

# Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

**Memorandum:**

**Date:** May 9, 2022

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TO: Chris Van Alstyn  
Up-County Planning Dept.  
M-NCPPC  
2425 Reddie Drive  
Wheaton, MD 20902

FROM: Mike Lenhart

RE: Traffic Statement for Bucklodge Property

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The purpose of this report is to provide a Traffic Statement as required in the Montgomery Growth and Infrastructure Policy for the proposed development of the Bucklodge Property located along Buck Ridge Court which is just north of MD 117 (Bucklodge Road). The property is located in the Rural West Policy Area. A site location map is shown on Exhibit 1.

The site is proposed to be developed with 66,667 square feet of General Light Industrial space. The site has a previous approval for 17,320 square feet of General Light Industrial space.

The Growth and Infrastructure Policy establishes the "Local Area Transportation Review (LATR)". These Guidelines are used by the Montgomery County Planning Board for Administration of the Adequate Public Facilities Ordinance.

The attached Trip Generation Table for the project (Exhibit 2) contains the trip generation totals for the site. Trip generation is based on the ITE Trip Generation Manual, 11<sup>th</sup> Edition rates for General Light Industrial (ITE-110) and was modified for the Rural West Policy Area, per the LATR Guidelines. Based on this information, the property will generate a net increase of 43 AM and 25 PM peak hour person trips over the previous approvals. The relevant information regarding the previous approval of the site is shown in Appendix A. It should be noted that the previous approval details 14,160 sf of industrial space, 2 single family detached housing units (SFUs), and 3,160 square feet of office space. The 2 SFUs were not considered as part of this analysis since the trip generation for these residential units would be minimal. The industrial and office space square footages are combined to the 17,320 square feet of industrial space shown on Exhibit 2. The office space is considered part of the general light industrial space as detailed in the ITE-110 description provided in Appendix A.

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

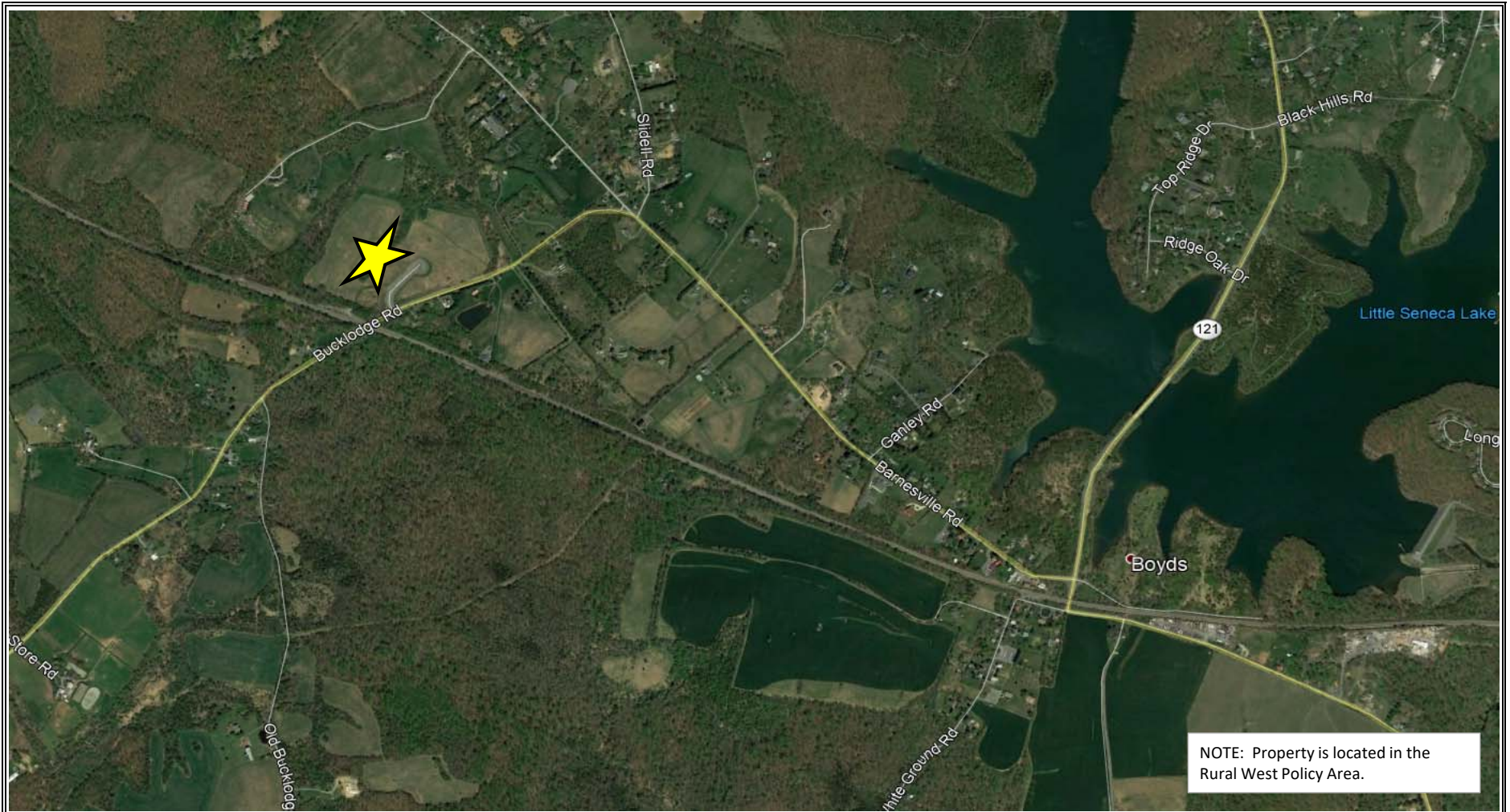
Based on the information contained in this report:

- The proposed conditional use project is located in the Rural West Policy Area.
- The project generates a net increase fewer than 50 peak hour person trips and, therefore, is exempt from LATR.

Thanks,



Michael Lenhart  
P.E., PTOE



Traffic Impact Analysis

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Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

Site Location  
 Map

**Exhibit  
 1**

**Trip Generation Rates**

General Light Industrial (ksf, ITE - 110)

**Trip Distribution (In/Out)**

Morning Trips = 0.68 x (ksf) + 3.81

88/12

Ln(Evening Trips) = 0.72 x Ln(ksf) + 0.38

14/86

**Trip Generation Totals**

Proposed	General Light Industrial (ksf, ITE - 110)	66,667 sq.ft.	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
			43	6	49	4	26	30
Total Vehicular Trips for Proposed Use per ITE Trip Generation Manual, 11th Edition:			43	6	49	4	26	30
Adjusted Total Vehicular Trips per LATR Vehicle Trip Generation Rate Adjustment Factor - Rural West, 'Other': 100%			43	6	49	4	26	30

Total LATR Adjusted Vehicular Trips By Mode (based on Rural West Auto Driver Mode at 76.1%):

Total Person Trips:		56	8	64	5	34	39
Auto Driver:	76.1%	43	6	49	4	26	30
Auto Passenger:	20.3%	11	2	13	1	7	8
Transit:	0.1%	0	0	0	0	0	0
Non-Motorized:	3.5%	2	0	2	0	1	1
		100%					

Previous Approval	General Light Industrial (ksf, ITE - 110)	17,320 sq.ft.	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
			14	2	16	2	9	11
Total Vehicular Trips for Proposed Use per ITE Trip Generation Manual, 11th Edition:			14	2	16	2	9	11
Adjusted Total Vehicular Trips per LATR Vehicle Trip Generation Rate Adjustment Factor - Rural West, 'Other': 100%			14	2	16	2	9	11

Total LATR Adjusted Vehicular Trips By Mode (based on Rural West Auto Driver Mode at 76.1%):

Total Person Trips:		18	3	21	2	12	14
Auto Driver:	76.1%	14	2	16	2	9	11
Auto Passenger:	20.3%	3	1	4	0	3	3
Transit:	0.1%	0	0	0	0	0	0
Non-Motorized:	3.5%	1	0	1	0	0	0
		100%					

Net Trip Generation	Proposed - 80,000 sf General Light Industrial (ksf, ITE-110)	Total Person Trips:	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
			56	8	64	5	34	39
	Previously Approved - 17,320 sf General Light Industrial (ksf, ITE-110)	Total Person Trips:	18	3	21	2	12	14
<b>Net Total Person Trips:</b>			<b>38</b>	<b>5</b>	<b>43</b>	<b>3</b>	<b>22</b>	<b>25</b>

**NOTES:**

The Growth and Infrastructure Policy states that projects with fewer than 50 peak hour person trips are exempt from LATR.

Traffic Impact Analysis	Trip Generation for Site - Bucklodge Property	Exhibit 2
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

# Appendix A

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Supplemental Information

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Development Activity Information Center



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## Plan Number: 119890320

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### Online Documents:

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#### Application #:

119890320

#### Application Type:

PRELIMINARY PLAN

#### Application Name:

BUCKLODGE TRACT

#### Site Location:

NW QUADRANT OF THE INTERSECTION OF BARNESVILLE ROAD AND BUCKLODGE RD.

#### Size:

0 ACRE

#### Master Plan:

Boys Master Plan

#### Watershed:

Little Seneca Creek

#### Application Accepted Date:

1/13/1989

#### Proposed Development

Application Status	Zoning	Proposed Qty	Development Type
Original Application	I-1	14160	Industrial
Original Application	I-1	3160	Office
Original Application	RDT	13	Single Family, Detached

#### Future Planning

NO

#### Board Action:

#### Approved Development

Planning Board Date	Planning Board Action	Approved Qty	Development Type
4/25/1991	APPROVED	14160	Industrial
4/25/1991	APPROVED	2	Single Family, Detached
4/25/1991	APPROVED	3160	Office

#### Owner

WARD FAMILY LTD. PART.  
1300 PICCARD DR.  
ROCKVILLE, MD 20850  
Day Phone: (301)948-0333x

#### Engineer

GREENHORNE & O'MARA, INC  
15020 SHADY GROVE ROAD SUITE 400  
ROCKVILLE, MD 20850  
Day Phone: 301-738-3890x

#### Related Plans & Documents

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#### Related Applications

Application Number	Application Type
<a href="#">219912050</a>	RECORD PLAT
<a href="#">219923550</a>	RECORD PLAT
<a href="#">219923560</a>	RECORD PLAT
<a href="#">219923570</a>	RECORD PLAT
<a href="#">419910470</a>	NAT.RES.INV/FOREST STAND DELIN

The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910



**Important Note:** The Commission provides the Development Activity Information Center as a convenience to users. We are continuously adding to and updating the development data and documents that are available online. At any point, there may be a document that has not yet been posted or revised. To view the complete record on a development project, users are encouraged to visit the information counter at 8787 Georgia Avenue in Silver Spring. While you are online, if you believe you have found data or documents to be in error or if you cannot find the document you are searching for, please contact us at [mcp-daichelp@mncppc-mc.org](mailto:mcp-daichelp@mncppc-mc.org). Given the volume of work that we do, M-NCPPC cannot guarantee that all data or documents will be available online.

# Land Use: 110

## General Light Industrial

### Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

### Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 30 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

### Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

## VIII. Appendices

### Appendix 1a. Institute of Transportation Engineers Vehicle Trip Generation Rate Adjustment Factors

Appendix Table 1a. ITE 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 Town Center	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%
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%
20	Long Branch	91%	92%	96%	92%
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%
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%
34	Takoma/Langley	83%	83%	82%	84%
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%



Appendix Table 1b: Mode Split Assumptions by Policy Area						
Policy Area #	Development Type	Auto Driver	Auto Passenger	Transit	Non-Motorized	Total
27 Rockville City	Residential	56.8%	26.6%	6.3%	10.2%	100%
	Office	71.7%	17.4%	5.4%	5.5%	100%
	Retail	62.8%	25.6%	3.3%	8.2%	100%
	Other	74.7%	15.3%	4.8%	5.1%	100%
28 Rockville Town Center	Residential	51.3%	25.3%	8.9%	14.5%	100%
	Office	60.5%	16.7%	12.3%	10.5%	100%
	Retail	51.0%	26.5%	6.8%	15.6%	100%
	Other	59.9%	16.9%	12.4%	10.8%	100%
29 Rural East	Residential	64.0%	28.2%	2.6%	5.3%	100%
	Office	75.4%	20.6%	0.3%	3.7%	100%
	Retail	71.2%	26.8%	0.1%	1.9%	100%
	Other	75.8%	20.2%	0.5%	3.6%	100%
30 Rural West	Residential	64.8%	28.2%	1.8%	5.2%	100%
	Office	76.0%	20.4%	0.0%	3.6%	100%
	Retail	72.6%	25.7%	0.0%	1.7%	100%
	Other	76.1%	20.3%	0.1%	3.5%	100%
31 Shady Grove Metro Station	Residential	57.7%	26.4%	8.7%	7.1%	100%
	Office	67.0%	20.6%	6.8%	5.5%	100%
	Retail	55.9%	29.2%	3.8%	11.1%	100%
	Other	66.9%	20.6%	7.2%	5.2%	100%
32 Silver Spring CBD	Residential	50.1%	18.8%	13.6%	17.5%	100%
	Office	49.6%	9.0%	26.6%	14.9%	100%
	Retail	42.4%	12.6%	20.9%	24.0%	100%
	Other	49.2%	8.7%	26.8%	15.2%	100%
33 Silver Spring/Takoma Park	Residential	54.0%	21.0%	10.1%	14.9%	100%
	Office	63.0%	10.7%	15.1%	11.2%	100%
	Retail	59.5%	17.2%	6.9%	16.4%	100%
	Other	63.8%	10.5%	14.0%	11.6%	100%
34 Takoma/Langley	Residential	54.0%	21.0%	10.1%	14.9%	100%
	Office	63.0%	10.7%	15.1%	11.2%	100%
	Retail	59.5%	17.2%	6.9%	16.4%	100%
	Other	63.8%	10.5%	14.0%	11.6%	100%
35 Twinbrook	Residential	52.3%	26.2%	9.7%	11.8%	100%
	Office	60.8%	17.2%	13.7%	8.3%	100%
	Retail	53.6%	27.8%	7.2%	11.4%	100%
	Other	60.2%	17.5%	13.9%	8.5%	100%
36 Wheaton CBD	Residential	55.3%	24.9%	11.6%	8.2%	100%
	Office	64.3%	15.0%	13.1%	7.5%	100%
	Retail	54.8%	25.2%	7.6%	12.4%	100%
	Other	64.2%	15.1%	13.1%	7.6%	100%
37 White Flint	Residential	51.4%	26.3%	10.7%	11.6%	100%
	Office	59.2%	17.8%	14.4%	8.5%	100%
	Retail	52.2%	28.3%	8.2%	11.3%	100%
	Other	59.5%	17.9%	14.0%	8.6%	100%
38 White Oak	Residential	57.9%	25.8%	7.8%	8.5%	100%
	Office	68.7%	22.6%	3.3%	5.4%	100%
	Retail	65.7%	28.0%	2.0%	4.3%	100%
	Other	66.9%	23.9%	3.4%	5.8%	100%