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MEMORANDUM



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TO: Lauren Campbell; Montgomery County Planning Department

FROM: Chris Kabatt
Christine Bairan

COPY: Ken Wormald; The Wormald Companies
Patricia Harris; Lerch, Early & Brewer, Chtd.

RE: Transportation Study Exemption Statement,
Heritage Potomac Conditional Use

DATE: November 19, 2021

This memorandum serves as a transportation exemption statement for the conditional use permit application to establish a residential care facility at 10701 South Glen Road in Potomac, Maryland. The site is located on the north side of South Glen Road opposite Norton Road and to the west of the Congregation B’Nai Tzedek.

The Applicant, Heritage Gardens Land, LLC, is proposing a residential care facility with 74 independent living units and 73 assisted living and memory care units, containing 96 beds. The applicant is also proposing an additional development scenario that reduces the independent living units to 64 units and increases the assisted living and memory care to approximately 87 units, containing 105 beds. Previously, a private school operated on the site. The school closed in 2014 and had an enrollment of 95 students, with approved plans for up to 400 students in grades pre-K through 12th Grade.

Vehicular access to the property is provided by a single driveway slightly offset from Norton Road and adjacent to a driveway to Congregation B’Nai Tzedek. Per plans submitted with the Conditional Use application, the driveway would shift to the west to provide separate from Norton Road and the adjacent driveway.

Per the Growth and Infrastructure Policy, the number of person trips associated with the proposed redevelopment is used to determine the level of transportation analysis required for the proposed use. Development projects that will generate at least 50 new weekday peak-hour person trips are subject to the Local Area Transportation Review (LATR) multi-modal tests to determine transportation adequacy. Developments that will generate fewer than 50 new weekday peak-hour person trips must prepare a transportation study exemption statement. The new person trips are calculated by generating trips for the proposed use and subtracting trips generated by the existing use. In this case, the enrolled number of students, 95, was used for the private school

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use to determine the number new person trips that will be generated by the residential care facility.

As shown in Table 1, the proposed residential care facility with 74 independent living units and 96 assisted living beds (73 assisted living beds and 23 memory care beds) will generate 34 fewer AM peak-hour person trips and 30 additional PM peak-hour person trips. As shown in Table 2, the additional development scenario that reduces the independent living units to 64 units and increases the assisted living and memory care to approximately 87 units, containing 105 beds, will generate the same number of AM and PM peak hour trips (50 and 64, respectively). Since the new trips, proposed use trips minus the existing use trips, is less than 50 peak-hour person trips, the proposed application is exempt from LATR.

If you have any questions or require any additional information during your review of this transportation study exemption statement, please feel free to contact me at 301-971-3416 or via email at clkabatt@wellsandassociates.com.

Table 1
Heritage Gardens
Trip Generation^{1,2}

Land Use	LUC	Amount	Unit	ITE Trip Generation						Montgomery County Growth and Infrastructure Trip Generation														
				AM Peak Hour			PM Peak Hour			AM Peak Hour						PM Peak Hour								
				In	Out	Total	In	Out	Total	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Person Trips	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Person Trips			
Existing																								
Private School (K-8) ³	530	95	Students	36	28	64	12	13	25	63	16	2	3	5	84	25	7	1	1	2	34			
Proposed																								
Senior Adult Housing - Multifamily	252	74	DU	5	10	15	11	8	19	15	6	1	2	3	24	18	8	1	2	3	29			
Assisted Living	254	96	Beds	<u>10</u>	<u>7</u>	<u>17</u>	<u>9</u>	<u>14</u>	<u>23</u>	<u>16</u>	<u>7</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>26</u>	<u>22</u>	<u>9</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>35</u>			
				15	17	32	20	22	42	31	13	2	4	6	50	40	17	2	4	6	64			
Total Trips (Proposed versus Existing)				(21)	(11)	(32)	8	9	17	(32)	(3)	0	1	1	(34)	15	10	1	3	4	30			

- Note:
 1. Trip generation based on ITE Trip Generation Manual 11th Edition
 2. LATR Adjustment Factors and Mode Split Assumptions for the Potomac Policy Area were applied.
 3. "Other" SSP Policy area adjustment factor used for the private school.

Table 2
Heritage Gardens
Trip Generation^{1,2}

Land Use	LUC	Amount	Unit	ITE Trip Generation						Montgomery County Growth and Infrastructure Trip Generation														
				AM Peak Hour			PM Peak Hour			AM Peak Hour						PM Peak Hour								
				In	Out	Total	In	Out	Total	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Person Trips	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Person Trips			
Existing																								
Private School (K-8) ³	530	95	Students	36	28	64	12	13	25	63	16	2	3	5	84	25	7	1	1	2	34			
Proposed																								
Senior Adult Housing - Multifamily	252	64	DU	4	9	13	9	7	16	13	6	1	1	2	21	16	7	1	2	3	26			
Assisted Living	254	105	Beds	<u>11</u>	<u>8</u>	<u>19</u>	<u>10</u>	<u>15</u>	<u>25</u>	<u>18</u>	<u>8</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>29</u>	<u>24</u>	<u>10</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>38</u>			
				15	17	32	19	22	41	31	14	2	3	5	50	40	17	3	4	7	64			
Total Trips (Proposed versus Existing)				(21)	(11)	(32)	7	9	16	(32)	(2)	0	0	0	(34)	15	10	2	3	5	30			

- Note:
 1. Trip generation based on ITE Trip Generation Manual 11th Edition
 2. LATR Adjustment Factors and Mode Split Assumptions for the Potomac Policy Area were applied.
 3. "Other" SSP Policy area adjustment factor used for the private school.