





Transportation Adequacy Form

Instructions: Applicants must submit a *Transportation Adequacy Form* to Montgomery Planning staff for review and approval prior to filing a development application for any project that requires an Adequate Public Facilities (APF) finding. Email the completed form to transportation.review@montgomeryplanning.org.

The *Transportation Adequacy Form* must be approved by agencies applicable to the project context, including Montgomery Planning, the Montgomery County Department of Transportation (MCDOT), and the State Highway Administration (SHA), and/or the Local Jurisdiction, prior to initiating an LATR Study or submitting a development application. It is the responsibility of the Applicant to obtain approval, which is demonstrated via the signature of the relevant agency representatives.

Upon receipt of a completed *Transportation Adequacy Form*, Planning will provide feedback within 15 business days. Large and/or complex projects may require additional time and/or may warrant a meeting.

Transportation Adequacy Form Approval For Staff Use Only

Montgomery Planning Name : Click and type. <div style="text-align: center;">  _____ Montgomery Planning </div>	State Highway Administration (if applicable) Name : Click and type. <div style="text-align: center;">  _____ State Highway Administration </div>
Montgomery County Department of Transportation (if an LATR Study is required) Name : Click and type. <div style="text-align: center;">  _____ MCDOT </div>	Local Jurisdiction (if applicable) Click and type. Name : Click and type. <div style="text-align: center;">  _____ Local Jurisdiction </div>

Applicant Information (Required for All)

Project Name	Olney Animal Boarding		
Applicant / Developer Name	District Lodging Capital	Project Location (include address if known)	5011B Olney Laytonsville Road
Transportation Consultant and Contact Information	Katie Wagner, PE, PTOE Gorove/Slade Associates, Inc. klw@groveslade.com 202.540.1927	Date Form Submitted to Planning Staff	4/10/2025

Part A: Project Information (Required for All)			
Transportation Policy Area(s) List Name and Color See GIP Area Map	<i>Olney, Yellow</i>	Master Plan or Sector Plan Area(s) See MCATLAS	Olney Master Plan
		Complete Street Area Type See MCATLAS	Country
Application Type(s) <i>Check all apply</i>	<div> <input type="checkbox"/> Preliminary Plan <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Amendment </div> <div> <input type="checkbox"/> Site Plan <input type="checkbox"/> APF at Building Permit <input type="checkbox"/> Mixed Income Housing Community (MIHC) Plan </div> <div> <input type="checkbox"/> Sketch/Concept/ Pre-Preliminary <input type="checkbox"/> Local Map Amendment </div> <div> <input type="checkbox"/> Other: </div>		
Project Description Outline the project's key details, including a description of the planned development program. This should cover land use, unit count, square footage, project phasing, and applicable zoning/subdivision regulations.	As part of this project, the applicant proposes to develop the site into an animal boarding facility, capable of housing 62 pets for both daycare and extended care. The site is a 2 acre (87,120 sf) plot within the larger 5011 Olney Laytonsville Road property, marked as 5011B in the attached graphic.		
Existing Use & Prior Approval Outline the current uses of the site, including land use categories, unit count or square footage, site activities, construction year, and any other pertinent details. Note any prior approvals or proposals.	The site currently houses a plant nursery as well as a landscaping business. The proposed use will replace a former landscape design use. As these uses generate minimal trips during the weekday peak hours, they are not included in the existing motor vehicle trip generation.		
Site Access Describe proposed site access points for all modes. Show curb cut locations (proposed and existing), access controls (e.g., right-in/out, signalized), connections between parcels, internal movement, private roads, parking/loading areas, and other site access details. Include maps or graphics as an attachment.	The site is currently accessed via a curb cut on Olney Laytonsville Road (MD 108) and a gravel driveway off of Zion Road. The existing entrance on MD 108 will serve as the main point of access for the site, with the driveway off of Zion Road offering secondary access.		
	<input checked="" type="checkbox"/> Map(s) or graphic(s) attached		

Part B: Transportation Adequacy Screening (Required for All)

Trip Generation Estimates

Provide site-generated trip estimates, using the most recent version of the ITE *Trip Generation Manual* or another agreed upon methodology such as manual driveway counts at similar facilities. Estimates must be provided by land use and development phase during weekday AM and PM peaks, and include daily totals.

Include trip generation for existing site, current approvals, proposed uses, and net changes. Show calculations and clearly cite sources and methodology including use of ITE average trip rates, ITE land use code(s), and version of ITE TripGen. Include and identify policy area adjustment factors and trip reductions.

Include detailed calculations as an attachment.

See Section 2.B1 of the LATR Guidelines for trip generation instructions and guidance on policy area adjustment factors, acceptable trip reductions, and other methodologies.

LATR Study Determination

Check all that apply.

See Section 2.B2 of the LATR Guidelines for more information.

- ☐ Trip generation estimates **are not required** for a proposed development with five or fewer single-family dwellings and no other uses. Check box if applicable and select LATR Study Exempt under LATR Study Determination.

<i>Totals Summary:</i>	AM Peak-Hour Weekday	PM Peak-Hour Weekday	Daily (Weekday)
Proposed Motor Vehicle Trips	27	29	90
Existing Motor Vehicle Trips (credit)	0	0	0
Net New Motor Vehicle Trips	27	29	90

- ☒ Trip Generation description, detailed calculation, and tables attached

Maximum Net New Peak-Hour Motor Vehicle Trips 29
(the greater of the AM and PM peak-hour trips)

☒ LATR Study Exempt

Go to Part C: LATR Study Exempt

Note: If fewer than 30 maximum net new peak-hour weekday motor vehicle trips are determined, the project is exempt from the LATR Study. Other exemptions are listed in Part C: LATR Study Exempt and in the LATR Guidelines.

☐ LATR Study Required

Go to Part D: LATR Study Data Collection

☐ Vision Zero Statement

Required with LATR Study.

☐ Non-Motor Vehicle Analysis

Required with LATR Study.

☐ Motor Vehicle Analysis

Required with LATR Study, except for Red Policy Areas and Downtowns, which are exempt. Go to Part D, then Part E.

Part C: LATR Study Exempt

Only to be completed for projects that are LATR Study Exempt.

LATR Study Exemption Statement

Select the reason(s) for the exemption and provide a brief statement that justifies the exemption.

The statement can be attached if more room is needed.

See Section 2.C of the LATR Guidelines for more information.

Reason(s) for exemption:

Check all that apply.

- ☒ Fewer than 30 maximum net new peak-hour weekday motor vehicle trips.
- ☐ Daycare use with fewer than 50 maximum net new peak-hour weekday motor vehicle trips.
- ☐ Bioscience use.
- ☐ Mixed Income Housing Community (MIHC) Plan or equivalent.
- ☐ North Bethesda (formerly White Flint) Metro Station Policy Area.
- ☐ White Oak Local Area Transportation Improvements Program (LATIP) Area.
- ☐ Potomac Policy Area, project not impacting select intersections.

Statement:

The site generates less than 30 net new peak-hour weekday motor-vehicle trips and is therefore exempt from an LATR study. Trip generation assumptions are based on data collected at another animal boarding facility with similar characteristics and operations to the proposed facility. The assumptions are as follows:

- Half of dogs in daycare arrive/depart during the AM and PM peak hours
- 1 out of 5 dogs in extended care arrive during the AM peak hour
- 1 out of 4 dogs in extended care depart during the PM peak hour
- A shuttle can transport 10 dogs and 2 out of 3 shuttle routes occur during the peak hour
- There are 10 staff members, and 2 out of 5 staff arrive/depart during the peak hour

The proposed trip generation includes 3 shuttle routes completed by one van. As two shuttle routes are executed during the peak hour, 2 inbound shuttle trips and 1 outbound shuttle trip will occur in the AM peak hour. Similarly, 1 inbound shuttle trip and 2 outbound shuttle trips will occur during the PM peak hour. The shuttle is intended to serve a wider population of clients by picking up pets and reducing the number of trips to site. With the shuttles, a total of 62 dogs will be accommodated at the site.

- ☐ Statement attached (as needed)

End of Part C. If LATR Study Exempt, go to Acknowledgements (on last page).

Part D: LATR Study Required—Vision Zero and Non-Motor Vehicle Analysis

Only to be completed by Applicants of projects that require an LATR Study. The purpose of this section is to determine the parameters of LATR Study and the extent of data collection and analysis. The completed LATR Study must comply with all requirements in the *LATR Guidelines*, including those not listed on this form.

Vision Zero Statement

Speed Study Locations

All LATR studies must develop a Vision Zero Statement. The Applicant must conduct speed studies, report findings, and suggest safety countermeasures.

Indicate locations for speed studies. The maximum number of required speed studies is based on the maximum net new weekday peak-hour motor vehicle trips.

Include map(s) depicting the speed study locations as an attachment.

See Section 3.A1, Table 1 of the *LATR Guidelines* for speed study requirements.

Locations for Speed Studies:

1. Click or tap here to enter text.
2. Click or tap here to enter text.
3. Click or tap here to enter text.
4. Click or tap here to enter text.

☐ Map(s) attached

Non-Motor Vehicle Analysis

Study Area Extent

All LATR studies must analyze non-motor vehicle adequacy.

Select the appropriate study area network distance based on the maximum net new weekday peak-hour motor vehicle trips. Include maps that show the site, the network-distance study area, and a buffer from the property boundary equal to the listed network distance.

See Section 3.B1, Table 2 and Figure 3 of the *LATR Guidelines* for study area and analysis requirements.

Study Area Network Distance for Analysis:

Pedestrian Level of Comfort:	Select distance.
Illuminance:	Select distance.
ADA Compliance:	Select distance.
Bicycle:	Select distance.
Bus Transit:	Select distance.

☐ Study area map(s) attached

<p>Programmed Transportation Projects <i>Background Conditions</i></p> <p>List all programmed roadway, transit, bicycle, and pedestrian projects within a ¼-mile buffer of the property boundary. Programmed projects include those fully funded for construction in the County or State budget in the next 6 years and conditioned developer projects.</p> <p>See Transportation Commitments Map for info.</p>	
<p align="center">End of Part D. If Motor Vehicle Analysis is required, go to Part E. For projects in Red Policy Areas and Downtowns, go to Part F.</p>	

<p>Part E: LATR Study Required—Motor Vehicle Analysis</p>	
<p>Only to be completed by Applicants of projects that require an LATR Study with Motor Vehicle Analysis. LATR Studies must include an assessment of Motor Vehicle Adequacy, except for developments in Red Policy Areas and Downtowns, which are exempt from this requirement. The purpose of this section is to determine parameters of LATR Study, including the extent of data collection and analysis. The completed LATR Study must comply with all requirements in the <i>LATR Guidelines</i>, including those not listed on this form.</p>	
<p>Study Scenarios</p> <p>Propose an appropriate set of scenarios to analyze. Other scenarios may be requested by reviewing agencies. Note the anticipated build-out year and project phasing.</p> <p>See 3.C1 of the <i>LATR Guidelines</i> for requirements.</p>	<p>Scenarios: <input type="checkbox"/> Existing <input type="checkbox"/> Background (No Build) <input type="checkbox"/> Total Future <input type="checkbox"/> Future with Mitigation (as needed)</p> <p>Existing Year: Click or tap here to enter text.</p> <p>Phases / Build-out Year(s): Click or tap here to enter text.</p> <p>Study Periods: <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> Mid-day <input type="checkbox"/> Saturday <input type="checkbox"/> Sunday <input type="checkbox"/> Other: Click to enter text.</p> <p>Additional Scenarios: Click and type to enter text.</p>

<p>Software Requirement</p> <p>Select software type and describe methodology and analysis for specific intersections.</p> <p><i>See 3.C1 of the LATR Guidelines for requirements.</i></p>	<p>Software Type(s): <input type="checkbox"/> Synchro <input type="checkbox"/> VISSIM <input type="checkbox"/> CORSIM <input type="checkbox"/> SIDRA <input type="checkbox"/> SimTraffic <input type="checkbox"/> CLV <input type="checkbox"/> Other Click to enter text.</p> <p>Provide methodology (analysis and software) for specific intersections:</p>	
<p>Study Intersections</p> <p>Identify study intersections. Applicants must study a minimum number of significant signalized and non-signalized intersections. The number of required intersection tiers is based on weekday peak-hour motor vehicle trips.</p> <p><i>See 3.C2 of the LATR Guidelines for requirements.</i></p>	<ol style="list-style-type: none"> 1. 2. 3. 4. 5. 6. 7. 	<ol style="list-style-type: none"> 8. 9. 10. 11. 12. 13. 14.
<p>Multimodal Intersection Counts</p> <p>Counts must be collected no more than 12 months prior to the acceptance of the LATR Study.</p> <p>Indicate if counts will be new or existing, and list locations and dates of any existing counts.</p> <p><i>See 3.C2 of the LATR Guidelines for requirements.</i></p> <p><i>See Montgomery Planning's Intersection Analysis Database</i></p>	<p>Intersection count collection: <i>Check all that apply.</i></p> <p><input type="checkbox"/> New intersection counts (not yet collected)</p> <p><input type="checkbox"/> Existing intersection counts (must be collected no more 12 months before LATR Study acceptance date)</p> <p>If using any existing counts, list location(s) and date(s) of counts:</p>	

<p>Trip Distribution</p> <p>Determine trip distribution percentages using Appendix 2 of the LATR Guidelines. Provide sources and justification for any proposed changes to listed distributions.</p> <p>Include a map and a list or table as an attachment.</p> <p><i>See Appendix 2 of the LATR Guidelines for detailed guidance and trip distribution percentages.</i></p>	<p><input type="checkbox"/> Trip Distribution graphic(s) attached</p>
<p>Pipeline Developments</p> <p><i>Background Conditions</i></p> <p>List all approved but unbuilt developments or concurrently pending applications in the vicinity of the study area. Include project name, plan number, land uses, and densities.</p> <p><i>See Montgomery Planning's Development Pipeline webpage for info.</i></p>	
<p>Additional Analysis</p> <p>Indicate any anticipated site-specific analysis, including analysis type, location, and software type.</p> <p>Additional analysis may be requested after LATR Study submittal.</p> <p><i>See 3.C2 of the LATR Guidelines for information.</i></p>	<p><input type="checkbox"/> Queuing Analysis <input type="checkbox"/> Signal Warrant Analysis <input type="checkbox"/> Weaving/Merge Analysis <input type="checkbox"/> Crash Analysis</p> <p>Location(s) and software requirement(s) for each analysis. Provide explanations as needed:</p>
<p align="center">End of Part E. Go to Part F: Mitigation.</p>	

Part F: Mitigation	
<p>Only to be completed by Applicants of projects with an LATR Study Required. The purpose of this section is to highlight Montgomery Planning's approach to mitigation and to identify the Proportionality Guide amount, which represents a guiding upper limit for the cost of mitigation. Any mitigation strategies discussed at this stage and included in the <i>Transportation Adequacy Form</i> are considered non-binding until formally evaluated in the LATR Study and committed to as a condition of a development approval.</p>	
<p>Proportionality Guide Amount</p> <p>Calculate the estimated Proportionality Guide Amount. This is for informational purposes only and is subject to change.</p> <p><i>See 4.A of the LATR Guidelines for instructions.</i></p>	<p><i>To calculate the estimated Proportionality Guide Amount, multiply the Net New Daily Motor Vehicle Trips (found in Part B) by the Proportionality Guide Rate. The Guide Rate is \$765, as of January 1, 2025.</i></p> <p>Proportionality Guide Amount: Click to enter text.</p> <p>Cost Estimation Tool Version Expected to be Used for Mitigation Cost Estimates: Click to enter text.</p>
<p>Potential Mitigation Strategies (Optional)</p> <p>Describe any potential mitigations that are under consideration or master-planned within the study boundary. This is for informational purposes only and subject to change. The completed LATR Study must detail all proposed mitigations.</p> <p><i>See 4.B of the LATR Guidelines for mitigation priorities.</i></p>	Empty space for potential mitigation strategies
<p>End of Part F. Go to Acknowledgements.</p>	

Acknowledgements and Topics for Discussion	
<p>For All Applicants</p> <ul style="list-style-type: none"> • The Applicant must comply with all other requirements of the <i>LATR Guidelines</i> not listed on this form. • Before submitting a development application or initiating an LATR Study, projects requiring an APF finding must have this form approved by Montgomery Planning and other agencies applicable to the project context. • If the development proposal significantly changes after this form has been approved, the Applicant must amend the form and receive a new approval. <p>For LATR Study Required projects</p> <ul style="list-style-type: none"> • To make changes to the trip generation and/or trip distribution methodology between the approval of this form and the LATR Study submittal, the Applicant must amend this form and receive Planning staff concurrence. • If physical improvements are proposed as mitigation, the LATR Study must demonstrate feasibility with regards to right-of-way and utility relocation (at a minimum). • A receipt from MCDOT showing payment of the LATR Study review fee must be included with the LATR Study submittal. • Traffic model files (Synchro, VISSIM, etc.) must be sent to MCDOT and SHA, when applicable. • Intersection counts and pedestrian and bike data verification data must be uploaded to Montgomery Planning's database. • An electronic copy of the LATR Study and appendices must submitted to ePlans and sent to Planning staff via transportation.review@montgomeryplanning.org. 	<p><input checked="" type="checkbox"/> The Applicant acknowledges Montgomery Planning's policies listed in this form and described in the <i>LATR Guidelines</i>.</p> <p>Describe any additional assumptions, special circumstances, or other topics for discussion not covered by this form:</p>
<p align="center">Submit the completed form to transportation.review@montgomeryplanning.org</p> <p align="center">End of form.</p>	