

## Q & A from the meeting of November 20, 2019

**In preparation for discussion on the Zoning Administrator's determination on the Catoctin Corner Drive-Through, please provide answers to the following:**

1). What's the proposed size of the two restaurants that will be on pad 6 in addition to the drive-through? The document states not more than 6,000 SqFt then not more than 4,000 SqFt.

A restaurant up to 6,000 SF can be constructed on the Catoctin Corner property as a matter of right under the MC zoning district regulations. Further, a restaurant up to 6,500 SF with a drive-through can be constructed on the Catoctin Corner property under SUP 09-07, which was approved in 2010 and remains valid. There is no limit to the number of restaurants that may be constructed on the Property, although aggregate commercial development allowed on the property is limited by the Proffers to a maximum of 50,000 SF.

2). What's the projected foot and vehicular traffic flow to the two restaurants that will be on pad 6 in addition to the proposed drive-through?

Vehicular trips generated by a particular land use are determined by referencing the Institute of Transportation Engineer's (ITE) manual, which numbers are then utilized in a transportation impact analysis performed by transportation engineers.

The Town required a traffic impact study (TIS) be provided with the site plan application for Catoctin Corner. The TIS was submitted to the Town, dated 8/27/14, in conjunction with site plan TP13-02. Table 7A of the TIS cites the ITE data (9<sup>th</sup> Edition, 2012) for the proposed land uses, including "fast food with drive-through."

The data on Table 7A indicates the following trips for a 7,000 s.f. Fast Food with Drive-Through:

- (a) Trips In A.M. Peak Hour: 162
- (b) Trips Out A.M. Peak Hour: 156
- (c) Trips In P.M. Peak Hour: 119
- (d) Trips Out P.M. Peak Hour: 110

The peak hours are typically the hours that impact the transportation system, and are therefore the focus of the TIS. However, the TIS also looks at total trips throughout the day. The total trips (in and out of the site) throughout the day for "Fast Food with drive-through, 7,000 s.f." is cited as 3,473. The town does not request estimates of foot traffic, so that information does not exist.

3). What's the current daily vehicular traffic flow at Catoctin Corner currently and how does that compare to the projections made in 2016?

The 2014 Traffic Impact Study projections were based on full build-out of Catoctin Corner, however, it assumed a different build-out than that which actually occurred. Table 7A of the TIS

sets forth the trip generation numbers for the proposed development, assuming the following development at build-out:

- (a) Retail shopping: 34,000 SF
- (b) FF w Drive Thru: 7,000 SF
- (c) Donut Shop w Drive Thru: 1,700 SF
- (d) Gas station & convenience store: 16 pumps

Based on these assumptions, the 2014 TIS projected total trips into and out of Catoctin Corner of 10,837 on a weekday, and 11,955 on a Saturday.

The Town does not have current daily traffic flow numbers for Catoctin Corner.

#### 4). What's the proposed size of the Panera Bread Restaurant?

3,521sf.

#### 5). What's Panera Bread business estimate of additional all day trips over the next five years?

The TIS estimates the impact of all of Catoctin Corner on the transportation infrastructure in the year 2023, but does not appear to estimate such impact specifically for Panera Bread in the year 2023.

However, the TIS does estimate the impact of a 7,000 s.f. Fast Food With Drive-Through in year 2017, once it is built, and asserts that the total daily weekday trips would be 3,473, and that the total Saturday trips would be 5,054. Note that the assumed size of 7,000 s.f. is almost twice as big as the proposed Panera Bread.

#### 6). What will be the impact of the Panera Bread estimate of all day trips over the next 5 years on the circle, 287, and Main Street?

The impact of Catoctin Corner development on (a) the Circle, (b) Rt. 287, and (c) Main Street was assessed in the TIS (p. 86), but only for the development as a whole, and not for individual uses within the development.

As a whole, Catoctin Corner was projected to impact Peak-Hour traffic in year 2023 as follows, with a note in the study that states, the percentages include trips that are re-routed as pass-by trips, so the net impact on study-area roadways is overstated:

**(a) Weekday AM Peak Hour:**

Road Section	Impact at build-out (2017)	Impact at build-out plus 6 years (2023)
Rt. 287 North of Eastgate	14.8%	8.7%
Rt. 287 North of Main Street	10.4%	7.2%
Druhan Blvd, south of Main St.	14.2%	10.3%
Main St. East of Rt. 287	15.1%	10.4%
Main St. West of Rt. 287	15.6%	9.9%
Main St. East of Site Driveway on Main Street/Colonial Hwy.	8.9%	6.4%

**(b) Weekday PM Peak Hour**

Road Section	Impact at build-out (2017)	Impact at build-out plus 6 years (2023)
Rt. 287 North of Eastgate	14.8%	8.9%
Rt. 287 North of Main Street	11.6%	7.9%
Druhan Blvd, south of Main St.	13.8%	10.0%
Main St. East of Rt. 287	20.5%	13.1%
Main St. West of Rt. 287	15.3%	9.7%
Main St. East of Site Driveway on Main Street/Colonial Hwy	12.0%	8.2%

**(c) Saturday Peak Hour**

Road Section	Impact at build-out (2017)	Impact at build-out plus 6 years (2023)
Rt. 287 North of Eastgate	21.6%	12.4%
Rt. 287 North of Main Street	16.7%	11.2%
Druhan Blvd, south of Main St.	25.9%	17.3%
Main St. East of Rt. 287	36.4%	20.4%
Main St. West of Rt. 287	19.6%	12.4%
Main St. East of Site Driveway on Main Street/Colonial Hwy.	21.4%	13.1%

In its conclusion at page 89, the Traffic Impact Study concludes that the traffic circle will operate at acceptable overall Level of Service under all analysis conditions (2013, 2017, 2023) with or without traffic from the Catoctin Corner development. For other portions of roadway, the TIS recommends intersection improvements to offset the impacts of the Catoctin Corner development.

7). Why is this determination being made without a comprehensive traffic impact study of the area and connecting roadways funded by the developer or Panera Bread?

When a use is permitted under property rights that have already been established, no traffic impact study is required.

8). Why is the Zoning Administrator's determination referencing the 8th Edition ITE Trip Generation Re Those imptrtoport and not the 10th Edition which I am being told is more current? The 10<sup>th</sup> edition was released after the site plan for Catoctin Corner was submitted. The 10<sup>th</sup> edition costs \$800-\$900. Given the cost it was not a priority to invest in the 10<sup>th</sup> edition once it was released. Generally speaking, the ADT counts do not significantly change from one edition to the next.

9). The SUPs approved by the Planning Commission and Town Council in 2016 were for a bank, pharmacy, and restaurant, correct?

Correct.

10). Of the three SUPs approved in 2016, only the restaurant materialized via Dunkin Donuts, correct?

Correct.

11). What was Dunkin Donuts projected all day trips in 2016, what is that figure today, and what's the targeted growth in that figure?

The 2014 traffic analysis identifies a coffee/donut shop with drive-thru shows a daily trip generation not to exceed 1,392. The total am peak should not exceed 271 trips and the total pm peak should not exceed 73 trips.

12). Do all Panera Bread have drive-through?

The Town does not have that information. My guess would be that they have not been able to upgrade all their existing stores. Therefore, a number of stores will not have drive-thrus. It is our understanding from the developer that Panera Bread is not interested in locating in a site that does not have a drive through.

13). What's the environmental impact of the drive through at Panera Bread?

The environmental impacts of a development are assessed and addressed during Site Plan Review, pursuant to the regulations contained in the Town's Land Development and Subdivision Control Ordinance. The Site Plan for Catoctin Corner was approved under two applications (one application representing off-site Site Plan work related to rights of way and water/sewer infrastructure, and a second application representing on-site Site Plan work for buildings and parking lots). The two applications are TP13-02 and TP15-08, respectively.

14). Is this determination only for Panera Bread or can this determination be applied to another more intense use restaurant should Panera decide not to come? I recall us being told that a Circle K would be coming to the location then that was replaced with a third 711, which more than like is taking business away from the other two 711.

This determination answers only the question of whether SUP 09-07 approved in 2010 for the restaurant with drive-through can be applied to Panera Bread. All other determinations must be made on a case-by-case basis.