



January 29, 2024

Chris Van Alstyne
Transportation Planner Coordinator
Montgomery County Planning Department
2425 Reedie Drive
Wheaton, MD 20902

RE: Bennett Creek Animal Hospital - Special Exception Amendment No. S-2659

Dear Mr. Van Alstyne:

This Traffic Statement presents the requirements of Local Area Transportation Review (LATR) in support of the special exception amendment for expansion of the Bennett Creek Animal Hospital. The purpose of this review is to determine if this application passes the requirement of the transportation section of the Adequate Public Facilities (APF) test.

Figure 1 SITE LOCATION



DISCUSSION

The site consists of a two-acre lot with an existing animal hospital/animal boarding facility located at 22416 Frederick Road in Clarksburg.

The applicant is requesting approval of 2,767 square feet addition to the southeast section of the existing hospital building.

The new expansion would generate 13 AM and 13 PM peak hour person trips during the weekdays peak periods and therefore, a traffic study is not required. This Traffic Statement satisfies the APF requirements.

ANALYSIS

STS Consulting has performed the following transportation system evaluations:

- Estimate the site’s vehicular and person trips;
- Site access and internal circulation;
- Transit service;
- Existing and planned pedestrian and bicycle facilities.

Site Trip Generation

Table 1 depicts the net vehicular trips for the proposed 2,767 square feet of expanding animal hospital. Table 2 shows the converted vehicular trips to person trips.

Table 1 Site’s Vehicular Trips

Land Use	AM			PM		
	In	Out	Total	In	Out	Total
2,767 SF Animal Hospital/Veterinary Clinic (LUC # 640)	7	3	10	4	6	10
Total						

Source: Institute Transportation Engineers Trip Generation, 11th Edition

Table 1 shows the proposed development generates a total of 10 (7 In and 3 Out) AM weekday peak hour vehicular trips, and 8 (4 In and 6 Out) PM weekday peak hour vehicular trips. The ITE trip generation adjustment factor does not change the trip generation shown above. The vehicular trips were converted into person trips based on the modal split calculation for the Clarksburg Policy Area (March 2022 LATR Guidelines). The person trips calculations are shown in Table 2.

Table 2 Site Person Trips

AM PEAK					PM PEAK				
Person Trips	Auto Driver	Auto Passenger	Transit Trip	Non-Motorized	Person Trips	Auto Driver	Auto Passenger	Transit Trip	Non-Motorized
13	10	3	0	0	13	10	3	0	0

Source: Local Area Transportation Review, March 2022

As shown in Table 2 above, using the formula in the March 2022 LATR Guidelines, the proposed development would generate 13 AM and 13 PM weekday peak hour person trips.

ADEQUATE PUBLIC FACILITIES REVIEW

Local Area Transportation Review (LATR)

According to the site-generated vehicle trips, and applying the person trips rates, the site will generate fewer than 50 weekday peak hour person trips and, therefore, this application is exempt from submitting a traffic

study. This Traffic Statement satisfies the requirements of the transportation Adequate Public Facilities (LATR) test.

This application passes the APF test for transportation.

SITE ACCESS/INTERNAL CIRCULATION

As shown in Figure 2, the site will maintain the existing access to Frederick Road (MD 355). The internal circulation will also remain the same. The proposed site plan shows 23 more parking spaces than shown on the original special exception plan (for a total of 40 spaces) all located in the southwest of the existing and future expanded building. The existing access to the parking on the north side will provide entrée to the new parking lot. The circulation will remain the same and will be safe and efficient.

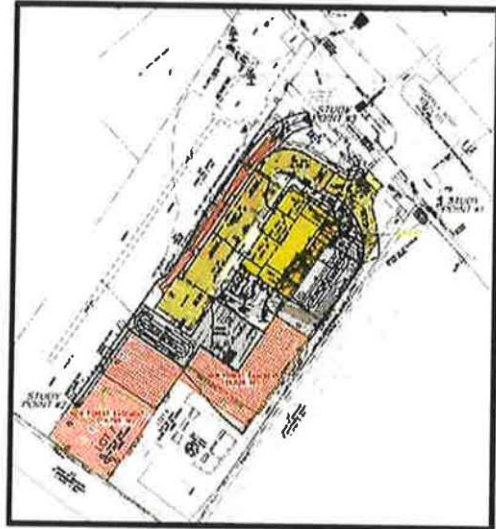


Figure 2 Site Plan

Source: Terra Solutions Engineering, LLC

TRANSIT FACILITIES AND SERVICES

Rid-on bus line 75 on Frederick Road reaches to about 500 feet south of the site. This bus service connects Clarksburg to the north with Germantown Transit Center to the south. The services are provided with 20 to 40 minutes frequencies during the peak periods and in less frequencies (about 40 minutes to one hour) during the off-peak hours. A similar services are provided during Saturdays and Sundays. Figure 3, shows the bus service 75 map.

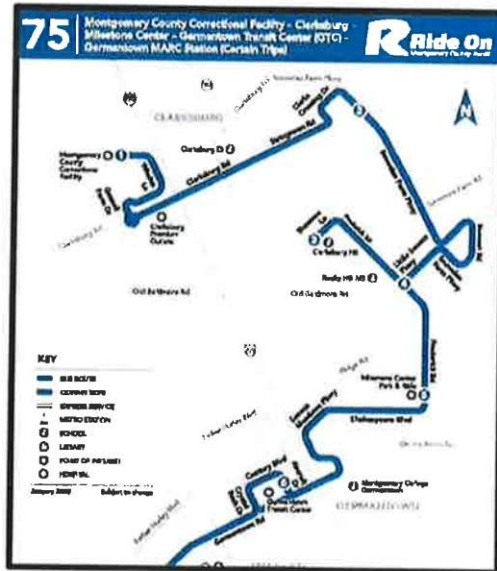


Figure 3 Bus Line # 75

PEDESTRIAN, BICYCLE FACILITIES

There are no recommended or existing pedestrian facility along the site frontage. However, the Montgomery County 2021–2022 Bicycle Master Plan recommends a 10-foot sidepath bicycle facility along the west side of Frederick Road (along the site frontage). There are no sidewalks or sidepath to the north of the property line but a narrower continuation of the sidepath exists to the south of the property line along Frederick Road. As depicted in Figure 4, next page, a network of bicycle facilities exists or planned for the area roadway network.

CONCLUSION

The proposed project generates fewer than 50 weekday peak hour person trips and, therefore, it is not required to submit a traffic study. This Traffic Statement satisfies the transportation section of the APF requirements. This application passes the LATR test.

