

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:

Date: August 29, 2022

TO: Upcounty Planning Dept.
M-NCPPC
2425 Reedie Dr.
14th Floor
Wheaton, MD 20902

FROM: Nick Driban

RE: Traffic Statement for 13741 Travilah Road

The purpose of this report is to provide a Traffic Statement 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 Rural West Transportation Policy Area, at 13741 Travilah Road, Rockville, MD, as shown on the attached **Exhibits 1a and 1b**. The property is proposed to be developed with 60 senior townhouse units.

The attached Trip Generation table shown on **Exhibit 2** contains the trip generation totals for the proposed use based on the ITE Trip Generation Manual, 11th Edition. Trip generation for the proposed use is based on ITE-252 (Senior Adult Multifamily) and has been adjusted based on the LATR’s Rural West Adjustment Factors. A map of the Montgomery County Transportation Policy Areas and the relevant mode assumptions tables are provided with this report. As shown on Exhibit 2, the proposed land use generates a total of 19 AM- and 23 PM peak hour person trips.

Conclusions

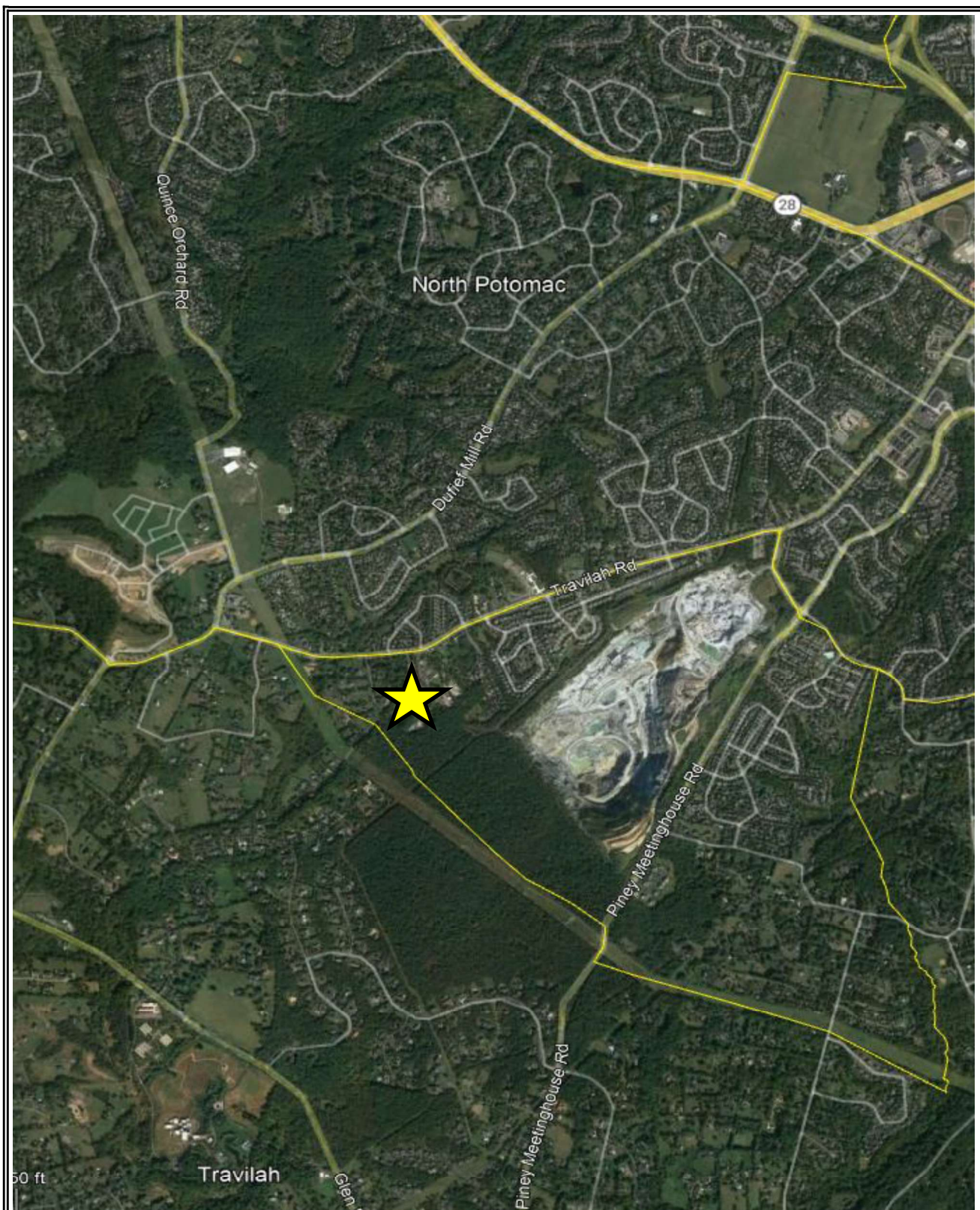
Based on the above information, a full transportation study (adequacy test) is not required to satisfy the Local Area Transportation Review (LATR) test because the proposed development generates fewer than 50 net peak hour person trips.

Based on the information contained in this report:

- The project is located within the Rural West Policy Area.
- The development generates fewer than 50 net peak hour person trips and, therefore, is exempt from being required to perform LATR adequacy testing.

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

Exhibit 8
OZAH Case No: CU 23-10



Transportation Impact Analysis



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Study Intersection
 Map

**Exhibit
 1b**

Trip Generation Rates

Senior Adult Housing - Multifamily (ITE-252, Units)

Trip Distribution (In/Out)

Morning Trips = 0.19 x Units + 0.90

34/66

Evening Trips = 0.25 x Units + 0.07

56/44

Trip Generation Totals

ITE-252	Senior Adult Housing - Multifamily (ITE-252, Units)	60 units	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
			4	8	12	8	7	15

Total Vehicular Trips per ITE Trip Generation Manual, 11th Edition:

4

8

12

8

7

15

LATR Vehicle Trip Generation Rate Adjustment Factor (Rural West): 100%

Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 64.8%):

4

8

12

8

7

15

Total Person Trips:		6	13	19	12	11	23
Auto Driver:	64.8%	4	8	12	8	7	15
Auto Passenger:	28.2%	2	3	5	3	3	6
Transit:	1.8%	0	1	1	0	0	0
Non-Motorized (Bicycle):	5.2%	0	1	1	1	1	2

Ped. (Transit + Bicycle):	7.0%	0	2	2	1	1	2
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NOTES:

The Montgomery County Growth & Infrastructure Policy states that projects with fewer than 50 peak hour person trips are exempt from LATR.

Transportation Impact Analysis

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

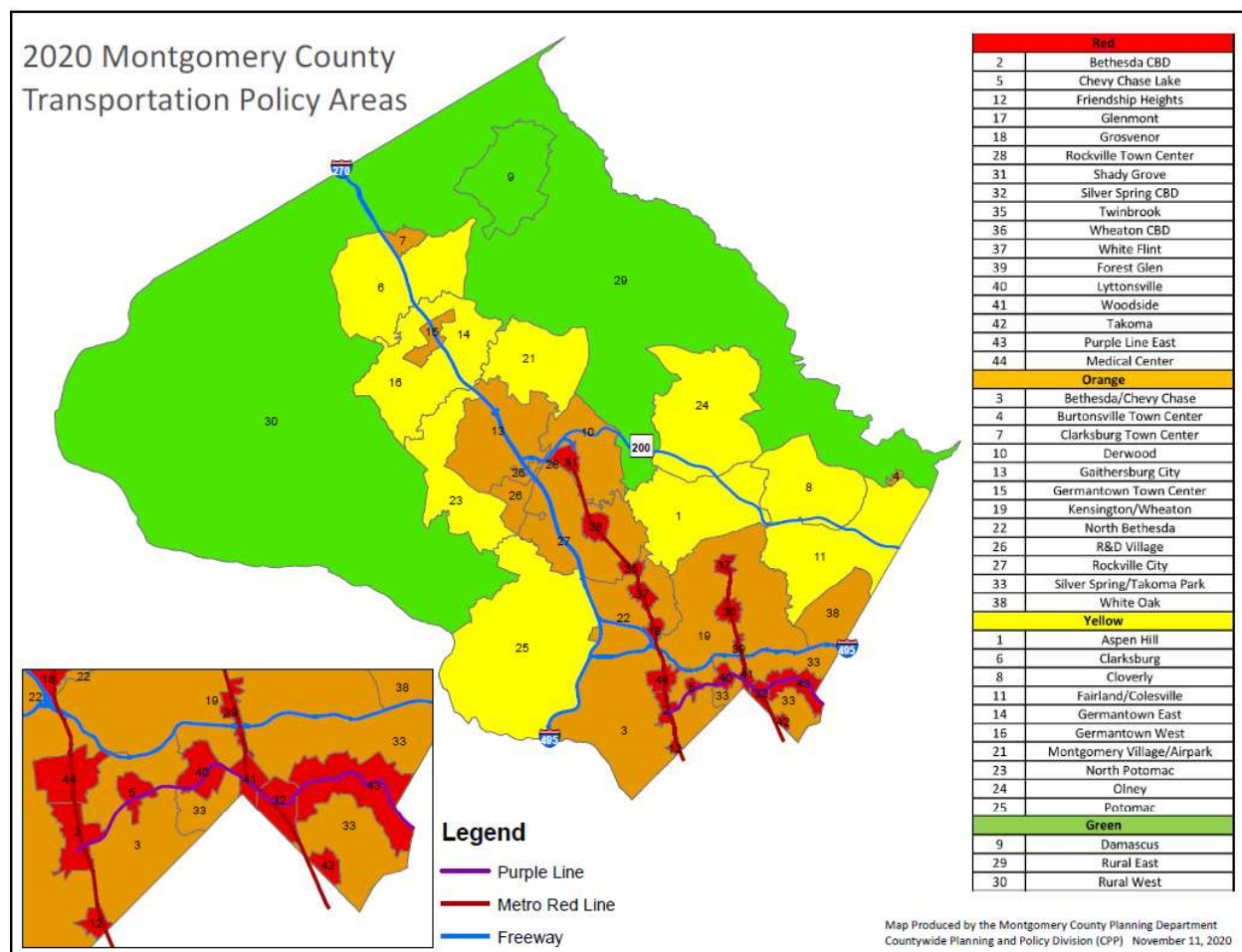
Trip Generation for
Site

**Exhibit
2**

Appendix A

Supplemental Information

Map 1. Transportation Policy Areas



F. Mitigation Priorities

The prioritization of mitigation approaches is described for each multi-modal LATR adequacy test in subsequent sections of these guidelines. A mitigation approach may be elevated in priority if it is explicitly identified in an area master plan or sector plan.

The consideration of land use context in defining appropriate transportation solutions extends beyond the policy area geography. For example, the implementation of transportation facilities is governed by Section 49 of the County Code, also known as the “Road Code.” As with policy areas, the Road Code also defines portions of the county as urban, suburban or rural, and these definitions are also adopted by County resolution (while being more finely-grained than the policy area definitions)².

The Road Code urban Areas (RCUAs), such as the Olney Town Center or Damascus Town Center, reflect nuances within a policy area where the land use is expected to generate a higher proportion of walking

² Or the equivalent classifications in the Complete Street Design Guidelines, when approved by the County Council.

IX. Appendices

Appendix 1a: ITE Vehicle Trip Generation Rate Adjustment Factors

Appendix Table 1a: Institute of Transportation Engineers Vehicle Trip Generation Rate Adjustment Factors					
Policy Area		Residential	Office	Retail	Other
1	Aspen Hill	97%	98%	99%	97%
2	Bethesda CBD	79%	63%	61%	62%
3	Bethesda/Chevy Chase	87%	81%	85%	79%
4	Burtonsville Town Center	96%	96%	99%	97%
5	Chevy Chase Lake	87%	81%	85%	79%
6	Clarksburg	100%	101%	100%	100%
7	Clarksburg Town Center	100%	101%	100%	100%
8	Cloverly	99%	101%	100%	101%
9	Damascus	101%	100%	100%	100%
10	Derwood	94%	94%	87%	94%
11	Fairland/Colesville	96%	96%	99%	97%
39	Forest Glen	79%	70%	64%	70%
12	Friendship Heights	78%	70%	73%	70%
13	Gaithersburg City	88%	86%	76%	85%
14	Germantown East	95%	95%	97%	91%
15	Germantown Town Center	89%	91%	89%	90%
16	Germantown West	93%	90%	92%	88%
17	Glenmont	90%	91%	96%	91%
18	Grosvenor	81%	84%	75%	80%
19	Kensington/Wheaton	91%	92%	96%	92%
40	Lyttonsville	84%	78%	78%	77%
44	Medical Center	83%	72%	73%	71%
21	Montgomery Village/Airpark	93%	102%	93%	102%
22	North Bethesda	83%	87%	71%	82%
23	North Potomac	97%	100%	100%	100%
24	Olney	99%	100%	99%	100%
25	Potomac	97%	98%	96%	98%
43	Purple Line East	87%	87%	89%	88%
26	R&D Village	89%	88%	80%	90%
27	Rockville City	88%	94%	87%	98%
28	Rockville Town Center	79%	80%	70%	79%
29	Rural East	99%	99%	98%	100%
30	Rural West	100%	100%	100%	100%
31	Shady Grove Metro Station	89%	88%	77%	88%
32	Silver Spring CBD	77%	65%	58%	65%
33	Silver Spring/Takoma Park	83%	83%	82%	84%
42	Takoma	80%	74%	70%	75%
35	Twinbrook	81%	80%	74%	79%
36	Wheaton CBD	85%	85%	76%	84%
37	White Flint	79%	78%	72%	78%
38	White Oak	89%	90%	91%	88%
41	Woodside	80%	74%	70%	75%

Appendix Table 1b: Mode Split Assumptions by Policy Area						
Policy Area	Development Type	Auto Driver	Auto Passenger	Transit	Non-Motorized	Total
23 North Potomac	Residential	63.0%	27.1%	3.0%	7.0%	100%
	Office	75.7%	18.6%	0.8%	4.8%	100%
	Retail	72.4%	24.1%	0.6%	2.9%	100%
	Other	75.8%	18.8%	1.0%	4.4%	100%
24 Olney	Residential	64.3%	26.4%	3.3%	6.1%	100%
	Office	76.3%	19.4%	0.7%	3.6%	100%
	Retail	72.1%	24.8%	0.5%	2.6%	100%
	Other	76.3%	19.5%	0.7%	3.5%	100%
25 Potomac	Residential	62.6%	26.8%	4.1%	6.5%	100%
	Office	74.4%	19.3%	2.2%	4.1%	100%
	Retail	69.8%	25.7%	1.8%	2.7%	100%
	Other	74.8%	19.5%	2.1%	3.7%	100%
43 Purple Line East	Residential	54.0%	21.0%	10.1%	14.9%	100%
	Office	63.0%	10.7%	15.1%	11.2%	100%
	Retail	59.5%	17.2%	6.9%	16.4%	100%
	Other	63.8%	10.5%	14.0%	11.6%	100%
26 R&D Village	Residential	57.3%	27.3%	5.7%	9.7%	100%
	Office	66.7%	23.5%	4.4%	5.4%	100%
	Retail	58.0%	34.1%	2.0%	6.0%	100%
	Other	68.8%	22.4%	3.8%	5.1%	100%
27 Rockville City	Residential	56.8%	26.6%	6.3%	10.2%	100%
	Office	71.7%	17.4%	5.4%	5.5%	100%
	Retail	62.8%	25.6%	3.3%	8.2%	100%
	Other	74.7%	15.3%	4.8%	5.1%	100%
28 Rockville Town Center	Residential	51.3%	25.3%	8.9%	14.5%	100%
	Office	60.5%	16.7%	12.3%	10.5%	100%
	Retail	51.0%	26.5%	6.8%	15.6%	100%
	Other	59.9%	16.9%	12.4%	10.8%	100%
29 Rural East	Residential	64.0%	28.2%	2.6%	5.3%	100%
	Office	75.4%	20.6%	0.3%	3.7%	100%
	Retail	71.2%	26.8%	0.1%	1.9%	100%
	Other	75.8%	20.2%	0.5%	3.6%	100%
30 Rural West	Residential	64.8%	28.2%	1.8%	5.2%	100%
	Office	76.0%	20.4%	0.0%	3.6%	100%
	Retail	72.6%	25.7%	0.0%	1.7%	100%
	Other	76.1%	20.3%	0.1%	3.5%	100%
31 Shady Grove Metro Station	Residential	57.7%	26.4%	8.7%	7.1%	100%
	Office	67.0%	20.6%	6.8%	5.5%	100%
	Retail	55.9%	29.2%	3.8%	11.1%	100%
	Other	66.9%	20.6%	7.2%	5.2%	100%
32 Silver Spring CBD	Residential	50.1%	18.8%	13.6%	17.5%	100%
	Office	49.6%	9.0%	26.6%	14.9%	100%
	Retail	42.4%	12.6%	20.9%	24.0%	100%
	Other	49.2%	8.7%	26.8%	15.2%	100%
33 Silver Spring/Takoma Park	Residential	54.0%	21.0%	10.1%	14.9%	100%
	Office	63.0%	10.7%	15.1%	11.2%	100%
	Retail	59.5%	17.2%	6.9%	16.4%	100%
	Other	63.8%	10.5%	14.0%	11.6%	100%
42 Takoma	Residential	52.1%	19.9%	11.9%	16.2%	100.0%
	Office	56.3%	9.9%	20.9%	13.1%	100.0%
	Retail	51.0%	14.9%	13.9%	20.2%	100.0%
	Other	56.5%	9.6%	20.4%	13.4%	100.0%