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November 7, 2022

Exhibit 9
OZAH Case No: CU 23-12

Chris Van Alstyne
M-NCPPC
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

RE: ElderHome – Burtonsville Senior Living
TRAFFIC STATEMENT
Montgomery County, Maryland
Our Job No.: 2018-0126

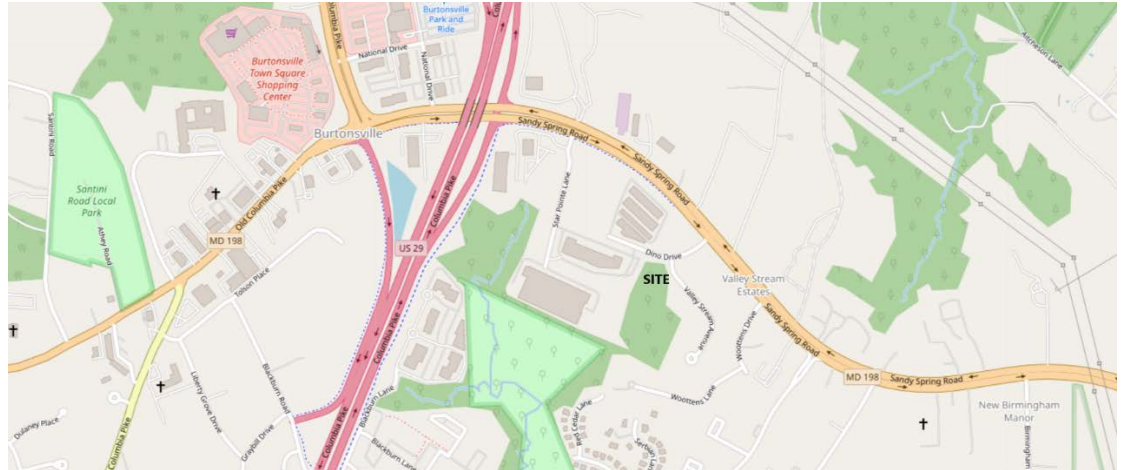
Dear Mr. Van Alstyne:

The Traffic Group, Inc. is pleased to submit this Traffic Statement detailing the trip generation for the proposed development of ElderHome – Burtonsville Senior Living. The subject site is proposed to be developed with 88 Independent Living Units, 27 Memory Care Beds, and 64 Assisted Living Beds. It will generate fewer than 50 peak hour person trips and is therefore exempt from further testing with regard to the Maryland-National Capital Park and Planning Commission (M-NCPPC) Local Area Transportation Review (LATR) process.

Site Location

The ElderHome – Burtonsville Senior Living site is located at 15300 Dino Drive in the Burtonsville section of Montgomery County. More specifically, the site is located in the southwest quadrant of the intersection of Dino Drive at Valley Stream Avenue, approximately 300 ft to the south/west of MD 198, within the Fairland Policy Area. A map showing the general location of the site can be found in Figure 1.

Figure 1. Site Location Map



Currently, the property is undeveloped. A curb cut available along Valley Stream Avenue, approximately 125 ft south of Dino Drive, was developed when the roadway was re-aligned in the early 2000's. This location will serve as the sole access to the property. Aerial photographs detailing the location can be found in Figures 2 and 3.

Figure 2. Aerial Photo



Figure 3. Aerial Photo of the Site



Proposed Development

The ElderHome – Burtonsville Senior Living site is proposed to be developed with the following uses:

- 88 Independent Living Units
- 27 Memory Care Beds
- 64 Assisted Living Beds

As mentioned above, all access to the property is proposed via one point along Valley Stream Avenue. The access point will operate under stop control. A concept plan detailing the proposed use can be found in Figure 4.

The Institute of Transportation Engineers (ITE) Trip Generation (11th Edition) was utilized to quantify the vehicular trips associated with the base land use. For the purpose of projecting future trips, the Independent Living Units and Memory Care Beds were classified as a Congregate Care Facility. The trip generation rates for the Congregate Care Facility (ITE No. 253) and assisted living facility (ITE No. 254) can be found below in Table 1.

Table 1. Trip Generation Rates

Formula/Rate	Directional Distribution			
	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
<i>Assisted Living (Beds, ITE-254)</i>				
Morning Trips = 0.18 x Beds	60%	40%	39%	61%
Evening Trips = 0.24 x Beds				
Daily Trips = 2.60 x Beds				
<i>Congregate Care Facility (Units - ITE-253)</i>				
Morning Trips = 0.08 x (units)	58%	42%	49%	51%
Evening Trips = 0.16 x (units) + 2.67				
Daily Trips = 2.33 x Units - 22.53				

Note: ITE Trip Generation 11th Edition, 2021.

Figure 4 - Concept Plan



ARCHITECTURAL KEYNOTES

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CONSULTANTS

PROJECT TITLE

**BROOKSTONE
SENIOR LIVING**

BSSE #	DATE	DESCRIPTION
	09/10/20	CONDITIONAL USE

UNIT LEGEND

- AL AMENITY
- IL AMENITY
- MC AMENITY
- AL LOBBY
- STUDIO
- 1 BEDROOM
- 1 BEDROOM/DEN
- 2 BEDROOM
- 2 BEDROOM/DEN
- SHARED

CERTIFICATION

NOT FOR
CONSTRUCTION

DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NUMBER	28257

SHEET TITLE

**LEVEL 1 FLOOR
PLAN**

SHEET NUMBER

A101

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6/24/2022 9:24:02 AM

LEVEL 1
1/18' = 1" = 1/8"



Applying the rates to the number of units for each component results in the new ITE trips for the site. As shown within Table 2, a total of 20 AM peak hour vehicular trips and 35 PM peak hour vehicular trips are projected. The average daily traffic for this site is projected as 411.

Table 2. Trip Generation for Subject Site

Land Use	Size		AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Assisted Living	64	Beds	7	5	12	6	9	15	166
Congregate Care Facility	115	Units	5	4	9	10	11	21	245
New ITE Trips for Subject Site			12	9	21	16	20	36	411
Adjusted Vehicle Trips by Policy Area (97%)			11	9	20	16	19	35	
Total Person Trips (Vehicle Trips / 73.9%)			27			47			
Auto Passenger Trips (19.4%)			5			9			
Transit Trips (2.5%)			1			1			
Non-Motorized Trips (4.2%)			1			2			

As required by M-NCPPC guidelines, the vehicular trips are adjusted for the Fairland Policy Area at a rate of 97%. The total person trips are calculated by dividing the vehicular trips by 73.9% for this area. As shown in Table 2, a total of 27 AM person trips and 47 PM peak hour person trips are projected. Additional trips associated with auto, passenger, transit, and non-motorized trips are also summarized in Table 2.

M-NCPPC’s threshold for requiring a full LATR is 50 peak hour person trips. Since this site will generate fewer than 50 peak hour person trips, additional analysis is not required.

Summary and Conclusion

This Traffic Statement has detailed the fact that proposed ElderHome – Burtonsville Senior Living will generate fewer than 50 peak hour person trips. A Transportation Impact Study Scope of Work Agreement was submitted to M-NCPPC representatives on May 4, 2022, with e-mail concurrence received on May 19, 2022, agreeing with the approach detailed within this Traffic Statement.

Since fewer than 50 peak hour trips will be generated, no additional analysis related to transportation impacts is required.

If you have any questions regarding this information, please do not hesitate to contact me.

Sincerely,



Professional Certification – 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.

License No: 29931 Expiration Date: 1/8/2024

Carl R. Wilson, Jr., P.E., PTOE, RSP
Vice President

CRW:amr

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