Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: ***Date:*** **December 19, 2025**

TO: MNCPPC
2425 Reedie Dr.
14th Floor
Wheaton, MD 20902

FROM: Nick Driban, PE

RE: Traffic Statement for Korean Community Services Center

The purpose of this memorandum is to provide a Traffic Statement to support the Conditional Use application for the property located at 700 Buckingham Drive, in Silver Spring, Maryland. A site location map is provided on **Exhibit 1a**. As shown on **Exhibit 1b**, the property is located in Montgomery County's Silver Spring/Takoma Park Transportation Policy Area. The applicant is proposing to utilize the site as 4,585 square-feet of General Office.

Montgomery County's Growth and Infrastructure Policy establishes the "Local Area Transportation Review (LATR)" Guidelines which are utilized for the Administration of the County's Adequate Public Facilities Ordinance. These Guidelines establish the extent to which evaluations of traffic operations and safety and/or evaluations of other modes of transportation, such as pedestrians, bicycles, and/or transit are required for a site, based on the specific characteristics of a given site. In cases where a site generates greater than 30 peak hour vehicle trips, an evaluation of adequacy for all modes of transportation is required. In cases where a site generates fewer than 30 peak hour vehicle trips, the site's impact is assumed to be de minimus and no adequacy evaluation is required for any mode of transportation. This Traffic Statement presents an evaluation of transportation analysis requirements for the subject site based on the LATR Guidelines.

The attached Trip Generation table shown on **Exhibit 2** contain trip generation totals for the proposed use, based on the ITE Trip Generation Manual, 11th Edition, and adjusted using the appropriate adjustment factors for the Silver Spring/Takoma Park Policy Area. As shown, the proposed site use will result in a net increase of only 8 vehicle trips during the morning peak hour and 9 vehicle trips during the evening peak hour. It should be noted that these trip generation totals do not take credit for any existing or previously-permitted uses on the site.

Based on the information contained in this memorandum:

- The project is located in the Silver Spring/Takoma Park Policy Area.
- The project generates fewer than 30 peak hour vehicle trips and is therefore exempt from requiring a full LATR transportation impact study.

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

Exhibit 24
OZAH Case No: CU 26-01

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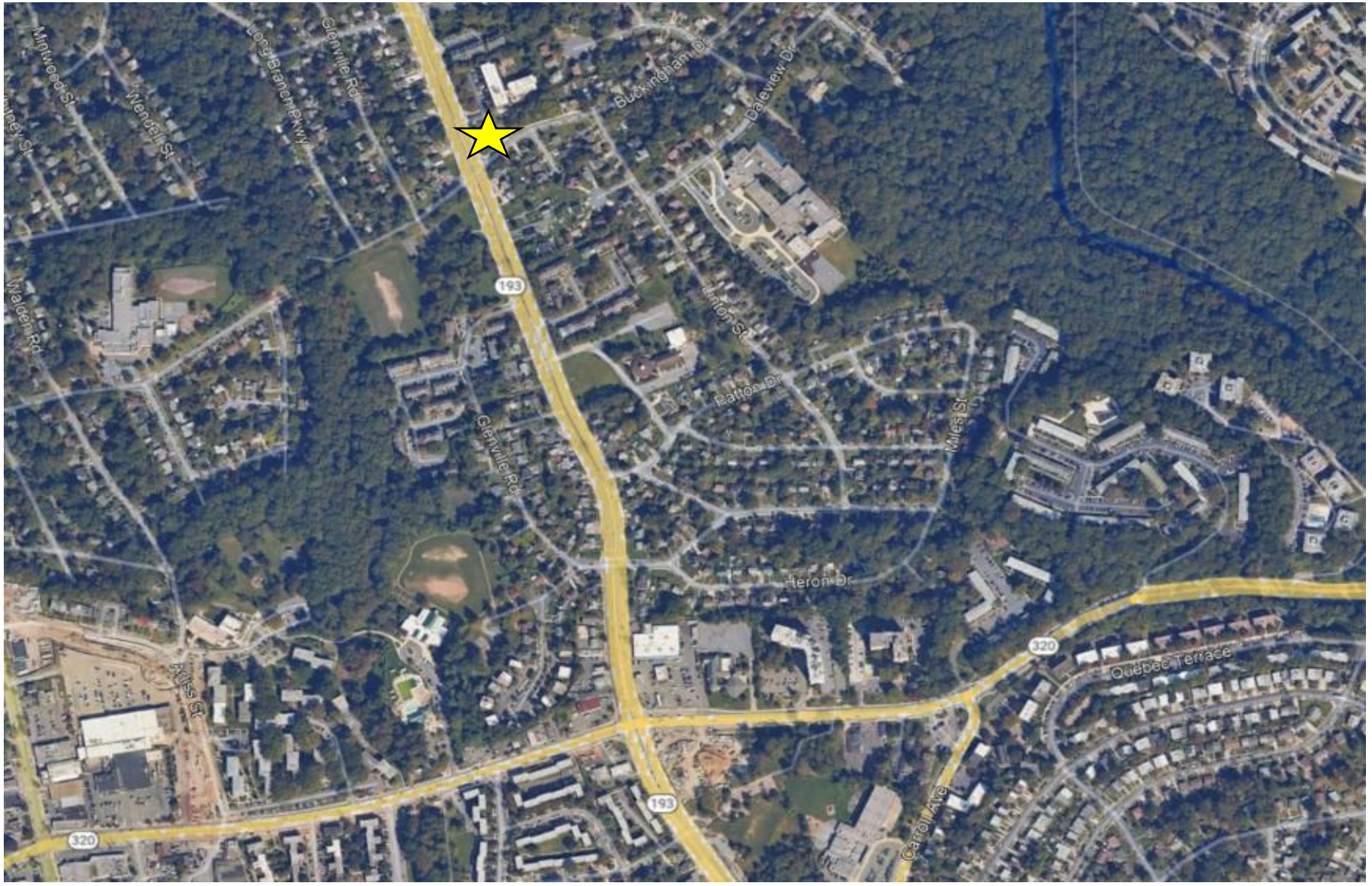
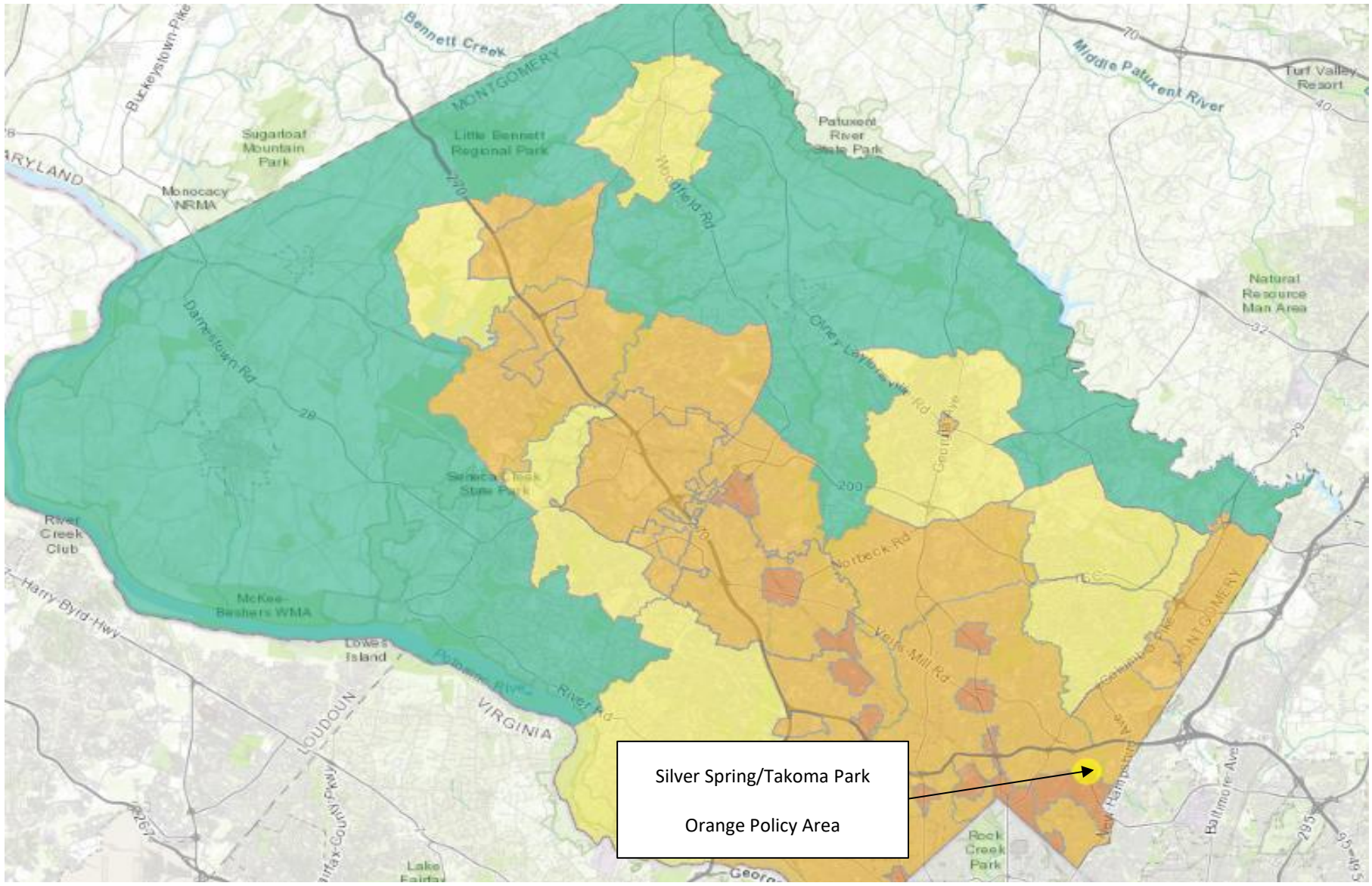


Traffic Impact Analysis	Policy Area Map	**Exhibit 1b**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		



Traffic Impact Analysis	Policy Area Map	**Exhibit 1b**
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Trip Generation Rates

Trip Distribution (In/Out)

General Office (ksf, ITE-710)

Ln(Morning Trips) = 0.86 x Ln(ksf) + 1.16 — 88/12

Ln(Evening Trips) = 0.83 x Ln(ksf) + 1.29 — 17/83

Ln(Daily Trips) = 0.87 x Ln(ksf) + 3.05

Site Trip Generation

		AM Peak			PM Peak			Daily Trips
		In	Out	Total	In	Out	Total	
General Office (ksf, ITE-710)	4,585 sq.ft.	11	1	12	2	11	13	79
Total New Vehicular Trips per ITE Trip Generation Manual, 11th Edition:		11	1	12	2	11	13	79
LATR Vehicle Trip Generation Rate Adjustment Factor (Silver Spring/Takoma Park - Office):	70%							
Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition:		**7**	**1**	**8**	**1**	**8**	**9**	**55**

Notes:

1. Trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition.

Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
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Proposed and Net Trip Generation for Site

Exhibit 2

Appendix A

Supplemental Information

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

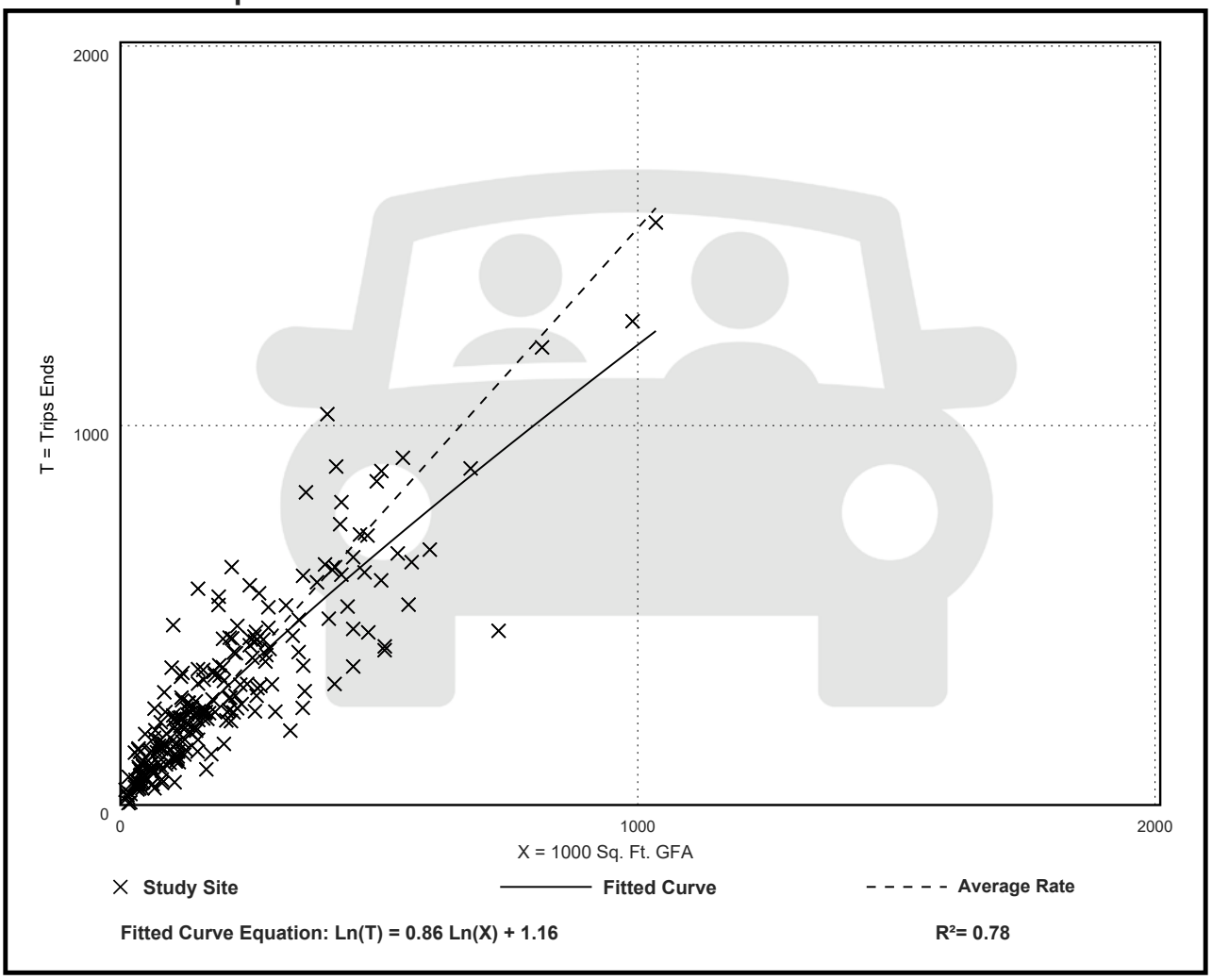
General Office Building
(710)

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

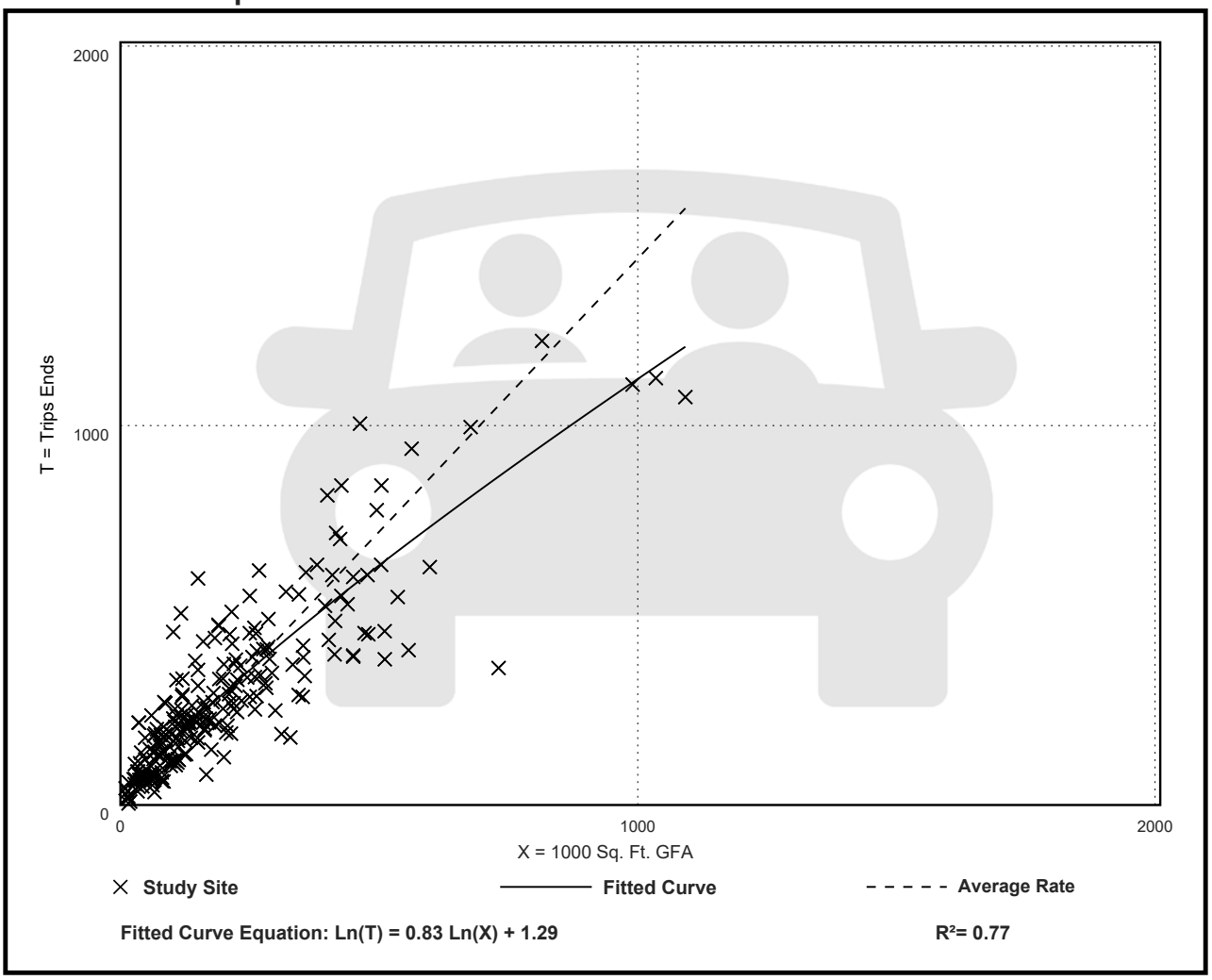
General Office Building
(710)

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



Appendix 1. Trip Adjustment Factors

Appendix Table 1-1: Policy Area 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 East	100	101	100	100
7 Clarksburg Town Center	100	101	100	100
8 Clarksburg West	100	101	100	100
9 Cloverly	99	101	100	101
10 Colesville	96	96	99	97
11 Damascus	101	100	100	100
12 Derwood	94	94	87	94
13 Fairland/Briggs Chaney	96	96	99	97
14 Forest Glen	79	70	64	70
15 Friendship Heights	78	70	73	70
16 Gaithersburg City	88	86	76	85
17 Germantown East	95	95	97	91
18 Germantown Town Center	89	91	89	90
19 Germantown West	93	90	92	88
20 Glenmont	90	91	96	91
21 Great Seneca Communities	89	88	80	90
22 Great Seneca Life Sciences Center	89	88	80	90
23 Grosvenor	81	84	75	80
24 Kensington/Wheaton	91	92	96	92

25 Lyttonsville	84	78	78	77
26 Medical Center	83	72	73	71
27 Montgomery Village/Airpark	93	102	93	102
28 North Bethesda	83	87	71	82
29 North Bethesda Metro Station	79	78	72	78
30 North Potomac	97	100	100	100
31 Olney	99	100	99	100
32 Olney Town Center	99	100	99	100
33 Potomac	97	98	96	98
34 Purple Line East	87	87	89	88
35 Rock Spring	83	87	71	82
36 Rockville City	88	94	87	98
37 Rockville Town Center	79	80	70	79
38 Rural East	99	99	98	100
39 Rural West	100	100	100	100
40 Shady Grove	89	88	77	88
41 Silver Spring CBD	77	65	58	65
42 Silver Spring/Takoma Park	83	83	82	84
43 Takoma	80	74	70	75
44 Twinbrook	81	80	74	79
45 Wheaton CBD	85	85	76	84
46 White Oak	89	90	91	88
47 White Oak Downtown	89	90	91	88
48 Woodside	80	74	70	75