

# Lenhart Traffic Consulting, Inc.

## Transportation Planning & Traffic Engineering

### **Memorandum:**

**Date:** December 21, 2021

TO: Katie Mencarini  
Down-County Planning Dept., M-NCPPC  
2425 Reddie Drive, 14<sup>th</sup> Floor  
Wheaton, MD 20902

FROM: Nick Driban

RE: Traffic Statement for Preston Place/ Lake Apartments

The purpose of this report is to provide a Traffic Statement 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 project consists of two adjacent, existing sites which are proposed to be redeveloped under one project. The project is located in the Chevy Chase Lake Transportation Policy Area, along Manor Road between MD 185 (Connecticut Avenue) and Jones Bridge Road, as shown on the attached Exhibit 1. The site is currently developed with 66 units on the western property, known as the Lake Apartments, and 67 units on the eastern property, currently known as Preston Place. The total number of existing units is 133. The existing units on both sites will be replaced as part of the proposed project with a total of 147 units.

The attached Trip Generation table for the project, Exhibit 2, contains the trip generation totals for the existing and proposed uses based on the ITE Trip Generation Manual, 11<sup>th</sup> Edition, and applicable Montgomery County guidelines. Trip generation for both the existing and proposed use is based on the Multifamily Housing (Low-Rise) – Close to Rail Transit (ITE 220) land use from the ITE Trip Generation Manual. The Close to Rail Transit subcategory applies where sites are within ½ mile of a rail transit station. In this case, a currently-under-construction station for the Purple Line light rail project is being completed along MD 185, just south of Manor Road, which is within ½ mile walking distance of the proposed site. Per the LATR Guidelines, the ITE vehicular trip generation is modified based on the Chevy Chase Lake Policy Area rates included in Appendix 1 of the LATR to determine the number of peak hour person trips.

As shown on Exhibit 2, the existing land use generates a total of 78 AM- and 125 PM peak hour person trips. The proposed land use will generate a total of 87 AM- and 139 PM peak hour person trips. Therefore, redevelopment of the site will result in a net increase of 9 AM- and 14 PM peak hour person trips.

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

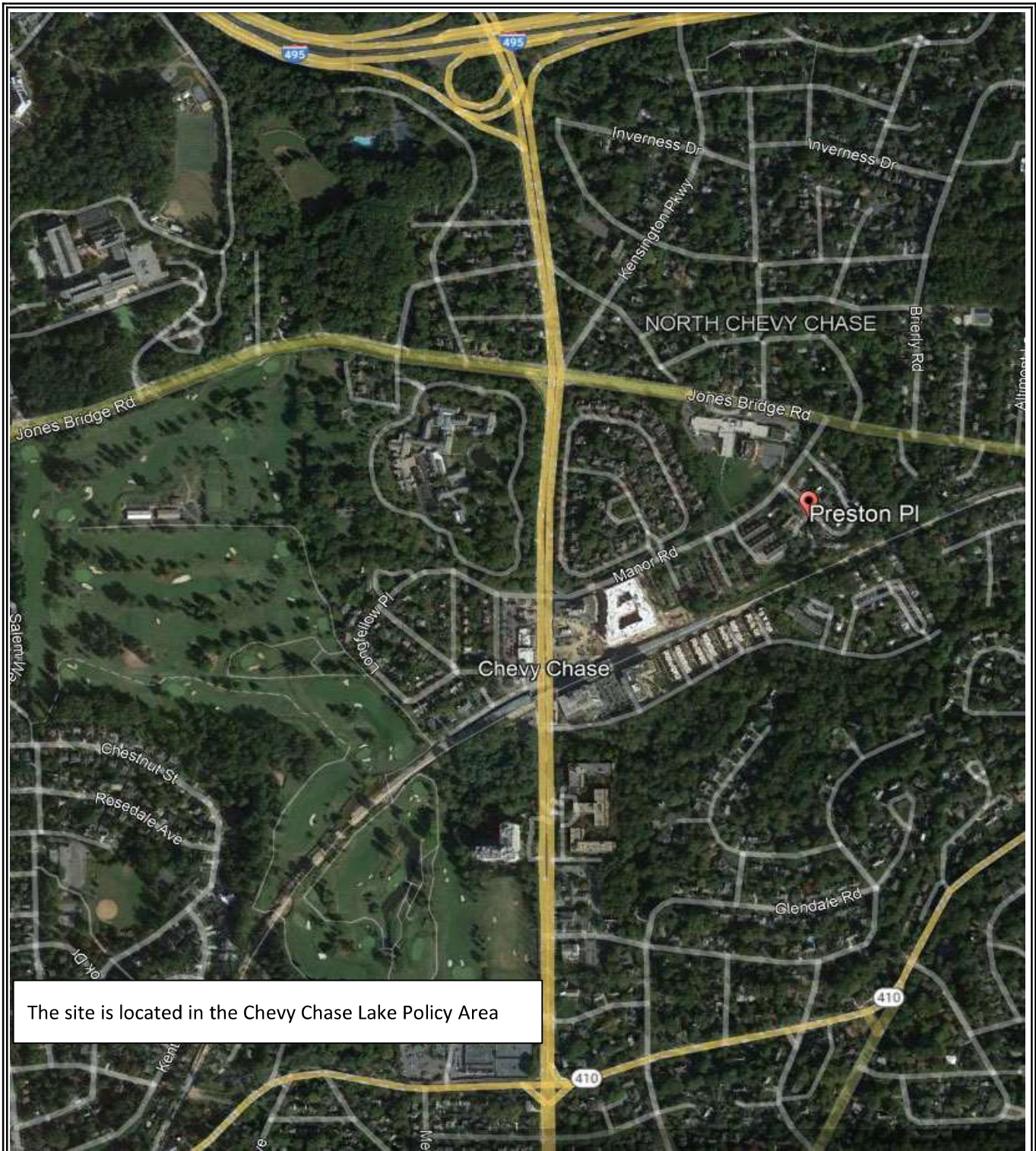
Based on the information contained in this report:

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

Thanks,

*C. Nicholas Driban*

C. Nicholas Driban, P.E., PTOE



The site is located in the Chevy Chase Lake Policy Area

Traffic Impact Analysis



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
[www.lenharttraffic.com](http://www.lenharttraffic.com)

Site Location  
Map

**Exhibit  
1**

### Trip Generation Rates

#### Multifamily Housing (Low-Rise) - Close to Rail Transit [ITE-220, Units]

Morning Trips = 0.38 x Units

Evening Trips = 0.61 x Units

#### Trip Distribution (In/Out)

29/71

60/40

### ITE Vehicular Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Existing:	Multifamily Housing (Low-Rise) [ITE-220, Units]	133 Units	15	36	51	49	32	81
Proposed:	Multifamily Housing (Low-Rise) [ITE-220, Units]	147 Units	16	40	56	54	36	90

		AM Peak			PM Peak			
		In	Out	Total	In	Out	Total	
Existing	Existing Vehicular Trips per ITE Trip Generation Manual, 10th Edition:	15	36	51	49	32	81	
	LATR Vehicle Trip Generation Rate Adjustment Factor (Chevy Chase Laek): 87%							
	Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 56.1%):	13	31	44	42	28	70	
	<b>Total Person Trips:</b>	<b>23</b>	<b>55</b>	<b>78</b>	<b>75</b>	<b>50</b>	<b>125</b>	
	Auto Driver:	56.1%	13	31	44	42	28	70
	Auto Passenger:	23.6%	5	13	18	18	12	30
	Transit:	7.6%	2	4	6	6	4	10
	Non-Motorized:	12.6%	3	7	10	9	6	15

		AM Peak			PM Peak			
		In	Out	Total	In	Out	Total	
		16	40	56	54	36	90	
Proposed	Proposed Vehicular Trips per ITE Trip Generation Manual, 10th Edition:							
	LATR Vehicle Trip Generation Rate Adjustment Factor (Chevy Chase Laek):		87%					
	Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition (Auto Driver at 56.1%):		14	35	49	47	31	78
	Total Person Trips:		25	62	87	84	55	139
	Auto Driver:	56.1%	14	35	49	47	31	78
	Auto Passenger:	23.6%	6	15	21	20	13	33
	Transit:	7.6%	2	5	7	7	4	11
	Non-Motorized:	12.6%	3	7	10	10	7	17

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Proposed Total Person Trips:	25	62	87	84	55	139
Existing Total Person Trips:	23	55	78	75	50	125
<b>Net New Total Person Trips:</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>14</b>

Traffic Impact Analysis



Proposed Trip Generation  
for Site

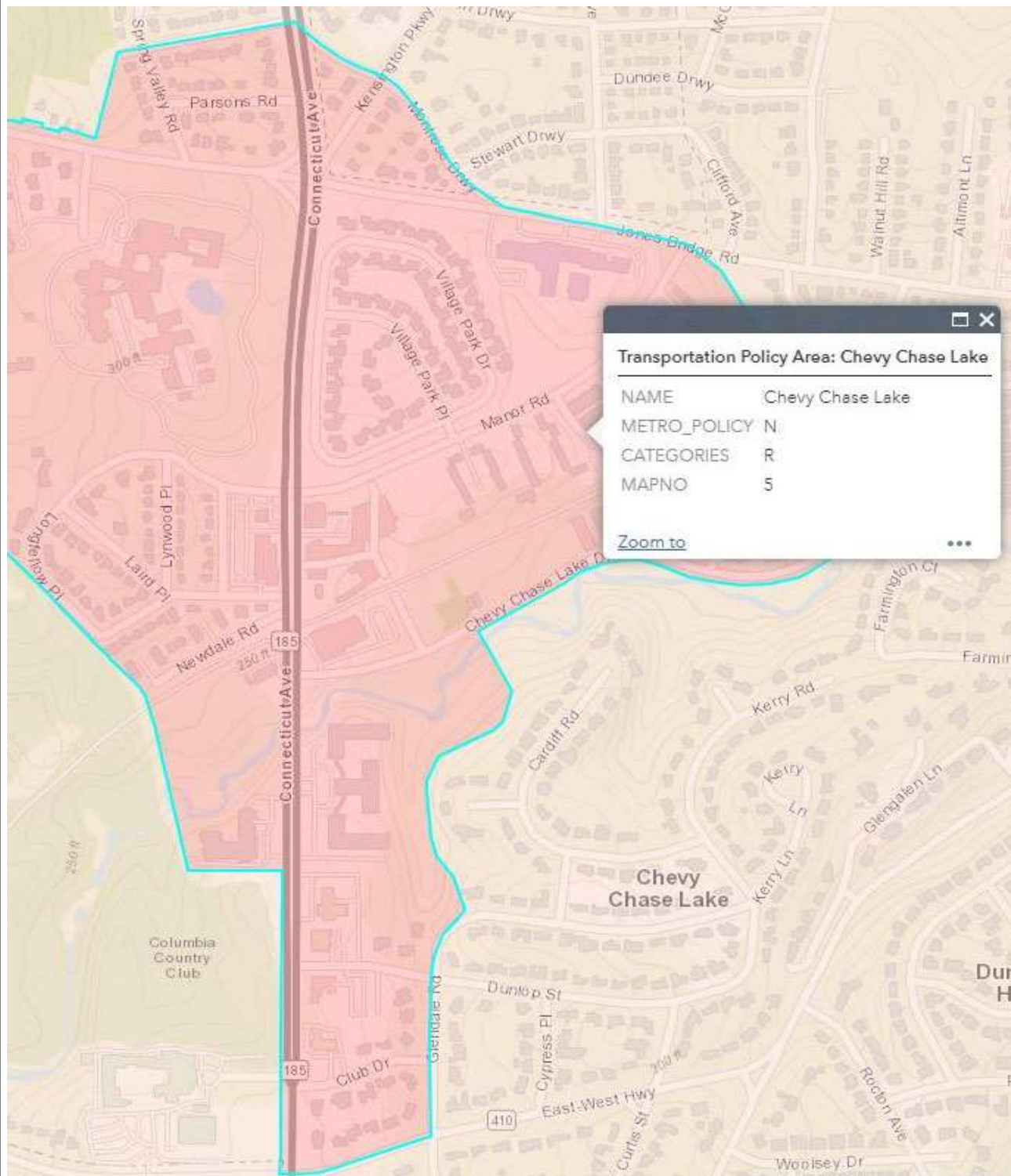
**Exhibit**  
**2**

# Appendix A

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## Supplemental Information





Traffic Impact Analysis



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## Policy Area Map

## Appendix A-1

## VIII. Appendices

### Appendix 1a: ITE Vehicle Trip Generation Rate Adjustment Factors

Appendix Table 1a: Institute of Transportation Engineers Vehicle Trip Generation Rate Adjustment Factors					
Policy Area #		Residential	Office	Retail	Other
1	Aspen Hill	97%	98%	99%	97%
2	Bethesda CBD	79%	63%	61%	62%
3	Bethesda/Chevy Chase	87%	81%	85%	79%
4	Burtonsville Town Center	96%	96%	99%	97%
5	Chevy Chase Lake	87%	81%	85%	79%
6	Clarksburg	100%	101%	100%	100%
7	Clarksburg Town Center	100%	101%	100%	100%
8	Cloverly	99%	101%	100%	101%
9	Damascus	101%	100%	100%	100%
10	Derwood	94%	94%	87%	94%
11	Fairland/Colesville	96%	96%	99%	97%
39	Forest Glen	79%	70%	64%	70%
12	Friendship Heights	78%	70%	73%	70%
13	Gaithersburg City	88%	86%	76%	85%
14	Germantown East	95%	95%	97%	91%
15	Germantown Town Center	89%	91%	89%	90%
16	Germantown West	93%	90%	92%	88%
17	Glenmont	90%	91%	96%	91%
18	Grosvenor	81%	84%	75%	80%
19	Kensington/Wheaton	91%	92%	96%	92%
40	Lyttonsville	84%	78%	78%	77%
44	Medical Center	83%	72%	73%	71%
21	Montgomery Village/Airpark	93%	102%	93%	102%
22	North Bethesda	83%	87%	71%	82%
23	North Potomac	97%	100%	100%	100%
24	Olney	99%	100%	99%	100%
25	Potomac	97%	98%	96%	98%
43	Purple Line East	87%	87%	89%	88%
26	R&D Village	89%	88%	80%	90%
27	Rockville City	88%	94%	87%	98%
28	Rockville Town Center	79%	80%	70%	79%
29	Rural East	99%	99%	98%	100%
30	Rural West	100%	100%	100%	100%
31	Shady Grove Metro Station	89%	88%	77%	88%
32	Silver Spring CBD	77%	65%	58%	65%
33	Silver Spring/Takoma Park	83%	83%	82%	84%
42	Takoma	80%	74%	70%	75%
35	Twinbrook	81%	80%	74%	79%
36	Wheaton CBD	85%	85%	76%	84%
37	White Flint	79%	78%	72%	78%
38	White Oak	89%	90%	91%	88%
41	Woodside	80%	74%	70%	75%

## Appendix 1b: Mode Split Assumptions by Policy Area

Appendix Table 1b: Mode Split Assumptions by Policy Area						
Policy Area #	Development Type	Auto Driver	Auto Passenger	Transit	Non-Motorized	Total
1 Aspen Hill	Residential	62.5%	25.8%	5.3%	6.4%	100%
	Office	74.2%	18.2%	2.9%	4.7%	100%
	Retail	72.1%	23.4%	1.3%	3.2%	100%
	Other	74.0%	18.2%	2.5%	5.2%	100%
2 Bethesda CBD	Residential	50.9%	20.8%	11.7%	16.6%	100%
	Office	47.9%	12.6%	23.8%	15.7%	100%
	Retail	44.2%	16.9%	10.9%	27.9%	100%
	Other	47.3%	13.2%	23.0%	16.5%	100%
3 Bethesda/Chevy Chase	Residential	56.1%	23.6%	7.6%	12.6%	100%
	Office	61.8%	17.4%	11.5%	9.3%	100%
	Retail	61.6%	24.7%	3.2%	10.5%	100%
	Other	60.5%	17.1%	12.6%	9.9%	100%
4 Burtonsville Town Center	Residential	62.3%	25.9%	4.9%	6.9%	100%
	Office	73.0%	19.8%	2.8%	4.3%	100%
	Retail	71.6%	24.3%	1.0%	3.1%	100%
	Other	73.9%	19.4%	2.5%	4.2%	100%
5 Chevy Chase Lake	Residential	56.1%	23.6%	7.6%	12.6%	100%
	Office	61.8%	17.4%	11.5%	9.3%	100%
	Retail	61.6%	24.7%	3.2%	10.5%	100%
	Other	60.5%	17.1%	12.6%	9.9%	100%
6 Clarksburg	Residential	64.5%	27.1%	2.5%	5.9%	100%
	Office	76.5%	20.0%	0.0%	3.5%	100%
	Retail	72.3%	25.7%	0.0%	2.0%	100%
	Other	76.2%	20.3%	0.0%	3.5%	100%
7 Clarksburg Town Center	Residential	64.5%	27.1%	2.5%	5.9%	100%
	Office	76.5%	20.0%	0.0%	3.5%	100%
	Retail	72.3%	25.7%	0.0%	2.0%	100%
	Other	76.2%	20.3%	0.0%	3.5%	100%
8 Cloverly	Residential	64.1%	26.4%	3.5%	5.9%	100%
	Office	76.8%	19.0%	0.7%	3.5%	100%
	Retail	72.8%	25.1%	0.2%	2.0%	100%
	Other	76.5%	19.2%	0.8%	3.4%	100%
9 Damascus	Residential	65.4%	26.6%	2.2%	5.8%	100%
	Office	76.1%	20.3%	0.1%	3.5%	100%
	Retail	72.5%	25.5%	0.0%	1.9%	100%
	Other	76.1%	20.4%	0.1%	3.5%	100%
10 Derwood	Residential	61.0%	26.6%	5.6%	6.8%	100%
	Office	71.4%	20.4%	3.6%	4.5%	100%
	Retail	63.4%	28.7%	2.2%	5.7%	100%
	Other	71.3%	20.4%	3.7%	4.6%	100%
11 Fairland/Colesville	Residential	62.3%	25.9%	4.9%	6.9%	100%
	Office	73.0%	19.8%	2.8%	4.3%	100%
	Retail	71.6%	24.3%	1.0%	3.1%	100%
	Other	73.9%	19.4%	2.5%	4.2%	100%
39 Forest Glen	Residential	52.1%	19.9%	11.9%	16.2%	100.0%
	Office	56.3%	9.9%	20.9%	13.1%	100.0%
	Retail	51.0%	14.9%	13.9%	20.2%	100.0%
	Other	56.5%	9.6%	20.4%	13.4%	100.0%