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.

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

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

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.

p.C			Vehicular	Trip Generation	1.0				-	
Land Use Vehicle			Vahiela Trin	Vehicle Trip AM Peak Hour			PM Peak Hour			
Code	e Description Quantity		Quantity	Adj. Factor	of Adjacent Street			of Adjacent Street		
Code	In the second second			Auj. Factor	In	Out	Total	ln	Out	Total
Original A	pproval (Preliminary Plan 1199	5042A, 200	8)	Ô						
ITE 210	Single Family Detached	219	DU		12.72	1	161	100	1.16	201
· · · · · · · · · · · · · · · · · · ·		1	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	12. P		1	424		1.00	1694
5 Sec. 19			Adjusted*	100%	220	204	424	881	813	1694
	Previously Ap	proved Tot	al (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
1			Adjusted*	100%	38	114	152	131	77	208
ITE 220	Multifamily Housing Low Rise	887	DU	1.1.	1. j 0	1	355	10 mg	1	452
-			Adjusted*	100%	85	270	355	285	167	452
ITE 221	Multifamily Housing Mid Rise	189	DU	1			70		1	74
			Adjusted*	100%	16	54	70	45	29	74
ITE 821	Retail	106.92	1,000 SF		a. 1997 a. 19	1	377		· · · · · ·	965
10-10 - 10 ₁₀ - 1			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
1	Prop	osed Total			404	612	1016	966	816	1782
	Net Difference (Propo	sed minus	2008 Approved)		58	-111	-53	-383	-237	-620

Table 2' Vehicle Trip Generation

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 DEVELOPMENT STANDARDS - CRT ZONE (Commercial Residential Town) Allowed (Per Sec. 4.5.2) Proposed **Development Standards** FAR (Floor Area Ratio)

Non-residential:	0.50 FAR (4,750 SF)	0.05 FAR
		Total
Residential:	0.25 FAR (2,375 SF)	0.0 F
TOTAL FAR:	0.75 FAR (7,125 SF)	0.05 FAR
MPDU's	12.5% (6 DU)	N/A
Building Type	T, MU, A or G	G - General B
Building Height:	35' max.	35' max.
Open Space:	1096 min.	1,232 SF Public
Lot Coverage:	N/A	N/A
Minimum Lot Area:	Commercial: N/A	Commercial: N
Principal Building Setbacks (min.): <u>Commercial</u>		
Front:	0' min.	0'
Side (all other):	O' min.	0'
Rear (all other):	O' min.	0'
Rear (alley):	4' min.	N/A
Parking Setbacks for Surface Par	rking Lots:	
Front:	Must be behind	Behind Front B
	Front Building Line	(Parking on op
Build-to Area:* (Max. setback & r Commercial	min. % of building facade.)	
Front:	20' max.	N/A - * P.B. M
Side Street:	20' max.	NA - * P.B. M
Building in Side Street BTA:	35% min.	N/A - * P.B. M
Transparency:* (For Wall Facing c Commercial	a Street or Open Space)	
Ground Story, Front	40% min.	40% min. (See
Ground Story, Side/rear	25% min.	25% min. (see
Upper Story	20% min.	N/A - One stor
Blank Wall - Front (max.)	35' max.	35' max. (See .
Blank Wall - Side/rear (max.)	35' max.	35' max. (See
Building Orientation:*		4011 F
Entrance Facing Street or	Required	*Bldg. Faces I

0.05 FAR (500 SF) 500 SF FAR (O SF) AR (500 SF) Building Type : Open Space (10.2%)

Building Line opposite side of drive isle)

1odification Modification Modification

Arch. Plans) Arch. Plans) bry building Arch. Plans) Arch. Plans)

Drive Isle

*Building Orientation, Build-to-area and Transparency requirements may be modified by the Planning Board as part of this Site Plan approval.

Section 3.5.13.C.	Filling	Statio
2 Use Standards		1.000

Open Space

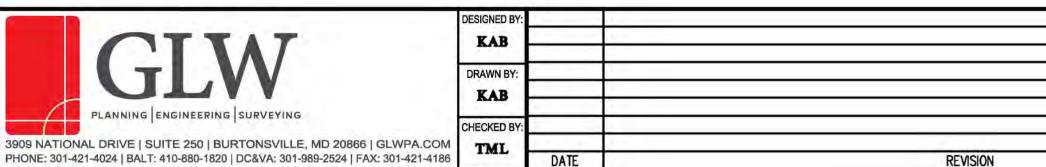
2.	ι	lse Standards		
			Allowed/Required	Proposed
	a.	Access	Access to the site from a street with a residential classification is prohibited.	Site has access to St. Clair Drive (Private), not classified as residential road.
	b.	Site lighting	Site Lighting is a maximum of 0.1 footcandles at the lot line abutting a Residential zone.	N/A Site does not abut residentially zoned property.
	с.	Gas Volume	Any Filling Station dispensing a minimum of 3.6 million gallons per year must be located at least 500 feet from the lot line of dwelling unit school, park, playground, day care, Civic and institutional use, Recreation and Entertainment use, or any wetland, stream, river, flood plain, or environmentally sensitive area.	Complies, Station will dispense less than 3.6 million gallons per year.
	d.	Product displays	Product displays, parked vehicles, and other obstructions that adversely affect visibility at intersections or station driveways are prohibited.	Complies, No displays or other obstructions at intersection or station driveways.
	е.	Driveways	When use occupies a corner lot, driveways must be further than 20' from the intersection and does not exceed 30' in width.	N/A, Site is not on a corner lot.
	f.	Gasoline Pumps	Each gasoline pump or other service appliance must be a min. of 10 feet behind the setback line. All service, storage, or similar activities must be contained within the building.	Complies, Setbacks are O' and gas pumps are \pm 66 feet from the proper line. All other uses inside of building.
	g.	Driveways	There must be a minimum of 20 feet between driveways , and driveway must be perpendicular to the curb or street line.	Complies. Driveways are further than : apart on St. Clair Drive and perpendicular to the curb
	h.	Vehicle Parking	No Vehicle parking that overhangs the public right-of-way.	Complies, No vehicle parking overhangs right-of-way.
	I .	Car Wash	Standards per Section 3.5.13.C.1	N/A - No car wash proposed
	j.	Adequate Parking	There must be adequate parking for all uses.	Complies, Site meets the required parking standards for <u>all</u> uses proposed on-site. (see chart)

Parking

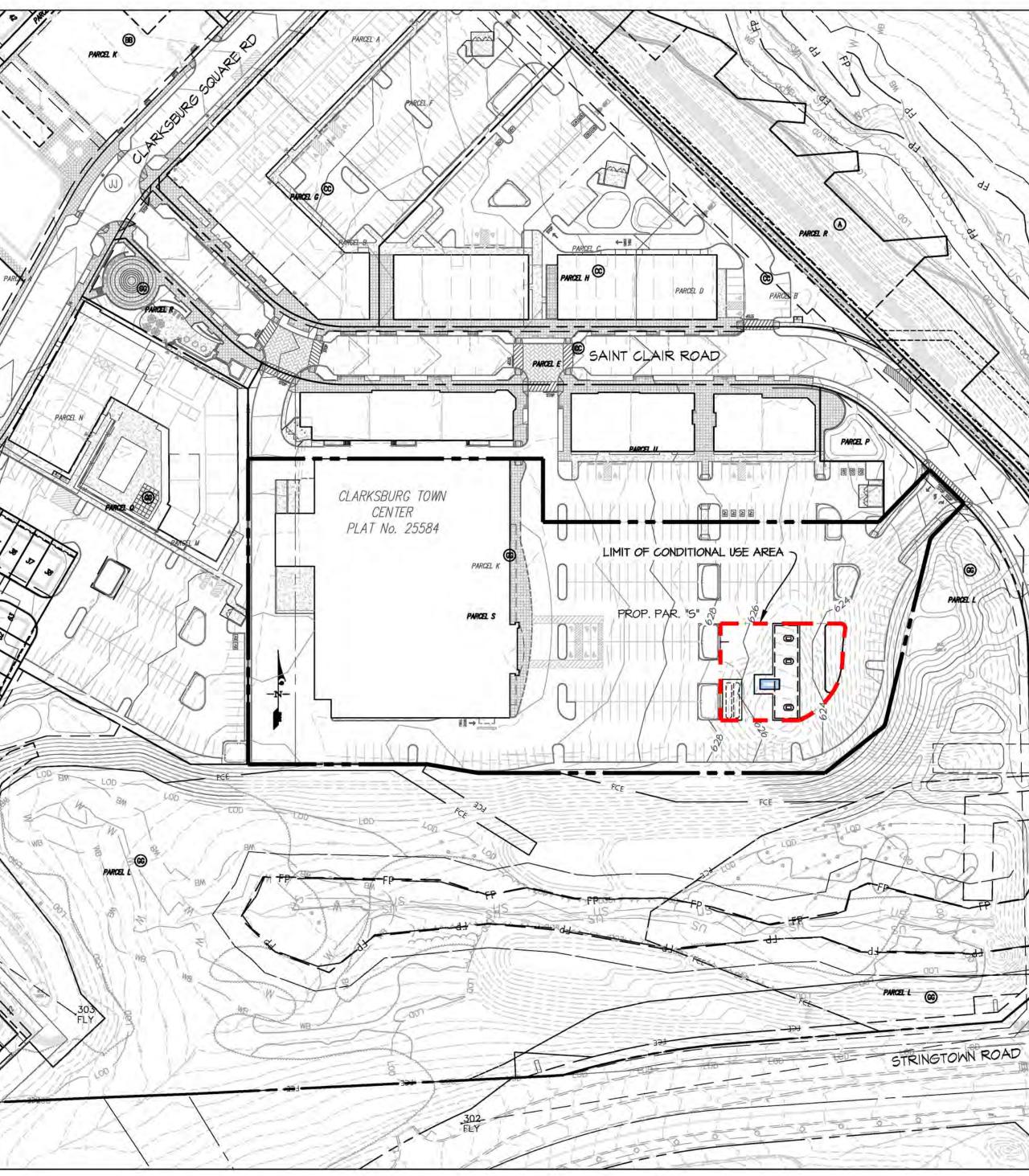
Required Proposed (Min.-Max.) Proposed Development Filling Station: (500 SF) (3.5 Sp/1,000 SF Min. 6 Sp/1,000 SF Max.) Total Commercial Parking Required: Total Commercial Parking Provided: 2 sp. min. - 3 sp. max.

* Parking calculated pursuant to Section 7.7.1.B.3.b of the Zoning Ordinance in effect after October 30, 2014, which allows grand-fathered plans to reduce parking requirements of a previously approved plan in a manner that satisfies the parking requirements of the current Zoning Ordinance.

Handicap Parkina:		
(2% of total parking provided.)	ISp.	1 Sp.
<u>Van Accessible Handi-cap Parking:</u> (I Sp./ 6 HC Sp.)	1 Sp.	1 Sp.
Electric Vehicle Charging (I sp. / 100 sp.)	N/A	N/A
<u>Motorcycle Parking:</u> (2% of total, up to max of 10 Sp.)	NA	NA
<u>Car Share Spaces:</u> (1 Sp./ 50-149 Sp. + 1 Sp. per 100 Sp.	N/A	N/A
<u>Bicycle Parking:</u> Retail & Restaurant (5,919 SF)	N/A	N/A
Total Bicycle Spaces Short Term (Public)	N/A N/A	N/A N/A.
Long Term (Private)	N/A	N/A



CONDITIONAL USE PLAN No. CU 2024 CLARKSBURG TOWN CENTER WEIS GASOLINE FILLING STATION



KEY MAP SCALE: |"=100"

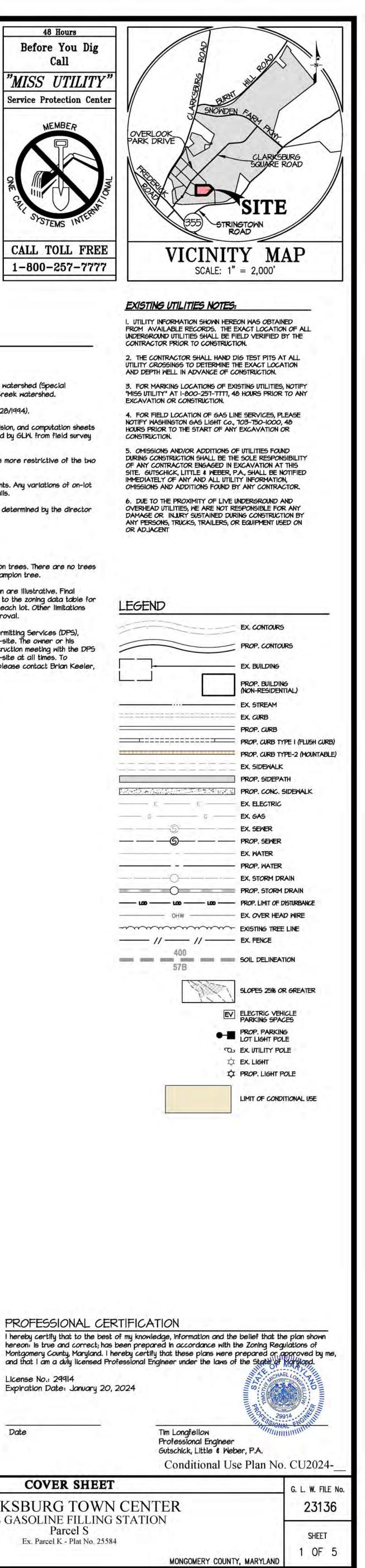
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CLARKSBURG TOWN

CENTER

PLAT No. 22634





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General Notes

- The site will be served by existing public water and sewer. Existing water and sewer categories W-3, 5-3
- The entire portion of the site within the CRT zone is located in the Little Seneca Creek watershed (Special 2. Protection Area) and a portion of the site within the RDT zone is in the Little Bennett Creek watershed.
- Natural Resources Inventory Map & Forest Stand Delineation (No. 4-94162 approved 4/28/1994).
- The boundary shown hereon is based on CPJ provided CADD, recorded Plats of Subdivision, and computation sheets by other surveyors. The topographic information for the Subject Property was prepared by GLW. from field survey information by GLW 2005 - 2024
- Building restriction lines (BRLs) may encroach into the Public Utility Easements (PUEs). The more restrictive of the two would apply as the setback. Buildings can not encroach into the PUE.
- See approved storm water management plans for SWM and sediment control requirements. Any variations of on-lot requirements will not require an amendment. See SWM plans for SWM infrastructure details.
- Any changes required by ADA or fair housing will not require a site plan amendment, as determined by the director or their designee.
- There are no known rare, threatened or endangered species on site.
- There are no known historic features on site.
- There are no known trees on the subject property that are county and/or state champion trees. There are no trees on the property that have a DBH of 75% or more of the current county and/or state champion tree.
- The building footprints shown including a/c units, driveways, and leadwalks on the site plan are illustrative. Final building locations will be determined during the building permit process. Please refer to to the zoning data table for development standards such as setback, building restriction lines and lot coverage for each lot. Other limitations for site development may also be included in the conditions of the planning board's approval.
- An on-site pre-construction meeting is required to be set up with the Department of Permitting Services (DPS), Zoning Site Plan Enforcement Division before any building construction activity occurs on-site. The owner or his designee who has signature authority, and general contractor must attend the pre-construction meeting with the DPS Site Plan Enforcement inspector. A copy of the Certified Site Plan is required to be on-site at all times. To schedule a Site Plan inspection with DPS, Zoning and Code Compliance Section (ZCCS), please contact Brian Keeler, 240-581-4485.

SITE DATA:

Existing Parcel Area: Legal Description: Existing Zoning: Existing Use: Proposed Use: Proposed Development Development Program: Conditional Use Area:

4.50 AC. (Proposed Parcel "S") Part of Ex. Parcel K (Prop. Parcel '5') Tax ID: 3848170 CRTO.15, C-0.25, R-0.5, H-65T (Commercial Residential Town) Vacant Automobile Filling Station (500 SF) Standard Method, General Building Type Single Phase

12,000 SF (0.28 Ac.)

SHEET SCHEDULE

ET NO.	SHEET TITLE
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- COVER SHEET
- APPROVAL SHEET
- CONDITIONAL USE SITE PLAN
- SITE DETAILS SHEET
- LANDSCAPE PLAN AND DETAILS
- LIGHTING PLAN

PROFESSIONAL CERTIFICATION

License No.: 29914 Expiration Date: January 20, 2024

Date

PREPARED FOR:	SCALE	ZONING CRT-0.75	COVER SHEET
CTC RETAIL L.C. c/o ELM STREET DEVELOPMENT	1"=100'	C-0.25, R-0.5, H-65T	CLARKSBURG TOWN CEN WEIS GASOLINE FILLING STAT
1355 BERVERLY ROAD, SUITE 240 McLEAN, VIRGINIA 22101 ATTN: KATHRYN L. KUBIT	DATE	TAX MAP - GRID	WEIS GASOLINE FILLING STATI Parcel S Ex. Parcel K - Plat No. 25584
703-734-9730	MAY. 2024	EW-42	COLESVILLE ELECTION DISTRICT No. 05



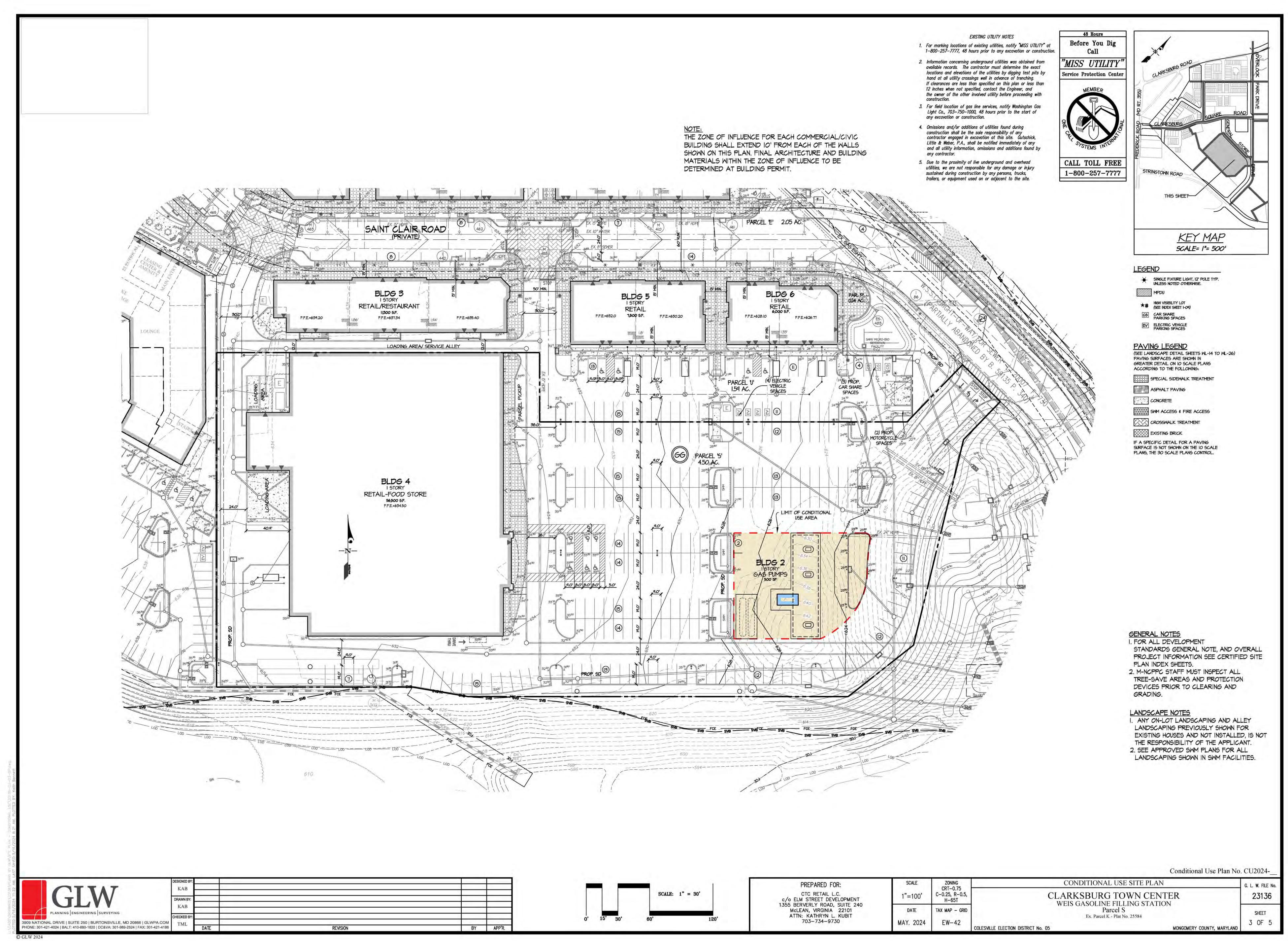
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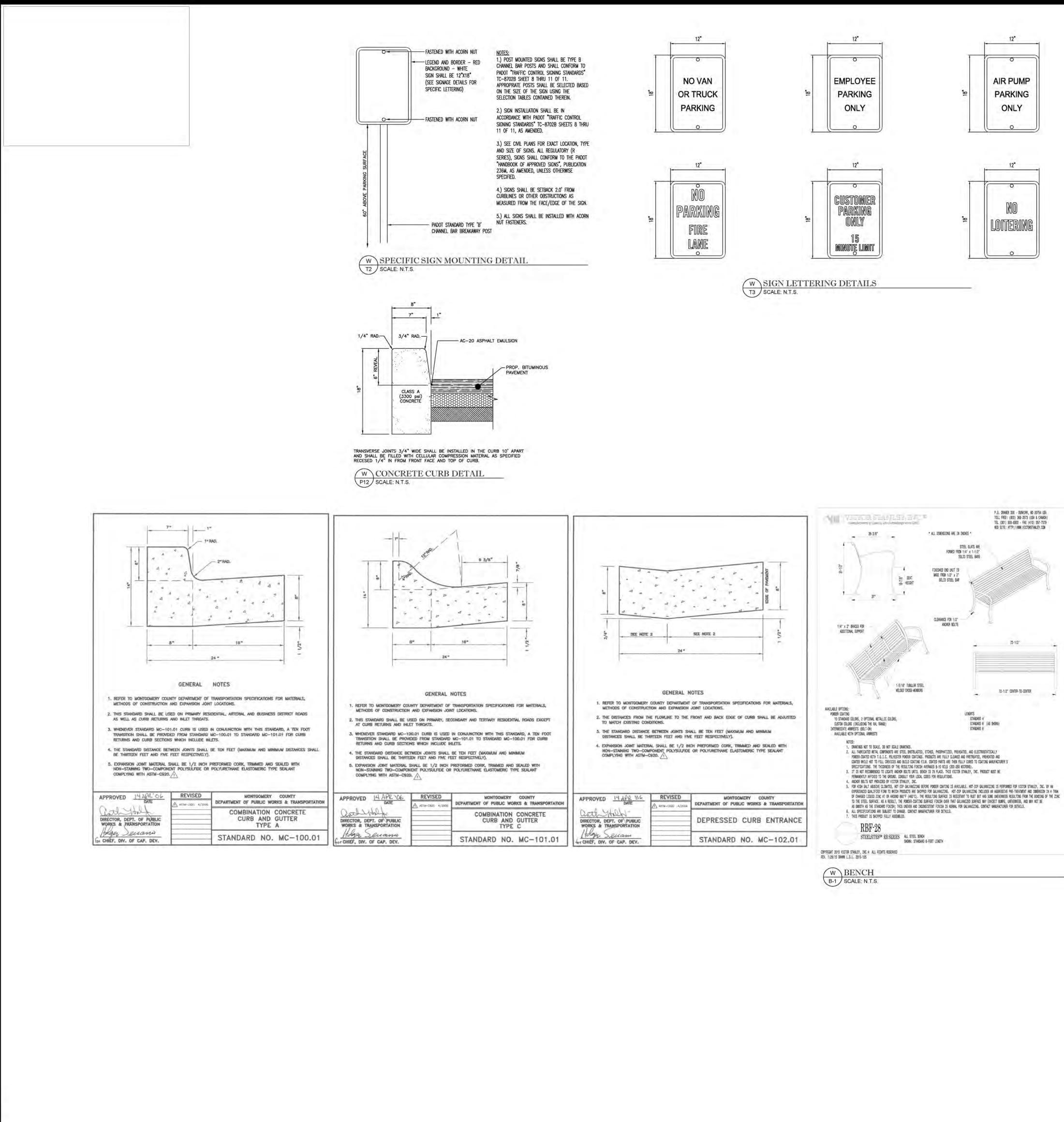
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CTC RETAIL L.C. c/o ELM STREET DEVELOPMENT	N/A	CRT-0.75 C-0.25, R-0.5, H-65T	CLARKSBURG TOWN CEN WEIS GASOLINE FILLING STAT
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703-734-9730	MAY. 2024	EW-42	COLESVILLE ELECTION DISTRICT No. 05

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1355 BERVERLY ROAD, SUITE 240 McLEAN, VIRGINIA 22101	DATE	TAX MAP - GRID	Parcel S
ATTN: KATHRYN L. KUBIT 703–734–9730	MAY. 2024	EW-42	Ex. Parcel K - Plat No. 25584 COLESVILLE ELECTION DISTRICT No. 05

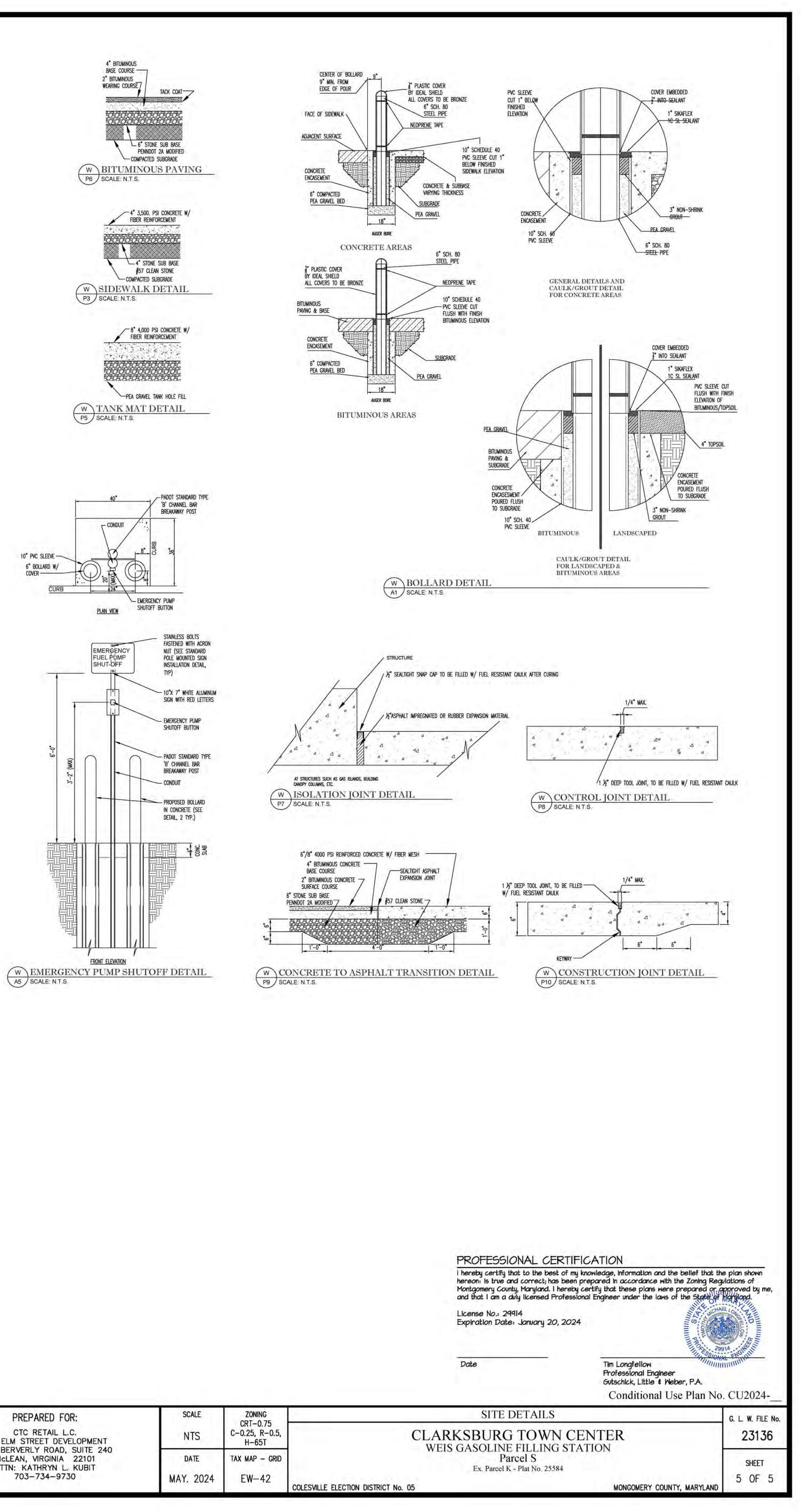


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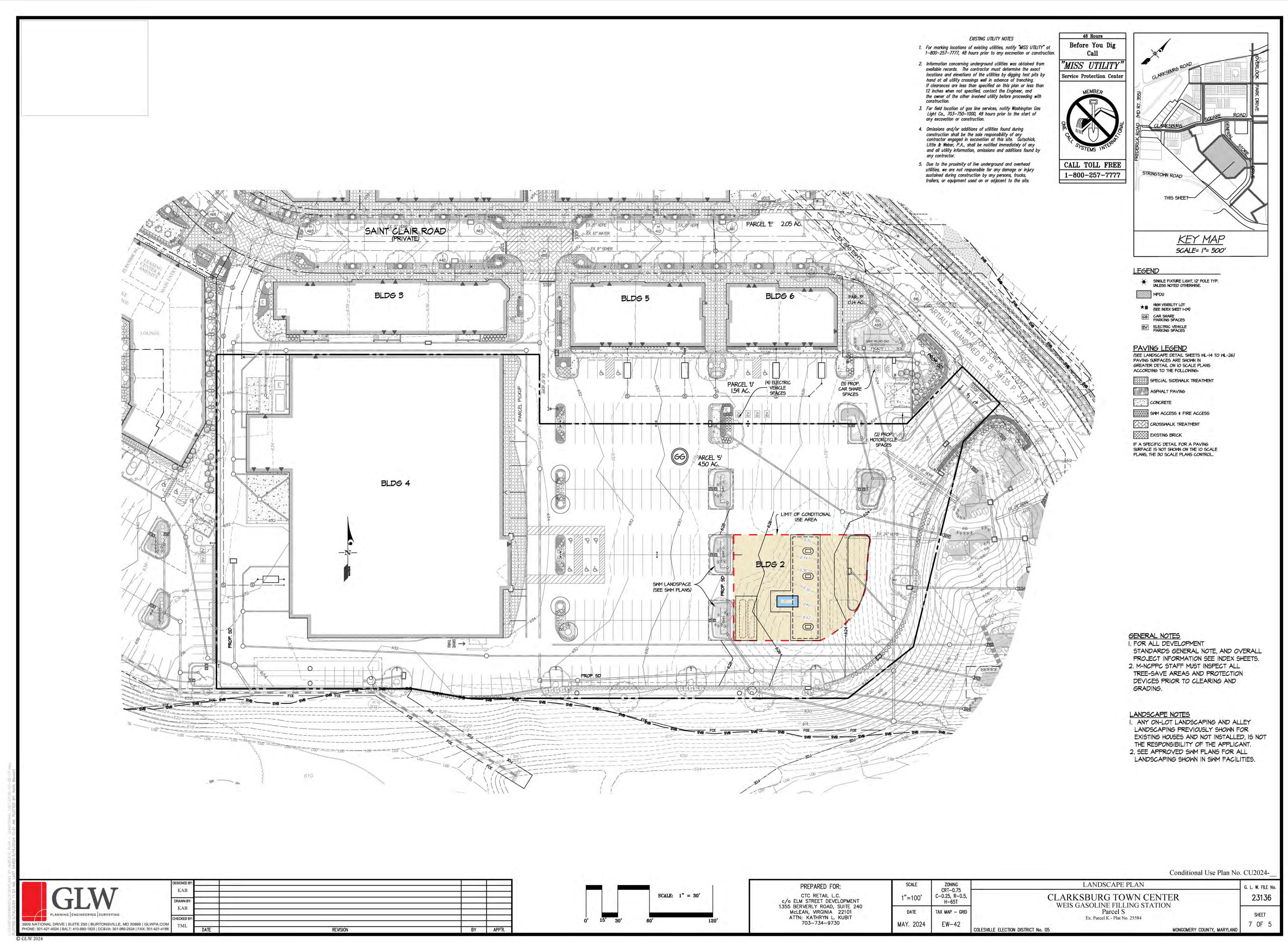
PHONE: 301-421 © GLW 2024

RY COUNTY	APPROVED 14 APR 86	REVISED	WONTGOMERY COUNTY
WORKS & TRANSPORTATION	DATE	A NSTM-0920 4/2008	DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
N CONCRETE ID GUTTER PE C	DIRECTOR, DEPT. OF PUBLIC WORKS & TRANSPORTATION		DEPRESSED CURB ENTRANCE
D. MC-101.01	HUGHER, DIV. OF CAP. DEV.		STANDARD NO. MC-102.01

BY	APP'R.



PREPARED FOR:	SCALE	ZONING	SITE DETAILS
CTC RETAIL L.C. c/o ELM STREET DEVELOPMENT	NTS	CRT-0.75 C-0.25, R-0.5, H-65T	CLARKSBURG TOWN CEN WEIS GASOLINE FILLING STATI
1355 BERVERLY ROAD, SUITE 240 McLEAN, VIRGINIA 22101 ATTN: KATHRYN L. KUBIT	DATE	TAX MAP - GRID	
703-734-9730	MAY. 2024	EW-42	COLESVILLE ELECTION DISTRICT No. 05



PREPARED FOR:	SCALE	ZONING	LANDSCAPE PLAN
CTC RETAIL L.C. c/o ELM STREET DEVELOPMENT	1"=100'	CRT-0.75 C-0.25, R-0.5, H-65T	CLARKSBURG TOWN CEN WEIS GASOLINE FILLING STATI
1355 BERVERLY ROAD, SUITE 240 McLEAN, VIRGINIA 22101	DATE	TAX MAP - GRID	Parcel S
ATTN: KATHRYN L. KUBIT 703–734–9730	MAY. 2024	EW-42	Ex. Parcel K - Plat No. 25584 COLESVILLE ELECTION DISTRICT No. 05