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May 8, 2023

Mr. Matt Folden, AICP
Regulatory Supervisor
Montgomery County Planning Department
2425 Reddie Drive, Floor 14,
Wheaton, MD 20902

RE: Muncaster Mill Property
Montgomery County, Maryland
Our Job No.: 2022-0307

Dear Mr. Folden:

The Muncaster Mill Property is located along the south side of Muncaster Mill Road, east of Muncaster Road across from Drive with direct access to Muncaster Mill Road in Redland, Montgomery County, Maryland. The project is located in the Derwood Policy Area and is proposed with 43 Townhouse Units. Please note that there are two existing Single Family Homes on the property that will be removed.

The Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) was utilized to determine the projected morning and evening peak hour trips for the Muncaster Mill Property, and these can be found on Exhibit 1. As shown on Exhibit 1, based on the procedures outlined in the M-NCPPC 2017 LATR Guidelines, the Total Person Trips projected to be generated are 23 AM and 30 PM trips, when taking the existing trip credits from the two Single Family Homes. Since the Total Person Trips are less than 50 Total Person Trips, an LATR Study is not required.

If you have any questions, please let me know. Thank you.

Sincerely,

Joseph J. Caloggero, P.E., PTOE, PTP
Vice President

JJC:amr

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Exhibit 6
OZAH Case No: CU 24-07

Trip Generation Rates - ITE 11th Edition

Land Use (Source)	Formula/Rate	Directional Distribution			
		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Single-Family Attached (ITE-215)					
	AM Peak Hour Trips = 0.52 x Units - 5.70	31%	69%	57%	43%
	PM Peak Hour Trips = 0.60 x Units - 3.93				
Single-Family Detached (ITE-210)					
	Ln(AM Peak Hour Trips) = 0.91 x Ln(Units) + 0.12	25%	75%	63%	37%
	Ln(PM Peak Hour Trips) = 0.94 x Ln(Units) + 0.27				

Trip Generation for Muncaster Mill Assemblage

Land Use	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Use							
Townhouses	43 units	5	12	17	13	9	22
Existing Use							
Single-Family Detached	2 units	0	2	2	2	1	3
	Increased Trips	5	10	15	11	8	19
	Adjusted Vehicle Trips by Policy Area (94%)	5	9	14	10	8	18
Calculations for Multimodal Trips							
	Total Person Trips (Vehicle Trips / 61%)			23			30
	Auto Passenger Trips (Person Trips x 26.6%)			6			8
	Transit Trips (Person Trips x 5.6%)			1			2
	Non-Motorized Trips (Person Trips x 6.8%)			2			2
	Pedestrian Trips (Transit + Non-Motorized Trips)			3			4

Note: Trip adjustment factors and mode split percentages for Derwood Policy Area were obtained from M-NCPPC 2022 LATR Guidelines Appendix Tables 1a & 1b.

