

MEMORANDUM

TO: Kathryn Kubit, Vice President,
Elm Street Development

FROM: Sarah Knox, P.E.
David Samba, P.E.
Kimley-Horn & Associates, Inc.

DATE: July 5, 2024

SUBJECT: Clarksburg Town Center
Clarksburg, Maryland
Traffic Statement

Introduction

This memorandum serves as the traffic statement for the proposed amendment to the approved development for Clarksburg Town Center in Clarksburg, Maryland. The necessary information to justify an exemption from preparing a full traffic study for the proposed development is included in the memorandum, including a description of the development project location, the proposed land use types and densities, the estimated number of peak hour person trips generated by each land use, and the rationale for the exemption. This memorandum has been prepared consistently with the Montgomery County 2023 Local Area Transportation Review (LATR) and Transportation Policy Area Review (TPAR) Guidelines.

Project Description, Location, and History

The mixed use development project at Clarksburg Town Center involves the continued redevelopment of an approximately 270-acre property in the Clarksburg Town Center Policy Area located northeast of Frederick Road (MD 355) between Clarksburg Road and Stringtown Road. The project is situated within the Upcounty Planning Community and subject to the recommendations of the Clarksburg Master Plan area.

The original approval for the project (Preliminary Plan 11995042A) was approved in 2008. In 2023, Preliminary Plan Amendment 11995042E was approved, which proposed the following changes to the original Preliminary Plan 11995042A:

1. Reduce the total number of townhomes by 14 dwelling units.
2. Reduce the total number of condominiums by 86 dwelling units.
3. Add 179 multifamily (garden style) dwelling units.
4. Reduce the total amount of retail space by 95,520 square feet.

Exhibit 6
OZAH Case No: CU 25-02

Along with the previously approved changes in Preliminary Plan Amendment 11995042E, the Applicant is now proposing the addition of the following:

1. Three gas pumps with six (6) self-service fueling positions
2. Ten (10) multifamily (garden style) dwelling units
3. 7,720 square feet of retail space

Proposed Land Use and Densities

The originally approved preliminary plan and the currently proposed development program are identified in **Table 1**. Note that any land use that was not included in the approval is marked with '-' in its respective column.

Table 1: Approved and Proposed Land Uses for Clarksburg Town Center

Land Use	Approved Preliminary Plan 11995042A	Proposed Development Program
Condominiums	287 DU	201 DU
Townhomes	700 DU	686 DU
Single Family Detached	219 DU	219 DU
Multifamily (Garden Style)	-	189 DU
Total Residential	<i>1,206 DU</i>	<i>1,295 DU</i>
Retail	194,720 SF	106,920 SF
Gasoline Pumps	-	6 Fueling Positions

Estimated Number of Peak Hour Vehicle, Person, and Multimodal Trips

The estimation of peak hour person trips generated by the proposed development was performed in accordance with the current Maryland - National Capital Park and Planning Commission's (M-NCPPC) LATR Guidelines (2023).

For the purposes of this analysis, the Institute of Transportation Engineers' (ITE) Trip Generation Manual 11th Edition was consulted to determine the applicable land use codes and trip generation rates for the proposed land uses. Based on the proposed development program, the following land use codes were applied in this evaluation:

- Land Use Code 210 (Single Family Detached Housing)
- Land Use Code 220 (Multifamily Housing Low Rise)
- Land Use Code 221 (Multifamily Housing Mid Rise)
- Land Use Code 820 (Shopping Center)
- Land Use Code 944 (Gasoline/Service Station)

The methodology to calculate vehicle and person trips is as follows:

- The average rate provided in the ITE Trip Generation Manual, 11th Edition was used to estimate trip generation for all proposed Land Use Codes except for LUC 210 (Single Family Detached Housing), for which the fitted curve equation was used.

- The projected trips associated with Preliminary Plan 11995042A are consistent with those outlined in the 2008 approval. Trips were not recalculated using rates from the ITE Trip Generation Manual, 11th Edition, as the original plan was approved for that magnitude of total vehicular trips.
- It is noted that based on the current LATR methodology and the most current version of the trip generation manual, residential condominiums and townhomes have the same trip generation trip rates.

The resulting vehicle trip generation is provided in **Table 2**. These tables show that with the proposed changes to the site's land use, there are 53 fewer trips during the AM peak hour and 620 fewer trips during the PM peak hour as compared to the previously approved Preliminary Plan 11995042A. Based on information provided by the potential grocer tenant, who would also operate the gas pumps, it is also probable that at least 40% of gas pump users will travel to the adjacent shopping center, thereby reducing the projected number of trips travelling to and from the proposed development. This additional reduction is not reflected in the provided trip generation but would cause a higher magnitude decrease in site trips than currently shown. The significant net decrease in site trips during both peak hours demonstrates that the land use changes will not have a negative impact on the surrounding traffic network and a new traffic study is not needed.

Table 2: Vehicle Trip Generation

Vehicular Trip Generation										
Land Use Code	Description	Quantity	Vehicle Trip Adj. Factor	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street			
				In	Out	Total	In	Out	Total	
Original Approval (Preliminary Plan 11995042A, 2008)										
ITE 210	Single Family Detached	219	DU			161			201	
			Adjusted*	100%	40	121	161	129	72	201
ITE 220	Multifamily Housing Low Rise	987	DU			484			507	
			Adjusted*	100%	86	398	484	339	168	507
ITE 820	Retail	194.72	1,000 SF			424			1694	
			Adjusted*	100%	220	204	424	881	813	1694
Previously Approved Total (2008)				346	723	1069	1349	1053	2402	
Approved (Preliminary Plan Amendment 11995042E, 2023) with Proposed Gas Station										
ITE 210	Single Family Detached	219	DU			152			208	
			Adjusted*	100%	38	114	152	131	77	208
ITE 220	Multifamily Housing Low Rise	887	DU			355			452	
			Adjusted*	100%	85	270	355	285	167	452
ITE 221	Multifamily Housing Mid Rise	189	DU			70			74	
			Adjusted*	100%	16	54	70	45	29	74
ITE 821	Retail	106.92	1,000 SF			377			965	
			Adjusted*	100%	234	143	377	463	502	965
ITE 944	Gasoline/Service Station	6	# Fueling Positions			62			83	
			Adjusted*	100%	31	31	62	42	41	83
Proposed Total				404	612	1016	966	816	1782	
Net Difference (Proposed minus 2008 Approved)				58	-111	-53	-383	-237	-620	

*Clarksburg Town Center Transportation Policy Area trip generation adjustment factor (100% for residential and retail)

Rationale for Exemption

Based on both ITE and LATR trip generation requirements, it is estimated that the proposed changes to the approved Preliminary Plan Amendment 11995042E results in 53 fewer trips during the AM peak hour and 620 fewer trips during the PM peak hour as compared to the originally approved 2008 Preliminary Plan 11995042A. As such, a traffic study should not be required for the proposed land use modifications.

Attachments:
Proposed Conceptual Plan

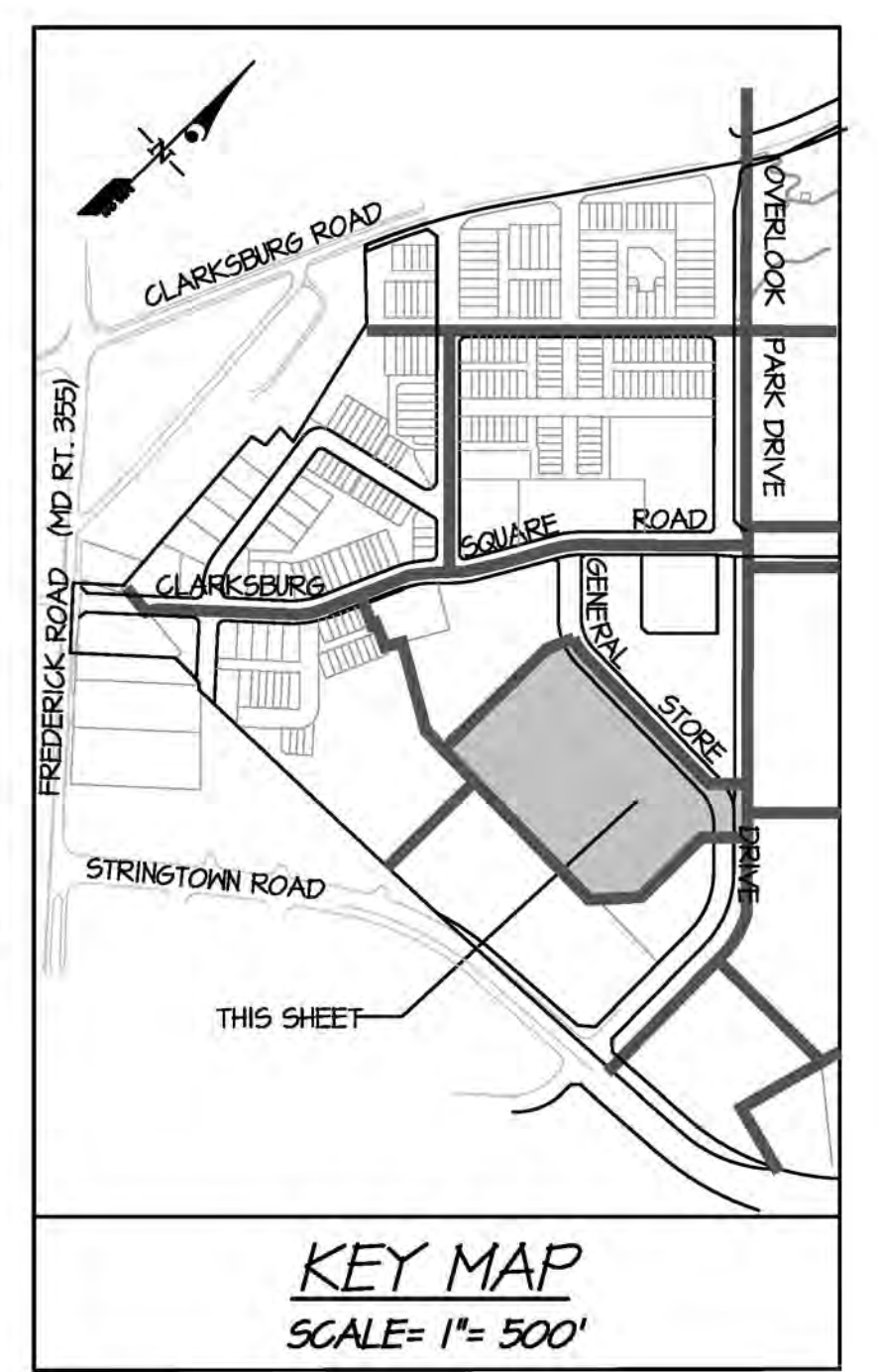
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 - For field location of gas line services, notify Washington Gas Light Co., 703-750-1000, 48 hours prior to the start of any excavation or construction.
 - Omissions and/or additions of utilities found during construction shall be the sole responsibility of any contractor engaged in excavation at this site. Gutschick, Little & Weber, P.A., shall be notified immediately of any and all utility information, omissions and additions found by any contractor.
 - Due to the proximity of live underground and overhead utilities, we are not responsible for any damage or injury sustained during construction by any persons, trucks, trailers, or equipment used on or adjacent to the site.

NOTE:
THE ZONE OF INFLUENCE FOR EACH COMMERCIAL/CIVIC BUILDING SHALL EXTEND 10' FROM EACH OF THE WALLS SHOWN ON THIS PLAN. FINAL ARCHITECTURE AND BUILDING MATERIALS WITHIN THE ZONE OF INFLUENCE TO BE DETERMINED AT BUILDING PERMIT.

48 Hours
Before You Dig
Call
"MISS UTILITY"
Service Protection Center

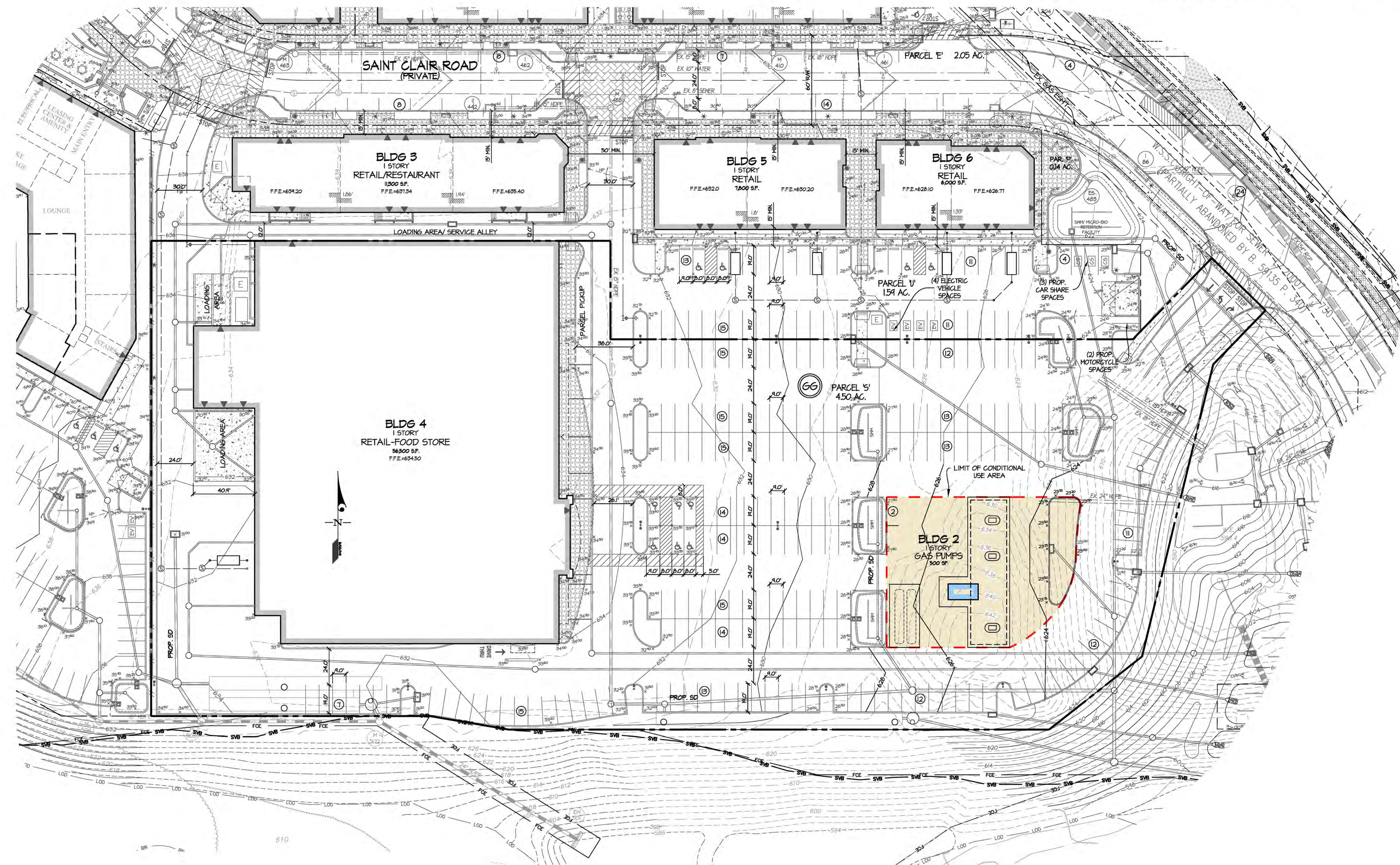
MEMBER
ONE CALL SYSTEMS INTERNATIONAL

CALL TOLL FREE
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- LEGEND**
- SINGLE FIXTURE LIGHT, 12' POLE TYP. UNLESS NOTED OTHERWISE.
 - MFDU
 - HIGH VISIBILITY LOT (SEE INDEX SHEET 1-10)
 - CAR SHARE PARKING SPACES
 - ELECTRIC VEHICLE PARKING SPACES
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 - ASPHALT PAVING
 - CONCRETE
 - SWM ACCESS & FIRE ACCESS
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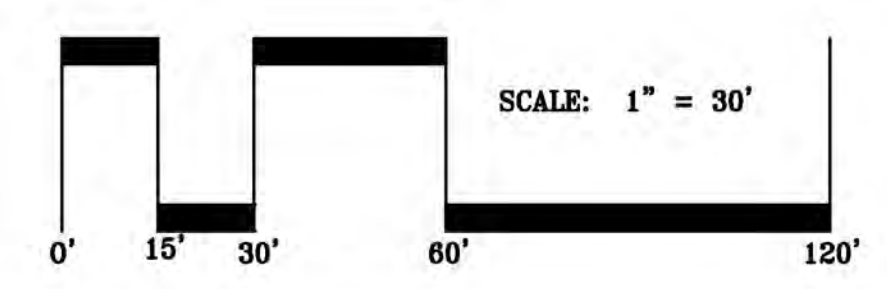
- GENERAL NOTES**
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DESIGNED BY:	DATE	REVISION	BY	APPR.
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DRAWN BY:				
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TML				



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c/o ELM STREET DEVELOPMENT
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MCLEAN, VIRGINIA 22101
ATTN: KATHRYN L. KUBIT
703-734-9730

SCALE
1"=100'

DATE
MAY, 2024

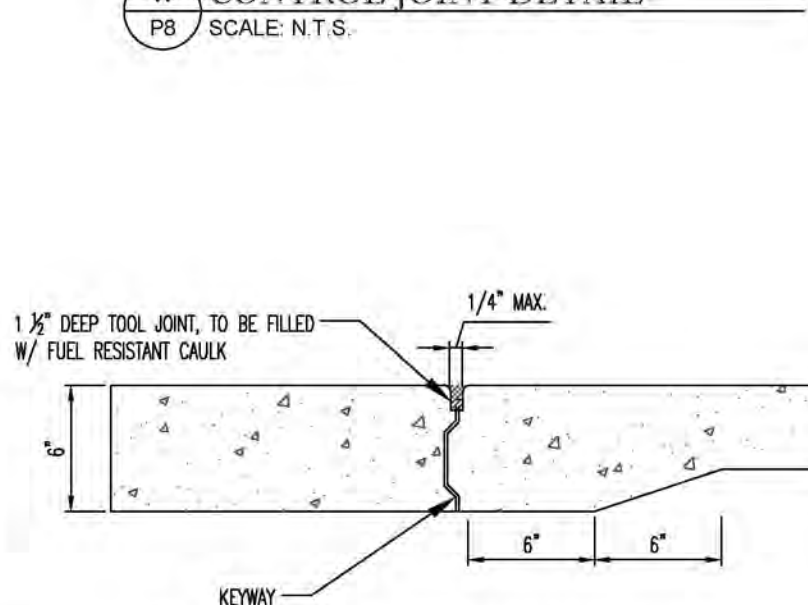
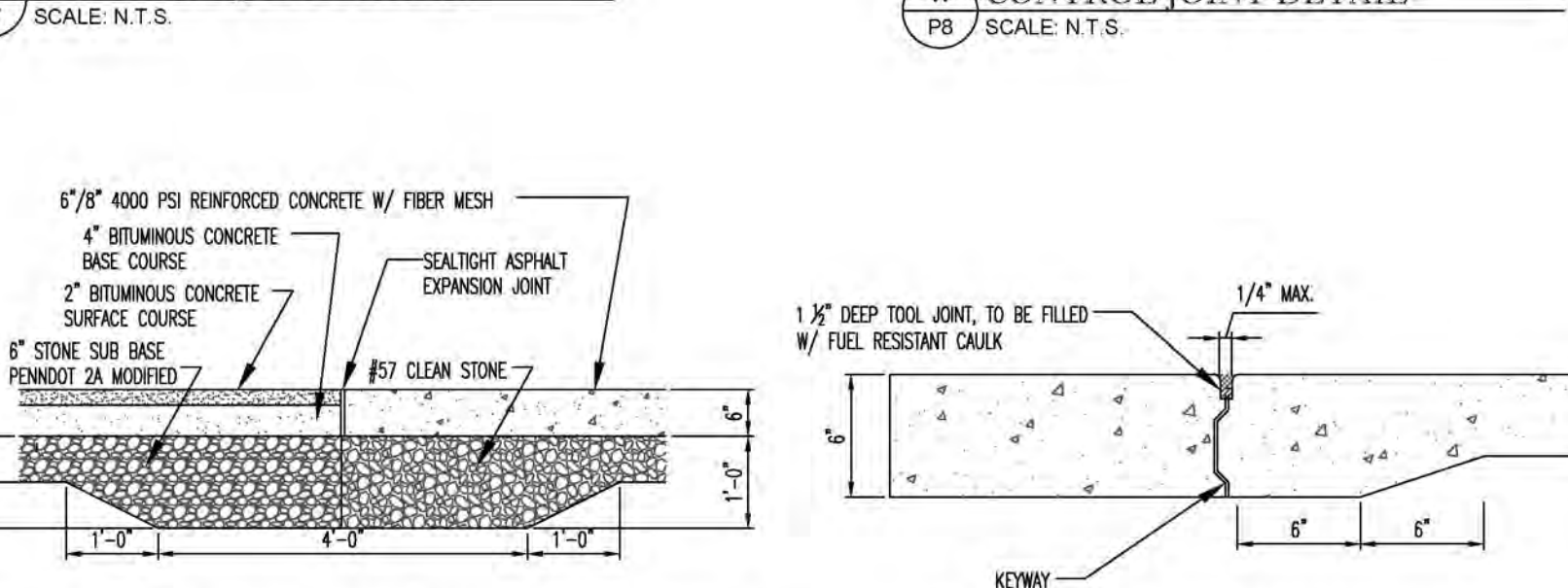
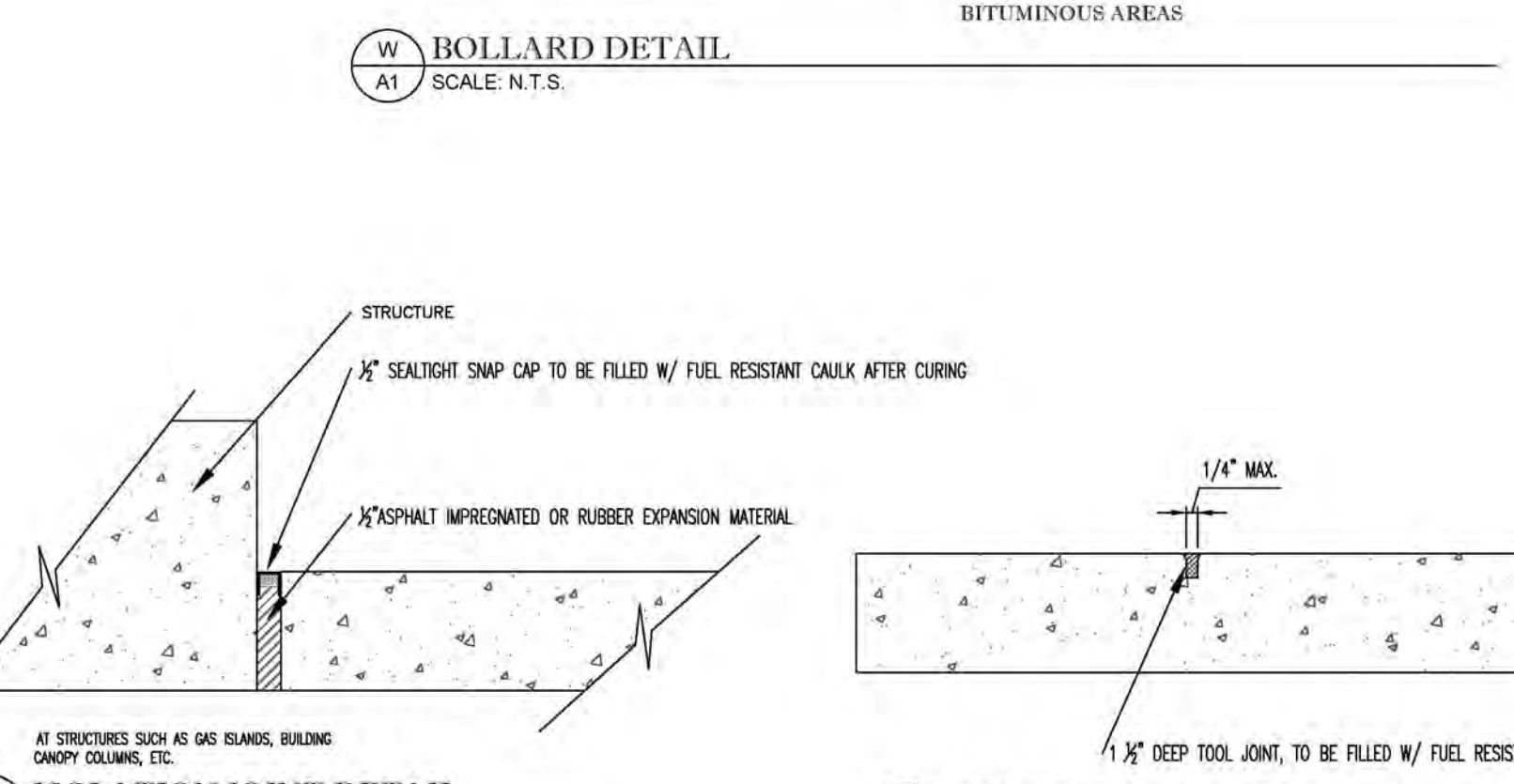
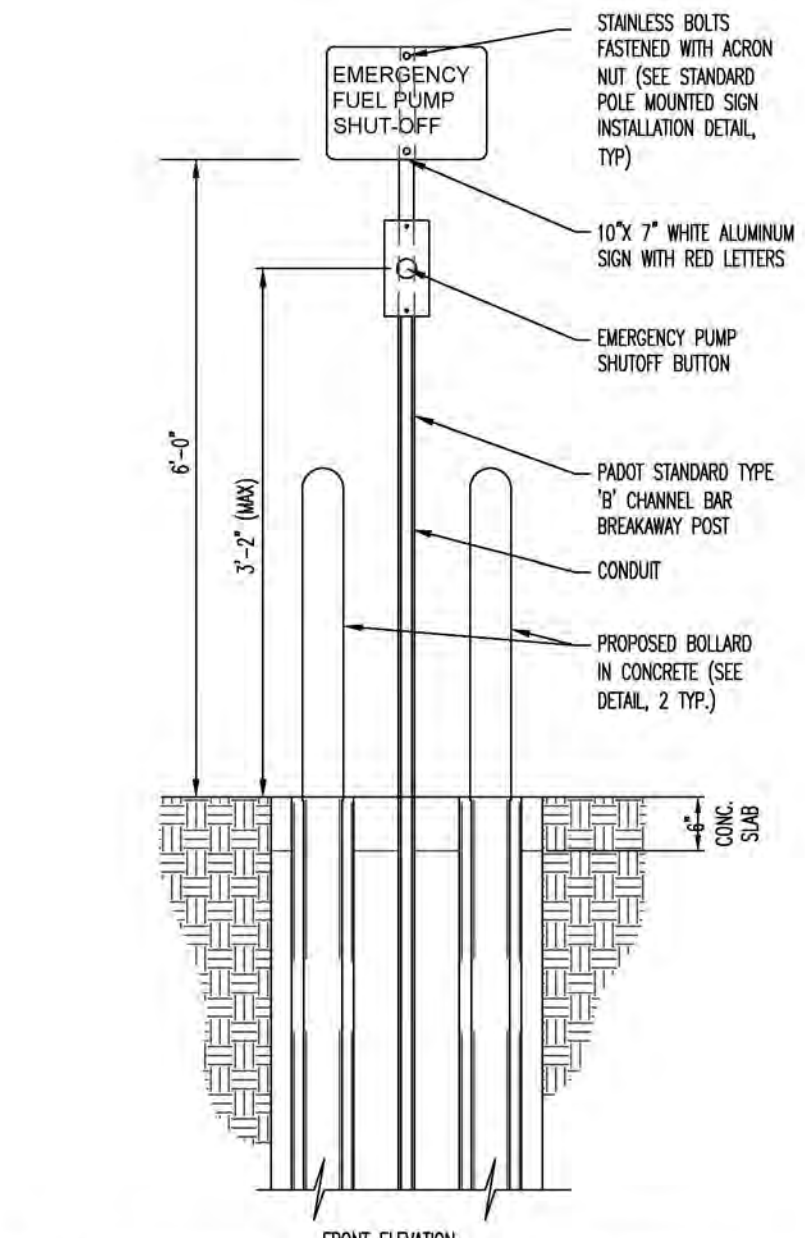
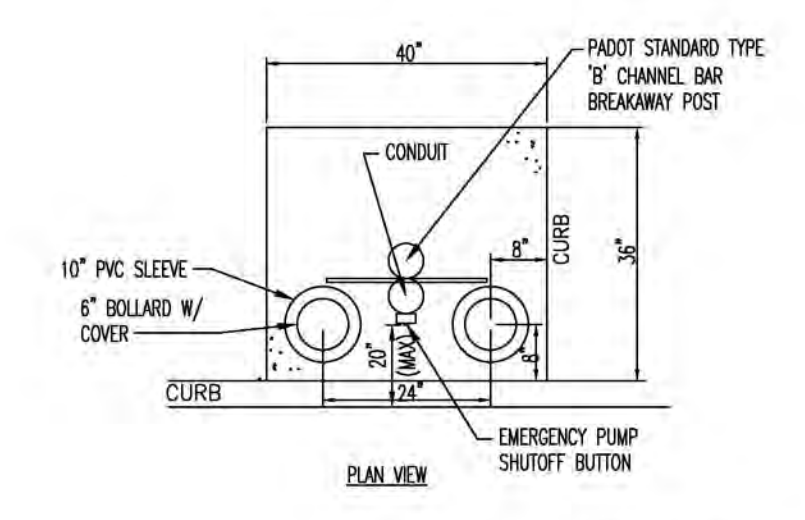
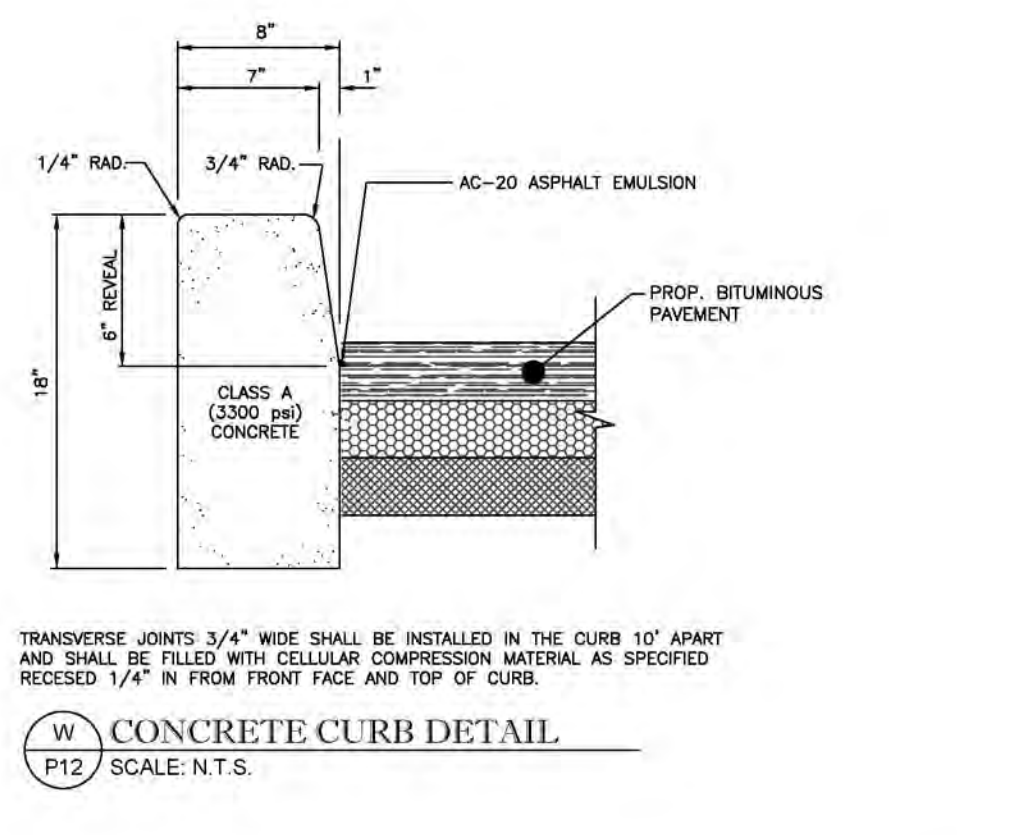
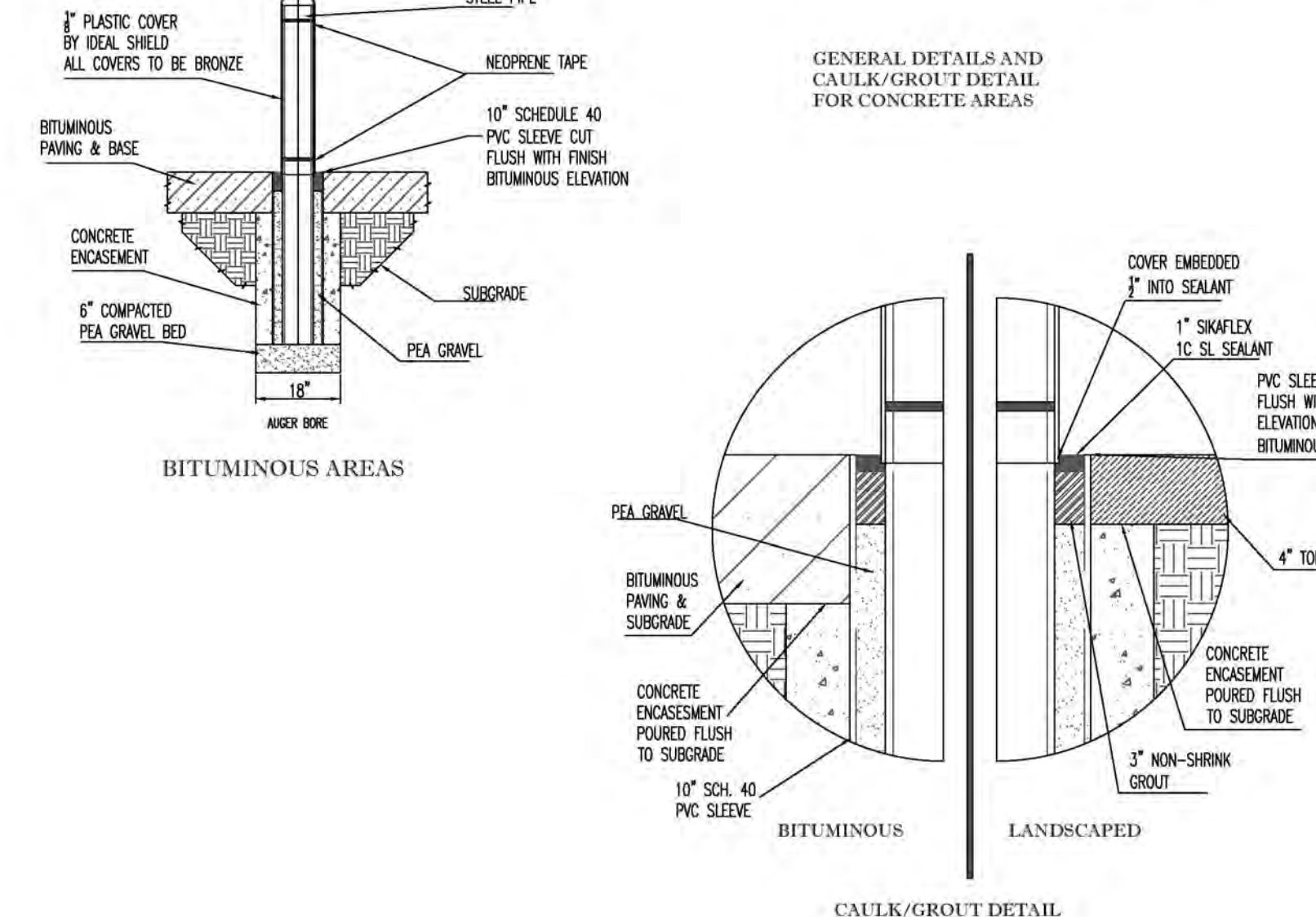
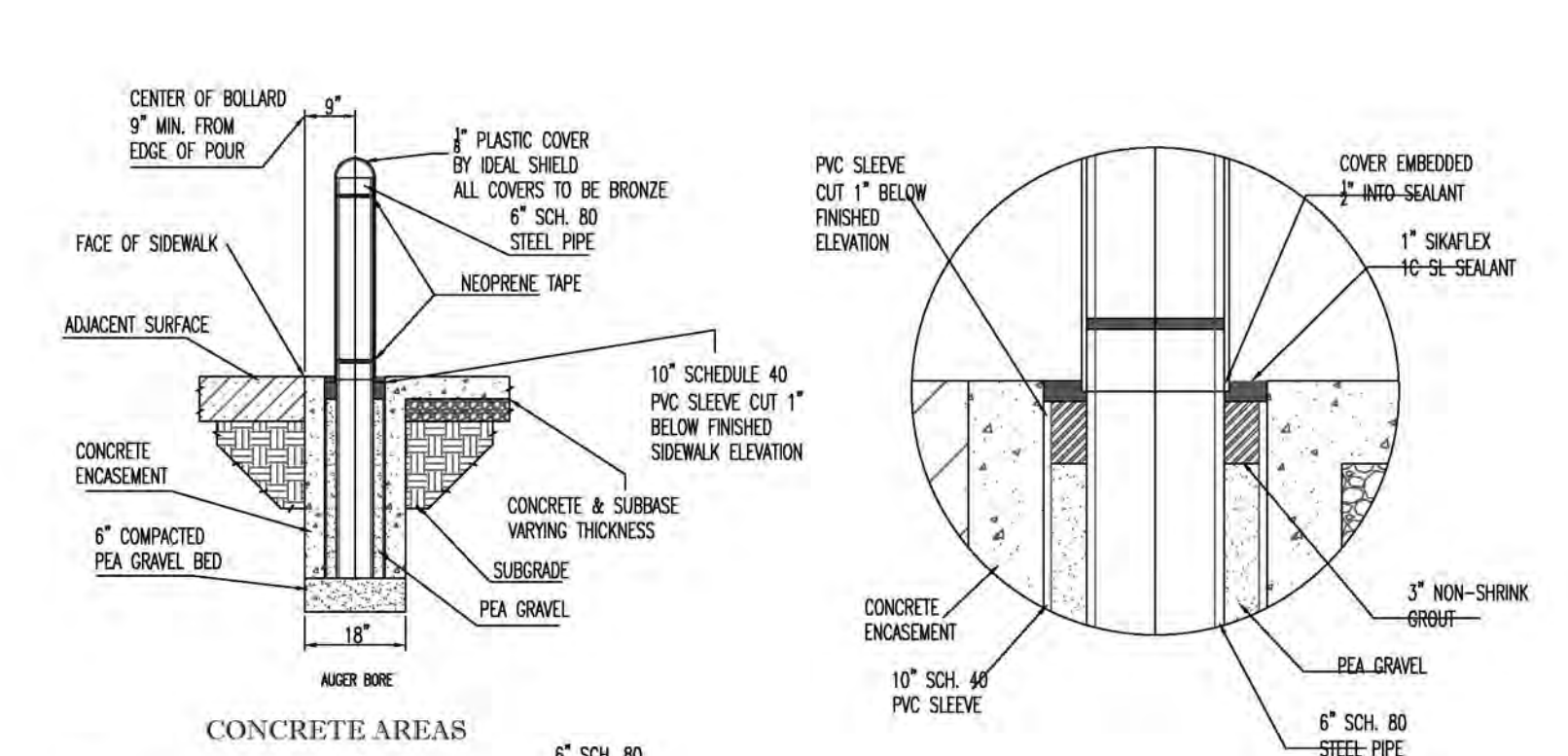
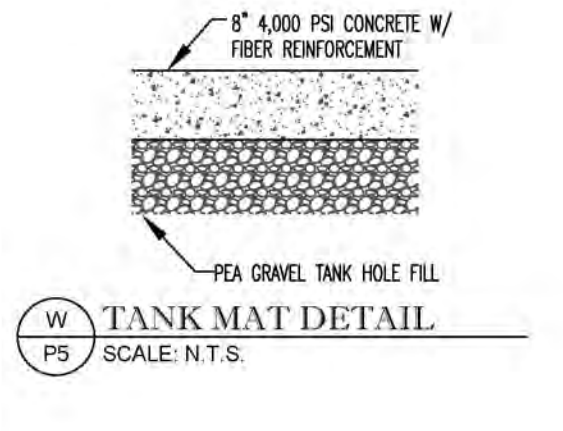
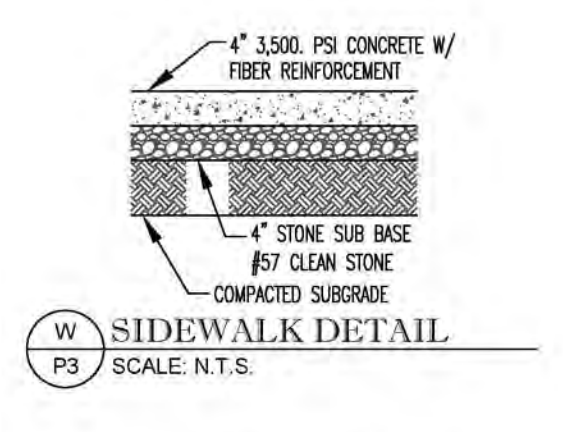
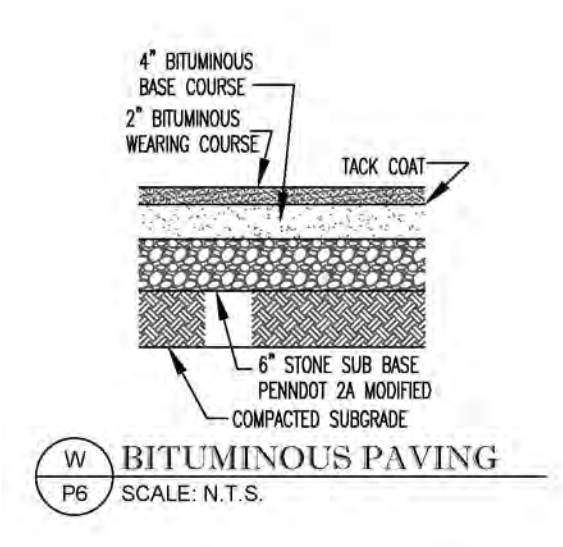
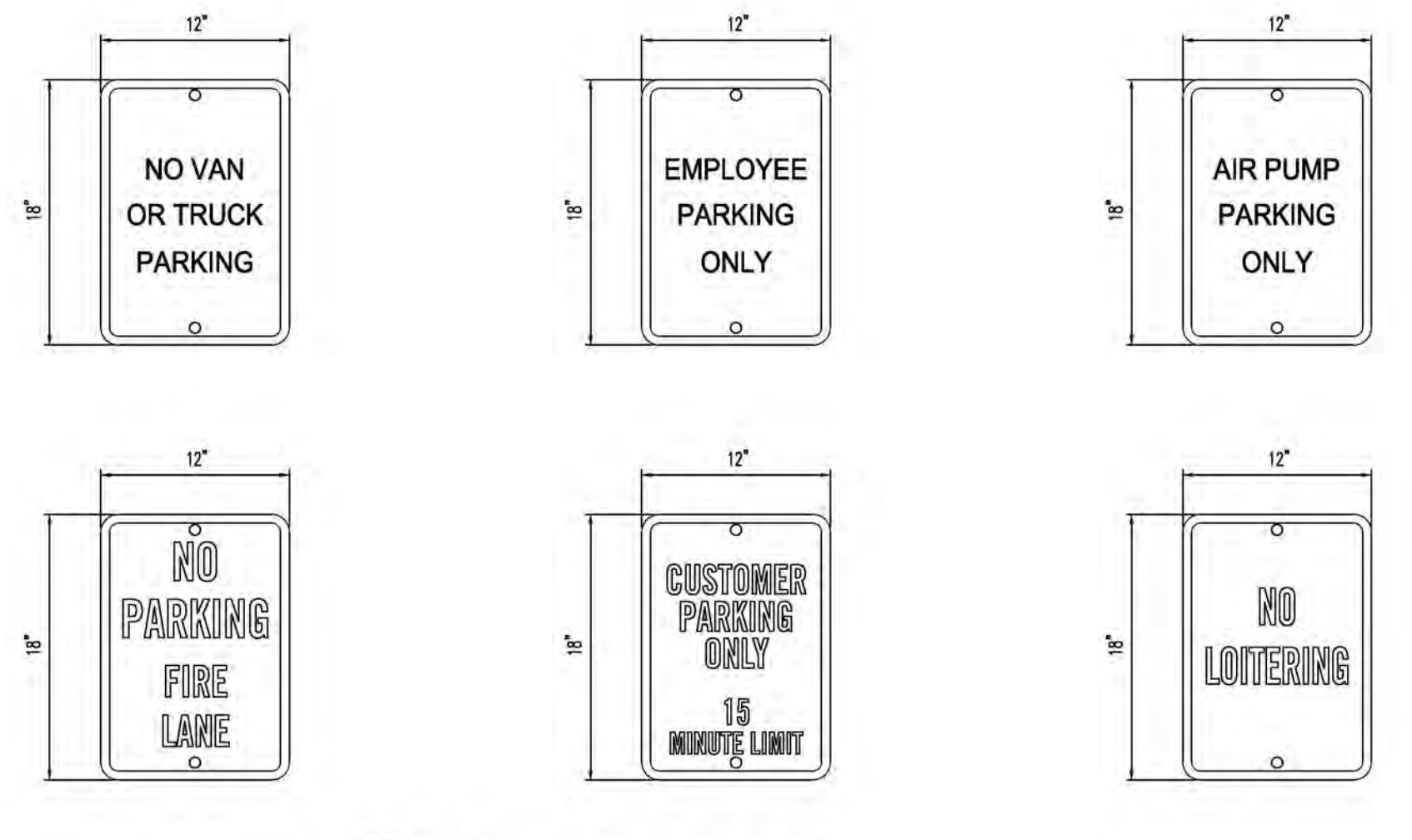
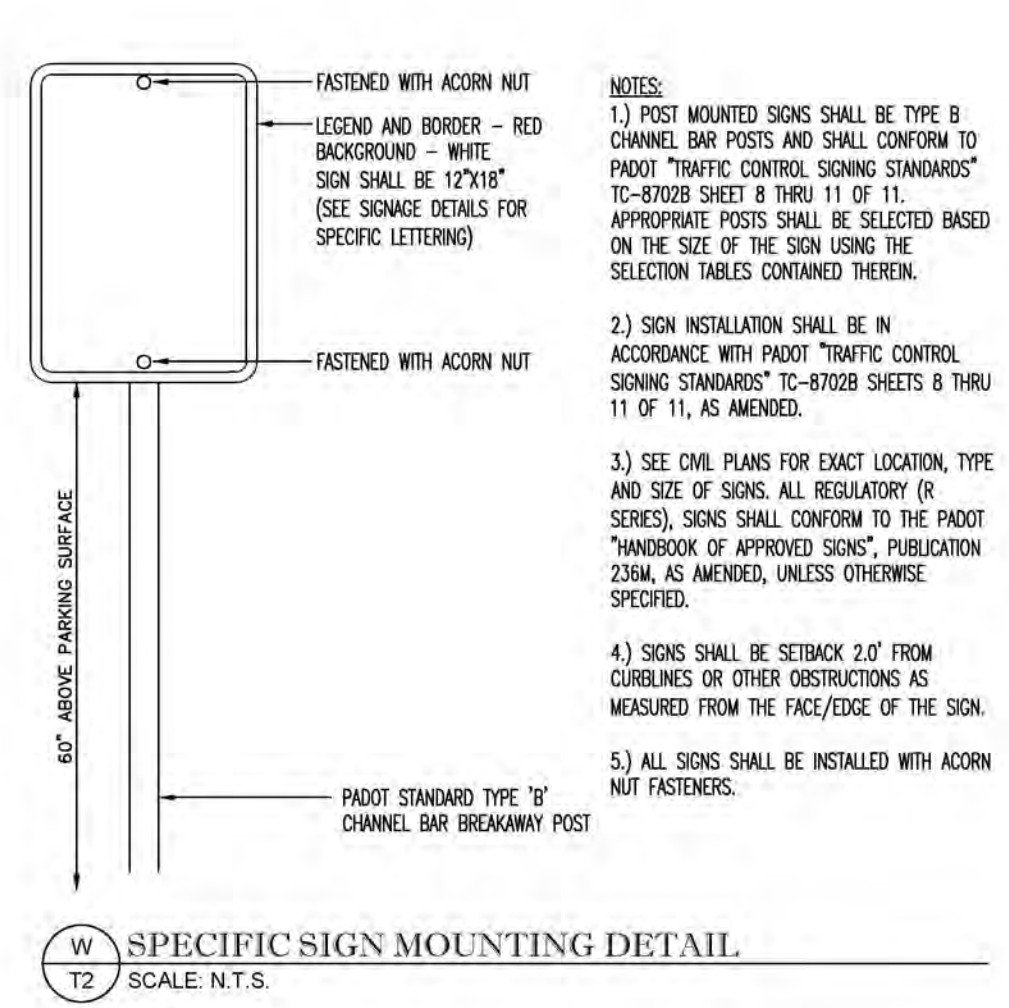
ZONING
CR-0.75
C-0.25, R-0.5,
H-65T

TAX MAP - GRID
EW-42

CONDITIONAL USE SITE PLAN
CLARKSBURG TOWN CENTER
WEIS GASOLINE FILLING STATION
Parcel S
Ex. Parcel K - Plat No. 25584

COLESVILLE ELECTION DISTRICT No. 05
MONTGOMERY COUNTY, MARYLAND

Conditional Use Plan No. CU2024-
G. L. W. FILE No.
23136
SHEET
3 OF 5



GENERAL NOTES

- REFER TO MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR MATERIALS, METHODS OF CONSTRUCTION AND EXPANSION JOINT LOCATIONS.
- THIS STANDARD SHALL BE USED ON PRIMARY RESIDENTIAL, ARTISAN, AND BUSINESS DISTRICT ROADS AS WELL AS CURB RETURNS AND ISLET THROATS.
- WHENEVER STANDARD MC-101.01 CURB IS USED IN CONJUNCTION WITH THIS STANDARD, A TEN FOOT TRANSITION SHALL BE PROVIDED FROM STANDARD MC-101.01 TO STANDARD MC-101.01 FOR CURB RETURNS AND CURB SECTIONS WHICH INCLUDE ISLETS.
- THE STANDARD DISTANCE BETWEEN JOINTS SHALL BE TEN FEET (MINIMUM AND MAXIMUM DISTANCES SHALL BE THIRTEEN FEET AND FIVE FEET RESPECTIVELY).
- EXPANSION JOINT MATERIAL SHALL BE 1/2" INCH PREFORMED CONCRETE TRIMMED AND SEALED WITH NON-DRAINING TWO-COMPONENT POLYURETHANE OR POLYURETHANE ELASTOMERIC TYPE SEALANT COMPLYING WITH ASTM-C825.

APPROVED	1/14/2024	REVISED	DATE	MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
				COMBINATION CONCRETE CURB AND GUTTER TYPE A
				STANDARD NO. MC-100.01

GENERAL NOTES

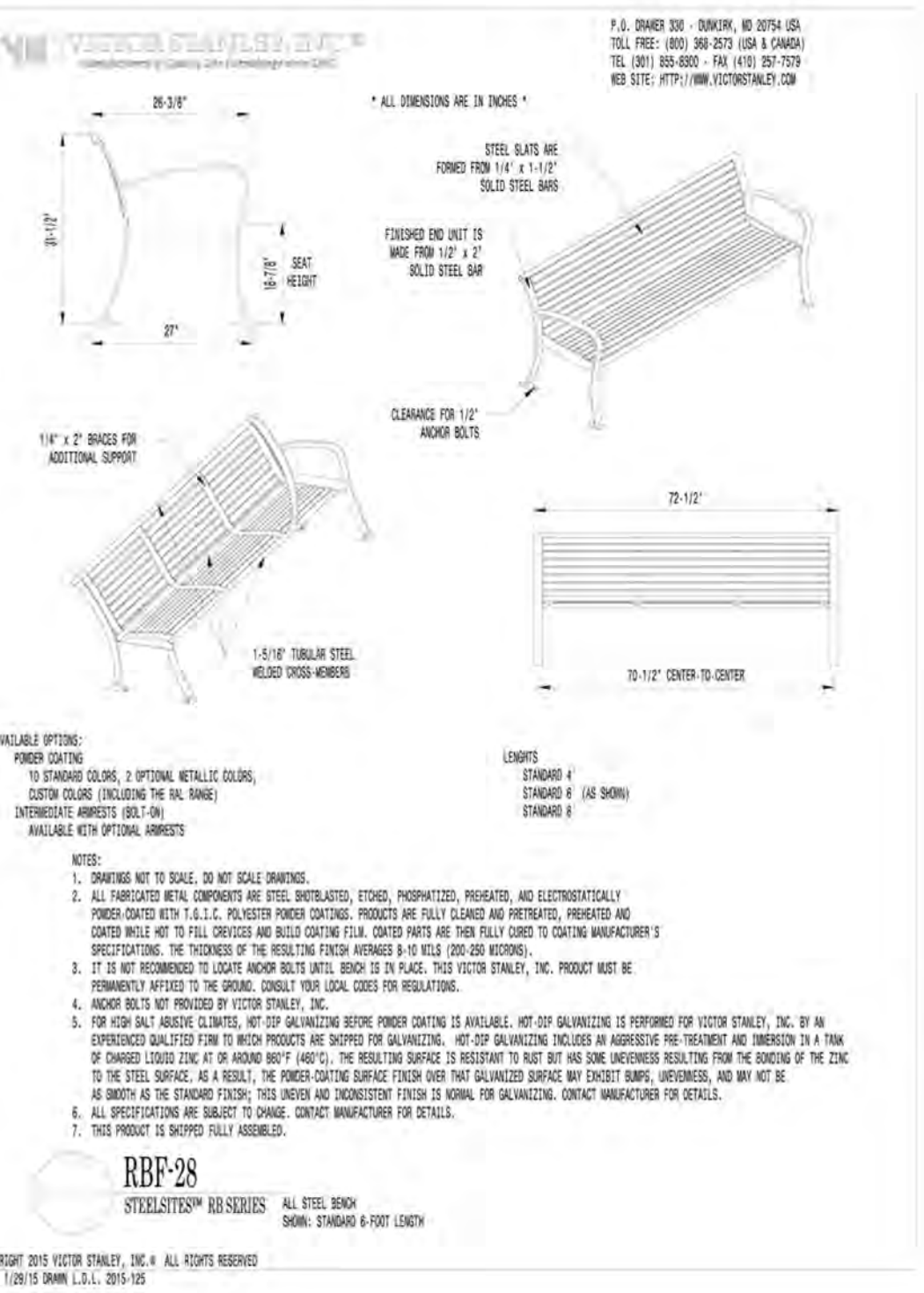
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APPROVED	1/14/2024	REVISED	DATE	MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
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				STANDARD NO. MC-101.01

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- THE DISTANCES FROM THE FURNITURE TO THE FRONT AND BACK EDGE OF CURB SHALL BE ADJUSTED TO MATCH EXISTING CONDITIONS.
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APPROVED	1/14/2024	REVISED	DATE	MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
				DEPRESSED CURB ENTRANCE
				STANDARD NO. MC-102.01



DESIGNED BY:	KAF	REVISION	BY	APPR.
DRAWN BY:	KAB			
CHECKED BY:	TML			
DATE				



PROFESSIONAL CERTIFICATION

I hereby certify that to the best of my knowledge, information and the belief that the plan shown herein is true and correct; has been prepared in accordance with the Zoning Regulations of Montgomery County, Maryland. I hereby certify that these plans 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. 29914
Expiration Date: January 20, 2024

Tim Longfellow
Professional Engineer
Gotschick, Little & Heber, P.A.
Conditional Use Plan No. CU2024-



3809 NATIONAL DRIVE SUITE 250 BURTONSVILLE, MD 20886 GLWPA.COM	PHONE: 301-421-4024 BALT: 410-885-1820 DC/VA: 301-469-2524 FAX: 301-421-4188
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c/o ELM STREET DEVELOPMENT
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MCLEAN, VIRGINIA 22101
ATTN: KATHRYN L. KUBIT
703-734-9730

SCALE: NTS
DATE: MAY 2024

ZONING: CRT-0.75, C-0.25, R-0.5, H-65T
TAX MAP: GRD
DATE: EW-42

SITE DETAILS
CLARKSBURG TOWN CENTER
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G. L. W. FILE NO. 23136
SHEET 5 OF 5

COLESVILLE ELECTION DISTRICT No. 05
MONTGOMERY COUNTY, MARYLAND

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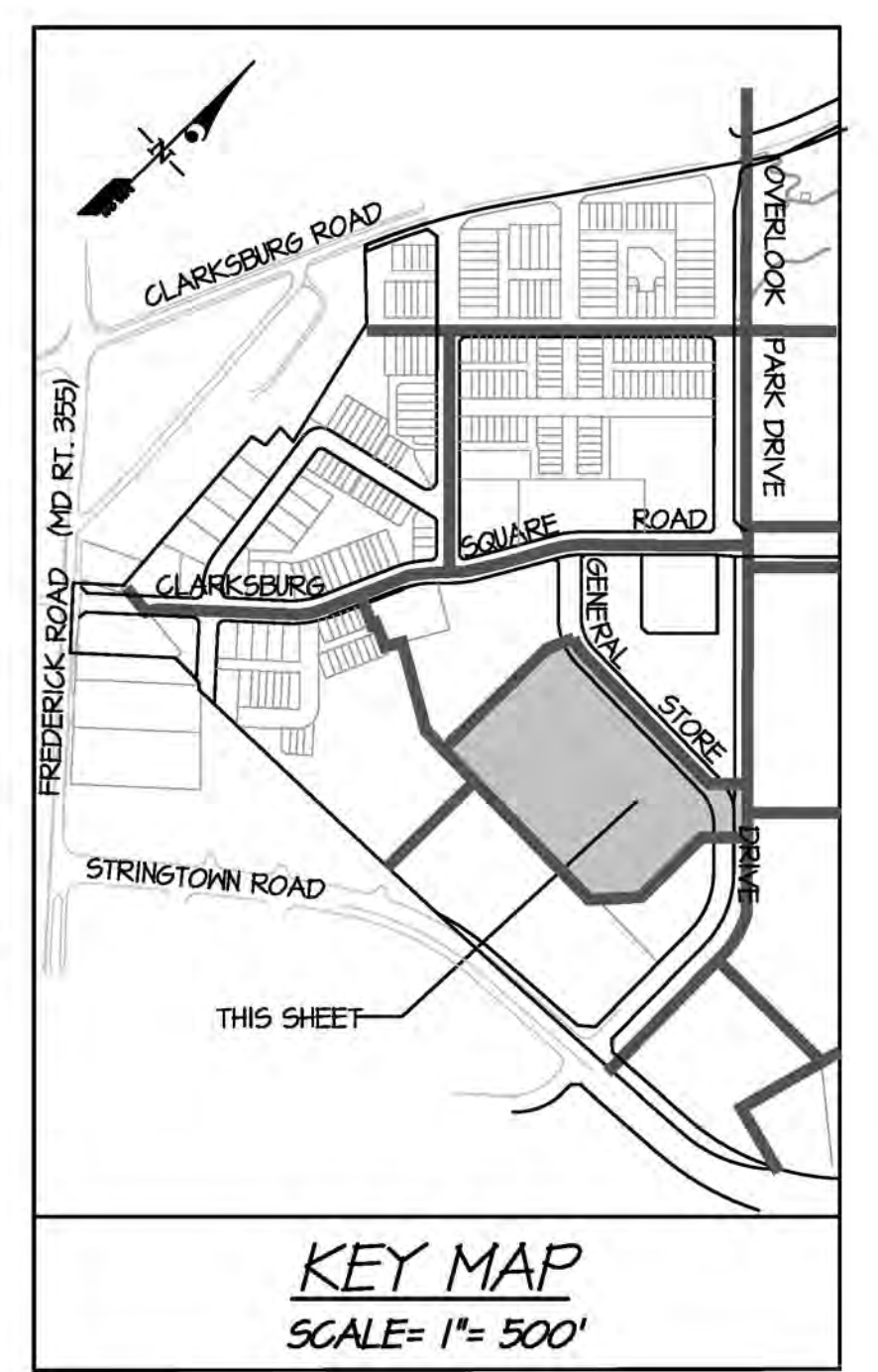
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MEMBER

 ONE CALL SYSTEMS INTERNATIONAL

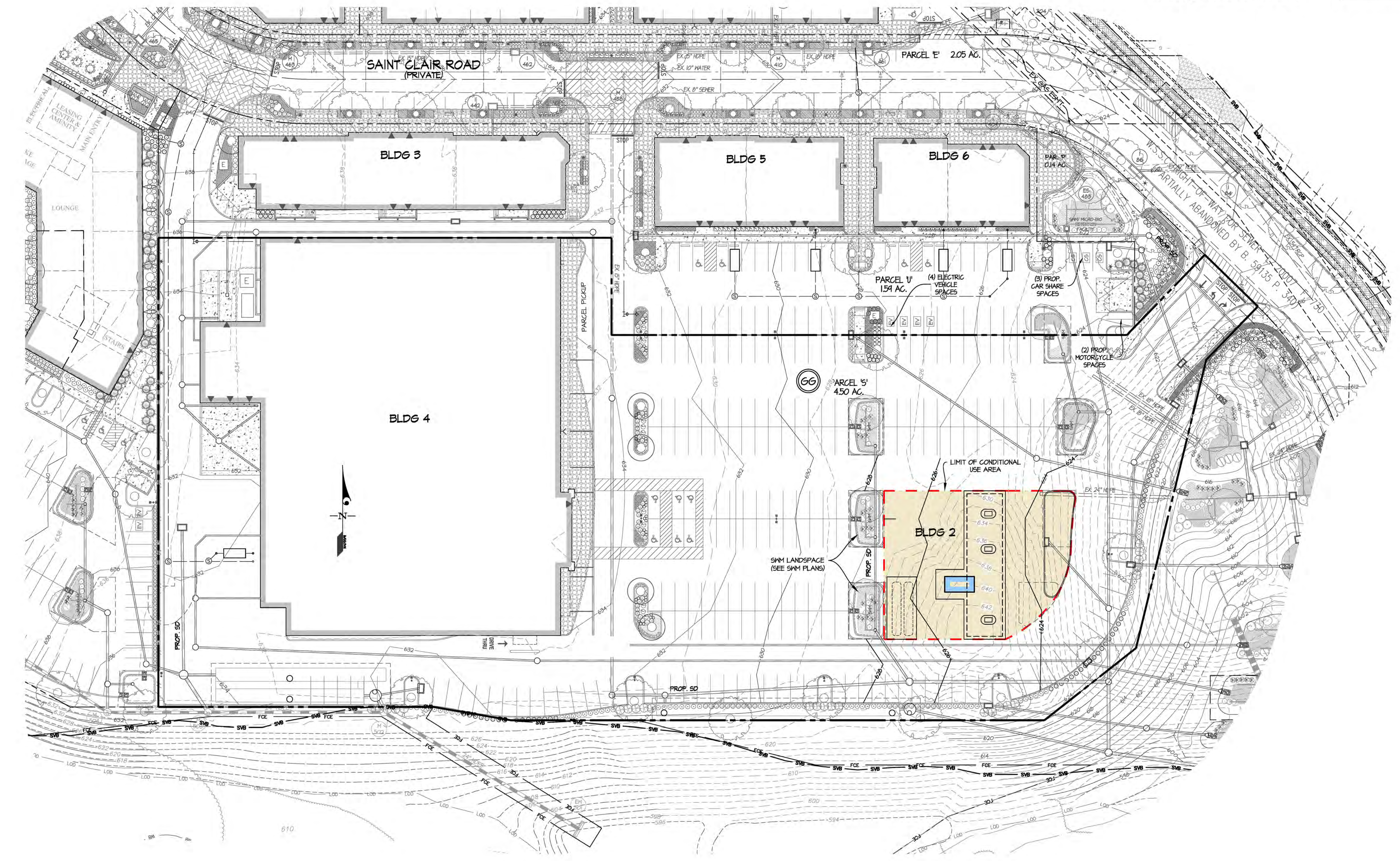
CALL TOLL FREE
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 - MPDU
 - ★# HIGH VISIBILITY LOT (SEE INDEX SHEET 1-10)
 - ☐ CAR SHARE PARKING SPACES
 - EV ELECTRIC VEHICLE PARKING SPACES
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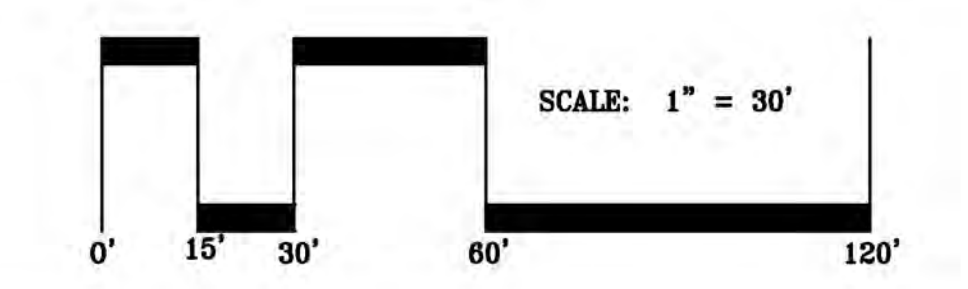
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