Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: ***Date:*** **October 28, 2024**

TO: Mid-County Planning Dept.
MNCPPC
2425 Reedie Dr.
14th Floor
Wheaton, MD 20902

FROM: Nick Driban

RE: Traffic Statement for 7501 Standish Place

This memorandum is being provided in support of the proposed redevelopment of the property located at 7501 Standish Place, in Derwood, Maryland, as required in the Montgomery County Growth and Infrastructure Policy. The Growth and Infrastructure Policy establishes the "Local Area Transportation Review (LATR)" Guidelines. These Guidelines are utilized by the Montgomery County Planning Board for the Administration of the Adequate Public Facilities Ordinance.

The subject site is located in the Derwood Transportation Policy Area, at 7501 Standish Place, in Derwood, Maryland, as shown on **Exhibits 1a and 1b**. The property is currently developed with 180,083 square feet of general office space. The existing office space is proposed to be razed and redeveloped with two-unit condominiums and townhomes. The exact density of the proposed development is still being refined, but the density is not proposed to exceed 210 units at this time.

The attached Trip Generation tables shown on **Exhibit 2** contain the trip generation totals for the existing and proposed uses based on the ITE Trip Generation Manual, 11th Edition and adjusted using the appropriate adjustment factors for the Derwood Policy Area. Trip generation for the previous use is based on ITE-710 (General Office). Trip generation for both the proposed two-unit condominiums and townhouse units is based on ITE-215 (Single-Family Attached Housing). ITE-215 is defined as any single-family housing unit that shares a wall with an adjoining dwelling unit.

As shown on Exhibit 2, the existing land use generates a total of 366 AM- and 357 PM peak hour person trips. The proposed land uses will generate a total of 160 AM- and 189 PM peak hour person trips. The redevelopment of the site will result in a net *decrease* of 206 person trips in the AM peak hour and 168 person trips in the PM peak hour.

Conclusions

Based on the above information, a full transportation study (adequacy test) is not required to satisfy the Local Area Transportation Review (LATR) test because the proposed redevelopment generates fewer than 50 new peak hour person trips.

Based on the information contained in this report:

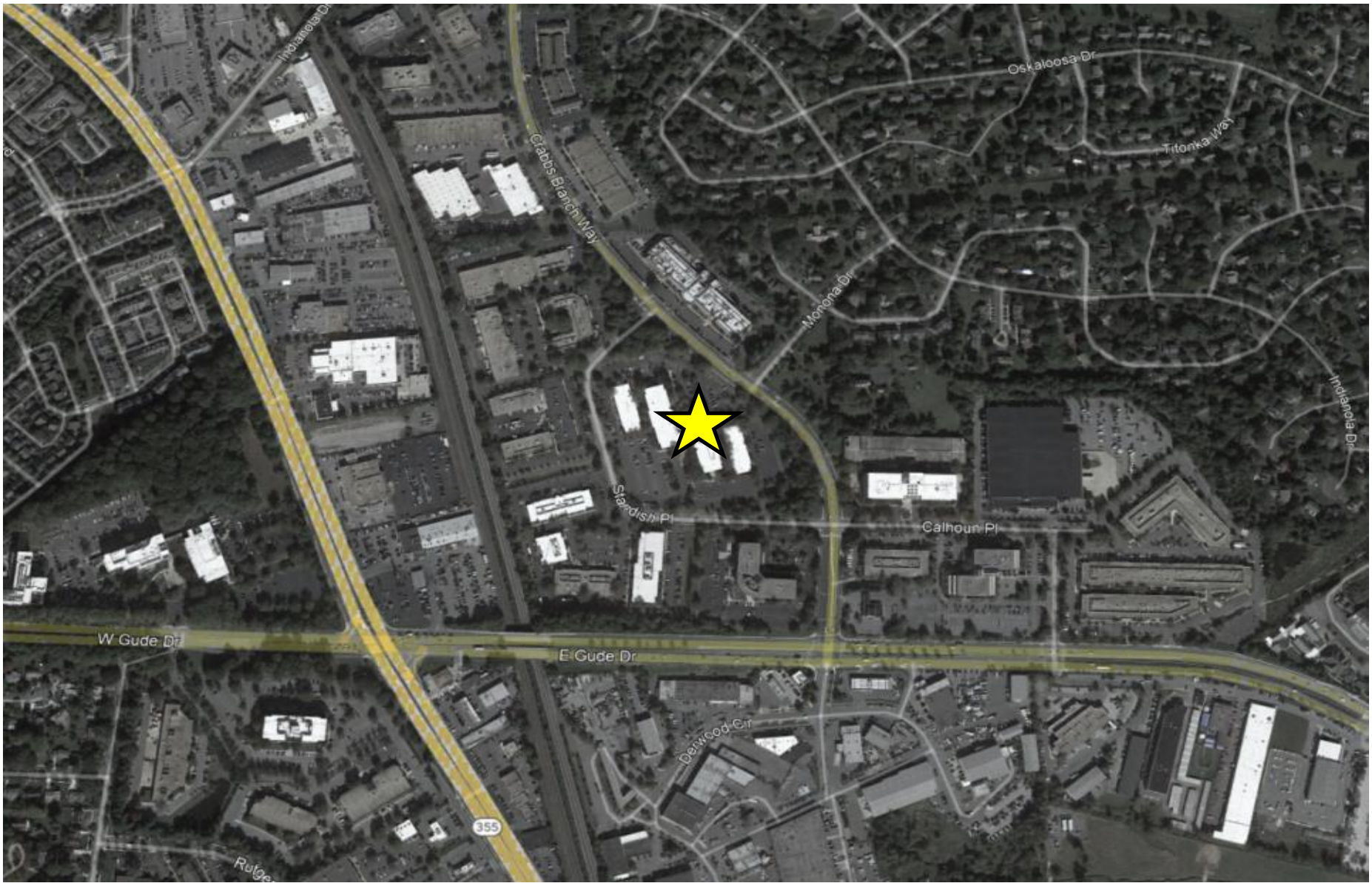
- The project is located within the Derwood Policy Area.
- The proposed redevelopment generates fewer than 50 new peak hour person trips and, therefore, is exempt from being required to perform LATR adequacy testing.

Thanks,
C. Nicholas Driban, P.E., PTOE

Exhibit 39
H-156

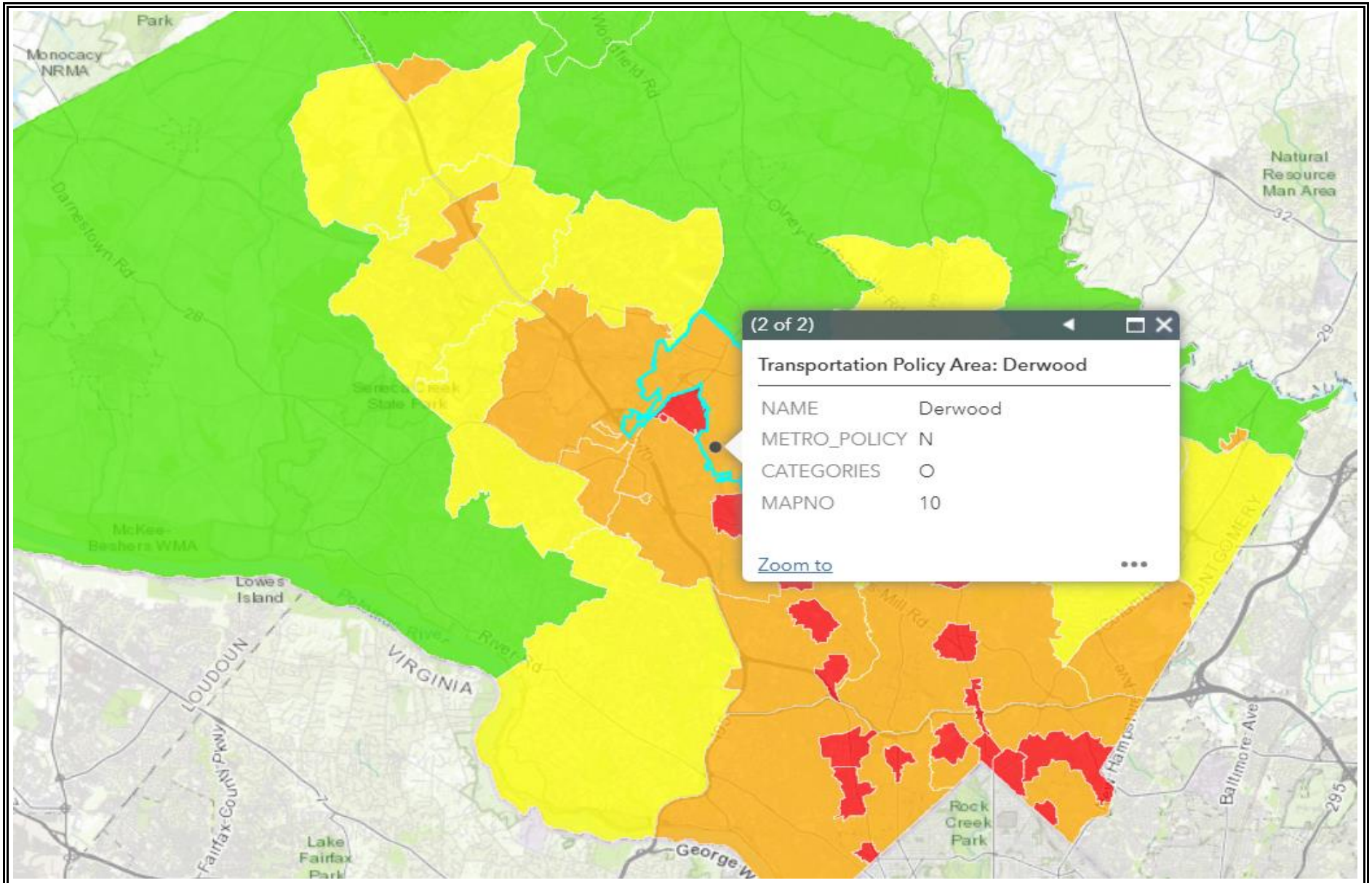
Lenhart Traffic Consulting, Inc.
645 Baltimore Annapolis Blvd, Suite 214
Severna Park, MD 21146

Phone (410) 216-3333
Fax (443) 782-2288
email: mlenhart@lenharttraffic.com



Traffic Statement	Site Location Map	**Exhibit 1a**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com



Traffic Statement	Policy Area Map	**Exhibit 1b**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Trip Generation Rates

General Office (ksf, ITE-710)	**Trip Distribution (In/Out)**
Ln(Morning Trips) = 0.86 x Ln(ksf) + 1.16	88/12
Ln(Evening Trips) = 0.83 x Ln(ksf) + 1.29	17/83
Single-Family Attached Housing (ITE-215, Units)	**Trip Distribution (In/Out)**
Morning Trips = 0.52 x Units - 5.70	25/75
Evening Trips = 0.60 x Units - 3.93	59/41

ITE Vehicular Trip Generation Totals - Previous Use & *Proposed* Uses for Site

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Previous Use:	General Office (ksf, ITE-710)	180,058 sq.ft.	245	33	278	46	225	271
Proposed:	Single-Family Attached Housing (ITE-215, Units)	210 units	26	78	104	72	50	122

LATR Trip Generation Totals - Previous Use & *Proposed* Uses for Site

Previous Use

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Existing Vehicular Trips per ITE Trip Generation Manual, 11th Edition:		245	33	278	46	225	271
LATR Vehicle Trip Generation Rate Adjustment Factor (Derwood Policy Area):	94%						
LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 71.4%):		230	31	261	43	212	255
Total Person Trips:		**323**	**43**	**366**	**60**	**297**	**357**
Auto Driver:	71.4%	230	31	261	43	212	255
Auto Passenger:	20.4%	66	9	75	12	61	73
Transit:	3.6%	11	2	13	2	11	13
Non-Motorized:	4.5%	16	1	17	3	13	16

Proposed Residential

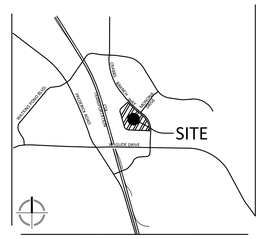
		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Proposed Vehicular Trips per ITE Trip Generation Manual, 11th Edition:		26	78	104	72	50	122
LATR Vehicle Trip Generation Rate Adjustment Factor (Derwood Policy Area):	94%						
LATR Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 61.0%):		25	73	98	68	47	115
Total Person Trips:		**40**	**120**	**160**	**112**	**77**	**189**
Auto Driver:	61.0%	25	73	98	68	47	115
Auto Passenger:	26.6%	11	32	43	30	20	50
Transit:	5.6%	2	7	9	7	4	11
Non-Motorized:	6.8%	2	8	10	7	6	13

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Proposed Total Person Trips:	40	120	160	112	77	189
Previous Use Total Person Trips:	323	43	366	60	297	357
Net New Total Person Trips:	**-283**	**77**	**-206**	**52**	**-220**	**-168**

Appendix A

Supplemental Information

E-FILE STAMP



VICINITY MAP
SCALE: 1" = 2000'

DEVELOPMENT TABULATIONS

FLOATING ZONE PLAN DEVELOPMENT TABULATIONS				
Address	7501 STANDISH PLACE			
Property Description	Parcel D, Plat No. 13905			
Current Zone:	IM-2.5 H-50			
Proposed Zone	CRNF-1.25 C-0.0 R-1.25 H-60			
Existing Site Area to be rezoned	**554,435 SF**			**12.73 AC**
AREA TO BE RE-ZONED TO CRNF	SF		Acres	
Tract Area	554,435 SF			12.73 AC
Previous R.O.W. Dedications	49,420 SF			1.13 AC
Proposed R.O.W. Dedications				0.00 AC
Proposed Site Area	**603,855 SF**			**13.86 AC**
PROPOSED USES				
Total Units*				**210 du**
Total MPDU				32 du
* Final unit mix and number of townhouses and 2-unit condominiums to be determined during site plan. Total unit count will not exceed 210 dwelling units.				
DEVELOPMENT STANDARD	*Permitted / Required*		*Provided*	
Maximum Density*				
CRNF-1.25 Zone (CRNF-1.25 C-0.00 R-1.25 H-60)	*FAR*	*SF*	*FAR (up to)*	*SF (up to)*
Commercial	1.25	754,819 SF	0.00	0 SF
Residential	1.25	754,819 SF	1.25	754,819 SF
Principal Building Setbacks				
From Site Boundary - Crabbs Branch Way		Est. by FDP		10'
From Site Boundary - Private Standish Place Centerline		Est. by FDP		30'
Front Setback		Est. by Site Plan		TBD
Side Street Setback		Est. by Site Plan		TBD
Side Setback		Est. by Site Plan		TBD
Rear Setback, Alley		Est. by Site Plan		TBD
Accessory Structure Setbacks		Est. by Site Plan		TBD
Maximum Building Height		60'		60'
Minimum Lot Size		Est. by Site Plan		TBD
Maximum Lot Coverage		Est. by Site Plan		TBD
Minimum Public Open Space, see Open Space Plan for Breakdown by Type		Proportional to 10% Site Area		TBD at site plan
Minimum Common Open Space, see Open Space Plan for Breakdown by Type		Proportional to 10% Site Area		TBD at site plan
PARKING**		*Baseline Min/Max*		*Provided*
Total Parking (1 per unit min / 2 per unit max)		**210 min / 420 max**		**TBD. at site plan**
Front Setback		behind front building line		Yes
Side Street Setback		behind the side street building line		Yes
Side Setback		must accommodate landscaping required under Section 6.2.9		Provided
Rear Setback		must accommodate landscaping required under Section 6.2.9		Provided
Rear Setback, Alley				

*Density is calculated in the CRNF zone based on tract area.
**Final parking will be determined at site plan.

Open Space Calculations			
		%	Required
Site Area (Combined Common and Public Open Space)	554,435 SF	10%	55,444 SF
Multifamily Public Open Space (50%)		50%	27,722 SF
Townhouse Common Open Space (50%)		50%	27,722 SF

LEGEND

- Proposed Rear-Loaded Townhomes
- Proposed 2-Unit Condominiums
- Subject Property Limits
- Proposed Face of Curb
- Proposed Public Utility Easement
- Proposed Sidewalk

NOT FOR CONSTRUCTION

"FOR LOCATION OF UTILITIES CALL
8-1-1 or 1-800-257-7777 OR LOG ON TO
www.call811.com or http://www.missutility.net
48 HOURS IN ADVANCE OF ANY
WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

0 20' 40' 80'
SCALE: 1" = 40'

NORTH

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com

Our Site Set on the Future.

PREPARED FOR:
TRI POINTE HOMES
12435 PARK POTOMAC AVE., SUITE 600
POTOMAC, MD 20854

CONTACT: GIO ESPOSITO
(301)-803-4832

ATTORNEY:
LERCH, EARLY & BREWER, CHTD.
7600 WISCONSIN AVE., SUITE 700
BETHESDA, MD. 20814

CONTACT: PATRICK O'NEIL
(301)-986-1300
ploniel@lerchearly.com

REVISIONS	DATE

7501 STANDISH PLACE

4TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 220NW07 & 221NW07
TAX MAP: GS341 & GS342

FLOATING ZONE PLAN

PROFESSIONAL SEAL

STATE OF MARYLAND
MICHAEL B. GOODMAN
No. 27721
PROFESSIONAL ENGINEER

I HEREBY 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. ENGINEER'S NAME: MICHAEL B. GOODMAN, P.E. LICENSE No.: 27721 EXPIRATION DATE: 7/19/2026

DRAWN BY:	KP
DESIGNED BY:	KP
DATE ISSUED:	[redacted]
VIKA PROJECT	50602
DRAWING NO.	FZP-2
SHEET NO.	

LAYOUT: FZP, Plotted By: Posthuma

I:\50501-55001\50602\CAD\PRELIMINARY PLOT SHEETS\50602100_2_FZP.dwg, Monday, November 4, 2024 12:38:19 PM

Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

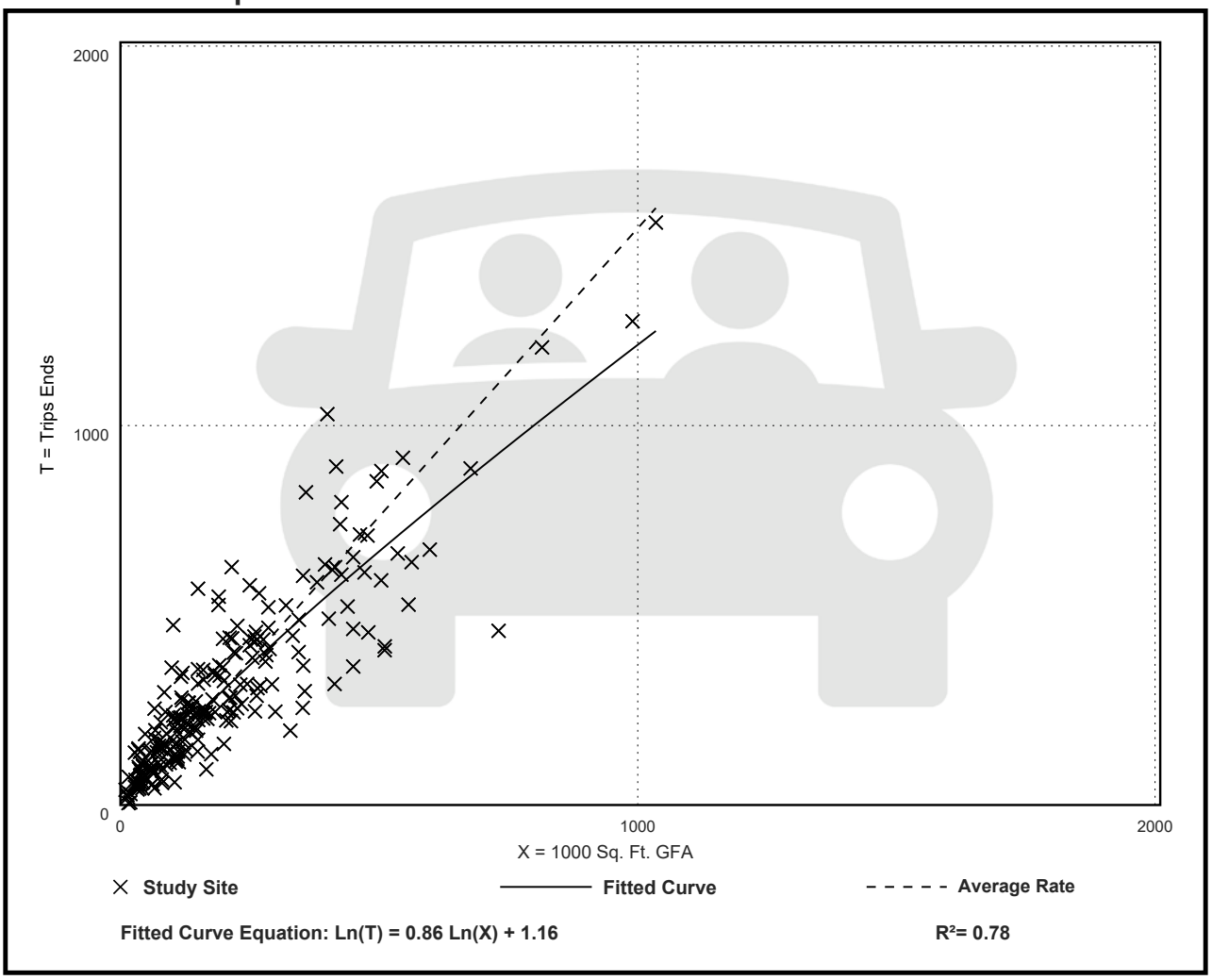
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

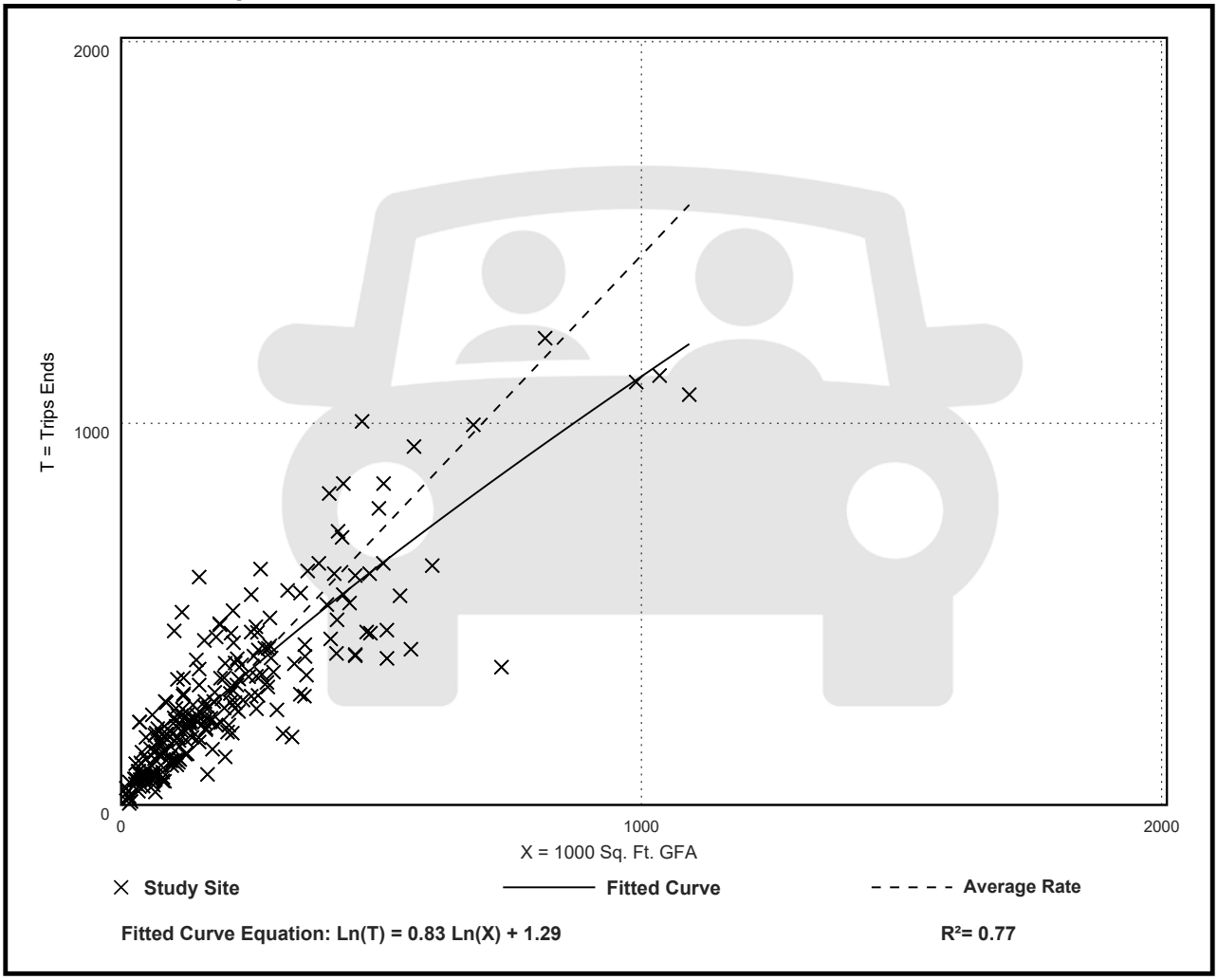
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29

R^2= 0.77

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

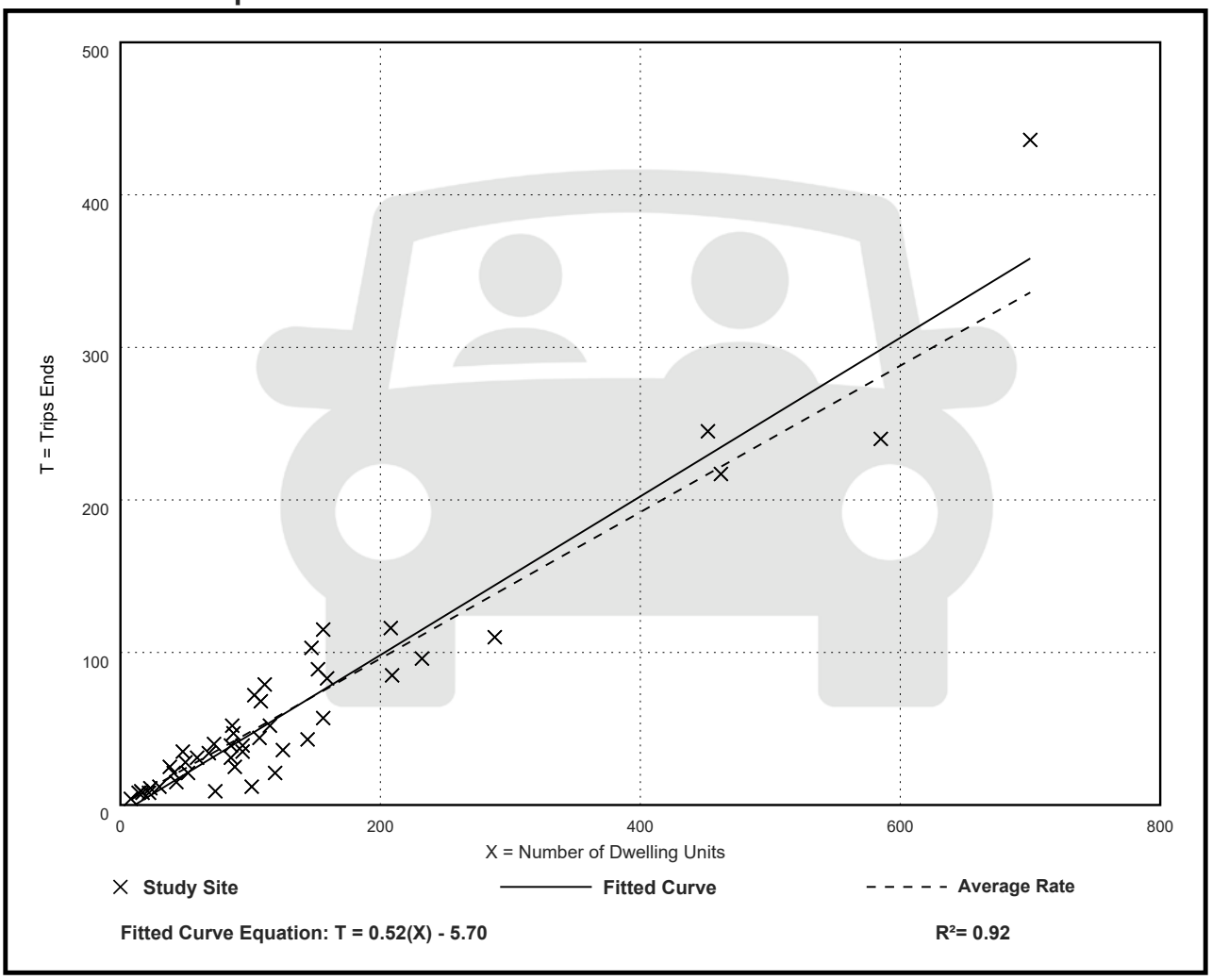
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation