

1. Frederick Road is designated as a six-lane, divided major highway, M6, with a 150-foot-wide right-of-way and Class I bikeway on the west side. There is a shared-use path or Class I bikeway, B-1, according to the *Shady Grove Sector Plan* and SP-64, according to the *Countywide Bikeways Functional Master Plan*.
2. East/West Gude Drive is designated as a six-lane, divided major highway, M-23, with a 150-foot-wide right-of-way. There is a shared-use path or Class I bikeway on the south side, B-5, according to the *Shady Grove Sector Plan* and SP-51, according to the *Countywide Bikeways Functional Master Plan*.
3. Indianola Drive is not designated as a master-planned roadway in the Gaithersburg Vacinity Master Plan Amendment III, Shady Grove Study Area but it is designated as a two-lane commercial business district street, B-3, in the Shady Grove Sector Plan with a 70-foot-wide right-of-way.

Local Area Transportation Review

The proposed expansion of the subject automobile dealership by 32,486 square feet for a total of 69,220 square feet is projected to generate 69 more (or a total of 147) peak-hour trips during the weekday morning peak period and 88 more (or a total of 188) peak-hour trips during the weekday even peak period. The projected site-generated trips were based on the existing driveway counts that were proportionally increased from the existing to the proposed expanded square footage of automobile dealership.

A traffic study was required to satisfy LATR because the proposed land use would generate 30 or more total peak-hour trips during the weekday morning and evening peak periods. The critical lane volume (CLV) values at nearby intersections in the study area are shown in the table below for the existing, background (existing traffic plus traffic from approved, but unbuilt developments), and total future traffic conditions.

Table: CLV at Analyzed Intersections in the Study Area

Intersection with Frederick Road	Congestion Standard Policy Area	Weekday Peak Hour	Traffic Condition		
			Existing	Background	Total
Watkins Pond Boulevard/ Indianola Drive	1,800 Shady Grove ¹	Morning	1375	1,385	1,532
		Evening	1,230	1,241	1,429
Site Access Driveway/ Celern Driveway	1,500 Rockville City ²	Morning	1,107	1,117	1,264
		Evening	1,136	1,146	1,334
East/West Gude Drive	1,500 Rockville City ²	Morning	1,657 ³	1,781 ³	1,928 ³
		Evening	1,618 ³	1,712 ³	1,900 ³

In the table above, the superscripted numbers refer to the following:

1. At the first intersection, the CLV or congestion standard is 1,800 because it is located on the border of the Shady Grove and Rockville City Policy Areas.
2. At the second and third intersections, the CLV or congestion standard is 1,500 because it is located on the border of the Rockville City and Derwood Policy Areas.
3. The third intersection of Frederick Road and East/West Gude Drive operates with the CLV values exceeding its congestion standard of 1,500. The CLV value in the total traffic condition is one additional during the morning peak hour and increases by three more during the morning peak hour when compared with the respective CLV values in the background traffic condition.

Given this relatively small CLV increase, a traffic mitigation program was proposed to reduce the additional peak-hour trips. The traffic mitigation program enhances customer services typical of those provided by automobile dealerships selling luxury vehicles. A traffic mitigation program is preferred rather than widening the intersection that would result in increasing the pedestrian crossing distance between curbs. In addition, if SHA is preparing for planning study to construct an interchange at this intersection that was put on hold because of right-of-way issues.

Policy Area Transportation Review

Under the current FY 2005 Annual Growth Policy, the remaining transportation staging ceilings for non-residential development are no longer considered for the Policy Area Transportation Review component of the APF test.

Greater Shady Grove Transportation Management District (TMD)

When the TMD is established for the Shady Grove area, the subject non-residential development would typically be required to submit (1) a traffic mitigation plan, (2) pay a Transportation Management Fee, and (3) participate with the TMD by conducting employee surveys, appointing a transportation coordinator, and promoting alternative transportation modes to their employees.

FINDINGS: For Site Plan Review

1. *The Site Plan is consistent with an approved development plan or a project plan for the optional method of development if required.*

An approved development plan or a project plan is not required for the subject I-1 zoned development.

2. *The Site Plan meets all of the requirements of the zone in which it is located.*

If amended in accordance with recommended conditions, the Site Plan meets all of the requirements of the I-1 zone as demonstrated in the project Data Table above.

3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

- a. Buildings

The plan proposes to replace one of the two existing buildings with a larger three-level structure in the northern portion of the site. The car service portion of the second existing building will be removed and used for surface parking.

- b. Open Spaces

The plan proposed 31,512 square feet of green area, or 15.3 percent of the property, along the perimeter of the property. The proposed stormwater management concept consists of (1) on-site and off-site channel protection measures via an underground vault; and (2) on-site water quality control via 3 separator sandfilters with internal flow splitting capacity.

- c. Landscaping and Lighting

The proposed landscaping consists of a mix of shade and evergreen trees and shrubs along the street frontage and the perimeter of the site.

The lighting plan shows pole-mounted lights throughout the parking areas. The height of the pole varies from 15 to 25 feet. The proposed illumination levels are much higher than IESNA standards for commercial development. They need to be lowered to minimize the impact of the proposed use on adjacent roadways and uses. The height of the proposed light poles on the top deck of the parking structure should also be reduced.

- d. Recreation

Recreation facilities are not required for this commercial development.

e. Vehicular and Pedestrian Circulation

The site is located on the east side of Frederick Road opposite the Celera Driveway and between Indianola Drive and East/West Gude Drive. The proposed vehicular site access point is at the existing driveway off Frederick Road that currently is controlled by a traffic signal permitting full-movement access.

Sidewalks exist along both sides of Frederick Road near the site. The proposed plan shows lead walks connecting the public sidewalks with building entrances. Improvements to the streetscape along Frederick Road, which consist of relocation of the existing sidewalk and provision of a street tree panel, are recommended to improve pedestrian safety and to enhance the street frontage.

The intersection of the site access driveway and Frederick Road is signalized and includes pedestrian signal indicators and push buttons to provide for safer crossing of each intersection leg. Transit service is available with Ride-On routes 46 and 55 and Metrobus route Q-2 operating along the nearby segment of Frederick Road.

3. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The property is bounded by a Honda dealership to the northwest and Darcars Nissan to the southeast. Marc rail and Metro transit lines border the site on the east. The proposed dealership use, therefore, will be compatible with existing and proposed adjacent development.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

The proposed development is exempt from forest conservation requirements as a "modification to an existing property" meeting all the conditions for exemption per approved NRI/FSD # 4-04162 dated January 5, 2004.

APPENDIX

A. Planning Board opinion for Preliminary Plan 1- 82064.

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan 1-82064
NAME OF PLAN: ROYCO'S ADD'N TO DERWOOD

On 04-26-82, ROYCO, INC. , submitted an application for the approval of a preliminary plan of subdivision of property in the I1 zone. The application proposed to create 4 lots on 10.68 ACRES of land. The application was designated Preliminary Plan 1-82064.

On 07-29-82, Preliminary Plan 1-82064 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-82064 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-82064, subject to the following conditions:

1. Dedication along Route 355 in with adopted master plan
2. Necessary slope and drainage easements
3. Proposed driveway entrances to meet State Highway Administration requirements
4. If development exceeds 162,000 square feet of gross floor area, plan must be returned to Planning Board for further adequate public facilities texting

Date of Mailing: August 4, 1982