



September 7, 2001

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator
Transportation Planning

SUBJECT: Preliminary Plan No. 1-01072
ezStorage
North Bethesda Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan. Since the site is located in a policy area in a moratorium, 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 81,600 square feet of gross leasable without vehicle rental.
2. Dedicate additional right-of-way to provide 40 feet from the centerline of Parklawn Drive, which is classified as an arterial in the *North Bethesda/Garrett Park Master Plan*.
3. Enter into a traffic mitigation agreement with the Montgomery County Department of Public Works and Transportation (DPWT) and the Planning Board to make a best effort to assist in the achievement and maintenance of the traffic mitigation goal of

39% for commercial development. The boundaries of the North Bethesda 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 North Bethesda Area.

DISCUSSION

Site Location and Access

The proposed mini-warehouse is located in the east side of Parklawn Drive, south of the intersection with Wilkins Avenue (north). The site access is from Parklawn Drive. Pedestrian and bicycle access is available via existing seven-foot sidewalks along Parklawn Drive.

Master Plan Roadway

According to the *North Bethesda/Garrett Park Master Plan*, Parklawn Drive is designated as an arterial, A-64, with an 80-foot right-of-way and a planned Class II bikeway.

On-Going Transportation Improvements

The on-going transportation projects in the area are as follows:

1. Improvements at the intersection of Parklawn Drive and Randolph Road required of Preliminary Plan No. 1-99043R (Spring Lake Park or Fishers Place) and the Montgomery County Conference Center as follows:
 - a. Providing a second southbound left-turn lane on Parklawn Drive.

- b. Reconfiguring the northbound combination left-turn and (second) through lane to an exclusive left-turn lane on Parklawn Drive.
2. The Maryland State Highway Administration's (SHA) Project Planning Study, No. MO830A11, for an interchange at Rockville Pike (MD 355) and Randolph/Montrose Road/Randolph Road/CSX Railroad, whose project limits terminate at the intersection of Parklawn Drive and Randolph Road.
3. DPWT's Facility Planning Project for Montrose Parkway East (of Rockville Pike).

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 with 81,600 square feet of gross leasable area and without vehicle rentals would generate three new peak-hour trips during the morning peak period (7:00 to 9:00 a.m.) and four 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 81,600 square feet of gross leasable area and with vehicle rentals would generate seven more (or ten peak-hour trips during the morning peak period and six more (or ten) 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 North Bethesda which has no remaining capacity for additional non-residential development (a negative 2,799 jobs as of July 31, 2001). Policy Area Review is satisfied under the "Ceiling Flexibility –De Minimis Impacts" provision of the *Annual Growth Policy*.

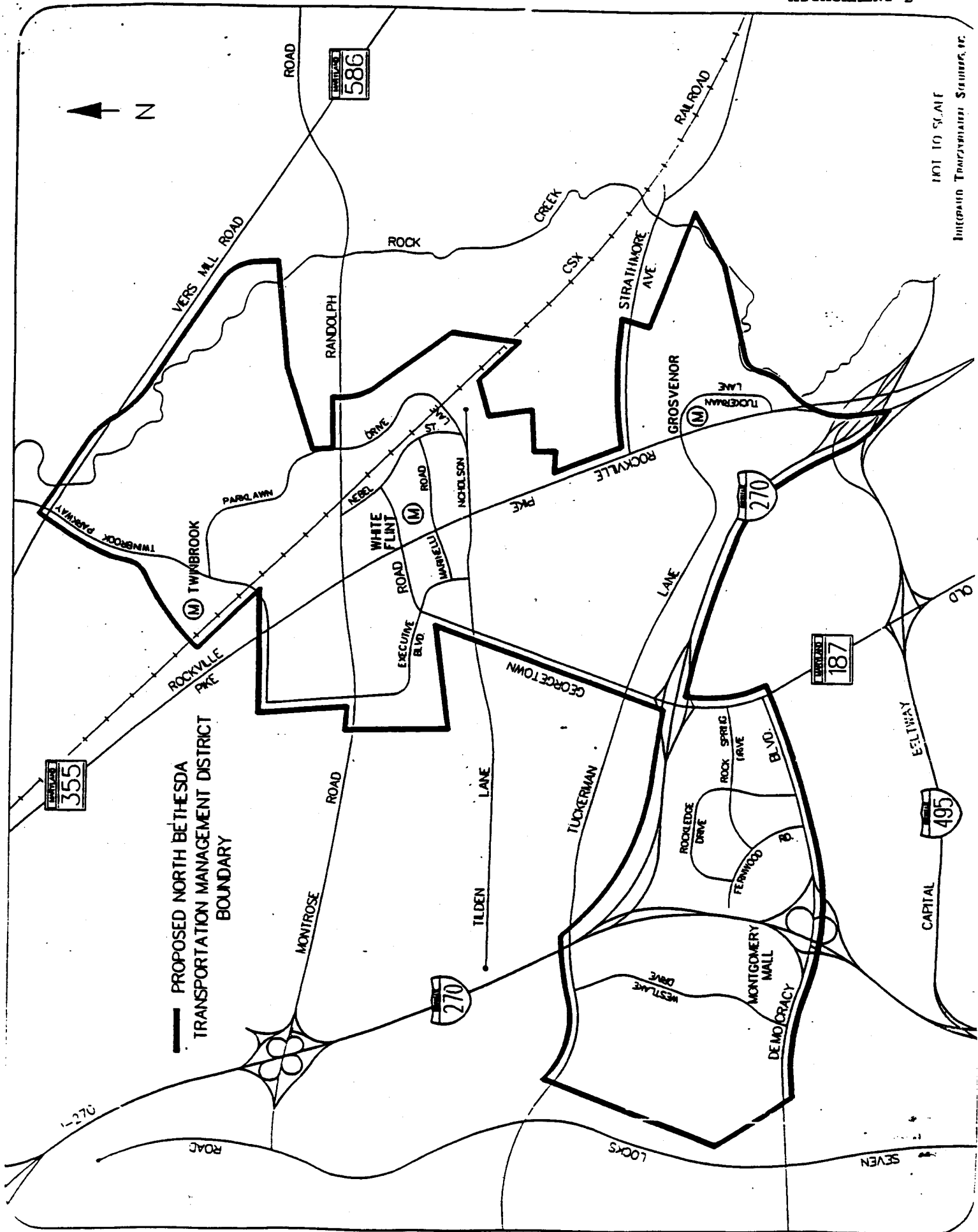
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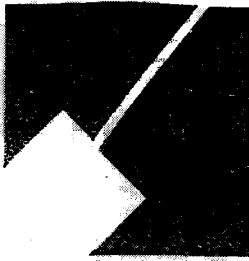
Attachment

cc: Bob Dalrymple
Wes Guckert
Sandy Brecher
Tom Robertson
Lisa Rother
Peggy Schwartz

PP #1-01072 ezStorage.doc

NOT TO SCALE
INTEGRATED TRANSPORTATION STUDIES, INC.



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

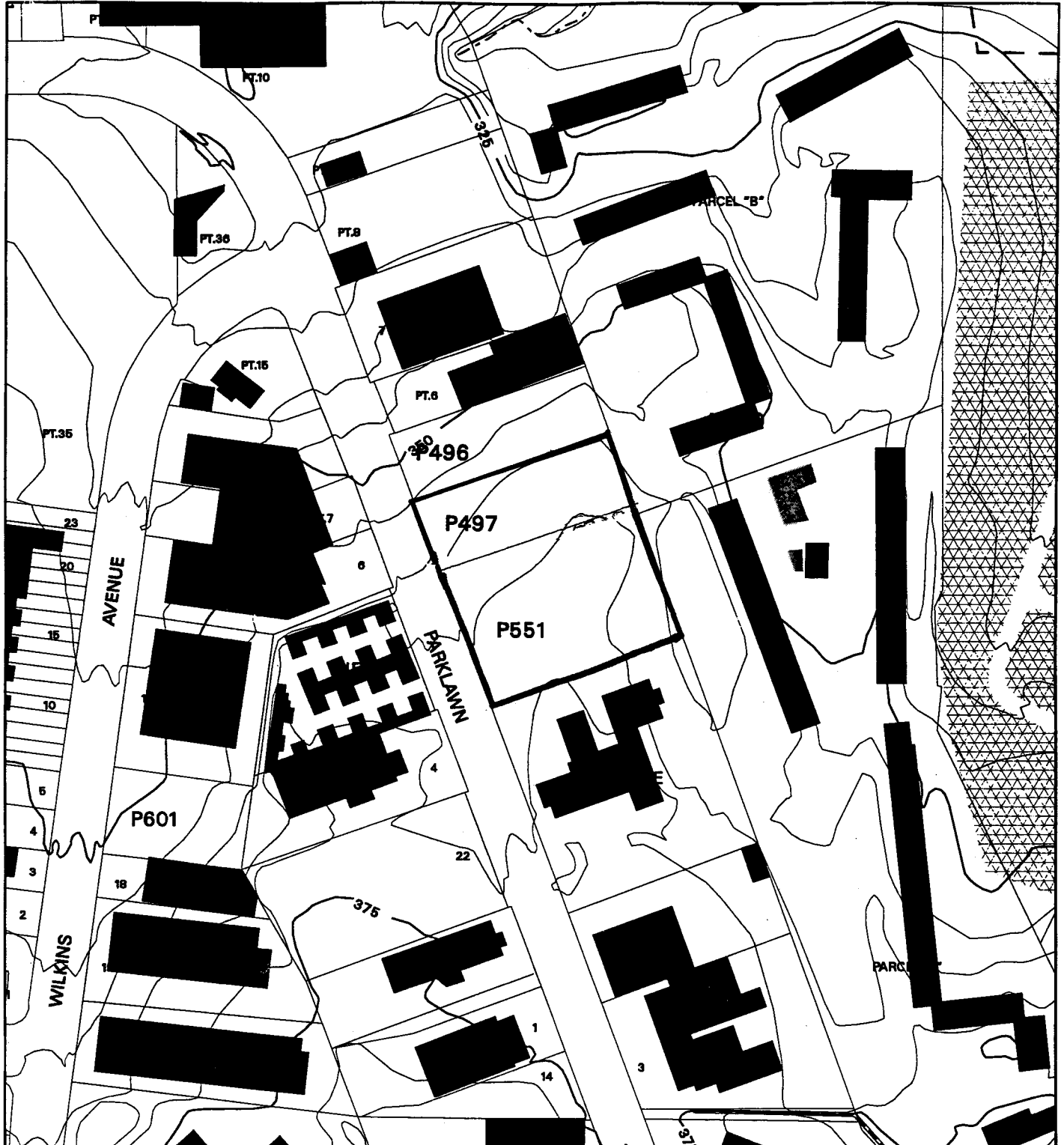
Agenda Item #16 - Preliminary Plan 1-01078
Clarksburg Ridge

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
EZ STORAGE ROCKVILLE (1-01072)



Map compiled on September 06, 2001 at 10:20 AM | Site located on base sheet no - 216NW05

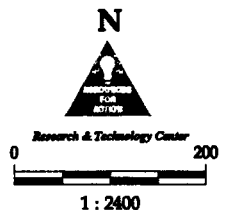
NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland - National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

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.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



The map shows a property layout with the following details:

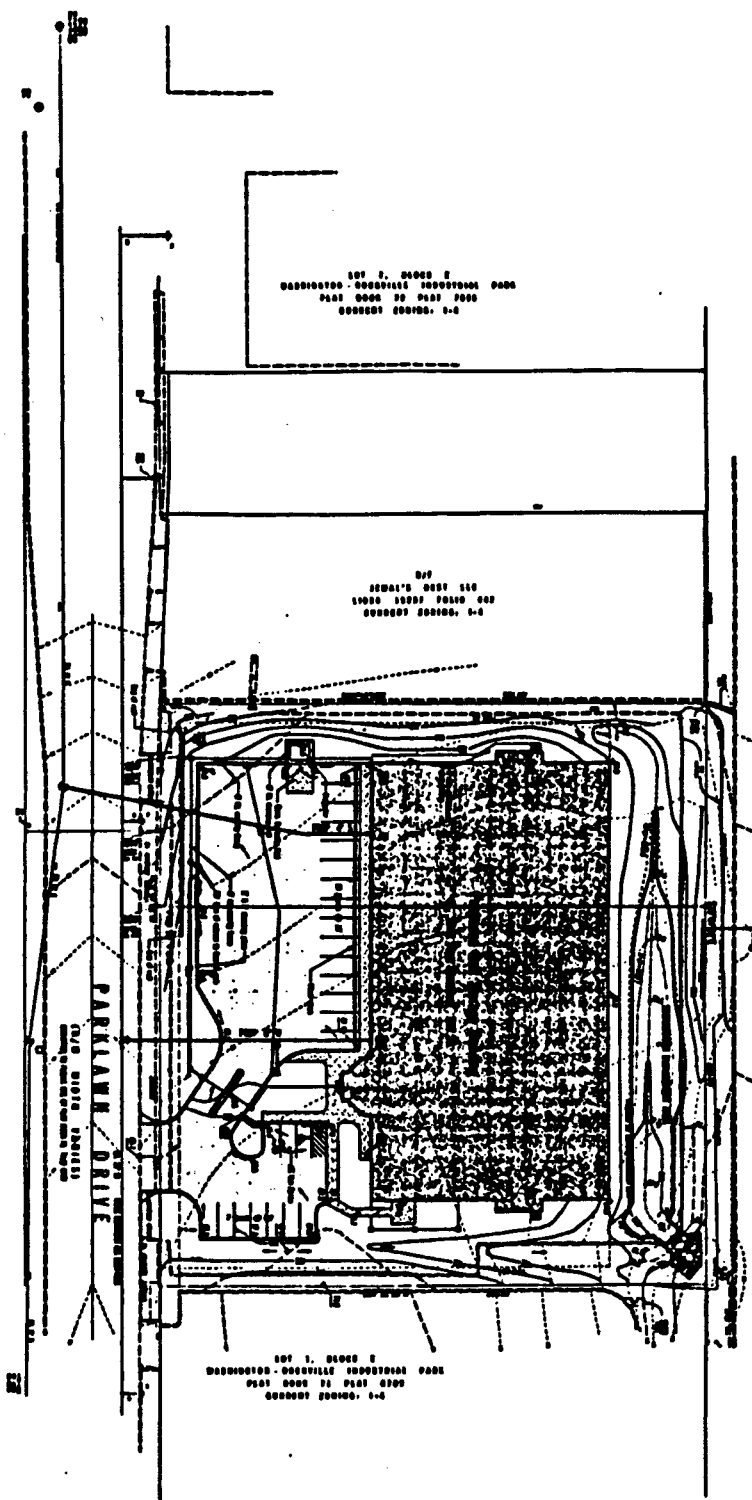
- Roads:** KINS AVENUE (curved) and PARKLAWN (straight).
- Points:** PT.1, PT.2, PT.12, PT.10, PT.9, PT.8, PT.36, PT.15, PT.16, PT.17, PT.7, PT.6, PT.35.
- Lots:** 1, 2, 3, 4, 5, 6, 7, 10, 13, 15, 16, 17, 18, 20, 22, 23.
- Parcels:** P496, P497, P551, P601, N549, N420, PARCEL "A", PARCEL "B".
- Other Labels:** E, F.

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LOT 2, BLOCK 1
 DEDICATED - DEDICATED INDUSTRIAL PARK
 PLAT 0000 TO PLAT 0000
 CURRENT ZONING: S-1

LOT 2, BLOCK 1
 DEDICATED - DEDICATED INDUSTRIAL PARK
 PLAT 0000 TO PLAT 0000
 CURRENT ZONING: S-1

LOT 1, BLOCK 1
 DEDICATED - DEDICATED INDUSTRIAL PARK
 PLAT 0000 TO PLAT 0000
 CURRENT ZONING: S-1

LOT 2, BLOCK 1
 DEDICATED - DEDICATED INDUSTRIAL PARK
 PLAT 0000 TO PLAT 0000
 CURRENT ZONING: S-1

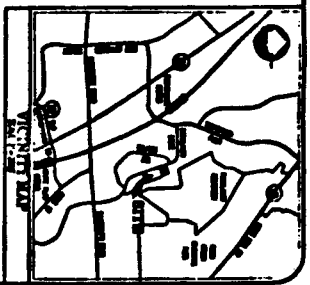
LOT 2, BLOCK 1
 DEDICATED - DEDICATED INDUSTRIAL PARK
 PLAT 0000 TO PLAT 0000
 CURRENT ZONING: S-1

SITE DATA

1. Lot 1 - 100,000 sq. ft. of land
2. Lot 2 - 100,000 sq. ft. of land
3. Lot 3 - 100,000 sq. ft. of land
4. Lot 4 - 100,000 sq. ft. of land
5. Lot 5 - 100,000 sq. ft. of land
6. Lot 6 - 100,000 sq. ft. of land
7. Lot 7 - 100,000 sq. ft. of land
8. Lot 8 - 100,000 sq. ft. of land
9. Lot 9 - 100,000 sq. ft. of land
10. Lot 10 - 100,000 sq. ft. of land

General Notes

1. The site is located in the City of Minneapolis, Minnesota.
2. The site is zoned S-1 (Single-Family Residential).
3. The site is currently vacant.
4. The site is surrounded by other residential areas.
5. The site is accessible by public transportation.
6. The site is suitable for development.
7. The site is suitable for development.
8. The site is suitable for development.
9. The site is suitable for development.
10. The site is suitable for development.



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