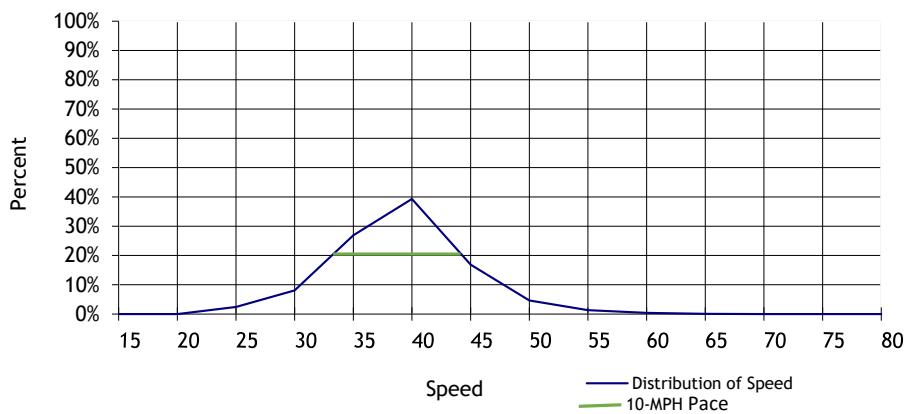
Lowest Recorded Speed : 25 mph 15th Percentile : 31 mph
Highest Recorded Speed : 65 mph 50th Percentile : 37 mph
Average Speed : 39 mph 85th Percentile : 42 mph
Vehicles Observed : 1275 95th Percentile : 47 mph

SPEED	COUNT	PERCENT
15	0	0%
20	0	0%
25	31	2%
30	103	8%
35	343	27%
40	501	39%
45	215	17%
50	59	5%
55	17	1%
60	5	0%
65	1	0%
70	0	0%
75	0	0%
80	0	0%

Norwood Road EB (Day 1)



Norwood Road EB (Day 1)





Speed Survey

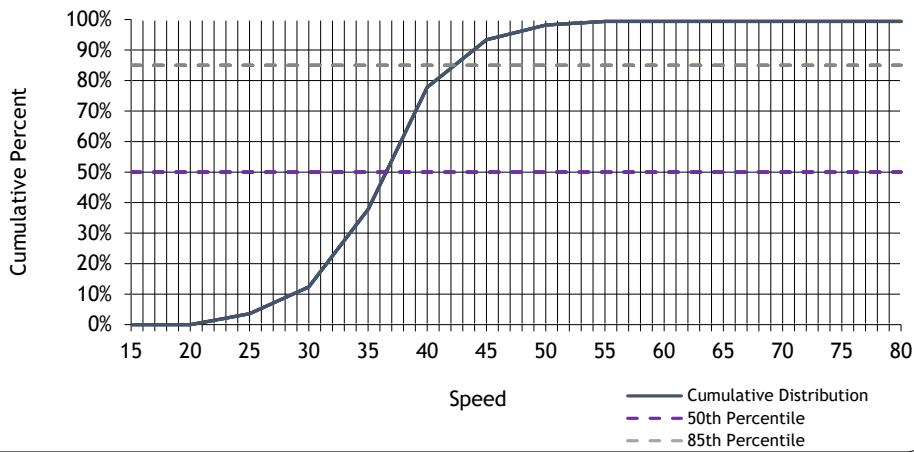
Street : Norwood Road
Capture Zone : Local

Counted By: Gorove Slade
Posted Speed Limit : 35 MPH
Types of Vehicles : All Vehicles
Weather Conditions :
Date : 6/25/2025
Day : Wednesday
Time Range : 24 hours
Direction : EB

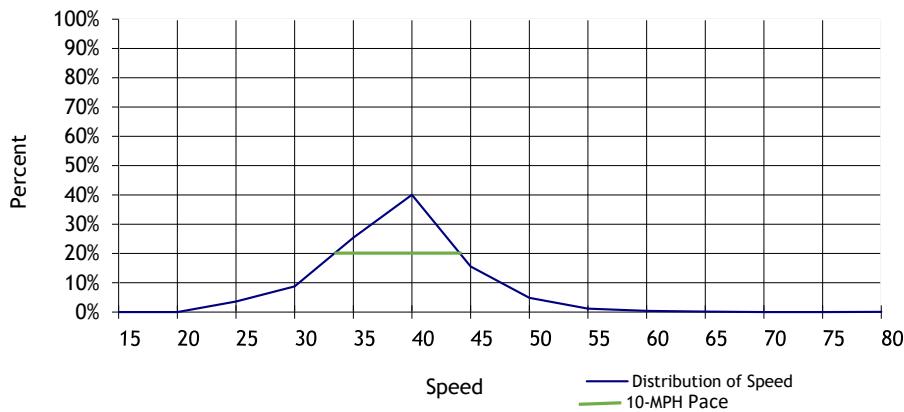
Lowest Recorded Speed : 25 mph 15th Percentile : 31 mph
Highest Recorded Speed : 80 mph 50th Percentile : 37 mph
Average Speed : 39 mph 85th Percentile : 43 mph
Vehicles Observed : 1279 95th Percentile : 47 mph

SPEED	COUNT	PERCENT
15	0	0%
20	0	0%
25	46	4%
30	112	9%
35	325	25%
40	512	40%
45	199	16%
50	62	5%
55	15	1%
60	5	0%
65	2	0%
70	0	0%
75	0	0%
80	1	0%

Norwood Road EB (Day 2)



Norwood Road EB (Day 2)





Speed Survey

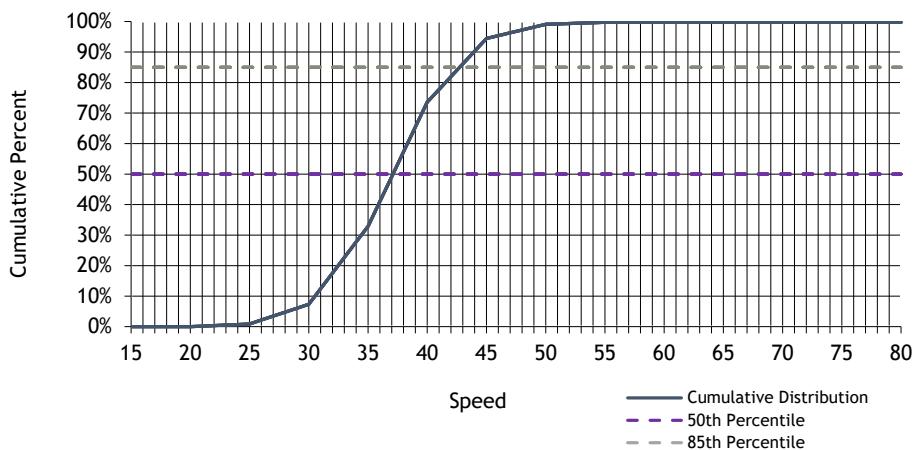
Street : Norwood Road
Capture Zone : Local

Counted By: Gorove Slade
Posted Speed Limit : 35 MPH
Types of Vehicles : All Vehicles
Weather Conditions :
Date : 6/24/2025
Day : Tuesday
Time Range : 24 hours
Direction : WB

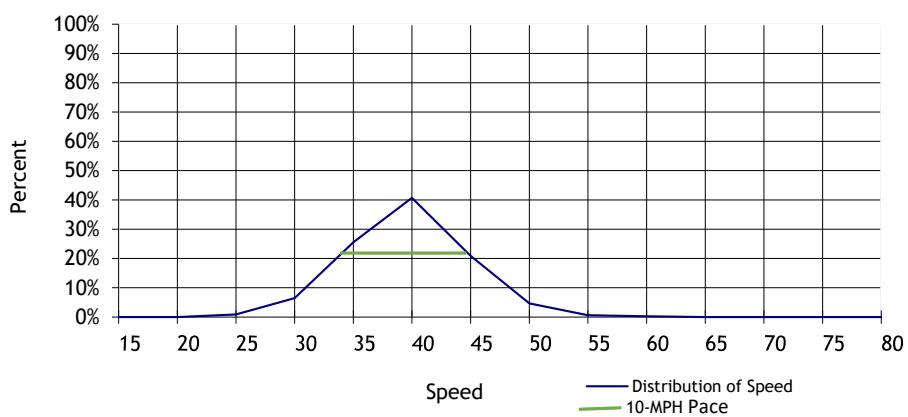
Lowest Recorded Speed : 25 mph	15th Percentile : 31 mph
Highest Recorded Speed : 55 mph	50th Percentile : 37 mph
Average Speed : 40 mph	85th Percentile : 43 mph
Vehicles Observed : 1116	95th Percentile : 46 mph

SPEED	COUNT	PERCENT
15	0	0%
20	0	0%
25	10	1%
30	72	6%
35	285	26%
40	454	41%
45	233	21%
50	52	5%
55	7	1%
60	3	0%
65	0	0%
70	0	0%
75	0	0%
80	0	0%

Norwood Road WB (Day 1)



Norwood Road WB (Day 1)





Speed Survey

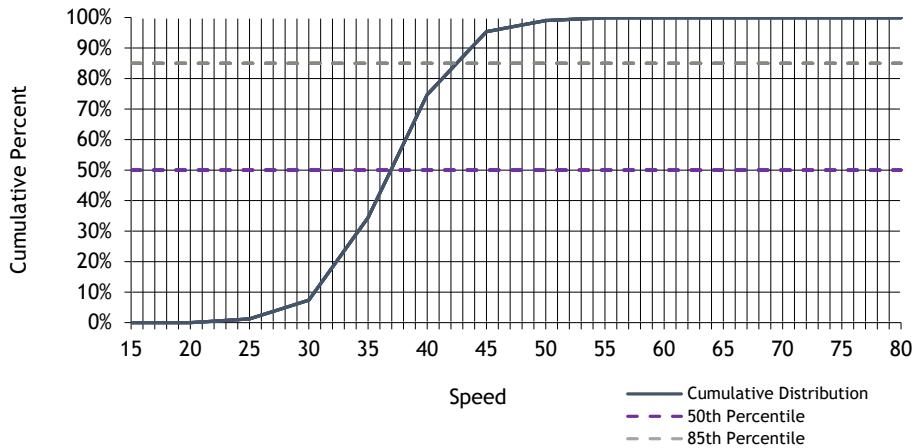
Street : Norwood Road
Capture Zone : Local

Counted By: Gorove Slade
Posted Speed Limit : 35 MPH
Types of Vehicles : All Vehicles
Weather Conditions :
Date : 6/25/2025
Day : Wednesday
Time Range : 24 hours
Direction : WB

SPEED	COUNT	PERCENT
15	0	0%
20	0	0%
25	14	1%
30	69	6%
35	304	27%
40	453	40%
45	232	21%
50	41	4%
55	10	1%
60	0	0%
65	1	0%
70	0	0%
75	0	0%
80	0	0%

Lowest Recorded Speed : 25 mph 15th Percentile : 31 mph
Highest Recorded Speed : 65 mph 50th Percentile : 37 mph
Average Speed : 39 mph 85th Percentile : 43 mph
Vehicles Observed : 1124 95th Percentile : 45 mph

Norwood Road WB (Day 2)



Norwood Road WB (Day 2)

