



July 30, 2022

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

RE: Preliminary Plan Application No. 120230010, Hillcrest Medical Office, Olney, Maryland

Dear Chris:

This Traffic Statement presents the requirements of Local Area Transportation Review (LATR) in support of the above-reference project for redevelopment of a site to construct 10,220 square feet of medical office. 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



Source: KIM Engineering

DISCUSSION

The site is 0.49 acres located at 18201 Hillcrest Avenue in Olney, Maryland. The site currently encompasses a residential structure and a trailer with a total of 2,969 square feet, until recently used for a child day care. As part of the proposed development, the Applicant is proposing to construct a two-story,

10,220-square-foot medical office building replacing the existing buildings.

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 10,220 square feet of medical office replacing the existing 2,969 square feet of child day care. Table 2 shows the converted vehicular trips to person trips.

Table 1 Site’s Net Vehicular Trips

Land Use	AM			PM		
	In	Out	Total	In	Out	Total
Proposed 10,220 SF of Medical Office (LUC 720)	24	7	31	11	27	38
ITE Trip Generation Rate Adjustment Factor (100%)	24	7	31	11	27	38
Existing Buildings-Day Care (LUC 565)	5	5	10	1	2	3
ITE Trip Generation Rate Adjustment Factor (100%)	5	5	10	1	2	3
Net Change	19	2	21	10	25	35

Source: Institute Transportation Engineers Trip Generation, 11th Edition

Table 1 shows the proposed net 21 (19 In and 2 Out) AM weekday peak hour vehicular trips, and 35 (10 In and 25 Out) PM weekday peak hour vehicular trips. The vehicular trips were converted into person trips based on the modal split calculation for the Olney Policy Area (March 2022 LATR Guidelines). The person trips calculations are shown in Table 2.

Table 2 Site Vehicular Trip Generation

AM PEAK					PM PEAK				
Person Trips	Auto Driver	Auto Passenger	Transit Trip	Non-Motorized	Person Trips	Auto Driver	Auto Passenger	Transit Trip	Non-Motorized
28	21	6	0	1	46	35	9	0	2

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 28 AM and 46 PM weekday peak hour person trips.

ADEQUATE PUBLIC FACILITIES REVIEW

Local Area Transportation Review (LATR)

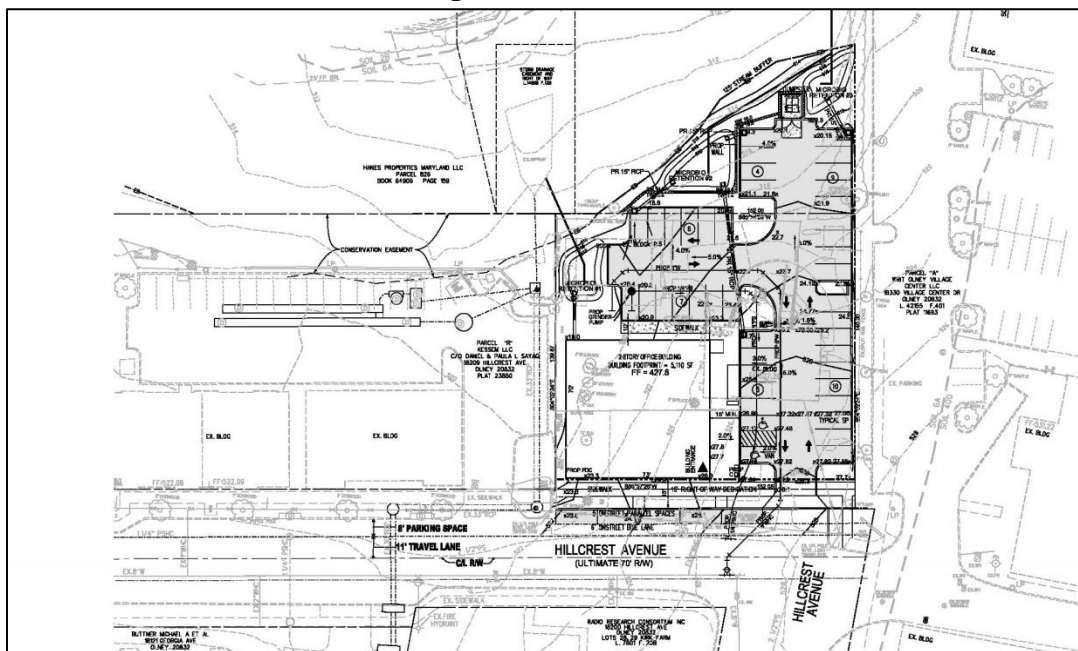
According to the site-generated vehicle trips, and applying the LATR Guidelines’ trip adjustment factors, the site will generate fewer than 50 weekday peak hour person trips and, therefore, this application is exempt from submitting a traffic study. This Traffic Statement satisfies the requirements of the

transportation Adequate Public Facilities (LATR) test. This application passes the APF test for transportation.

Site Access/Internal Circulation

As shown in Figure 2, Preliminary Plan, the site retains a single access from Hillcrest Avenue, approximately 35 feet from the eastern edge of the site. The existing western access to the site will be closed. The proposed building is located in the southwest corner of the property and the 43 parking spaces are located to the east and north of the building. Site access is provided with sufficient sight distance along Hillcrest Avenue and will operate safely and efficiently. On-site parking is designed to provide for safe and efficient circulation.

Figure 2 Site Access

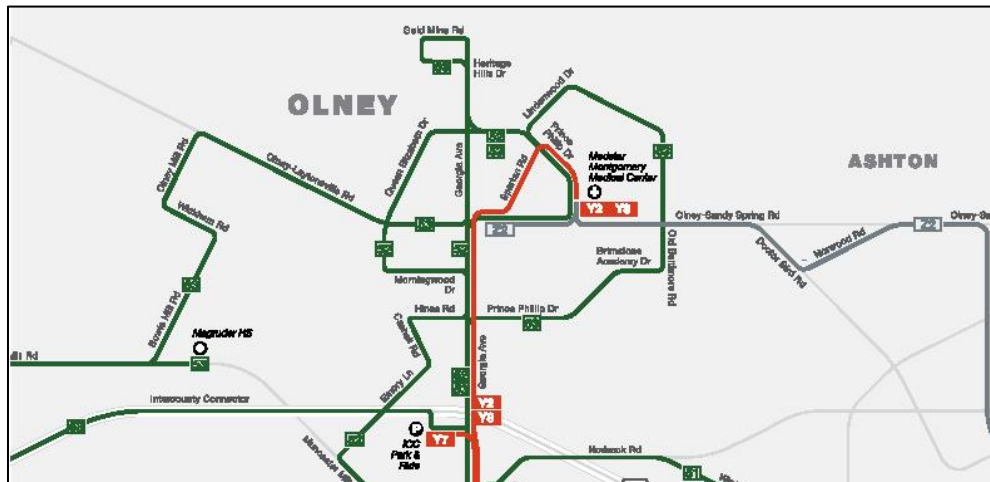


Source: KIM Engineering

Transit Facilities and Services

Several bus lines serve the Olney area and are within easy walking distance of the site. There are two WMATA bus routes, Y2 and Y8, connecting Medstar Medical Center to the center of Olney and to Silver Spring via Georgia Avenue (MD 97) and Connecticut Avenue (MD 185). These metro bus lines operate seven days a week and with high frequency during the peak periods. The commuter bus route Z-2 provides service during the peak periods connecting the center of Olney to White Oak via MD 108 to the Ashton-Sandy Spring area and New Hampshire Avenue (MD 650). Ride-on buses 52 and 53 provide services from the center of Olney to the Glenmont Metro station to the south via MD 97 and to Gaithersburg and Rockville to the west. The proposed site is well-served by transit and nearby stops on Georgia Avenue. Figure 3 shows the bus routes in the area.

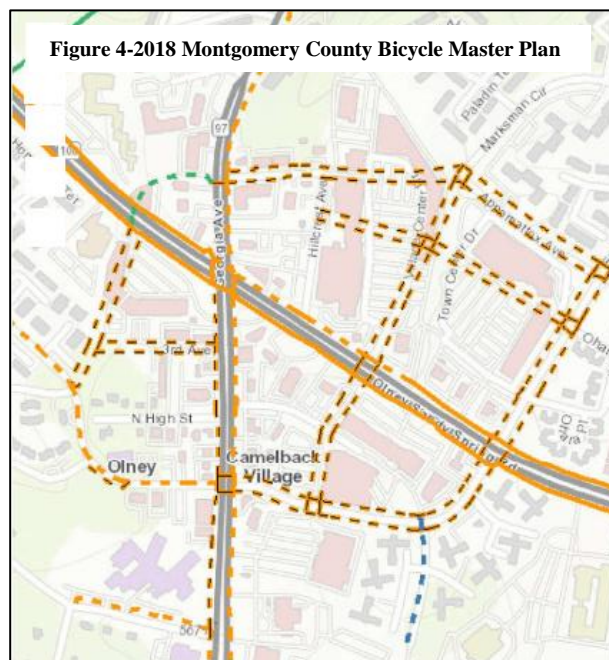
Figure 3 Transit Routes



Pedestrian, Bicycle Facilities

The Olney area is provided with sidewalks, crosswalks, pavement markings, and amenities that allow pedestrians to walk and cross the streets safely and easily. All traffic signals are equipped with pedestrian signals, and facilities for disabled users and other ADA accommodations. This includes the streets and sidewalks connecting to the site. The intersection of Hillcrest Avenue and Georgia Avenue is not signalized but has pedestrian crossing markings and ramps to facilitate wheelchairs. Wide sidewalks are provided along Hillcrest Avenue and the proposed plan for the site shows continuation of the sidewalk to the entrance to the shopping center to the east to complete the sidewalks along this segment of Hillcrest Avenue.

The 2018 Bicycle Master Plan recommends a separate bikeway on Hillcrest Avenue extending east from Georgia Avenue through a narrow access (24' wide) between two of the shopping center's buildings, and through the shopping center's parking lot connecting with Spartan Road to the east. The proposed development will provide a dedication for and construct a new buffered sidewalk along its frontage, and will dedicate right-of-way for the future bike lane. Planning Department and Montgomery County Department of Transportation (MCDOT) staff have agreed that a bike lane should not be built along the property frontage as part of this project due to the very short frontage length. The Applicant has asked for MCDOT consent to pave the future bicycle path right-of-way and use it for on-street parking as an interim measure until it can be converted into a bike lane when the County is ready to construct the bike lane through the area. MCDOT has agreed to this arrangement.



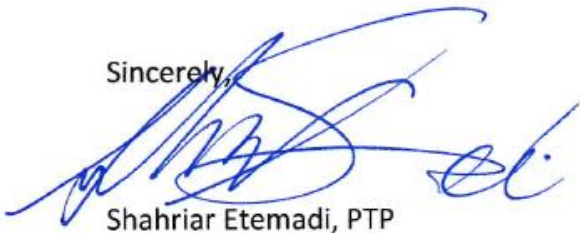
As depicted in Figure 4, a network of bicycle facilities is planned for the Olney area and, except for the section being implemented on MD 108, is in the planning stage.

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.

The site is well-served by transit services, pedestrian facilities and existing and planned bicycle facilities.

Sincerely,



Shahriar Etemadi, PTP
Principal