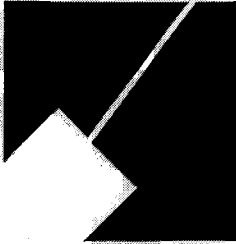


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

17

9-13-01

September 7, 2001

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator EA
Transportation Planning

SUBJECT: Preliminary Plan No. 1-01047
Public Storage
Derwood Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan. Policy Area Review is satisfied under the Ceiling Flexibility -De Minimis Impacts provision of the *Annual Growth Policy*.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this preliminary plan:

1. Limit the preliminary plan to a mini-warehouse or self-storage facility with approximately 492 units or 72,100 square feet without vehicle rental.
2. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) and the Montgomery County Department of Permitting Services (DPS) regarding the site access from Crabbs Branch Way. Restrict the site access from Crabbs Branch Way to a right-turn-in and right-turn-in-out only and coordinate with DPS regarding the following:

- a. The appropriate channelization to restrict left-turns into and out of the site from Crabbs Branch Way.
- b. Adequate turning radius for right-turns-in and right-turns-out for all vehicles including single unit trucks, which may be rented by non-professional drivers. The curb return may require an agreement for an easement from the adjoining property to the north because the distance between the site access and adjoining property is only approximately 20 feet.

No access will be permitted from East Gude Drive.

3. Enter into a traffic mitigation agreement with DPWT and the Planning Board to make a best effort to assist in the achievement and maintenance of the traffic mitigation goal of 12% for commercial development. The boundaries of the Greater Shady Grove Traffic Mitigation District (TMD) are shown on the attached map. This agreement shall include a traffic mitigation plan that will define the applicant's obligations to assist in mitigating traffic including cooperating with the traffic mitigation organization for the following:
 - a. To market transportation alternatives.
 - b. To pay the traffic management fee established by the County to support the TMD.
 - c. To identify an employee transportation benefits coordinator to disseminate information on transportation programs and services.
 - d. To use best efforts to participate in the annual commuting mode survey to assist with monitoring the achievement of the traffic mitigation goal survey and making a good faith effort to achieve an 80% return rate.

The TMD staff will be available to provide transportation information, technical advice, and other forms of assistance normally provided by the TMD to sites within the Greater Shady Grove Area.

DISCUSSION

Site Location and Accesses

The proposed mini-warehouse is located in the northeast quadrant of East Gude Drive and Crabbs Branch Way. The site access is from Crabbs Branch Way. Pedestrian and bicycle access is available via existing five-foot sidewalks along Crabbs Branch Way and East Gude Drive.

Master Plan Roadways

According to the *Gaithersburg Vicinity Master Plan*, the adjacent and nearby master plan roadways are as follows:

1. Gude Drive is designated as a major highway, M23, with a 120-foot right-of-way and an existing five-foot sidewalk.
2. Crabbs Branch Way is designated as an arterial, A-262, with a 100-foot right-of-way and an existing five-foot sidewalk.

On-Going Transportation Improvements

At the intersection of Gude Drive and Crabbs Branch Way, DPWT is studying the addition of a third southbound left-turn lane as part of DPWT's Capital Improvements Program (CIP) Project No. 507017, Intersection and Spot Improvements (refer to the attached CIP page).

Site-Generated Traffic

Trip-generation data for a similar land use was collected for Preliminary Plan No. 1-99028, Burtonsville Self-Storage. Their transportation consultant collected vehicle driveway counts between April 1 and April 30, 1997, at three similar existing mini-storage facilities (e.g., Storage USA) within Montgomery County and without available vehicle rentals. The average weekday number of peak-hour trips entering and leaving each location was observed as follows:

Location	Size	No. of Units	Weekday Peak Hour Trips	
			Morning	Evening
Rockville	67,480	961	2.65	4.27
Bethesda	46,297	592	1.50	1.56
Silver Spring	125,261	983	4.48	7.80

Based on the derived average weekday trip-generation rate of these three similar facilities, a proposed Public Storage without vehicle rentals of 492 storage units would generate two new peak-hour trips during the morning peak period (7:00 to 9:00 a.m.) and two new peak-hour trips during the evening peak period (4:00 to 6:00 p.m.).

Mini-warehouse facilities without vehicle rentals generate fewer weekday peak-hour trips than facilities with vehicle rentals. For this reason, two other Storage USA sites with vehicle rentals (in Gaithersburg, Maryland and on Livingston Road) were also surveyed but

not used to derive a trip-generation rate for the proposed land use. For example, a Public Storage with 492 storage units with vehicle rentals would generate five more (or seven peak-hour trips during the morning peak period and five more (or seven) peak-hour trips during the evening peak period.

The traffic data from Storage USA is more representative than the general trip-generation rates for mini-warehouses from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual. The ITE's trip-generation rates are based on older traffic surveys of varying-sized sites from 20,000 to 73,000 square feet collected in 1979, 1986, and 1993 for sites located in California.

Requirement for Traffic Study

A traffic study is not required to satisfy local area transportation review (LATR) because the projected traffic is less than 50 peak-hour trips during the morning and evening peak periods.

Policy Area Review/Staging Ceiling Condition

The site is located in the Derwood Policy Area, which has a remaining capacity of 254 jobs as of July 31, 2001. Policy Area Review is satisfied under the "Ceiling Flexibility - De Minimis Impacts" provision of the *Annual Growth Policy*.

EA:cmd

Attachments

cc: Stan Abrams
Andy Ferretti
Sarah Navid
Sandy Brecher
Jeff Riese
Tom Robertson
Lisa Rother
Peggy Schwartz

PP # 1-01047 Public Storage.doc



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

September 7, 2001

Mr. A. Malcolm Shaneman, Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 1-01047
Public Storage - Rockville

Dear Mr. Shaneman:

We have completed our review of the preliminary plan and revised entrance proposal dated September 6, 2001. We recommend approval of the plan subject to the following comments:

1. Show all existing planimetric and topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, bus stops, utilities, etc.) as well as existing rights of way and easements on the preliminary plan.
2. Necessary dedication for future widening of Crabbs Branch Way and East Gude Drive in accordance with the master plan.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
4. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
5. Record plat to reflect denial of access along the remainder of Crabbs Branch Way or any portion of E. Gude Drive.
6. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.



Division of Traffic and Parking Services

Mr. A. Malcolm Shaneman
Preliminary Plan No. 1-01047
September 7, 2001
page two

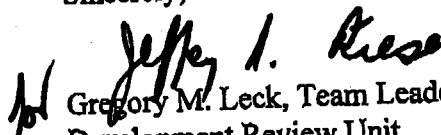
7. We will accept the driveway location and configuration concept submitted on September 6, 2001 (see marked up copy attached). Although less than optimal, this location is the only one that can be made to work on a corner parcel at an intersection such as Crabbs Branch Way and E. Gude. Drive. The driveway shall be channelized and signed to preclude left turns into or out of the site. The frontage is adjacent to a double left turn lane southbound on Crabbs Branch, which may be improved even further, so left turns will never be allowed to or from this driveway in the future. The driveway should be situated as far south as possible to provide some tangent section before the driveway entrance immediately to the north, taking into account the turn radii needed for trucks which will be a high percentage of the traffic using this drive.
8. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6298 to discuss the parking lot design.
9. In order to ensure adequate driveway capacity, particularly egress volume, provide a minimum fifty (50) foot tangent section before encountering cross traffic on-site, for all driveways.
10. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow an SU-30 truck to circulate without crossing the centerline nor the curbline.
11. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
12. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
13. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.

Mr. A. Malcolm Shaneman
Preliminary Plan No. 1-01047
September 7, 2001
page three

14. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
15. The owner will be required to submit a recorded covenant for the operation and maintenance of private storm drain systems prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
16. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Tony Ricchiuti of our Division of Traffic and Parking Services at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
17. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Robert Gonzales of our Division of Traffic and Parking Services at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
18. Trees in the County rights of way - species and spacing to be in accordance with the applicable MCDPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please call Mr. Jeffrey Riese on (240) 777-2190.

Sincerely,


Gregory M. Leck, Team Leader
Development Review Unit

O:\subd\jir\prel\101047

Enclosures (3)

cc: Andrew Ferretti, P.E.; BL Companies
Jody Kline; Miller, Miller & Canby
Herb Reynolds; Public Storage, Inc.
Ed Axler; MNCPPC, TPD
Joseph Y. Cheung; MCDPS Subdivision Development
Christina Contreras; MCDPS Subdivision Development
Anthony S. Ricchiuti; MCDPWT, Traffic & Parking

Sent By: DPS LAND DEV SERVICES;

2407778339;

Sep-7-01 8:14AM;

Page 3/3

ENGINEERING/PLANNING

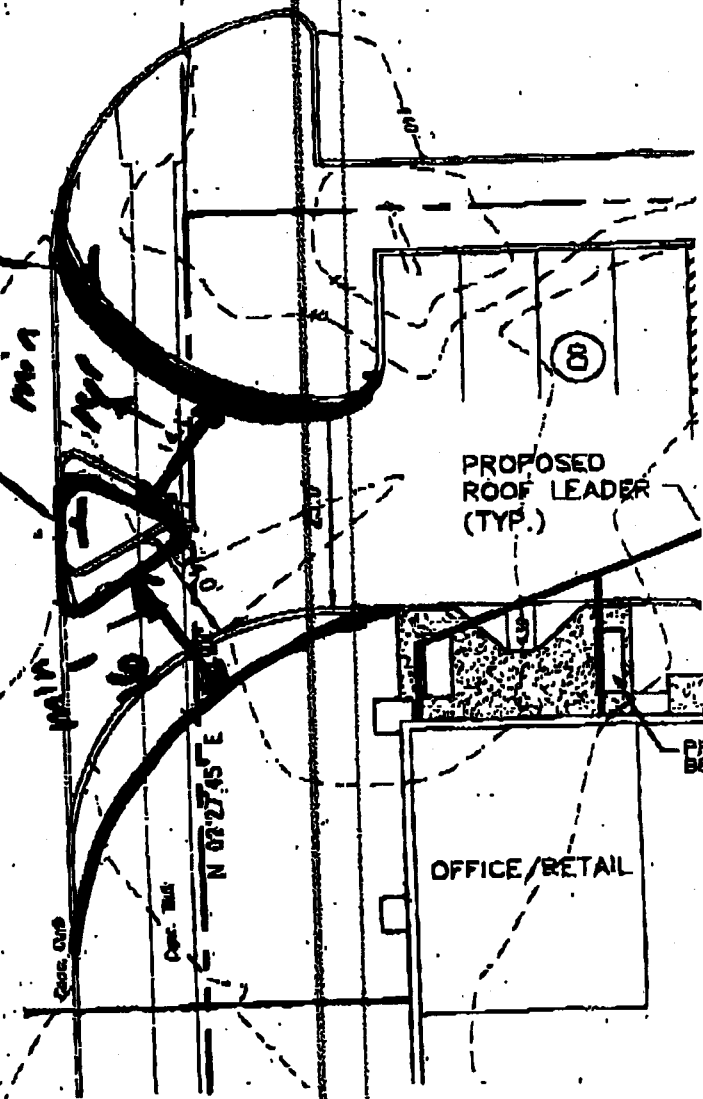
DPS WTR RESRC

002

006013



CRABBS BRANCH WAY



EAST GUDE DR.

MONTGOMERY COUNTY
SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: PUBLIC STORAGE

Preliminary Plan #: 1-01047

Street Name: CRABBS BRANCH WAY

Master Plan Classification: Arterial/Bus

Posted Speed Limit: 30 MPH

Street (Drwy.) 1 (ENTRANCE)

Street/Drwy. 2 (_____)

Sight Distance (feet)	OK?
Right <u>692</u>	<u>YES</u>
Left <u>716</u>	<u>YES</u>

Sight Distance (feet)	OK?
Right _____	_____
Left _____	_____

Comments: _____

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
Major - 50	475
(55)	550

Source AASHTO

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

ENGINEER/SURVEYOR CERTIFICATE

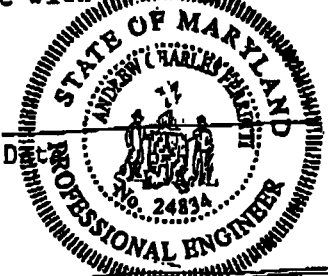
I hereby certify that this information is accurate and was collected in accordance with the guidelines.

[Signature] 1-26-01

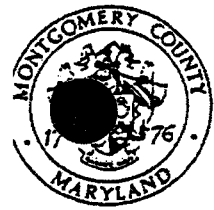
Signature

24834

PLS/P.E. MD Registration No.



Accepted By: [Signature]
Date: 9/7/01

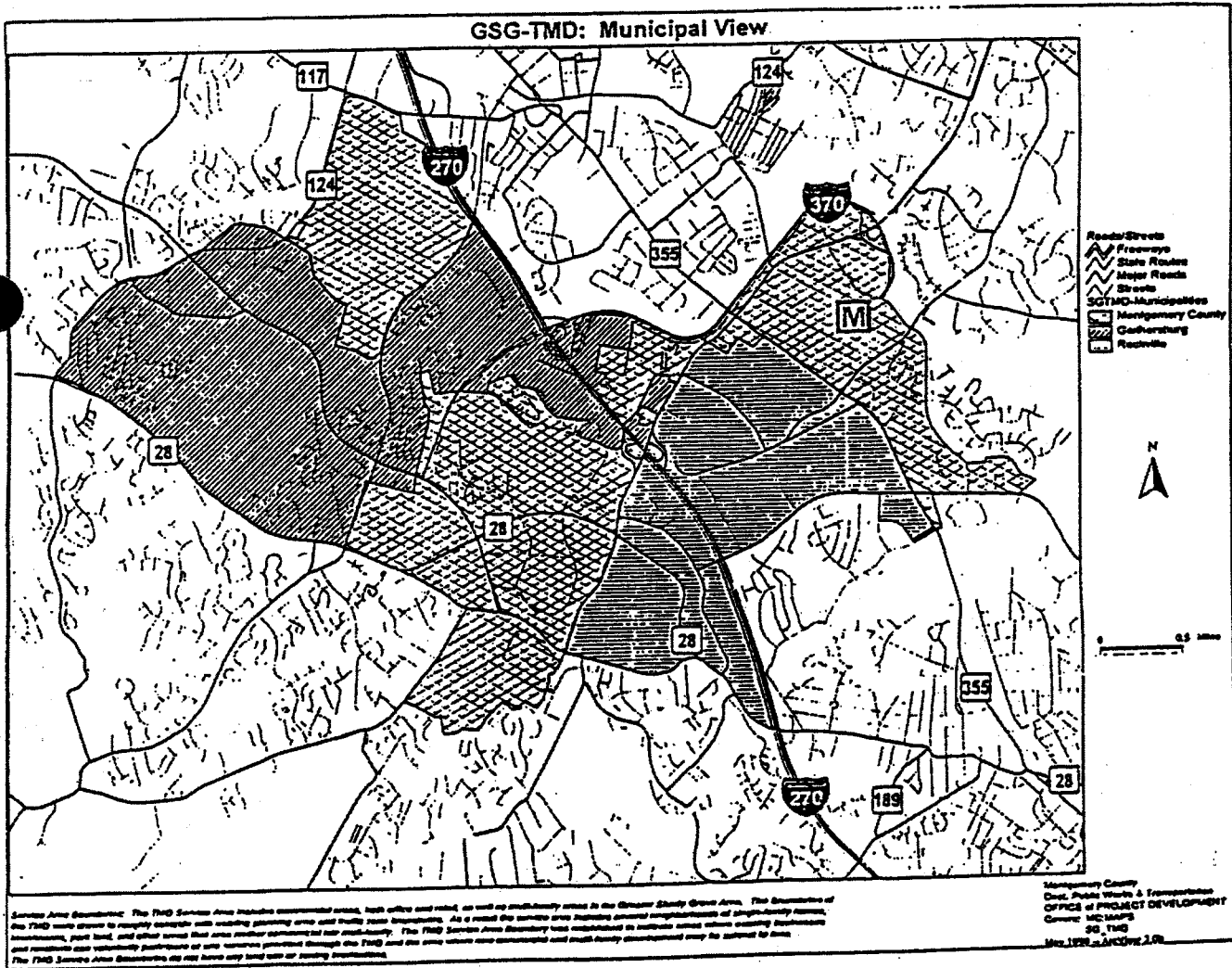


MONTGOMERY COUNTY EXECUTIVE REGULATION

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject CREATION OF A GREATER SHADY GROVE SHARE-A-RIDE DISTRICT	Number
Originating Department DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION	Effective Date

BOUNDARIES OF THE GREATER SHADY GROVE SHARE-A-RIDE DISTRICT



Chuck Kullavan
3019135482

Intersection and Spot Improvements -- No. 507017

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

January 7, 2000
7-29 (00 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY99	Estimate FY00	Total 6 Years	FY01	FY02	FY03	FY04	FY05	FY06	Beyond 6 Years
Planning, Design and Supervision	2,955	0	517	2,438	348	343	565	677	335	170	0
Land	370	0	10	360	10	10	10	210	60	60	0
Site Improvements and Utilities	5,819	0	699	5,120	400	130	670	545	1,605	1,770	0
Construction	7,491	0	1,500	5,991	921	300	1,630	3,140	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16,635	0	2,726	13,909	1,679	783	2,875	4,572	2,000	2,000	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	Contributions	Development	Approval Payment	Intergovernmental
16,063	0	0	500	72
0	0	0	0	0
2,654	0	0	0	72
13,409	0	0	500	0
1,579	0	0	100	0
683	0	0	100	0
2,575	0	0	300	0
4,572	0	0	0	0
2,000	0	0	0	0
2,000	0	0	0	0
0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for reconstruction of various existing intersections in the County. The intersections listed in the status section are scheduled for improvement, with construction anticipated to start in the designated fiscal year. This project also provides for undesignated funds to allow construction of additional projects as safety or capacity needs develop. In addition, the project provides for a biennial congestion study for new congestion mitigation locations, which are developed into future projects. A new study in FY00 will develop concept plans for intersections associated with Local Area Transportation Review (LATR) Improvements for "Pay-and-Go" approvals. After the concept plans are developed, congestion mitigation projects are expected to follow. The the study will focus primarily on the following intersections:

- Shady Grove Road @ Key West Ave (MD 28)
- Shady Grove Road @ Darnestown Road
- East Gude Drive @ Crabbs Branch Way
- East Gude Drive @ Southlawn Lane
- Crabbs Branch Way @ Indianola Way
- Goshen Road @ Snouffer School Road/Wightman Road
- Frederick Road (MD 355) @ Stringtown Road
- Aspen Hill Road @ Connecticut Avenue
- Baltimore Road @ Norbeck Road (MD 28)
- Columbia Pike (US 29) @ Oak Leaf Drive

Service Area

Countywide

Capacity

Not applicable

Plans and Studies

Studies conducted by the DPWT Division of Traffic and Parking Services indicate that many intersections need capacity or safety improvements.

Specific Data

FY00:

- Muncaster Road-Redland at Muncaster Mill Road (MD 115) (under construction)
- East Jefferson Street-Executive Boulevard at Montrose Road (detailed design stage)
- Shady Grove Road at Gaither Road (detailed design stage)
- Warfield Road at Plum Creek (detailed design stage)
- Study of LATR (Pay-and Go) Locations
- Undesignated Projects

FY01 and Beyond:

- Randolph Road at Colie Drive (conceptual design)

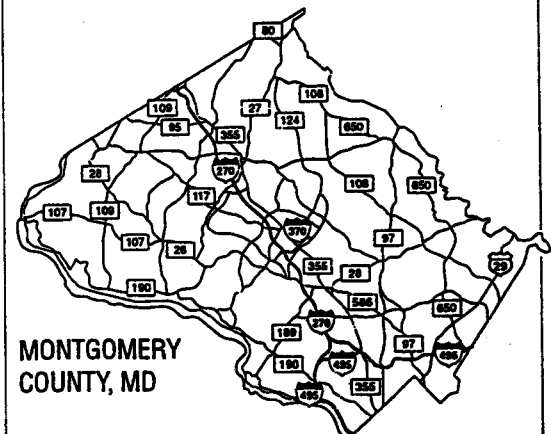
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
Initial Cost Estimate		75
First Cost Estimate		
Current Scope	FY00	14,626
Last FY's Cost Estimate		14,626
Present Cost Estimate		16,635
Appropriation Request	FY01	1,025
Appropriation Request Est.	FY02	783
Supplemental		
Appropriation Request	FY00	0
Transfer		0
Cumulative Appropriation		25,862
Expenditures/		
Encumbrances		23,056
Unencumbered Balance		2,806
Partial Closeout Thru	FY98	20,523
New Partial Closeout	FY99	1,063
Total Partial Closeout		21,586

COORDINATION

Developers
Highway Spot Improvements
M-NCPPC
MSHA
U.S. Army Corps of Engineers
WMATA

MAP



MONTGOMERY COUNTY, MD

Arcola Avenue at Georgia Avenue (conceptual design)
Oakview Drive at New Hampshire Avenue (conceptual design)
Lockwood Drive at New Hampshire Avenue (conceptual design)
Study for New Locations
Undesignated Projects
Projects from LATR (Pay and Go) and Future Studies

Cost Change

Cost increase due to addition of LATR improvements related to Pay and Go approvals, partially offset by the removal of the Greencastle Road subproject to a stand-alone project.

OTHER

*Expenditures will continue indefinitely.

FISCAL NOTE

Development Approval Payments (DAP) collected through FY99 have been programmed in this project.

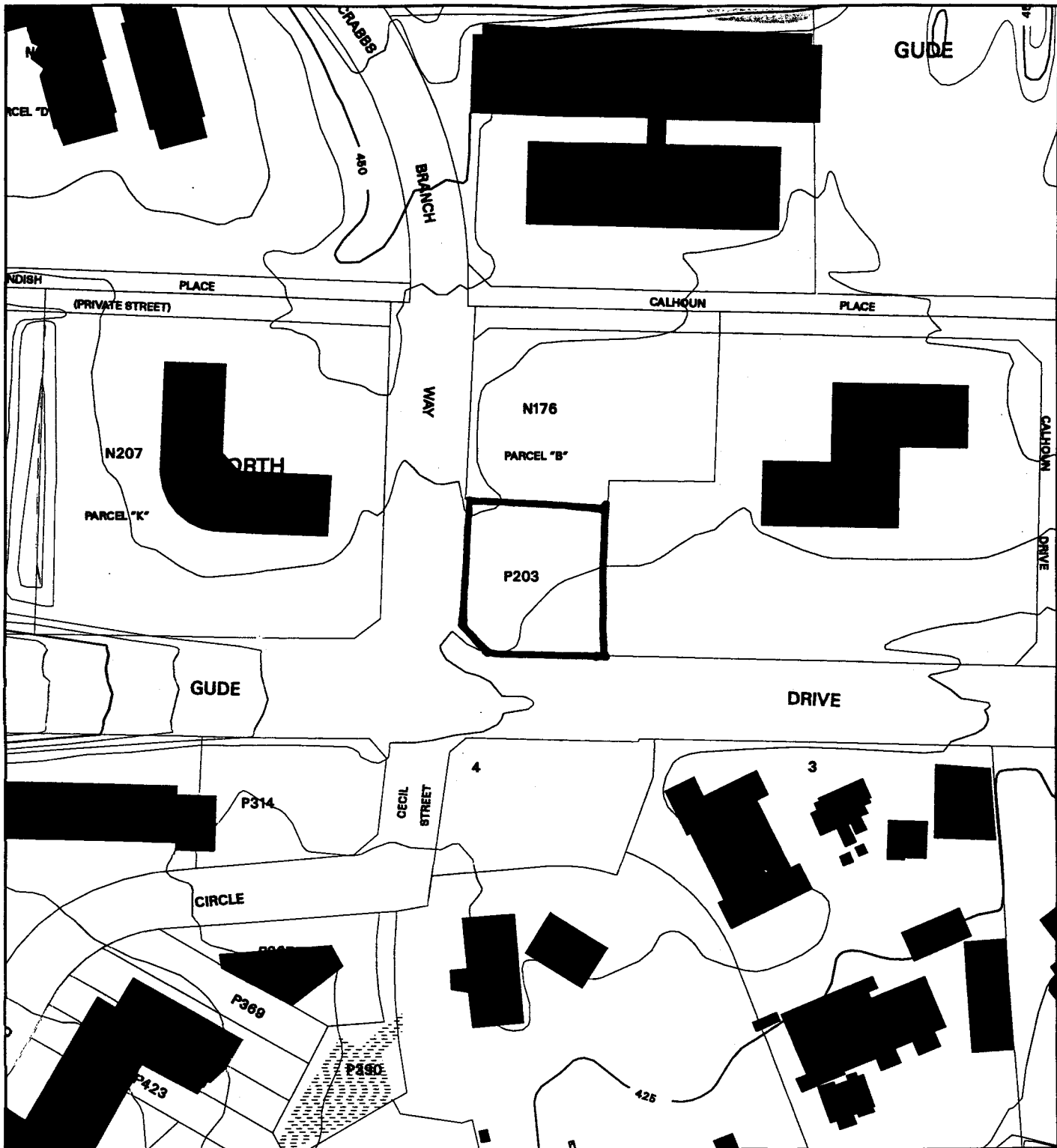
M E M O R A N D U M

DATE: September 7, 2001
TO: Montgomery County Planning Board
FROM: A. Malcolm Shaneman
Planning Department
(301)495-4587
SUBJECT: Informational Maps for Subdivision Items on the
Planning Board's Agenda for September 13, 2001.

Attached are copies of plan drawings for Items #10, #16, #17 and #19. These subdivision items are scheduled for Planning Board consideration on September 13, 2001. The items are further identified as follows:

- Agenda Item #10 - Preliminary Plan 1-01063
Estates At Woodcliffe Park
- Agenda Item #16 - Preliminary Plan 1-01078
Clarksburg Ridge
- ✓ Agenda Item #17 - Preliminary Plan 1-01047
Public Storage
- Agenda Item #18 - Preliminary Plan 1-00100
Richards Addition
- Agenda Item #19 - Preliminary Plan 1-01072
ezStorage Rockville

VICINITY MAP FOR PUBLIC STORAGE FACILITY (1-01047)



Map compiled on September 06, 2001 at 12:37 PM | Site located on base sheet no - 220NW07

NOTICE

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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

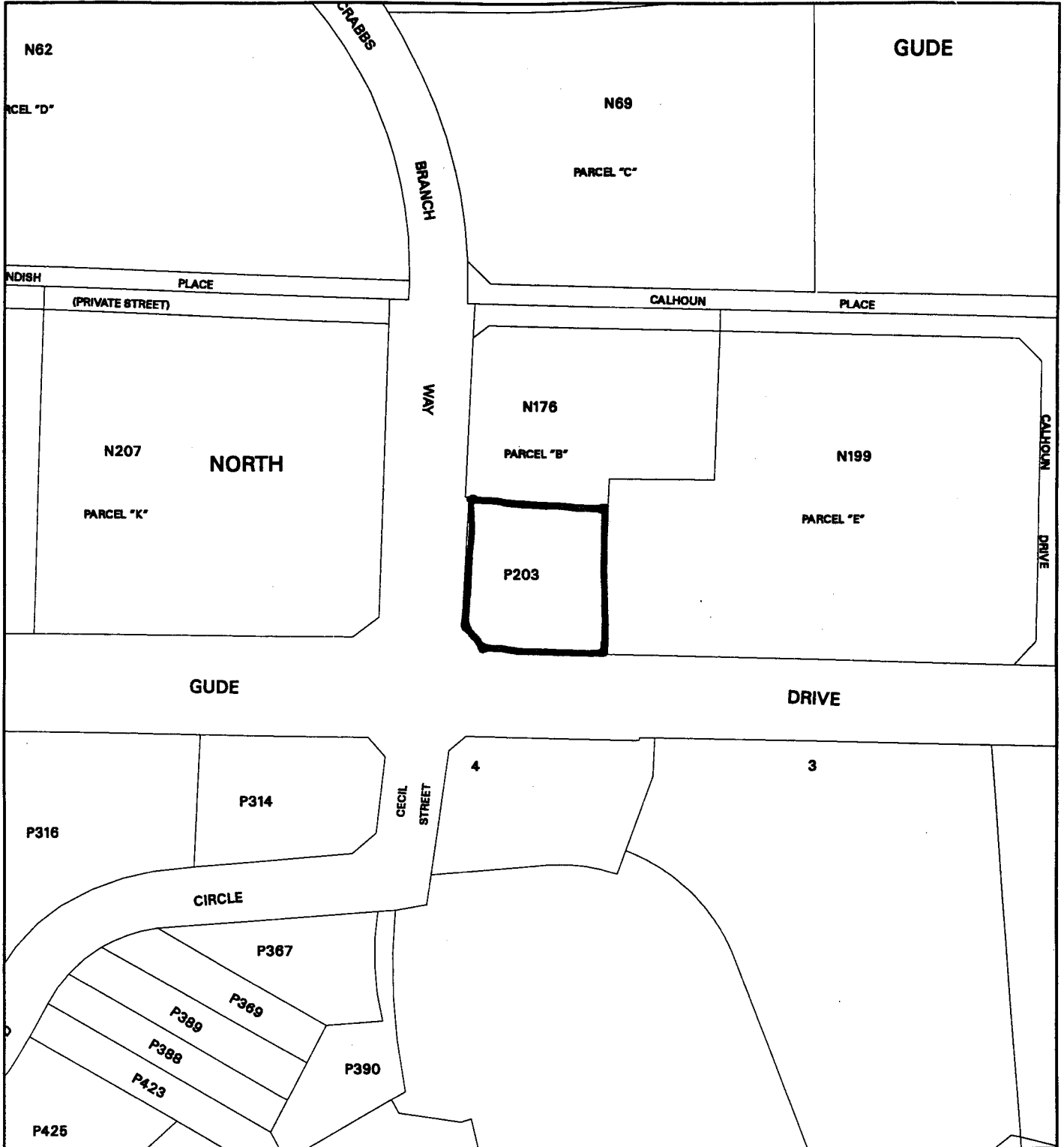
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Key Map



1 : 2400

VICINITY MAP FOR
PUBLIC STORAGE FACILITY (1-01047)



Map compiled on September 06, 2001 at 12:35 PM | Site located on base sheet no - 220NW07

NOTICE

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Key Map



