



August 4, 2016

MEMORANDUM

TO: Elsabett Tesfaye, Planner Coordinator
Area 3 Division

VIA: Fred Boyd, Supervisor
Area 3 Division

FROM: Ed Axler, Transportation Planner Coordinator
Area 2 Division

SUBJECT: 851 & 861 Gude Drive
Limited Map Amendment No. H-114
Derwood Policy Area

This memorandum is transportation planning staff's Adequate Public Facilities (APF) review of the subject Limited Map Amendment (LMA) from IH (Industrial Heavy) zone to IMF (Moderately Industrial Floating) zone to increase the square footage of commercial land uses on the recorded Part of Parcels E and Parcel F, Ensor Property.

RECOMMENDATIONS

Area 2 transportation planning staff recommends the following conditions related to the APF test of the transportation requirements for the subject Preliminary Plan and Site Plan:

1. The Applicant must be limited to approximately 272,495 square feet of warehouse use and 27,115 square feet of general retail use.
2. The Applicant must satisfy the transportation APF - Policy Area Review test by paying the Transportation Policy Area Review (TPAR) equal to 25% of the transportation/development impact tax to the Montgomery County Department of Permitting Services (DPS) at the time of building permit.
3. The Applicant must work with the Montgomery County Department of Transportation's (MCDOT) regarding their Capital Improvements Program (CIP) Project, No. P501309, East Gude Drive Roadway Improvements, to improve East Gude Drive from Crabbs Branch way to Southlawn Lane.
4. The Applicant must provide lead-in sidewalks from East Gude Drive and Dover Road.
5. The Applicant must provide the required number of public inverted-U bike racks located near the main entrances and private bike lockers for employees near their building entrance.

DISCUSSION

Site Location and Vehicular Site Access Points

The site is located on the northeast corner of East Gude Drive and Dover Road with an access point from both roads.

Master-Planned Roadways and Bikeway

In accordance with the 2004 *Upper Rock Creek Area Master Plan* and the 2005 *Countywide Bikeways Functional Master Plan*, the designated roadways and bikeway are as follows:

1. East Gude Drive is recommended as a six-lane divided major highway, M-23, with a 120-foot wide right-of-way and shared use path, SP-51, on the southwest side.
2. Dover Road is recommended as two-lane industrial road, I-2, with a 70-foot wide right-of-way and no bike path.
3. Nearby Southlawn Lane is recommended as two-to-four lane industrial road, I-1, with a 70-foot wide right-of-way and no bike path.

Calhoun Drive and Display Court are not listed in the *Master Plan*. Calhoun Drive is a two-lane private street with a 35-foot wide paved travelway with its centerline traversing the property line between two different developments. Display Court is a two-lane private street with a 40-foot wide paved travelway entirely within one development.

On-Going Transportation Project

MCDOT Capital Improvements Program (CIP) Project No. P501309, East Gude Drive Roadway Improvements, is to improve East Gude Drive from Crabbs Branch way to Southlawn Lane. The improvements include the following:

- An additional westbound lane (800 linear feet) from Calhoun Drive to Crabbs Branch Way,
- An extension of the length of the eastbound taper east of Calhoun Drive (500 linear feet) to the west of Incinerator Lane,
- Providing an east-to-northbound left turn lane (300 linear feet) at Dover Road,
- Construction of the missing section of sidewalk on the north side of East Gude Drive from west of Incinerator Lane to the east of Calhoun Drive (550 linear feet), and
- Installation of six-foot wide sidewalk connections from each bus stop on the north side of East Gude Drive to the nearest intersection.

The CIP project being designed though FY 2018 and was to have construction funding in FY 2020 and 2021, but was put on hold in November 2015.

Public Transit Service

Ride-On route 59 operates along East Gude Drive between the Rockville Metrorail Station and the Montgomery Village Center with half hour headways on weekdays and weekends. A bus stop is located at the intersection of East Gude Drive and Dover Road.

Pedestrian and Bicycle Facilities

The adjacent pedestrian and bicycle facilities are as follows:

- A 7-foot wide shared use path on the southwest side of East Gude Drive.
- A 4-foot wide sidewalk with a 11-foot wide green panel on the northeast side of Gude Drive.
- A 7-foot wide shared use path on the northwest side of Dover Road on the southwest side on East Gude Drive.
- No sidewalk along the other segments of Dover Lane.
- At the East Gude Drive/Dover Road intersection, pedestrian handicap ramps on all legs and pedestrian crosswalks on all but the northeastern leg.

Prior Planning Board Action

Preliminary Plan No. 19841490, Gude Industrial, was approved on November 13, 1984, for 200,000 square feet of Industrial space.

Local Area Transportation Review (LATR)

The proposed change in commercial land uses would generate the following number peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 to 7:00 p.m.):

| Land Use | Square Feet | Weekday Peak-Hour | |
|----------------------------|-------------|-------------------|---------|
| | | Morning | Evening |
| Existing Land Uses | | | |
| (Gude) Self-Storage | 84,800 | 12 | 22 |
| Warehouse | 65,005 | 65 | 45 |
| Subtotal | 149,805 | 77 | 67 |
| Proposed Land Uses | | | |
| Warehouse | 272,495 | 143 | 113 |
| Retail | 27,115 | 51 | 203 |
| Subtotal | 299,610 | 194 | 316 |
| Net Increase from Existing | +149,805 | +117 | +249 |

~~The Applicant is not required to submit a traffic study to satisfy the LATR test because the proposed change in land uses generate fewer than 30 total peak-hour trips within the weekday morning and evening peak periods.~~

A traffic study was submitted to satisfy the LATR test because the “total” number of site-generated peak-hour trips is 30 or more. Based on the traffic study results, the capacity/Critical Lane Volume (CLV) values at the studied intersections are shown in the table below for the following traffic conditions:

1. Existing: The traffic condition as it currently now.
2. Background: The existing condition plus the trips generated from approved but un-built nearby developments and the concurrent LMA H-113 at 800 & 850 Gude Drive.
3. Total: The background condition plus the additional site-generated trips based on proposed change in commercial land uses.

| Studied Intersection | Traffic Condition | | | | | |
|-------------------------------------|-------------------|-------|------------|-------|-------|-------|
| | Existing | | Background | | Total | |
| | AM | PM | AM | PM | AM | PM |
| Dover Road & Site Access | 353 | 430 | 369 | 452 | 383 | 474 |
| Calhoun Drive & East Gude Drive | 893 | 1,016 | 906 | 1,053 | 913 | 1,080 |
| East Gude Drive & Display Court | 1,017 | 1,010 | 1,036 | 1,062 | 1,046 | 1,101 |
| East Gude Drive & Site North Access | 1,008 | 1,003 | 1,051 | 1,132 | 1,061 | 1,172 |
| East Gude Drive & Site South Access | 987 | 976 | 1,001 | 1,017 | 1,032 | 1,037 |
| East Gude Drive & Dover Road | 1,012 | 1,154 | 1,050 | 1,223 | 1,064 | 1,257 |
| East Gude Drive & Southlawn Drive | 1,037 | 1,131 | 1,055 | 1,168 | 1,074 | 1,193 |

As indicated in the table above, the calculated CLV values do not exceed the CLV standard of 1,475 for the Derwood Policy Area, and, thus, the LATR test is satisfied.

Transportation Policy Area Review (TPAR)

The Applicant must satisfy the Policy Area Review test by paying the TPAR equal 25% of DPS's transportation/development impact tax located in the Derwood Policy Area that is inadequate under the transit test. With credit for the existing commercial land uses, the estimated impact tax would be as follows:

| Non-Residential Use | Current* Rate per Sq. Ft. | Square Footage | Development Impact Tax |
|--|---------------------------|----------------|------------------------|
| Existing Land Uses | | | |
| Self Storage | \$6.35 | 84,800 | \$538,480.00 |
| Warehouse | \$6.35 | 65,005 | \$412,781.75 |
| Subtotal | | 149,805 | \$951,261.75 |
| Proposed Land Uses | | | |
| Warehouse | \$6.35 | 272,495 | \$1,730,343.25 |
| Retail | \$11.40 | 27,114 | \$309,099.60 |
| Subtotal | | 293,256 | \$2,039,442.85 |
| Net Increase from Existing to Proposed Land Uses | | +149,805 | \$1,088,181.10 |
| Estimated TPAR Mitigation Payment of 25% | | | \$272,045.28 |

*Development Impact tax for Transportation Improvements rates valid through June 30, 2017.

This payment is paid to DPS at the time of building permit. As indicated with the asterisk, the estimated TPAR mitigation payment is based on the current rates and is subject to change for building permits released after June 30, 2017.

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