

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:

Date: April 29, 2024

TO: Mid-County Planning Dept.
MNCPPC
2425 Reedie Dr.
14th Floor
Wheaton, MD 20902

FROM: Nick Driban

RE: Traffic Statement for 7501 Standish Place

This memorandum is being provided in support of the proposed redevelopment of the property located at 7501 Standish Place, in Derwood, Maryland, as required in the Montgomery County Growth and Infrastructure Policy. The Growth and Infrastructure Policy establishes the “Local Area Transportation Review (LATR)” Guidelines. These Guidelines are utilized by the Montgomery County Planning Board for the Administration of the Adequate Public Facilities Ordinance.

The subject site is located in the Derwood Transportation Policy Area, at 7501 Standish Place, in Derwood, Maryland, as shown on **Exhibits 1a and 1b**. The property is currently developed with 180,083 square feet of general office space. The existing office space is proposed to be razed and redeveloped with two-unit condominiums and townhomes. The exact density of the proposed development is still being refined, but the density is not proposed to exceed 290 units at this time.

The attached Trip Generation tables shown on **Exhibit 2** contain the trip generation totals for the existing and proposed uses based on the ITE Trip Generation Manual, 11th Edition and adjusted using the appropriate adjustment factors for the Derwood Policy Area. Trip generation for the previous use is based on ITE-710 (General Office). Trip generation for both the proposed two-unit condominiums and townhouse units is based on ITE-215 (Single-Family Attached Housing). ITE-215 is defined as any single-family housing unit that shares a wall with an adjoining dwelling unit.

As shown on Exhibit 2, the existing land use generates a total of 366 AM- and 357 PM peak hour person trips. The proposed land uses will generate a total of 222 AM- and 262 PM peak hour person trips. The redevelopment of the site will result in a net *decrease* of 144 person trips in the AM peak hour and 95 person trips in the PM peak hour.

Conclusions

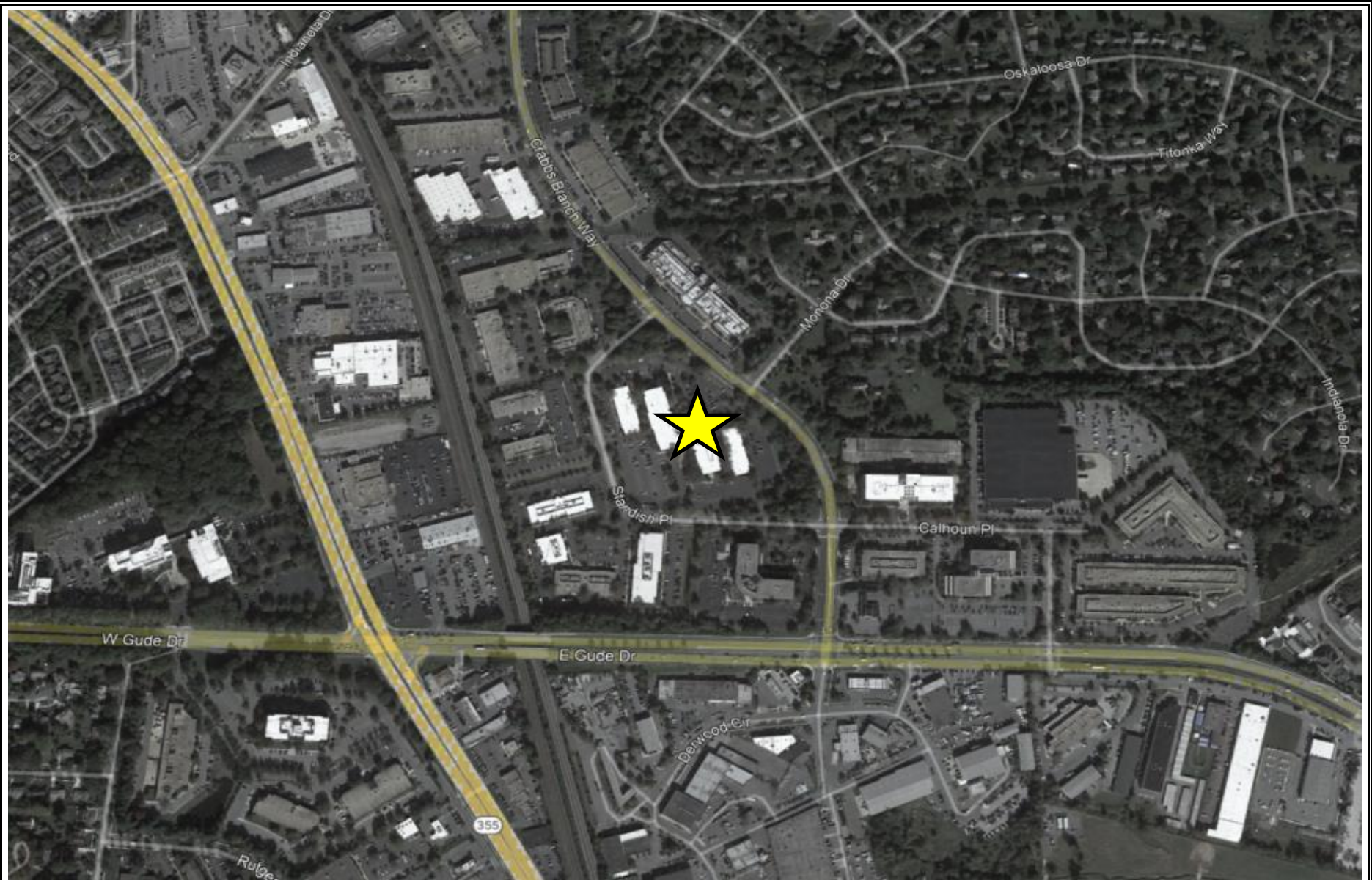
Based on the above information, a full transportation study (adequacy test) is not required to satisfy the Local Area Transportation Review (LATR) test because the proposed redevelopment generates fewer than 50 new peak hour person trips.

Based on the information contained in this report:

- The project is located within the Derwood Policy Area.
- The proposed redevelopment generates fewer than 50 new peak hour person trips and, therefore, is exempt from being required to perform LATR adequacy testing.

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

Exhibit 17
H-156



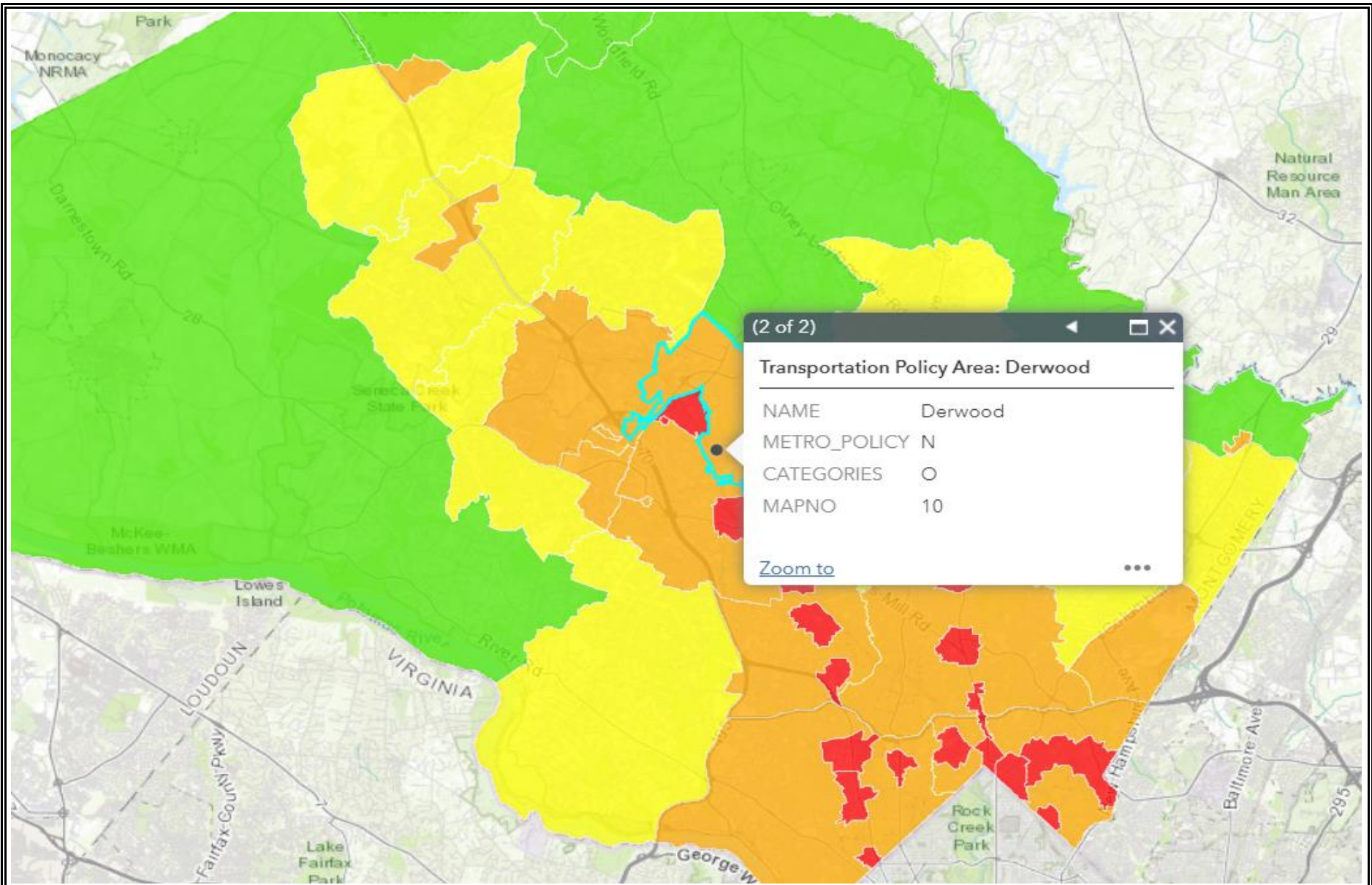
Traffic Statement

Site Location
Map

Exhibit
1a



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com



Traffic Statement

Policy Area
Map

Exhibit
1b



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Trip Generation Rates

General Office (ksf, ITE-710)

Ln(Morning Trips) = 0.86 x Ln(ksf) + 1.16

Ln(Evening Trips) = 0.83 x Ln(ksf) + 1.29

Trip Distribution (In/Out)

88/12

17/83

Single-Family Attached Housing (ITE-215, Units)

Morning Trips = 0.52 x Units - 5.70

Evening Trips = 0.60 x Units - 3.93

Trip Distribution (In/Out)

25/75

59/41

ITE Vehicular Trip Generation Totals - Previous Use & Proposed Uses for Site

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Previous Use:	General Office (ksf, ITE-710)	245	33	278	46	225	271
	180,058 sq.ft.						
Proposed:	Single-Family Attached Housing (ITE-215, Units)	36	109	145	100	70	170
	290 units						

LATR Trip Generation Totals - Previous Use & Proposed Uses for Site

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Previous Use	Existing Vehicular Trips per ITE Trip Generation Manual, 11th Edition:	245	33	278	46	225	271
	LATR Vehicle Trip Generation Rate Adjustment Factor (Derwood Policy Area):	94%					
	LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 71.4%):	230	31	261	43	212	255
	Total Person Trips:	323	43	366	60	297	357
	Auto Driver: 71.4%	230	31	261	43	212	255
	Auto Passenger: 20.4%	66	9	75	12	61	73
	Transit: 3.6%	11	2	13	2	11	13
	Non-Motorized: 4.5%	16	1	17	3	13	16

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Proposed Residential	Proposed Vehicular Trips per ITE Trip Generation Manual, 11th Edition:	36	109	145	100	70	170
	LATR Vehicle Trip Generation Rate Adjustment Factor (Derwood Policy Area):	94%					
	LATR Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 61.0%):	34	102	136	94	66	160
	Total Person Trips:	55	167	222	154	108	262
	Auto Driver: 61.0%	34	102	136	94	66	160
	Auto Passenger: 26.6%	15	44	59	41	29	70
	Transit: 5.6%	3	9	12	9	6	15
	Non-Motorized: 6.8%	3	12	15	10	7	17

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Proposed Total Person Trips:	55	167	222	154	108	262
Previous Use Total Person Trips:	323	43	366	60	297	357
Net New Total Person Trips:	-268	124	-144	94	-189	-95

Traffic Impact Analysis

Proposed Trip Generation
for Site



**Exhibit
2**

Appendix A

Supplemental Information

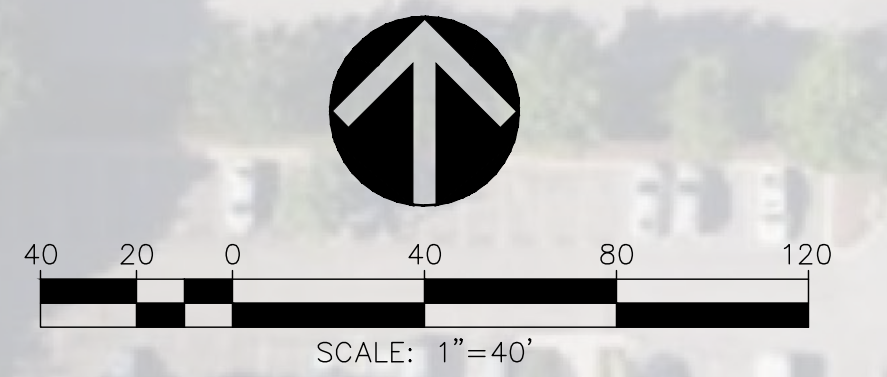


UNIT MIX

SYMBOL	TYPES
	TWO-UNIT CONDOMINIUMS
	REAR-LOADED TOWNHOMES

A MAXIMUM OF 210 DU

NOTE
FINAL MIX AND NUMBER OF TOWNHOMES AND
2-UNIT CONDOS WILL BE DETERMINED DURING SITE
PLAN AND WILL NOT EXCEED 210 DU AND 1.25 FAR



7501 STANDISH PLACE

SITE PLAN RENDERING
04.30.2024



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

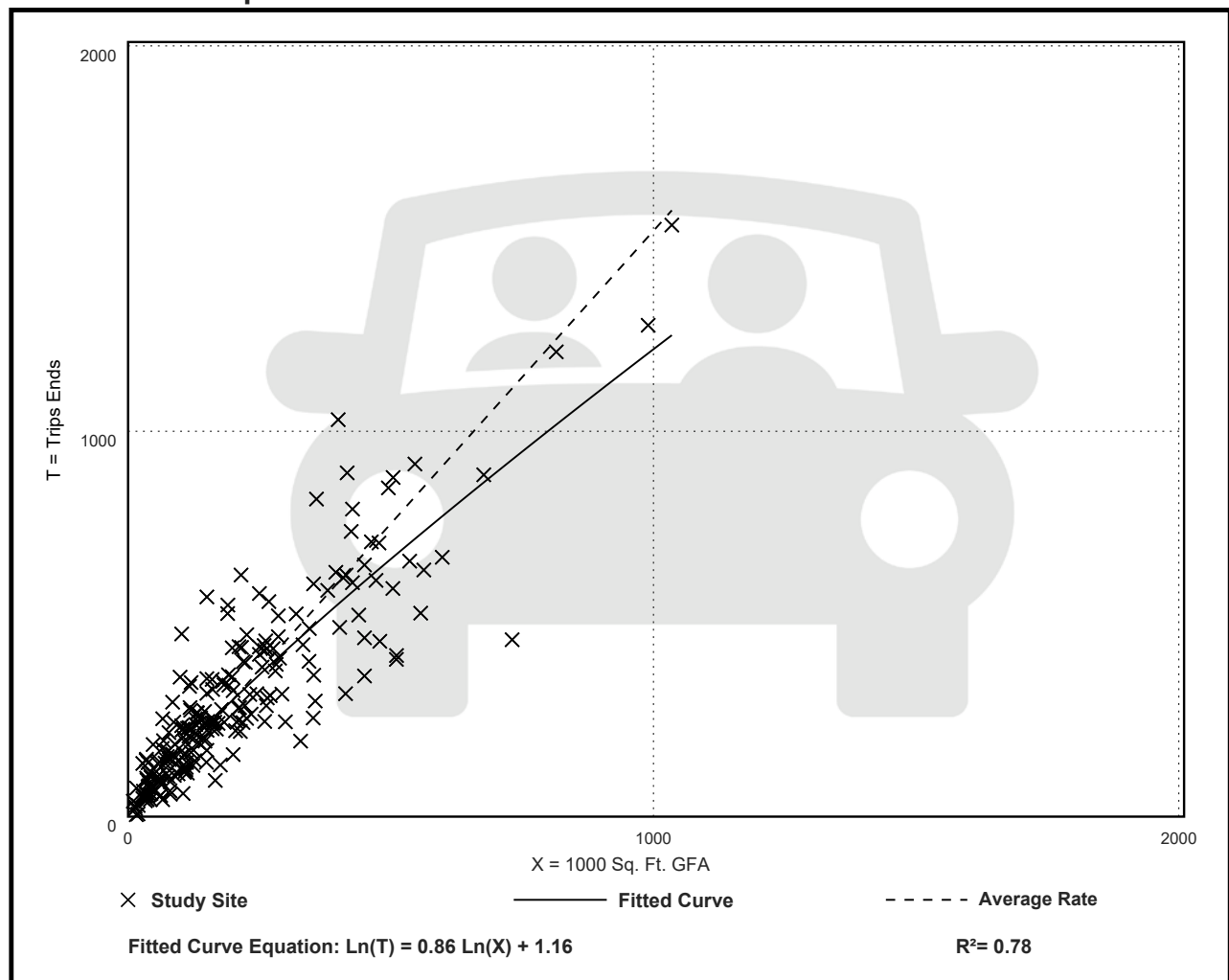
Avg. 1000 Sq. Ft. GFA: 201

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



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

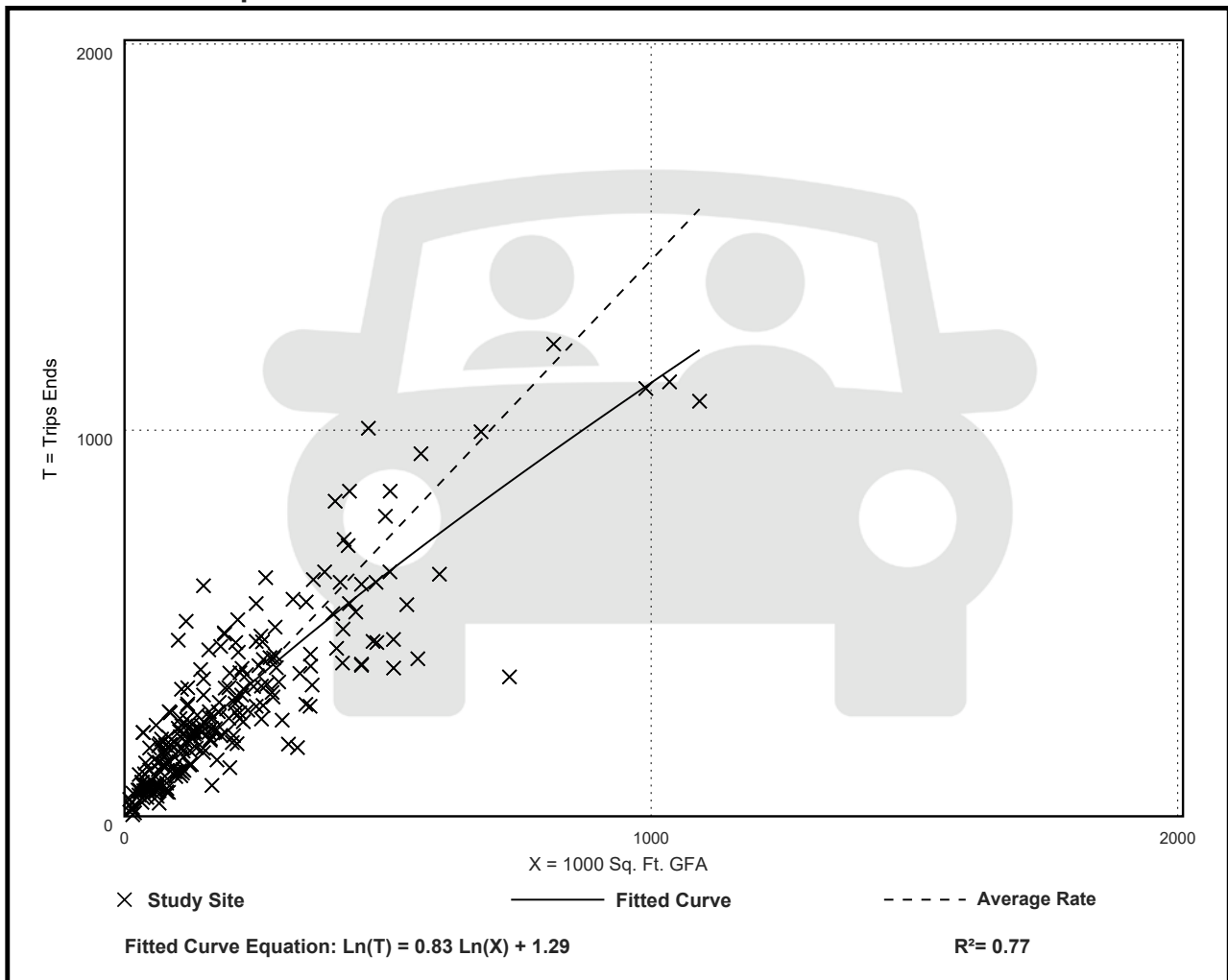
Avg. 1000 Sq. Ft. GFA: 199

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



Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

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 sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

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: 46

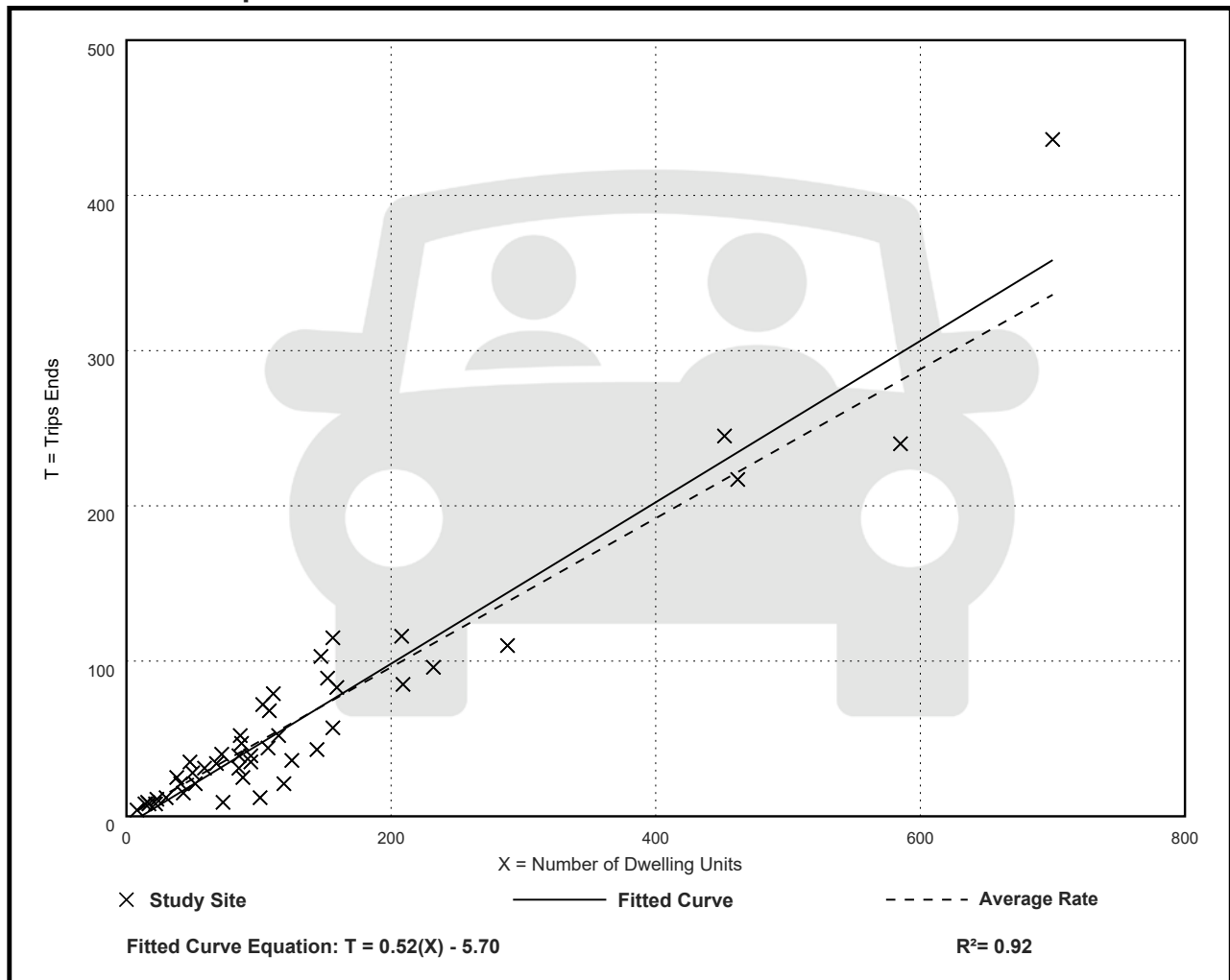
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

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: 51

Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation

