




**MCPB**  
Item No.10  
Date: 9/9/2021

## Shops at Travilah: Preliminary Plan No. 120210090

 Jonathan Casey, Senior Planner, Upcounty Planning, [Jonathan.Casey@montgomeryplanning.org](mailto:Jonathan.Casey@montgomeryplanning.org), (301) 495-2162  
 Sandra Pereira, Supervisor, Upcounty Planning, [Sandra.Pereira@montgomeryplanning.org](mailto:Sandra.Pereira@montgomeryplanning.org), (301) 495-2186  
 Patrick Butler, Chief, Area 3, Upcounty Planning, [Patrick.Butler@montgomeryplanning.org](mailto:Patrick.Butler@montgomeryplanning.org), (301) 495-4561

**Staff Report Date: 8/27/2021**

### Description

An Application to create one lot for a 5,681 square foot retail building and a 12,762 square foot daycare center.

**Location:** Southside of Travilah Road, approximately 250 feet west of its intersection with Piney Meetinghouse Road

**Master Plan:** 2002 *Potomac Subregion Master Plan*

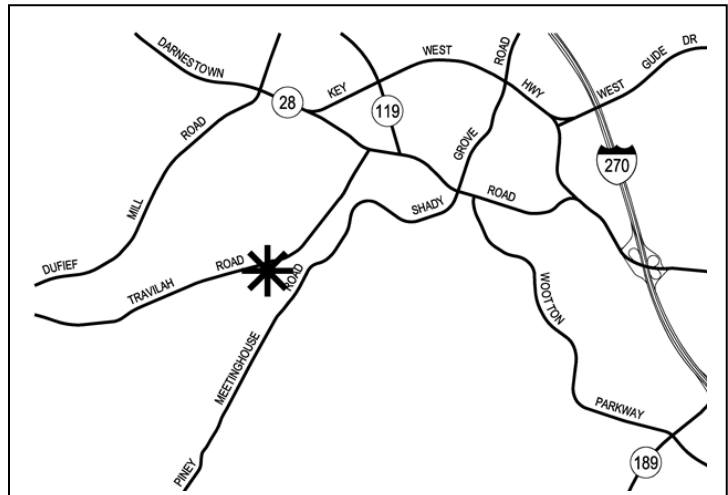
**Zone:** NR-0.75 H-45

**Property Size:** 1.96 acres

**Applicant:** Travillah-WHM, LP

**Acceptance date:** February 24, 2021

**Review Basis:** Chapter 50 and 59



### Summary

- Staff recommends **approval with conditions**.
- The proposed lot meets the standards for standard method of development for a General Building Type in the NR Zone.
- The Application proposes several frontage improvements including upgrading an existing bus stop and a new six-foot wide sidewalk, which will be extended off-site to the intersection with Piney Meetinghouse Road, subject to further coordination at Site Plan.
- Prior to record plat, a Site Plan is required because the Application proposes developing greater than 10,000 square feet and abuts property zoned residential (R-200).
- Staff has not received any citizen correspondence on the Application.

## **SECTION 1 – RECOMMENDATION AND CONDITIONS**

**Preliminary Plan No. 120210090:** Staff recommends approval with conditions of the Preliminary Plan to create one lot for a 5,681 square foot commercial building and a 12,762 square foot daycare center. All site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions:

### **General Approval**

1. This Preliminary Plan is limited to one (1) lot for up to 18,443 square feet of non-residential uses.

### **Adequate Public Facilities**

2. The Adequate Public Facility (“APF”) review for the Preliminary Plan will remain valid for sixty (60) months from the date of mailing of this Planning Board Resolution.

### **Plan Validity Period**

3. The Preliminary Plan will remain valid for 36 months from its initiation date (as defined in Montgomery County Code Section 50.4.2.G), and prior to the expiration date of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded in the Montgomery County Land Records or a request for an extension filed.

### **Reviewing Agencies**

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated August 13, 2021, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated December 15, 2020, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
7. The Planning Board has reviewed and accepts the recommendations of the MCDPS, Fire Department Access and Water Supply Section in its letter dated June 22, 2021, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

## **Other Approvals**

### Environment

8. Prior to certification of the Preliminary Plan, or acceptance of a Site Plan, whichever comes first, the Applicant must submit a Noise Analysis for the Subject Property to determine the projected interior and exterior noise levels for the proposed development. The results of the Noise Analysis may require a Barrier Analysis at Site Plan with resulting recommended mitigation measures to be included on the Site Plan.
9. Prior to the start of any clearing, grading or construction for this development Application, the Applicant must submit the forest conservation fee-in-lieu payment to the M-NCPPC Planning Department for the 0.31 acres of afforestation/reforestation requirement.
10. The Limits of Disturbance ("LOD") shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan.
11. The approved Final Forest Conservation Plan must be consistent with the approved Preliminary Forest Conservation Plan.

### Future Site Plan Approval Required

12. Before approval of a record plat or any clearing or grading for the Subject Property, the Applicant must receive Staff certification of any subsequent Site Plan(s) associated with this Preliminary Plan. The number and location of site elements including but not limited to buildings, on-site parking, site circulation, and sidewalks is determined through site plan review and approval.
13. If an approved site plan or site plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the site plan or site plan amendment.

## **Transportation**

### Existing Frontage Improvements

14. The Applicant must provide the following dedications and show them on the record plat(s) for the following existing roads:
  - a) All land necessary to accommodate thirty-five (35) feet from the existing pavement centerline along the Subject Property frontage for Travilah Road.
15. Unless modified as part of a subsequent Site Plan, prior to the recordation of plat(s), the Applicant must satisfy all necessary requirements of MCDPS to ensure construction of a six (6)-foot wide sidewalk along the property frontage on Travilah Road.

### Off-Site Improvements

16. Prior to the recordation of plat(s), the Applicant must ensure construction of the following off-site improvement(s) by satisfying MCDOT requirements to construct a 6-foot wide sidewalk on the south side of Travilah Road that extends approximately one hundred and sixty-five (165) feet,

from the northeast corner of the Subject Property to Piney Meetinghouse Road. Final details including, but not limited to, dimensions, alignment, and cross-section of the offsite improvements to be determined at Site Plan approval.

#### **Record Plats**

17. Except for demolition of the existing structures, there shall be no clearing or grading of the site prior to recordation of plat(s).

#### **Easements**

18. The record plat must show necessary easements.

#### **Certified Preliminary Plan**

19. The Applicant must include all approval letters and the Preliminary Plan Resolution on the approval or cover sheet(s).
20. The certified Preliminary Plan must contain the following note:

*Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.*



## SECTION 2 – SITE DESCRIPTION

### Site Location

The Subject Property is a 1.96-acre Parcel (P160), identified on Tax Map FR32, located on the south side of Travilah Road, approximately 250 feet west of its intersection with Piney Meetinghouse Road, in the NR-0.75 H-45 Zone (“Subject Property” or “Property”) in the 2002 *Potomac Subregion Master Plan* (“Master Plan”).

### Site Vicinity

The Property is situated to the north of the Rockville Crushed Stone Quarry (owned by Baron Inc.), which is an active quarry (“Quarry”). To the south and southwest of the Subject Property is land zoned IH-2.5 H-70, which is the active portion of the Quarry. To the east, the Subject Property is separated from Piney Meetinghouse Road by a vacant parcel zoned NR-0.75, which is also owned by the Quarry. The R-200/TDR-3 zoned parcel to the northwest of the Subject Property, also owned by the Quarry, is an undeveloped, forested property, which contains wetlands, and is encumbered by a Category I Forest Conservation Easement. Travilah Road abuts the Property to the north. The Primary Day Montessori School (Special Exception S-2500) and single- family detached dwellings in the R-200/TDR-3 Zone confront the Property to the north across Travilah Road.



Figure 1 – Vicinity Map

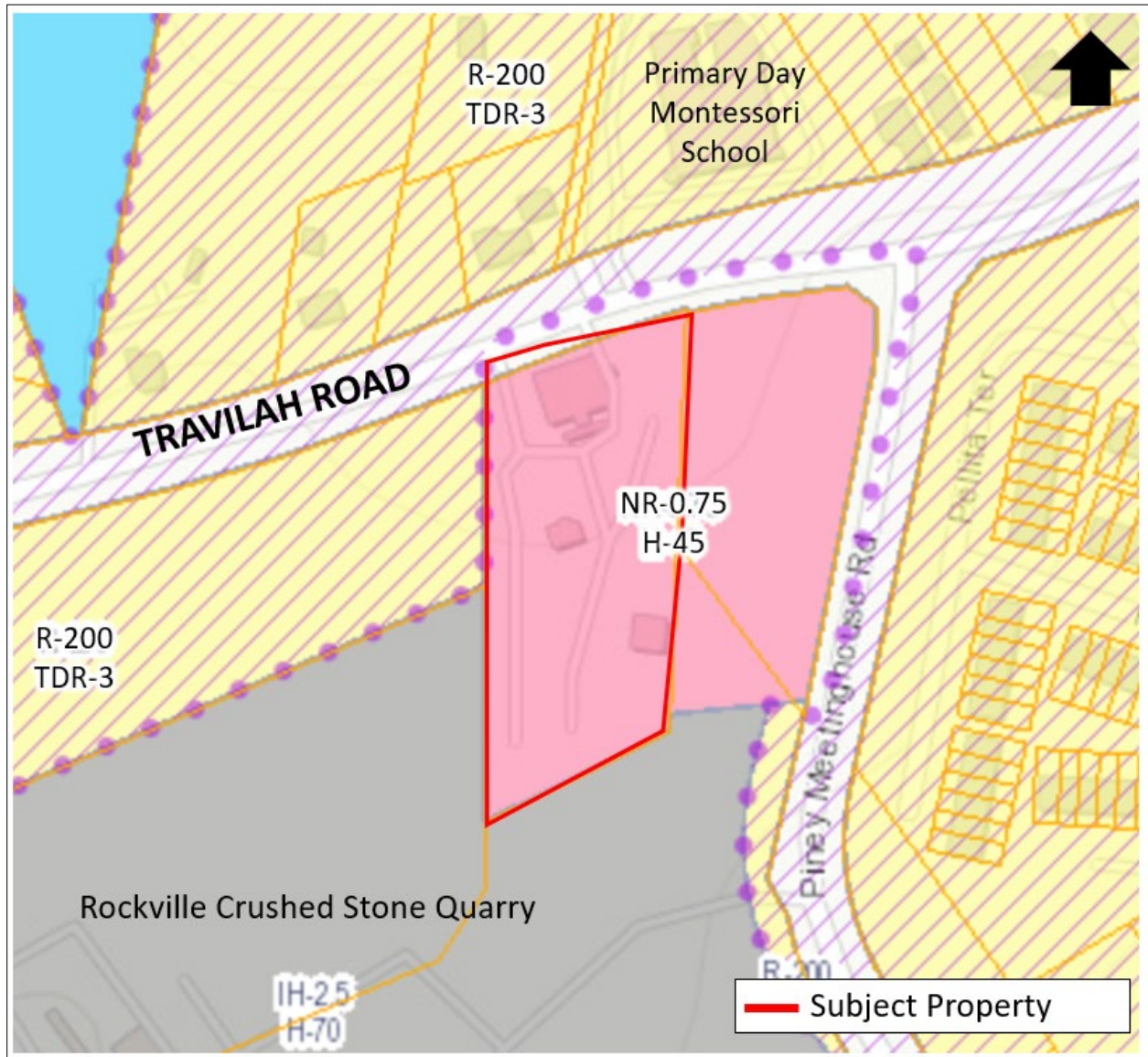


Figure 2 – Zoning

#### Site Description

The Subject Property is Parcel 160 and consists of approximately 1.96 acres (85,338 square feet). The Subject Property has frontage on Travilah Road, a two-lane minor arterial road with a 26-foot pavement width. Currently, access to the Property is uncontrolled, without a continuous paved area. The Property is improved with 5,742 square feet of commercial uses; the primary building is a single-story cinder block retail building adjacent to Travilah Road. Other improvements on the Property include a single-story wood frame building, a metal warehouse, and a metal trailer. The Property is largely paved or covered with gravel and surrounded by chain link fences.



The 1.96-acre Property is located within the Muddy Branch watershed, which is classified by the State of Maryland as Use Class I-P waters. There are three existing structures on the Property and some piles of dirt and debris. There is no forest and no trees greater than 24 inches in diameter at breast height (DBH). There are no streams, wetlands, 100-year floodplain, highly erodible soils, or slopes greater than 25% located on the Property. However, there are two small areas of wetland buffer totaling 877 square feet on the Property associated with an offsite stream; one located in the northwest corner of the Property, adjacent to Travilah Road, and the other in the southwest corner, at the rear of the Property.

### **SECTION 3 –PROPOSAL**

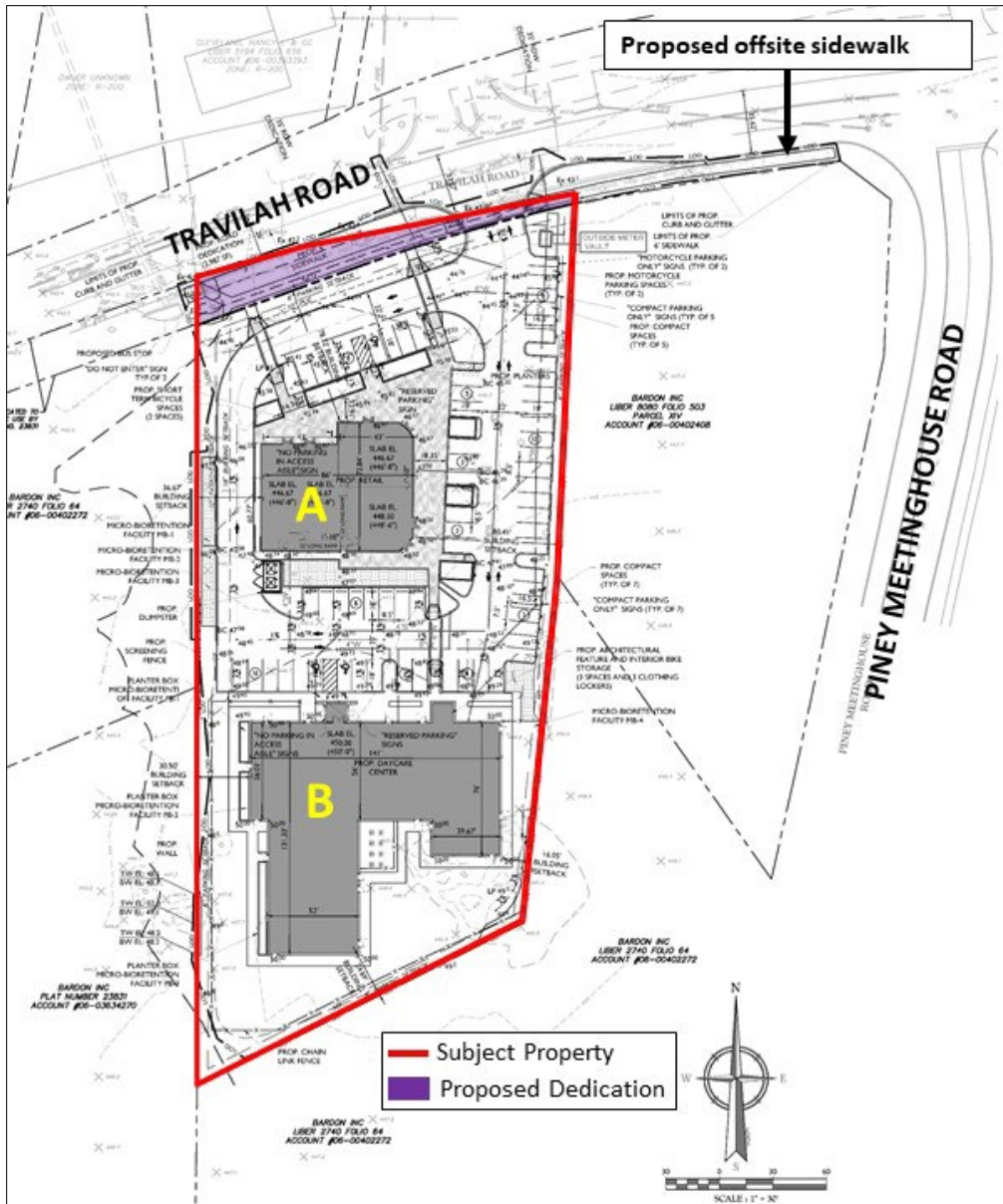
#### History

Special Exception S-2803 was approved for a telecommunications facility to be located in the rear of the Property, but the special exception was never implemented.

Concept Plan No. 520200080 was submitted on October 2, 2019, for a 5,896 square foot retail building and a 12,762 square foot daycare with parking on either side of a drive aisle wrapping around the front and side of the proposed retail building. Staff provided comments to move the building closer to Travilah Road.

#### Proposal

Shops at Travilah, Preliminary Plan No. 120210090 was submitted on February 24, 2021 by the Applicant, Travilah-WHM, LP (“Applicant”) to create one (1) lot on 1.96 acres of land in the NR Zone (Attachment A). The Preliminary Plan anticipates future standard method development totaling 18,443 square feet of non-residential uses, which will require a subsequent site plan approval. The development is proposed within two buildings: Building A) A 5,681- square-foot building with approximately four units/bays will be erected on the northern half of the Property and contain a mix of neighborhood serving retail uses and/or a restaurant. Building B) A 12,762 square foot day care building will be located on the southern half of the Subject Property. Approximately 9,468 square feet of outdoor space behind the daycare will be fenced to enclose a playground/recreation area.



The Applicant is consolidating access from Travilah Road into a new single driveway apron on the east side of the Property which connects to an internal drive-aisle that loops around the retail/restaurant building. The two buildings will share access and internal drive aisles, as well as 71 surface parking spaces, which includes four ADA accessible spaces close to the entrance of each building, and 2 motorcycle parking spaces.

The existing bus stop located at the western corner of the Property will be upgraded and a six-foot wide sidewalk will be installed along the Property's frontage to provide a pedestrian connection from the

Property. The Applicant is also extending the sidewalk off-site from the proposed driveway east along the frontage of Parcel 113 to Piney Meetinghouse Road.

Approximately 12.5% or 10,323 square feet of amenity space is provided on site, including an outdoor seating area abutting the retail/restaurant building on three sides and pedestrian connection throughout the site that connect the daycare, and retail buildings to the proposed sidewalk on Travilah Road. A little over 10% of the total lot, or approximately 8,956 square feet, will be amenity open space.

The lot will be served by public water and sewer which is consistent with the Property's W-1 and S-1 category. Stormwater will be managed via micro bioretention facilities and a structural filter device.

#### SECTION 4 – ANALYSIS AND FINDINGS, 50.4.2.D

- The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.*

The Application has been reviewed for compliance with Chapter 50, the Subdivision Regulations and the dimensional requirements for the NR zone as specified in the Zoning Ordinance. The lot as proposed will meet all the dimensional requirements for area, frontage, width, and setbacks in the NR zone. A summary of this review is included in Table 1.

The lot size, width, shape and orientation are appropriate for the location of the subdivision taking into account the recommendations of the Master Plan and proposed retail restaurant and daycare uses. Retail, Restaurant, and Day Care Center (Over 30 Persons) are all permitted uses in the NR zone and the proposed lot provides sufficient space to accommodate the proposed development and the infrastructure necessary to support it, such as parking, stormwater management, landscape screening and open space, while respecting the established setbacks.

**Table 1 – Development Standards in the NR Zone for General Building Types**

<b>NR-0.75 H-45</b>	<b>Required by the Zone</b>	<b>Proposed for Approval</b>
Base Density	0.75 FAR (61,763 sq. ft)	0.22 FAR (18,443 sq. ft) 5,681 sq. ft. (Retail/Restaurant) 12,762 sq. ft./195 children (Daycare)
Minimum Lot Area	N/A	1.89 acres (82,351 ft)
Minimum Lot Width at Front Lot Line	N/A	203 ft.
Maximum Lot Coverage	N/A	
Principle Building, Min. Setback		
Front	0 ft. min.	0 ft. or greater*
Side	0 ft. min.	0 ft. or greater*

<b>NR-0.75 H-45</b>	<b>Required by the Zone</b>	<b>Proposed for Approval</b>
Side (abutting R-200)	18 ft. min.	18 feet or greater*
Rear	0 ft. min.	0 ft. or greater*
Building Height		
Retail/Restaurant	45 feet max.	45 ft. feet max.
Daycare Center	45 feet max.	45 ft. feet max.
Amenity Open Space	10% min. (8,235 sq. ft.)	10% min. (8,235 sq. ft.)
Parking		
Retail/Restaurant (5 per 1,000 GFA)	29 spaces	29 spaces
Daycare (3 per 1,000 GFA)	39 spaces	39 spaces
Parking Setbacks		
Abutting R-200	6 ft.	6 ft. min.*
Abutting other	10 ft.	10 ft. min.*
Site Plan Required	Yes	Yes

\* Exact setbacks and open space to be determined at Site Plan

The minimum parking requirement for the Retail/Restaurant building was calculated using the Retail rate, which is higher than the restaurant rate. This allows flexibility in the future use of the commercial building.

An illustrative landscaping plan has been provided with the Preliminary Plan to illustrate that the lot can adequately accommodate the use and screening required in accordance with Section 6.2.9.C. for a surface parking lots with 10 or more spaces. Prior to Record Plat, Site Plan approval is required because the Applicant is proposing permitted uses greater than 10,000 SF and abuts property zoned Residential (R-200).

## 2. *The Preliminary Plan substantially conforms to the Master Plan or Urban Renewal Plan*

The Preliminary Plan substantially conforms to the recommendations within the 2002 *Potomac Subregion Master Plan* ("Master Plan"). The Property is within the North Potomac Community Area (Figure 4) and the North Potomac policy area of the Master Plan, which is the most densely developed of all of the Potomac communities. The Master Plan confirmed the commercial (now NR-0.75) zoning for the Property but does not address it with specific recommendations.

The Application substantially conforms to the Master Plan's general design recommendations with the provision of attractive streetscaping, the installation of a 6-foot-wide sidewalk along the Property frontage and the provision of shade trees within the parking areas.

It also provides stormwater management on a currently untreated site using bioretention, a structural filtering device and an overall reduction of site imperviousness. Providing stormwater management "according to current standards" to the maximum extent practicable is consistent with the Master Plan's focus on sustainable development (Pg.33). In addition, the proposed sidewalk along

Travilah Road will “encourage community access” to the surrounding neighborhoods and the Property.

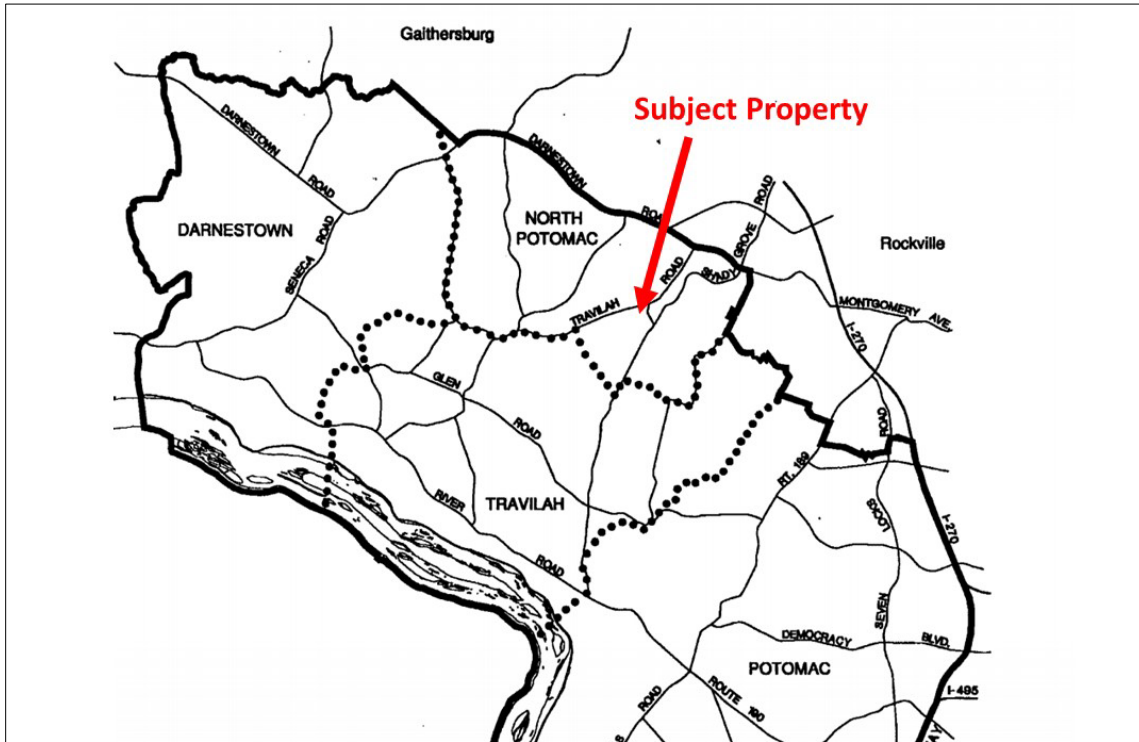


Figure 4 – Master Plan Community Areas (Map 2)

3. *Public Facilities will be adequate to support and service the area of the subdivision*

a. Roads and Other Transportation Facilities

Transportation access is adequate to serve the development proposed by this Preliminary Plan. The Application has been reviewed by the MCDOT who in their letter dated August 13, 2021 determined that the lot has adequate vehicular access and sight distance (Attachment B).

Existing Facilities

The Subject Property is accessed from Travilah Road identified by the 2018 *Master Plan of Highways and Transitways* (p.47) as a two-lane minor arterial road with a 70-foot right-of-way (ROW). The Applicant is dedicating 2,972 square feet of right-of-way to achieve 35 feet from the centerline, consistent with the Master Plan recommendation.

Proposed public transportation infrastructure

The Applicant is installing a six-foot wide sidewalk along the Property frontage for pedestrians which will connect the Property to an existing bus stop, located at the western corner of the Property, which is being upgraded by the Applicant. The Applicant also plans to extend the sidewalk off-site from the proposed driveway east along the frontage of Parcel 113 to the intersection with Piney Meetinghouse Road, subject to a third-party agreement to allow grading on the Quarry Property.

#### Proposed private transportation infrastructure

Short term and long-term bicycle parking/storage are provided onsite. An inverted U-rack in a visible location adjacent the retail building will provide two short term bicycle parking spaces and three long-term bicycle spaces will be located inside the retail building (or daycare building). Parking space dimensions and drive aisle width meet the standards set by Section 6.2.5.G. of the Zoning Ordinance. Bicycle access to the Project will be via the existing paved shared use path located on the north side of Travilah Road, which connects to an existing bikeway network.

An internal pedestrian corridor leads from the sidewalk along Travilah Road directly through the center of the site to access the retail in the front and the daycare center in the back. The site vehicular access point has been reduced in size to limit crossing distance and slow incoming and outgoing vehicular speeds to improve pedestrian safety. Vehicle and pedestrian access for the subdivision will be adequate with the proposed improvements.

#### b. Local Area Transportation Review (LATR)

The transportation Adequate Public Facilities test is satisfied under the 2016-2020 Subdivision Staging Policy as the Preliminary Plan application predates the approval of the 2020-2024 County Growth Policy. Transportation access is adequate to serve the development proposed by this Preliminary Plan.

The Preliminary Plan for 5,681 square feet of retail and a 12,762 square foot day care center generates 144 person trips during the AM weekday peak period and 144 person trips during the PM weekday peak period based on the trip generation rates included in the 2017 LATR Guidelines. Because the Application generates over 50 peak hour person trips, a traffic study was required and submitted on December 8, 2020 (Attachment C).

*Table 2: Site Person Trip Generation*

Use	Application	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Existing (Credit)</b> Retail	<i>Driveway Counts</i>	9	5	14	13	11	24
<b>Proposed:</b> Variety Store (ITE 814)	5,681 SF	10	8	18	20	19	39
<i>34% Pass-by Reduction</i>		-	-	-	-7	-6	-13
Day Care Center (ITE 565)	12,762 SF	74	66	140	67	75	142



<b>Net New Peak Hour Person Trips</b>		<b>75</b>	<b>69</b>	<b>144</b>	<b>67</b>	<b>77</b>	<b>144</b>
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Four intersections were analyzed as shown in Table 3. As per Planning Department Covid-19 policy, counts were based on previous recent pre-pandemic counts and adjusted to account for predicted growth.

*Table 3: Critical Intersection Capacity Analysis*

Intersection	Traffic Conditions					
	Existing		Background		Total Future	
	AM	PM	AM	PM	AM	PM
<b><i>North Potomac Policy Area (CLV 1,450)</i></b>						
Travilah Road and Lake Winds Way / Potomac Edge Way	720	832	757	893	769	909
Travilah Road and Piney Meetinghouse Road	759	947	780	980	825	1024
Piney Meetinghouse Road, Cavanaugh Drive, and Shady Grove Road	805	847	819	930	846	942
Travilah Road and Site Driveway / School Access	771	701	808	762	953	901

All intersections analyzed will perform well under the 1,450 CLV policy limit; no vehicular mitigation is required for this application.

Transportation access is adequate for the proposed development by this Preliminary Plan. As conditioned, this Preliminary Plan is consistent with the 2018 *Master Plan of Highways and Transitways*, the 2018 *Bicycle Master Plan* and 2002 *Potomac Subregion Master Plan*.

c. Other Public Facilities and Services

The Subject Property is currently served by existing water lines that will be abandoned as part of the redevelopment. A new 8-inch water line will be extended from the existing 16-inch main in the right-of-way, which according to WSSC is capable to serving the proposed buildings. A new 6-inch sewer line will connect to the existing 8 inch main, also in the right-of-way.

The Application has been reviewed by the MCDPS, Fire Department Access and Water Supply Section, who determined that the Property has adequate access for fire and rescue vehicles. The Application has received an approved Fire Access Plan based on the letter dated June 22, 2021 (Attachment D).

A 10-foot public utility easement is being provided parallel to the right-of-way which will be sufficient to accommodate future utility installation. All other public facilities and services including electric, telecommunication, police and health services are available and adequate to support and serve the proposed lots according to the 2020-2024 Growth and Infrastructure Policy.

3. *All Forest Conservation Law, Chapter 22A requirements are satisfied*

a. Natural Resource Inventory/Forest Stand Delineation

The Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) #420200480 for the Property was approved on October 24, 2019. The NRI/FSD identifies the environmental features and forest resources on the Property. The Property does not contain any forest. There are no streams, wetlands, 100-year floodplain, highly erodible soils, or slopes greater than 25% located on or immediately adjacent to the Property. There are two small areas of wetland buffer totaling 877 square feet on the Property; one located in the northwest corner of the Property, adjacent to Travilah Road, and the other in the southwest corner, at the rear of the Property. No trees greater than or equal to 24" DBH were identified on site; however, seven trees greater than or equal to 24" DBH were identified adjacent to the site, three of which are 30" DBH and greater.

b. Environmental Guidelines

The Application proposes to impact the wetland buffer located in the northwest corner of the Property, along Travilah Road. The impacts are within the right-of-way and public utility easement along Travilah Road for the construction of a sidewalk, bus stop, and storm drain to serve the Property and surrounding area. The impacts are minimal and within the right-of-way, and no mitigation is recommended.

c. Forest Conservation Plan

The Application meets the requirements of Chapter 22A of the Montgomery County Forest Conservation Law. As required by the County Forest Conservation Law (Chapter 22A of the County Code), a Preliminary Forest Conservation Plan (FCP) for the Application was submitted with the Preliminary Plan (Attachment E). The net tract area for forest conservation is 2.04 acres, which includes the 1.96-acre site and 0.08 acres of offsite disturbance for improvements along Travilah Road and utility connections. There is no forest on the Property and the resulting afforestation requirement of 0.31 acres will be satisfied through fee-in-lieu as noted on the FCP. Per Section 22A-12(g)(2), an Application with a planting requirement of less than 0.5 acres with no on-site priority or other appropriate areas available for planting may meet the planting requirement via fee-in-lieu.

4. *All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied*

The Preliminary Plan Application meets the stormwater management requirements of Chapter 19 of the County Code. The Applicant received a stormwater concept approval from MCDPS Water Resources Section on December 15, 2020 (Attachment F). The Application will meet stormwater management goals through a variety of techniques including micro bioretention and a structural filtering device. As conditioned in MDPS's letter, necessary revisions to the stormwater concept will be submitted at the time of Site Plan, including investigating additional ESD treatment options that can reduce reliance on the proposed structural device.

5. *Any burial site of which the applicant has actual notice or constructive notice or that is included in the Montgomery County Inventory and located within the subdivision boundary is approved under Subsection 50-4.3.*

There are no known burial site's on the Subject Property.

## **SECTION 6 – CITIZEN CORRESPONDENCE**

The Applicant has met all proper signage, noticing and pre-submission meeting requirements for the submitted Applications. A virtual pre-submission meeting for the Preliminary Plan was held on September 10, 2020. Three people attended the meeting where the Applicant presented the Application and fielded questions, primarily about process and traffic concerns (Attachment G).

## **SECTION 7– CONCLUSION**

The proposed lot meets all of the requirements established in the Subdivision Regulations and the Zoning Ordinance, and conforms to the recommendations of the 2002 *Potomac Subregion Master Plan*. Access to the lots is adequate and all public facilities and utilities have been deemed adequate to serve this Application. The Application was reviewed by other applicable County agencies, all of whom have recommended approval of the plans. Therefore, staff recommends approval of the Application, with the conditions as specified.

### **Attachments**

Attachment A – Preliminary Plan

Attachment B – MCDOT Approval Letter

Attachment C – Traffic Study

Attachment D – MCDPS, Fire Department Access and Water Supply Section Letter

Attachment E – Forest Conservation Plan

Attachment F – MCDPS, Water Resources Section Letter

Attachment G – Community Meeting Minutes



## PRELIMINARY PLAN NOTES

1. PURPOSE OF SUBDIVISION: CREATE RECORDED LOT TO ALLOW CONSTRUCTION OF A RETAIL CENTER AND DAY CARE CENTER.
2. PROPERTY INFORMATION: TAX MAP: FR32, PARCEL P160, LIBER 7341 FOLIO 189
3. EXISTING ZONING: NR-0.75, H-45
4. EXISTING USE: RETAIL, CONTRACTOR YARD
5. WATERSHED: RICH BRANCH
6. 200 FOOT MAP REFERENCE: 218NW10
7. UTILITY COMPANIES WATER: WASHINGTON SUBURBAN SANITARY COMMISSION  
SEWER: WASHINGTON SUBURBAN SANITARY COMMISSION  
ELECTRICITY: POTOMAC ELECTRIC POWER COMPANY  
NATURAL GAS: WASHINGTON GAS  
TELEPHONE: VERIZON
8. CONCEPT SITE PLAN REFERENCE: 520200080
9. TOTAL ACREAGE BY ZONE: NR-0.75, H-45: 85,338 SQUARE FEET (1.959 AC.)
10. ACREAGE OF ROAD DEDICATION: 0.069 AC
11. PROPOSED USE OF PROPERTY: COMMERCIAL USES: 82,351 SF (1.8905 AC.)  
ROAD DEDICATIONS: 2,987 SF (0.0686 AC.)  
TOTAL 85,338 SF (1.9591 AC.)
12. STORMWATER MANAGEMENT CONCEPT NUMBER 286489, APPROVAL DATE: \_\_\_\_\_.
13. EXISTING WATER/SEWER CATEGORY: 3
14. PROPOSED WATER/SEWER CATEGORY: 3

### DATA TABLE

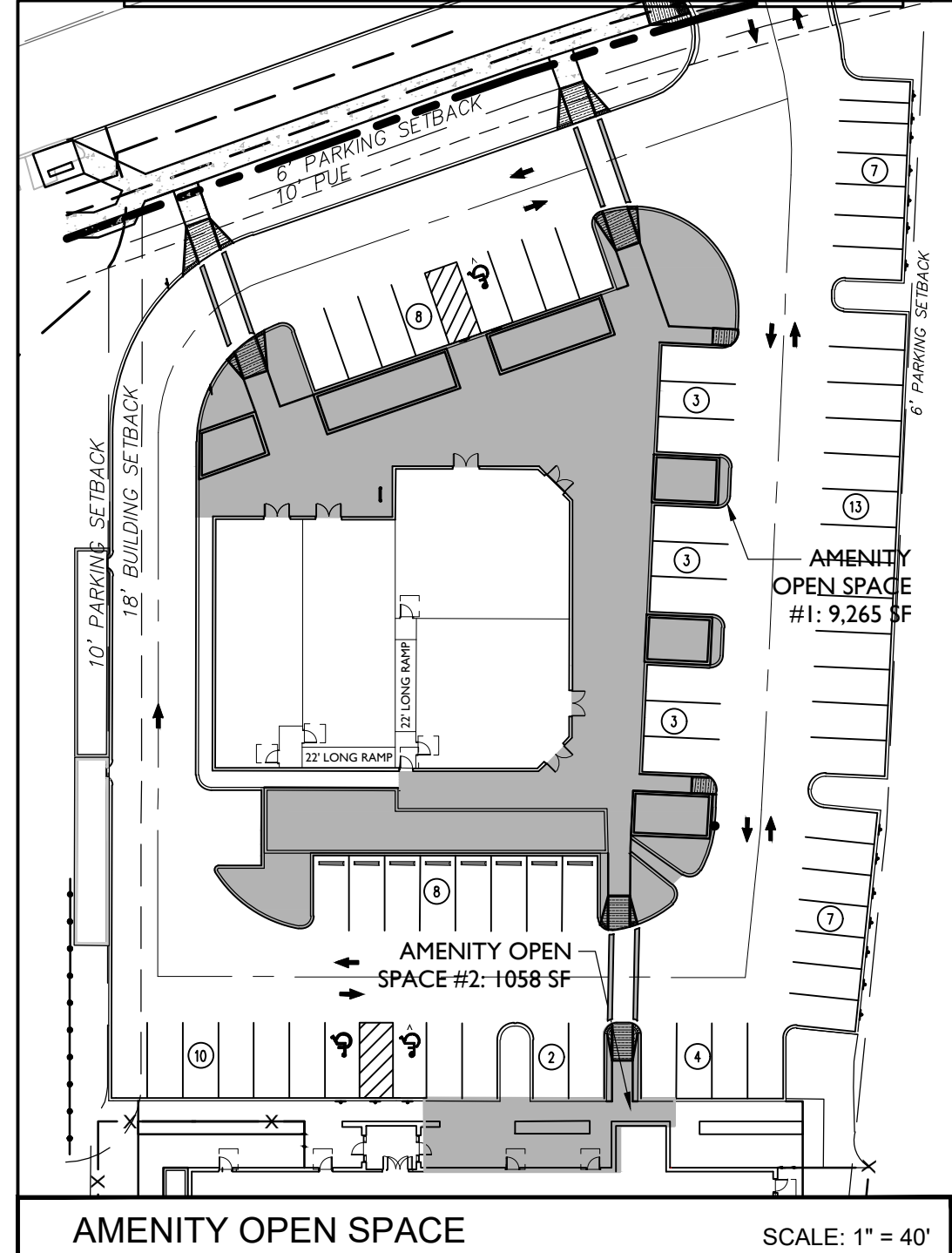
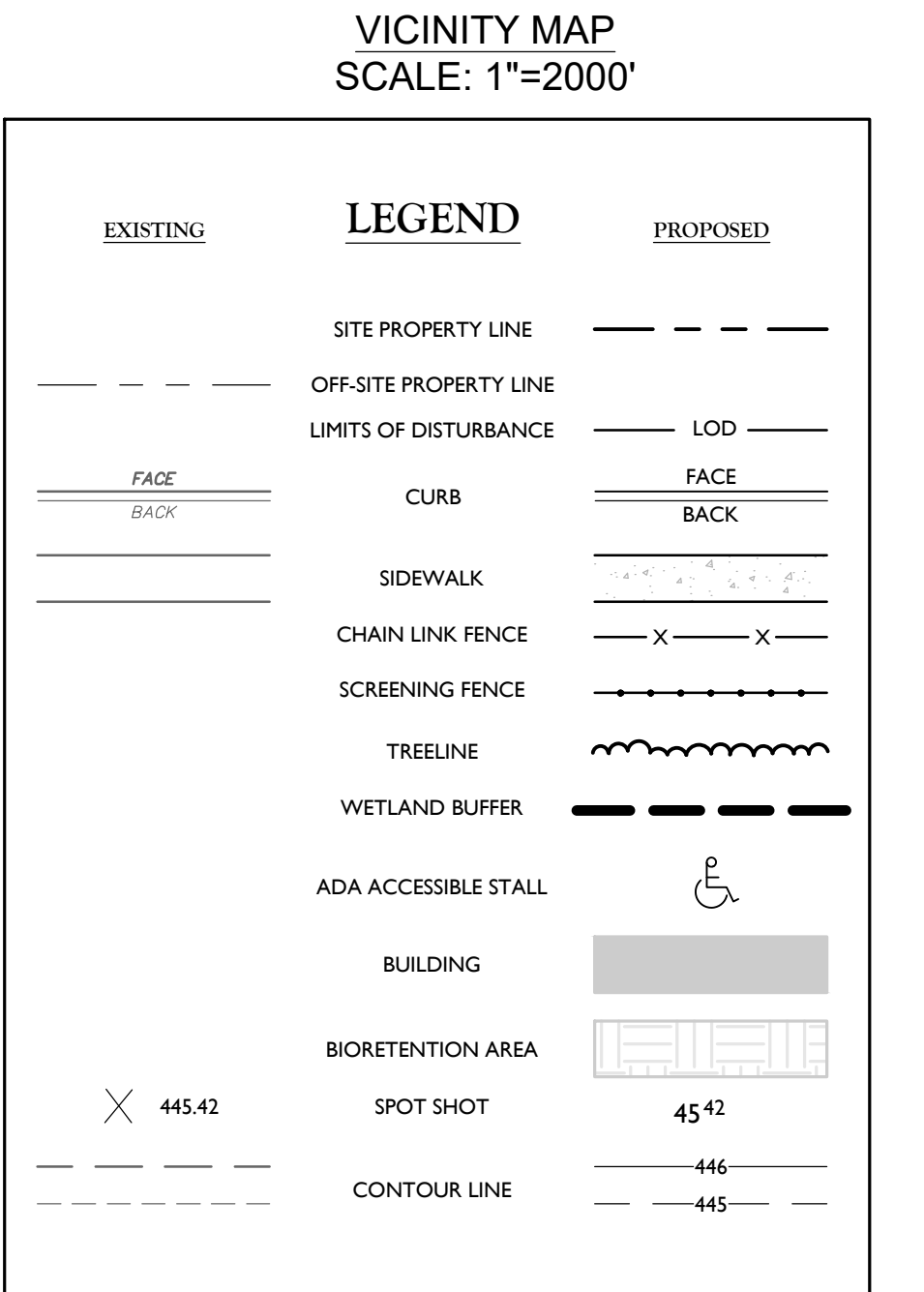
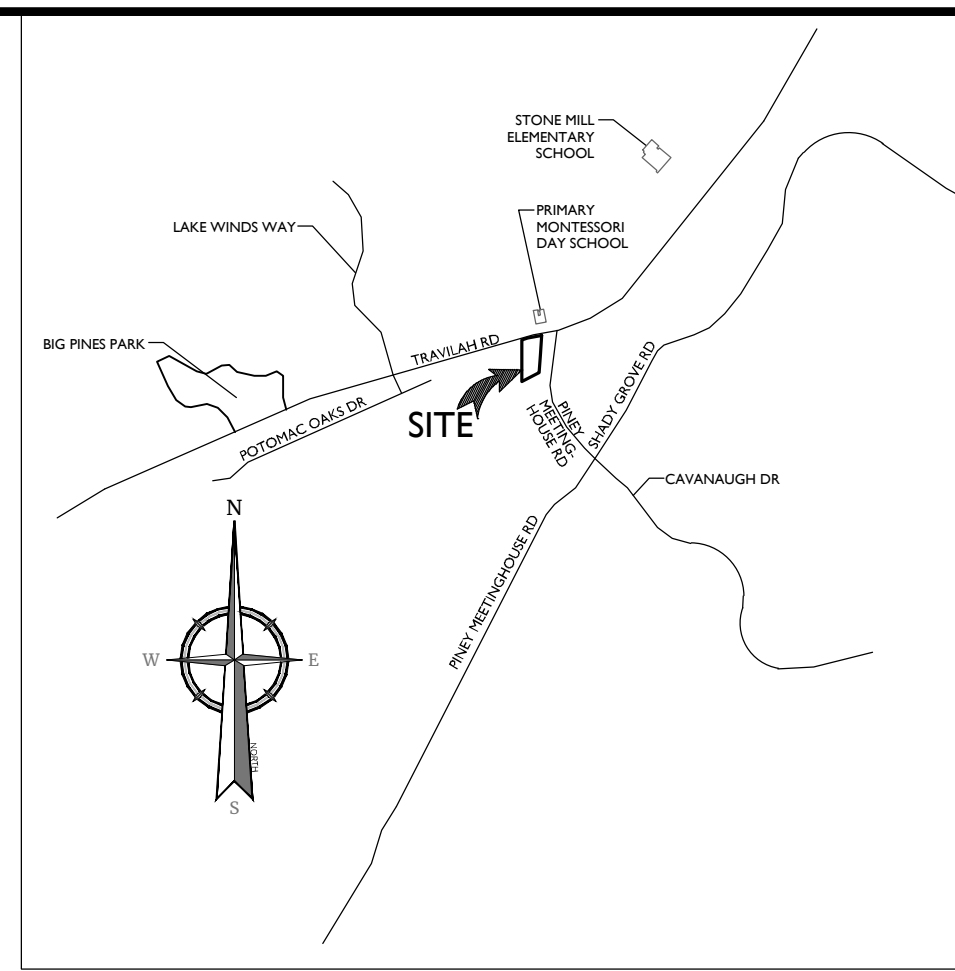
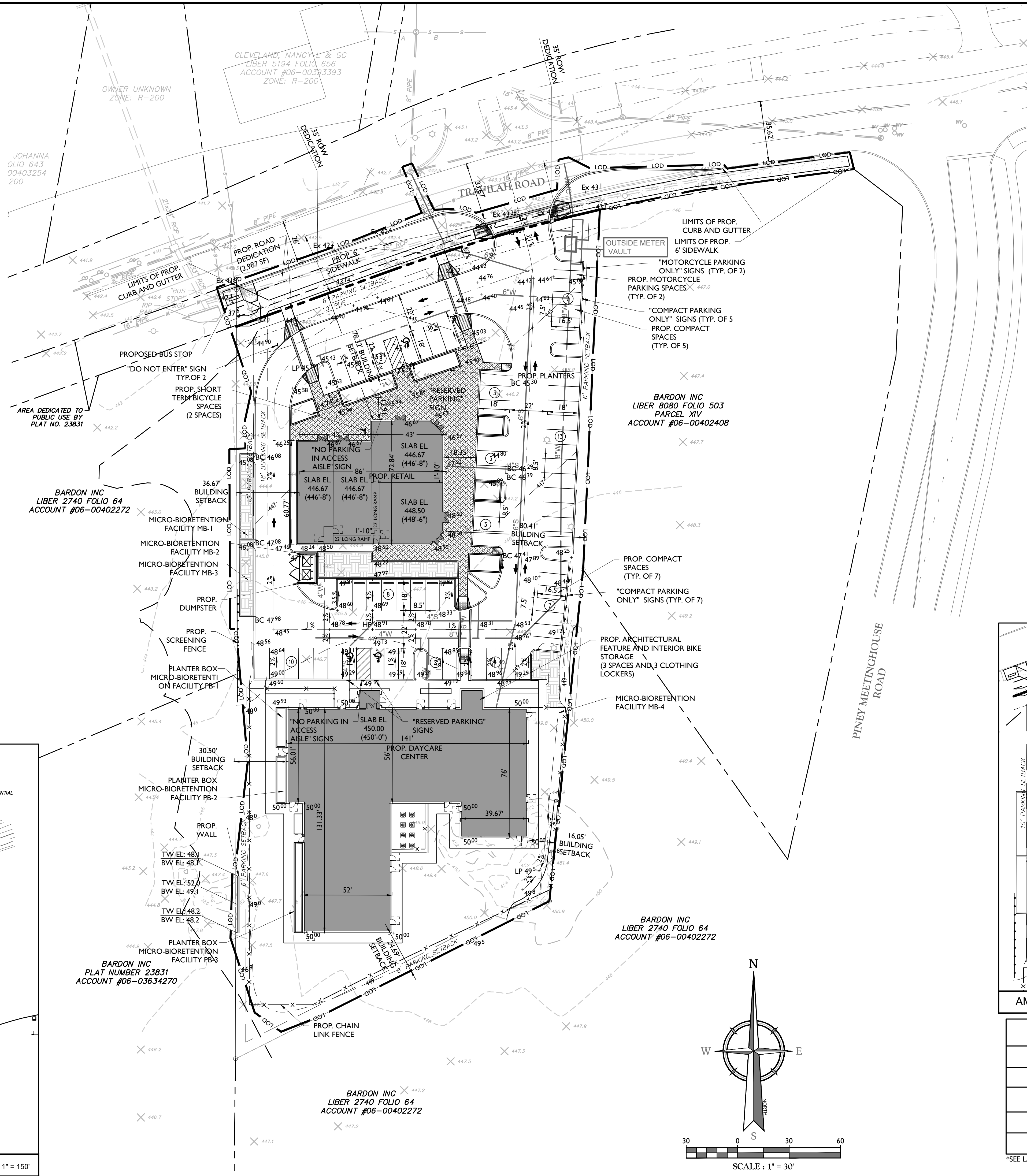
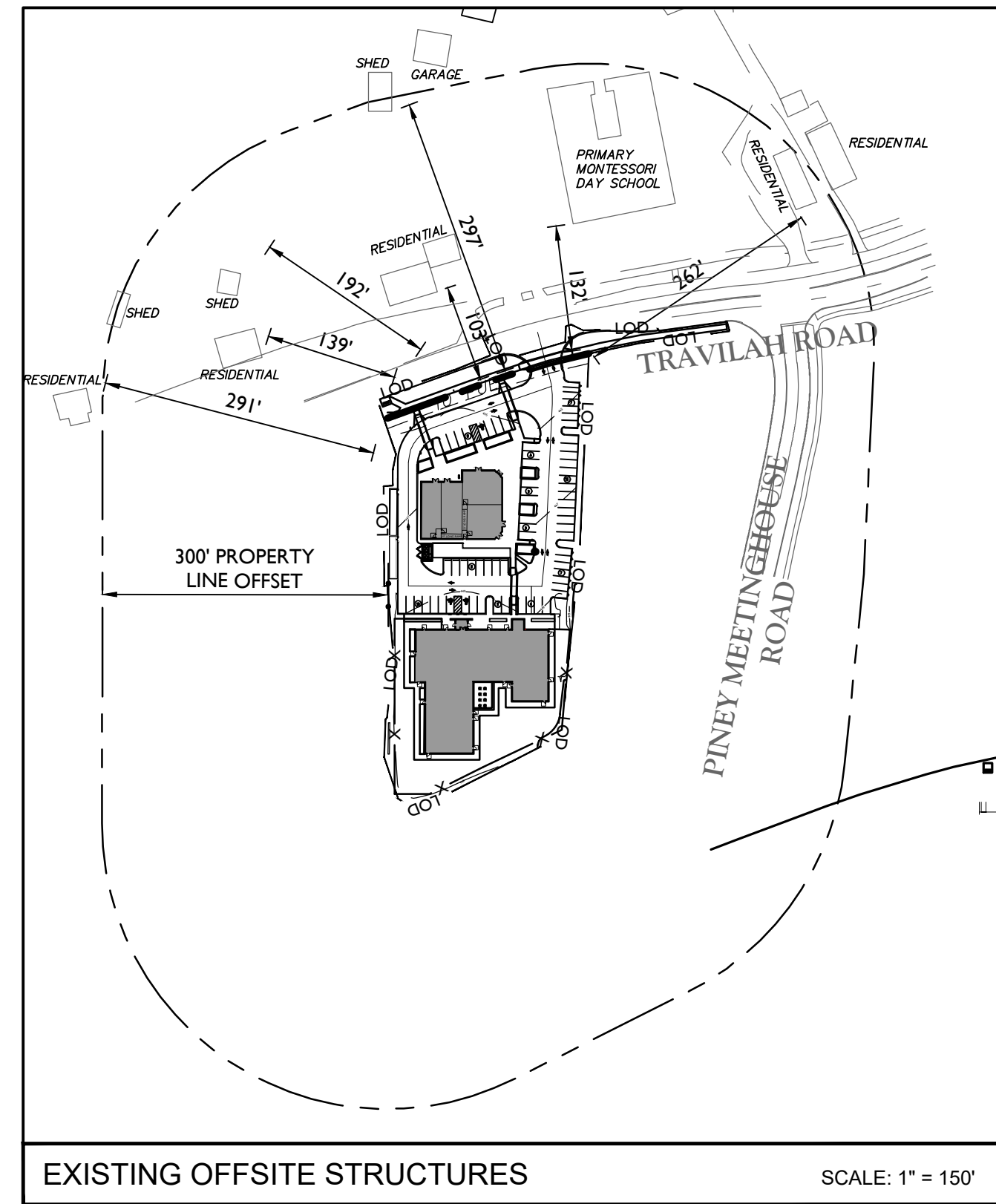
- | 1. ZONING DATA                |          |            |
|-------------------------------|----------|------------|
| ITEM                          | REQUIRED | PROVIDED   |
| LOT AREA                      | N/A      | 1.8905 Ac. |
| LOT WIDTH                     | N/A      | 203'       |
| FRONT BUILDING SETBACK        | 0'       | 78.32'     |
| REAR BUILDING SETBACK         | 0'       | 24.09'     |
| SIDE BUILDING SETBACK         | 0'       | 14.89'     |
| SIDE BUILDING SETBACK (R-200) | 18'      | 36.67'     |
| PARKING SETBACK               | 6'       | 6-8'       |
| PARKING SETBACK (R-200)       | 10'      | 10'        |
| BUILDING HEIGHT (RETAIL)      | 45'      | 32'        |
| BUILDING HEIGHT (DAY CARE)    | 45'      | 14'        |
| FLOOR AREA RATIO              | 0.75     | 0.22       |

- |  |                  |
|--|------------------|
| 2. BUILDING DATA                       |                  |
| RETAIL BUILDING GROSS FLOOR AREA       | 5,681 SF         |
| <u>DAYCARE CENTER GROSS FLOOR AREA</u> | <u>12,762 SF</u> |
| TOTAL GROSS FLOOR AREA ALL BUILDINGS   | 18,443 SF        |

- | 3. PARKING DATA                  |          |                |
|----------------------------------|----------|----------------|
| ITEM                             | REQUIRED | PROVIDED       |
| RETAIL (5 PER 1,000 GFA)         | 29       | 29             |
| DAYCARE (3 PER 1,000 GFA)        | 39       | 39             |
| TOTAL                            | 68       | 68             |
| COMPACT (20%)                    | 13       | 13             |
| MOTORCYCLE (2%)                  | 2        | 2              |
| ADA SPACES                       | 2        | 3              |
| VAN ACCESSIBLE                   | 1        | 3              |
| BICYCLE RETAIL (1 PER 10,000 SF) | 1        | 2 (SHORT TERM) |
| BICYCLE DAYCARE (1 PER 5,000 SF) | 3        | 3 (LONG TERM)  |

NOTE: LONG TERM BICYCLE SPACES ARE TO BE PROVIDED INSIDE THE DAYCARE BUILDING IN ACCORDANCE WITH ORDINANCE NO. 19-11, ZONING TEXT AMENDMENT 19-08.

- |                              |   |   |
|------------------------------|---|---|
| 4. LOADING DATA              |   |   |
| RETAIL (UP TO 15,000 SF GFA) | 0 | 0 |



AMENITY OPEN SPACE		
SITE AREA	82,351 SF	
	REQUIRED	PROVIDED
TOTAL	82,351 SF x 10% = 8,235 SF	10,323 SF
PERMEABLE AREA	82,351 SF x 10% = 8,235 SF	5,239 SF
TREE CANOPY*	82,351 SF x 10% = 8,235 SF	3,587 SF

\*SEE LANDSCAPE PLAN FOR REFERENCE

<div style="border: 1px solid black; padding: 5px; margin: 0 auto; width: 100px;"><b>Colliers</b></div> <div style="margin-top: 10px;"><h2 style="text-align: center;">Engineering &amp; Design</h2><p style="text-align: center;">www.colliersengineering.com</p><p><small>Copyright © 2021, Colliers Engineering &amp; Design. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reprinted, disclosed, distributed or relied upon for any other purpose without the express written consent of Colliers Engineering &amp; Design.</small></p></div>			
<div style="display: flex; justify-content: space-between; align-items: center;"><div>Doing Business as</div><div><b>MASER</b> CONSULTING</div></div>			
<div style="display: flex; justify-content: space-around; align-items: center;"><div style="text-align: center;"> <b>Know what's below.</b> <b>Call before you dig.</b></div><div style="text-align: center;"><p><small>PROTECT YOURSELF</small></p><p><small>ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE</small></p><p><small>FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM</small></p></div></div>			
DESCRIPTION			
DRAWN BY			
DATE			
REV			
<div style="text-align: center;"> <b>Robert Paul Pease</b> MARYLAND PROFESSIONAL ENGINEER LICENSE NUMBER: 18890 COLLIERS ENGINEERING &amp; DESIGN, INC. <small>PROFESSIONAL CERTIFICATION, I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NO. 18890 EXPIRATION DATE: 10-24-22</small></div>			
<p><b>PRELIMINARY PLAN</b> NO. 120210090</p> <p><b>FOR</b></p> <p><b>SHOPS AT TRAVILAH</b></p> <p><b>MAP FR32, PARCEL P160</b> <b>WSSC GRID: 218NW10</b> <b>PINEY GROVE</b> <b>14119 TRAVILAH ROAD</b></p> <p><b>ELECTION DISTRICT 6</b> <b>MONTGOMERY COUNTY</b> <b>MARYLAND</b></p>			
<div style="display: flex; justify-content: space-between; align-items: center;"><div style="text-align: center;"> <b>Engineering &amp; Design</b></div><div style="text-align: center;"><p><b>STERLING</b> 22375 Broderick Drive, Suite 110 Sterling, VA 20166 Phone: 703.430.4330 <small>COLLIERS ENGINEERING &amp; DESIGN, INC. DOING BUSINESS AS MASER CONSULTING</small></p></div></div>			
<small>SCALE:</small> AS SHOWN	<small>DATE:</small> 07/14/2021	<small>DRAWN BY:</small> HS	<small>CHECKED BY:</small> RP
<small>PROJECT NUMBER:</small> 190000433A	<small>DRAWING NAME:</small> C-PEL-PLAN-LAYT		
<small>SHEET TITLE:</small> <b>PRELIMINARY PLAN</b>			
<small>SHEET NUMBER:</small> <div style="display: flex; justify-content: space-around; align-items: center;"><div>2</div><div>OF</div><div>3</div></div>			





## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher Conklin  
*Director*

August 13, 2021

Mr. Johathan Casey, Senior Planner  
Upcounty Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Drive, 13<sup>th</sup> Floor  
Wheaton, MD 20902

RE: Preliminary Plan No. 120210090  
Shops at Travilah

Dear Mr. Casey:

We have completed our review of the revised preliminary plan uploaded to eplans on July 14, 2021. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on March 16, 2021. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

Significant Plan Review Comments

1. The applicant will be required to construct a six (6) foot, concrete sidewalk along the site frontage and continue the sidewalk along Travilah Road to the southwest corner of the Travilah Road/Piney Meetinghouse Road intersection. The applicant will also be required to construct an ADA compliant ramp at this corner opposite the existing ramp on the southeast corner of the intersection. On the certified preliminary plan, show the proposed ADA ramp.
2. The applicant will be required to install underground conduit and handboxes behind the proposed sidewalk along the Travilah Road site frontage. Prior to the right-of-way permit stage, please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures.
3. Provide thirty-five (35) feet dedication from existing centerline of pavement along the Travilah Road frontage in accordance with Page 19 of the April 30, 2019 Master Plan of Highways.

**Office of the Director**

---

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX  
[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

4. The applicant will be required to upgrade the existing bus stop along Travilah Road at the northwestern corner of the property by installing a 6-foot bench and a minimum 10-foot wide by 7-foot deep concrete pad with a 5-foot minimum clearance from the front of the bench to the front of the pad. At or before the permit stage, please contact Mr. Wayne Miller of our Division of Transit Services to coordinate these improvements. Mr. Miller may be contacted at 240-777-5836 or at [Wayne.Miller2@montgomerycountymd.gov](mailto:Wayne.Miller2@montgomerycountymd.gov).
5. The storm drain analysis was reviewed by MCDOT, and we have the following comments. Prior to or before the right-of-way permit stage:
  - A. The applicant will be responsible for replacing the following existing storm drain structures accordingly:
    - i. Replace existing A-10 Inlet EX-B with proposed manhole MH-1
    - ii. Relocate or replace existing A-10 Inlet EX-B with proposed A-10 Inlet INL-1
    - iii. Replace existing headwall EX-HW with proposed J-Inlet
  - B. The applicant will be responsible for replacing the following existing RCP pipe segments in Travilah Road accordingly:
    - i. MH-1 to J-Inlet (EX-B to EX-HW) from 15" to 18"
    - ii. J-Inlet to inlet EX-A (EX-HW to EX-A) from 21"x33" to 36" or elliptical equivalent
    - iii. EX-A to EX-EW from 21"x33" 36" or elliptical equivalent

Standard Plan Review Comments

6. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
7. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
8. The owner will be required to submit a recorded covenant for the operation and maintenance of storm drain systems and open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
9. The sight distance study has been accepted. A copy of the accepted Sight Distance Evaluation certifications form is enclosed for your information and reference.
10. The driveway shall be at-grade with the sidewalk along Travilah Road

11. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
12. If the proposed development will alter any existing street lights, signage and/or pavement markings along Travilah Road, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
13. Trees in the County rights of way – spacing and species are to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
14. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
15. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
  - A. Street grading, paving, curbs, gutters, storm drain & appurtenances, sidewalks, handicap ramps, and street trees along Travilah Road.
  - B. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
  - C. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
  - D. The developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Mr. Jonathan Casey  
Preliminary Plan No. 120210090  
August 13, 2021  
Page 4

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at [william.whelan@montgomerycountymd.gov](mailto:william.whelan@montgomerycountymd.gov) or (240) 777-2173.

Sincerely,

*William Whelan*

William Whelan  
Development Review Team  
Office of Transportation Policy

[SharePoint/transportation/directors office/development review/WhelanW/120210090 Shops at Travilah – MCDOT Review Letter 080621.docx](#)

Enclosures (1)

Sight Distance Certification

cc: Plan letters notebook

cc-e:	Robert Pease	Colliers Engineering
	Scott Welford	Colliers Engineering
	Casey Cirner	Miles & Stockbridge
	Chris Van Alstyne	MNCP&PC
	Sam Farhadi	MCDPS RWPR
	Mark Terry	MCDOT DTEO
	Kutty Menon	MCDOT DTEO
	Kamal Hamud	MCDOT TMD



**LOCAL AREA TRANSPORTATION REVIEW**

# **14119 TRAVILAH ROAD REDEVELOPMENT**

**ROCKVILLE, MD**

**December 8, 2020**



**GOROVE / SLADE**

Transportation Planners and Engineers

Prepared by:



**GOROVE / SLADE**

Transportation Planners and Engineers

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## EXECUTIVE SUMMARY

The following report is a Transportation Impact Study (TIS) for the 14119 Travilah Road redevelopment. This report reviews the transportation aspects of the project's Preliminary Plan application in compliance with Montgomery County's Local Area Transportation Review (LATR) guidelines.

The purpose of this study is to evaluate whether the project will generate a detrimental impact on the surrounding transportation network. This evaluation is based on a technical comparison of the existing conditions, background conditions, and total future conditions. This report concludes that **the project will not have a detrimental impact** on the surrounding transportation network.

### Proposed Project

The site, which is currently improved with a specialty grocery store, a dry-cleaning service, and a surface parking lot, is bound by Travilah Road to the north and unimproved lots to the east, west, and south on parcels that are part of the Travilah Quarry property. The subject property is zoned NR (Neighborhood Retail) for planned development purposes and lies within the North Potomac Policy Area.

The project plans to redevelop the site into a 12,762-square foot day care center, 5,681 square feet of retail space, and a surface parking lot.

The development will include new pedestrian facilities that will be added along the site frontage on Travilah Road so that they meet or exceed County and ADA standards. This includes a sidewalk that meets width requirements, crosswalks at all necessary locations, and curb ramps with detectable warnings.

Vehicular access to the site will be provided with a driveway that will connect to Travilah Road.

### Multi-Modal Impacts and Recommendations

#### *Transit*

The site is served by regional and local transit services such as MARC and Ride On-Montgomery County. The site is directly adjacent to Ride On stops on Travilah Road, and less than 10 miles from four (4) MARC train stations and (2) WMATA Metrorail stations. One (1) Ride On-Montgomery County route, bus route 67, directly services the site with eight (8) buses scheduled during the peak morning commute time and seven

(7) buses during the peak afternoon commute time, providing a direct connection to the Shady Grove Metrorail station and other destinations.

Although the development will be generating new transit trips on the network, the existing facilities have capacity to handle the new trips.

The proposed project generates two (2) transit trips during the morning and afternoon peak hours and therefore does not meet the 50-trip threshold required for a transit adequacy test per LATR guidelines.

#### *Pedestrian*

The site is surrounded by a pedestrian network that provides adequate facilities on at least one side of the road. Primary pedestrian destinations such as the adjacent neighborhoods and activity centers are accessible through these pedestrian facilities on at least one side of the connecting roadways. Gaps exist in the existing pedestrian network such as sidewalks and curb ramps that do not meet standards; however, many of these gaps are in neighborhoods with low-volume streets.

The development will add pedestrian comfort and connectivity with the addition of a frontage sidewalk that will meet or exceed SHA and ADA requirements.

The proposed project generates 11 and 12 pedestrian trips during the morning and afternoon peak hours, respectively, and therefore does not meet the 50-trip threshold required for a pedestrian adequacy test per LATR guidelines.

#### *Bicycle*

The existing bikeway network provides access around the project to neighboring developments on paved shared-use paths (sidepaths). The network includes sidepaths along Travilah Road, Piney Meetinghouse Road, and Stonebridge View Drive. Planned facilities along Travilah Road, Piney Meetinghouse Road, Shady Grove Road, and other roadways near the project will provide enhanced safe and efficient connectivity for bicyclists to and from the site.

The proposed development will meet zoning requirements for short-term and long-term bicycle parking.

The proposed project generates nine (9) and 10 bicycle trips during the morning and afternoon peak hours, respectively,



and therefore does not meet the 50-trip threshold required for a bicycle adequacy test per LATR guidelines.

#### *Vehicular*

The site can be accessed from regional roadways such as Darnestown Road (MD-28), Great Seneca Highway (MD-119), River Road (MD-190), and I-270, in addition to being surrounded by a well-connected network of collector and local roadways.

In order to determine if the proposed development will have a negative impact on this transportation network, this report projects future conditions with and without the development of the site and performs analyses of intersection Critical Lane Volumes (CLVs). These CLVs are compared to the acceptable levels set by LATR standards to determine if the site will negatively impact the study area. No intersections were found to operate above the Policy Area CLV threshold of 1,450 as a result of the proposed development.

#### *Summary and Recommendations*

This report concludes that the proposed development will not have a detrimental impact on the surrounding transportation network.

The development has several positive elements contained within its design that minimize potential transportation impacts, including:

- The site's proximity to the local Ride On route stops, Metrorail Red Line, and MARC Train Brunswick Line.
- The inclusion of secure long-term bicycle parking spaces on-site that meet or exceed zoning requirements.
- The pedestrian connectivity around the site will be greatly improved with the addition of a frontage sidewalk on the necessary ramps at the site driveway at Travilah Road.

## INTRODUCTION

This report reviews the transportation elements of the 14119 Travilah Road redevelopment. The site, shown on Figure 1, is located in Rockville, Maryland.

The purpose of this report is to:

1. Review the transportation elements of the development site plan and demonstrate that the site conforms to Montgomery County LATR policies.
2. Provide information to M-NCPPC, MCDOT, and SHA on how the development of the site will influence the local transportation network. This report accomplishes this by identifying the potential trips generated by the site on all major modes of travel and where these trips will be distributed on the network.
3. Determine if development of the site will lead to adverse impacts on the local transportation network. This report accomplishes this by projecting future conditions with and without development of the site and performing analyses of Critical Lane Volumes (CLVs). These CLVs are compared to the acceptable levels set by Montgomery County LATR standards to determine if the site will negatively impact the study area. The report discusses if any improvements to the transportation network are necessary to mitigate project-related adverse impacts.

## CONTENTS OF STUDY

This report contains eight (8) sections as follows:

- *Study Area Overview*  
This section reviews the area near and adjacent to the proposed project and includes an overview of the site location.
- *Project Design*  
This section reviews the transportation components of the project, including the site plan and access.
- *Trip Generation*  
This section outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the project.
- *Traffic Operations*  
This section provides a summary of the existing roadway facilities and an analysis of the existing and future roadway capacity in the study area. This section highlights the vehicular impacts of the project, including presenting mitigation measures as needed.
- *Transit*  
This section summarizes the existing and future transit service adjacent to the site, reviews how the project's transit demand will be accommodated, outlines impacts, and presents recommendations as needed.
- *Pedestrian Facilities*  
This section summarizes existing and future pedestrian access to the site, reviews walking routes to and from the project site, outlines impacts, and presents recommendations as needed.
- *Bicycle Facilities*  
This section summarizes existing and future bicycle access to the site, outlines impacts, and presents recommendations as needed.
- *Summary and Conclusions*  
This section presents a summary of the recommended mitigation measures by mode and presents overall report findings and conclusions.



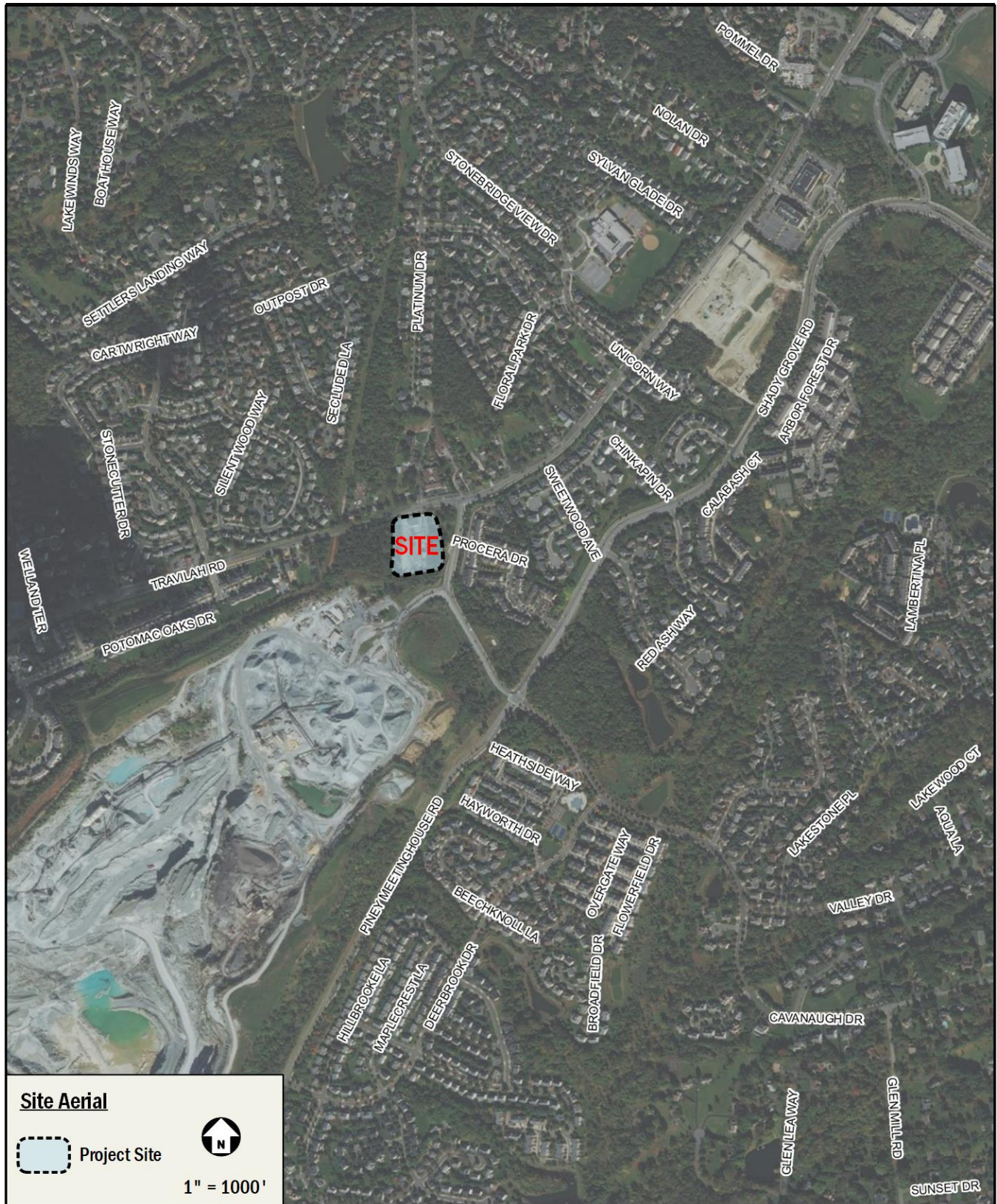


Figure 1: Site Aerial



## STUDY AREA OVERVIEW

This section reviews the study area and includes an overview of the site location, including a summary of the major transportation characteristics of the area and future regional projects.

The following conclusions are reached within this chapter:

- The site is surrounded by a regional and local transportation system that will accommodate connectivity for the users of the proposed development to the surrounding areas.
- The site is served by public transportation and is adjacent to a local bus route and in proximity to several rail stations.
- The existing bicycle infrastructure includes a network of sidepaths along Travilah Road and Stonebridge View Drive which provide connectivity to the site.
- Pedestrian conditions are generally acceptable, particularly along the anticipated walking routes of Travilah Road.

## MAJOR TRANSPORTATION FEATURES

### Overview of Regional Access

The 14119 Travilah Road site has access to regional vehicular- and transit-based transportation options, as shown on Figure 2, that connect the site to destinations within the District, Virginia, and Maryland.

The site has direct frontage on Travilah Road, providing connectivity to regional roadways such as Darnestown Road (MD-28), Great Seneca Highway (MD-119), and River Road (MD-190). Regionally, the site is also accessible from I-270, which connects to the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs.

Access to the Brunswick Line of the MARC rail system is available from three (3) stations: Rockville, Gaithersburg, and Washington Grove, located approximately five (5) miles from the site. A fourth station, Metropolitan Grove, also provides access to the MARC Brunswick Line at approximately seven (7) miles from the project site. The Brunswick Line connects stations in Montgomery County, Maryland to the District of Columbia and West Virginia. The Metrorail Red Line Shady Grove and Rockville stations are also located less than a 20-minute drive about five (5) miles away, making all the rest of the Metrorail lines and most of the DC Metropolitan area accessible via public transportation.

Overall, the site has access to regional roadways and transit options, making it convenient to travel between the site and destinations in the District, Virginia, and Maryland.

### Overview of Local Access

There are local transportation options near the site that serve vehicular, transit, walking, and bicycling trips.

The site is served by a local vehicular network that includes minor arterials such as Travilah Road, Dufief Mill Road, and Darnestown Road. In addition, there is an existing network of major connector and local roadways that provide direct access to the site. Table 1 provides a list of the local roadways in the project study area.

The Ride On-Montgomery County bus system provides local transit service in the vicinity of the site, including a connection to the Shady Grove Metrorail station, which serves the Metrorail Red Line. As discussed in greater detail below, there is one (1) bus route that services the site directly traveling along Travilah Road.

**Table 1: Summary of Study Area Roadways**

Roadway	Jurisdiction	Functional Classification	Rural vs Urban	# of Lanes	Speed Limit
Travilah Road	Montgomery County	Major Collector	Urban	2	30 MPH
Lake Winds Way	Montgomery County	Local	Urban	2	30 MPH
Potomac Edge Way	Montgomery County	Local	Urban	2	25 MPH
Piney Meetinghouse Road	Montgomery County	Local/Major Collector	Urban	2	20-40 MPH
Shady Grove Road	Montgomery County	Major Collector	Urban	4	40 MPH
Cavanaugh Drive	Montgomery County	Local	Urban	2	30 MPH



The site is directly adjacent to an existing paved shared-use path (sidepath) on the north side of Travilah Road that connects the development to the surrounding communities and other bicycle facilities around the area. Other facilities include paved sidepaths along Stonebridge View Drive and Piney Meetinghouse Road, both of which run north-south to the east and south of the site, respectively. Planned bicycle facilities that include extensions of existing paths along Travilah Road and Piney Meetinghouse Road, with new ones along Shady Grove Road and Dufief Mill Road, and an off-road Utility Corridor path will fill in gaps and improve connectivity for bicycles to and from the site.

Around the site, most roadways provide sidewalks on at least one side of the road. Anticipated pedestrian routes, such as those to public transportation stops, and neighboring communities, provide mostly adequate pedestrian facilities. A detailed review of existing and proposed pedestrian access and infrastructure is provided in a later section of this report.

Overall, the site is surrounded by a local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.

## PLANNED DEVELOPMENTS

There are five (5) approved development projects in the vicinity of the 14119 Travilah Road development. For the purpose of this analysis, only approved developments that are not currently complete with an origin/destination within the study area were included. A detailed list of all planned developments considered and a description of their applicability for incorporation in the study is included in the Technical Attachments. Figure 3 shows the location of these developments in relation to the proposed development.

### *Travilah Grove (#12012029)*

A residential development, Travilah Grove is located less than ½ mile to the east of the subject site. The approved development program consists of 131 townhomes and is currently under construction.

### *North Potomac Community Recreation Center (#MR2010731)*

The North Potomac Community Recreation Center is a 33,000 square foot community recreation center serving the North Potomac area. Located less than a mile west of the subject site on Travilah Road, this project was considered but not included

in the analysis as it has been open since October 2016 as published on the Montgomery County Capital Budget Website.

### *Traville Gateway (#119970220)*

Traville Gateway, a mixed-use development, is located about a mile east of the subject site off of Shady Grove Road. The project includes office space dedicated to research and development, a conference center, multi-family residential components, and neighborhood retail serving this development complex and the surrounding area. In coordination with M-NCPPC Staff, it was determined that 93,182 square feet of retail and 528,030 square feet of office space, of which about 65 percent is expected to be dedicated to research and development use, remain approved but unbuilt, and are therefore included in the analysis of planned developments.

### *9800 Medical Center Drive (#120110080)*

The 9800 Medical Center Drive project is an approved expansion of research and development office space located within the Shady Grove Life Sciences Center. Through coordination with M-NCPPC Staff, it was determined that an unbuilt 263,200 square feet of this development is to be included in the analysis.

### *Montgomery County Medical Center (#11986115C)*

An academic, scientific, medical, and research and development-oriented expansion project to the John Hopkins University Montgomery County Campus, this development is located off of Medical Center Drive 2.5 miles east of the subject site. An approved 320,771 square feet of research and development office space is included in the analysis portion of this study.

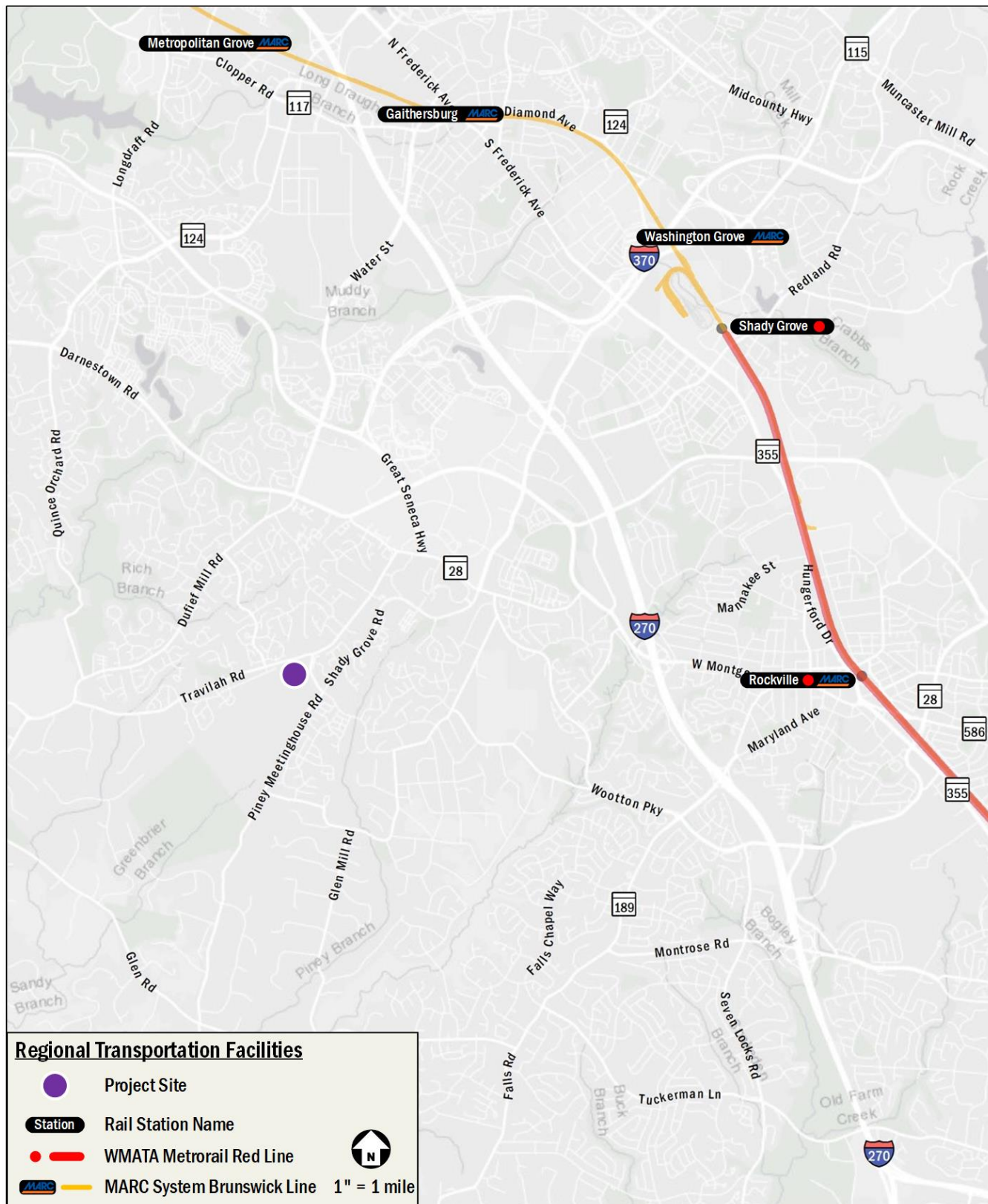


Figure 2: Regional Transportation Facilities



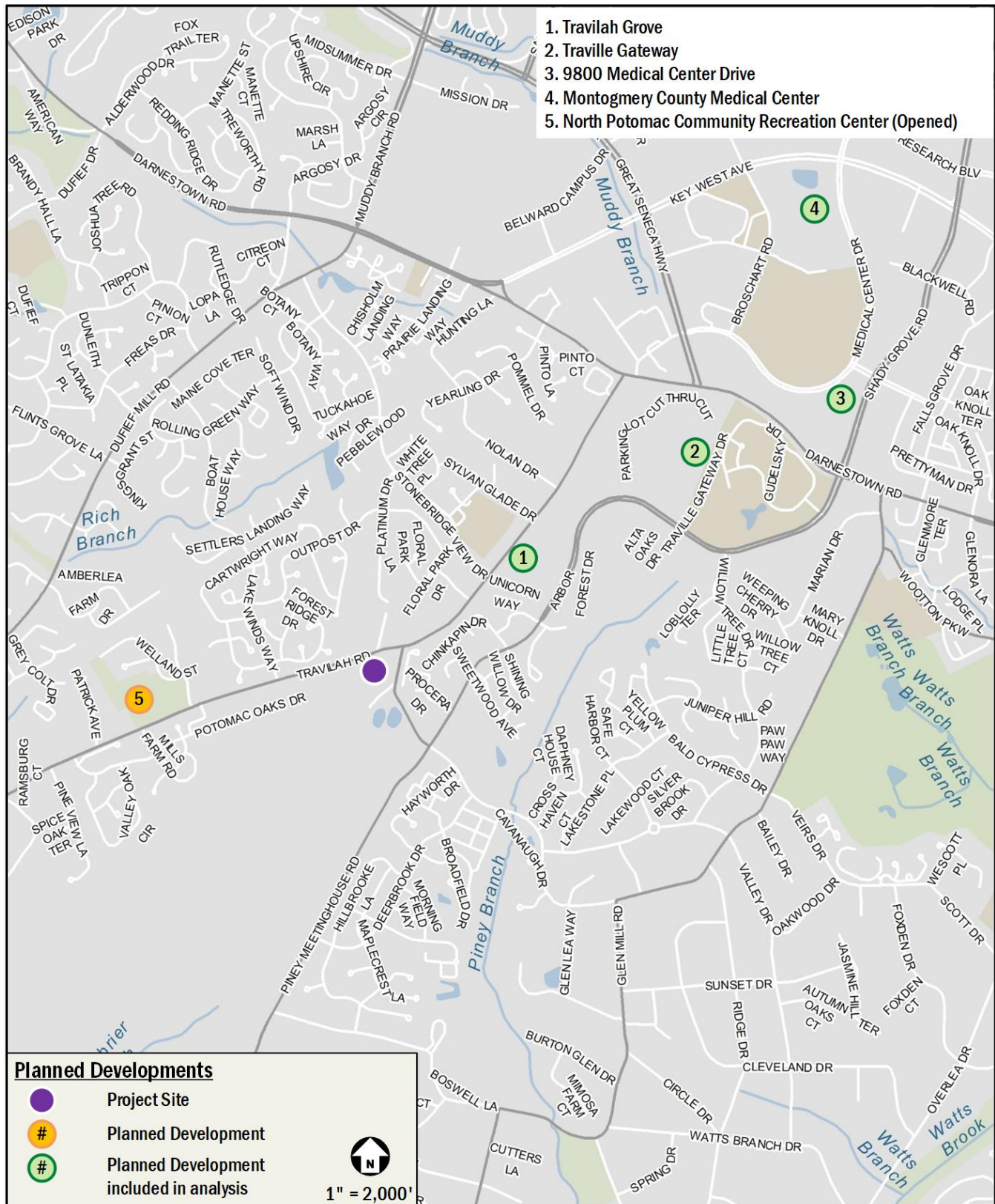


Figure 3: Planned Developments

## PROJECT DESIGN

This section reviews the transportation components of the 14119 Travilah Road redevelopment, including the proposed site plan and access point. It includes descriptions of the site's vehicular access, loading, and parking. It supplements the information provided in the site plans package that accompany the Preliminary Plan Application.

The site is bounded by Travilah Road to the north, and unimproved lots to the east, west, and south that are part of the Travilah Quarry property. The project will redevelop an existing retail building that consists of a specialty grocery store and a dry cleaning service and a surface parking lot into a multi-use development consisting of two (2) buildings, one consisting of 5,681 square feet of retail space and the other consisting of 12,762 square feet dedicated to a day care center, with 71 surface parking spaces.

Figure 4 shows the proposed site plan and elements outlined in the following sections.

### SITE ACCESS

#### **Pedestrian Access**

Pedestrian access to the proposed development will be provided along Travilah Road with a new sidewalk along the frontage of the property.

#### **Bicycle Access**

Bicycle access to the development is expected to occur via the existing paved sidepath on the north side of Travilah Road.

#### **Vehicular Access**

Currently, vehicular access to the site is available along approximately 110 feet along the property frontage. The project is proposing to consolidate full vehicular access on a 30-foot wide driveway that will connect to Travilah Road. Access control is expected to remain unsignalized at the site driveway, with a stop control on the outbound movements.

### PARKING

Under Montgomery County Code 59-6.2.4.B, the day care center is required to provide a minimum of three (3) parking spaces for every 1,000 square feet of GFA; the retail portion of the development is required to provide a minimum of five (5) spaces per 1,000 square feet of GLA, resulting in a minimum of 66 parking spaces required for this development. The

development will meet these requirements, providing 71 spaces in a surface parking lot.

### LOADING

Under Montgomery County Code 59-6.2.8, a retail development must provide a minimum of one (1) loading space if above 15,000 square feet GFA, developments below this size do not have to provide any loading spaces. This development does not meet thresholds to provide a minimum number of loading spaces.

Access to the trash area will be available from the internal circulation driveway. The majority of loading and delivery vehicles will be approaching from the east via major roadways such as I-270. The access driveway from Travilah Road will accommodate loading vehicles.

The project is not expected to generate loading activity that will negatively impact the surrounding roadways.

### PEDESTRIAN AND BICYCLE FACILITIES

#### **Bicycle Facilities**

The development will meet the amount of long-term and short-term bicycle parking required by Montgomery County.

Under Montgomery County Code 59-6.2.4.C, a minimum of one (1) bicycle parking space is required for every 5,000 square feet of a day care center, of which 85 percent are required to be long-term, resulting in three (3) long-term spaces required for the project. For the retail component of the development, one (1) space is required for every 10,000 square feet of retail space, resulting in one (1) short-term space required for the project. The development meets this requirement providing three (3) long-term and one (1) short term bicycle parking spaces.

The long-term bicycle parking will be provided within the day care center building. Short-term bicycle parking will include a rack that can accommodate up to two (2) bicycles placed in front of the retail area.

#### **Pedestrian Facilities**

Under existing conditions, some pedestrian facilities around the site do not meet MDSHA and ADA standards. With a sidewalk that meets standards provided along the property frontage, the pedestrian network will be improved around the site enhancing overall connectivity in the community.



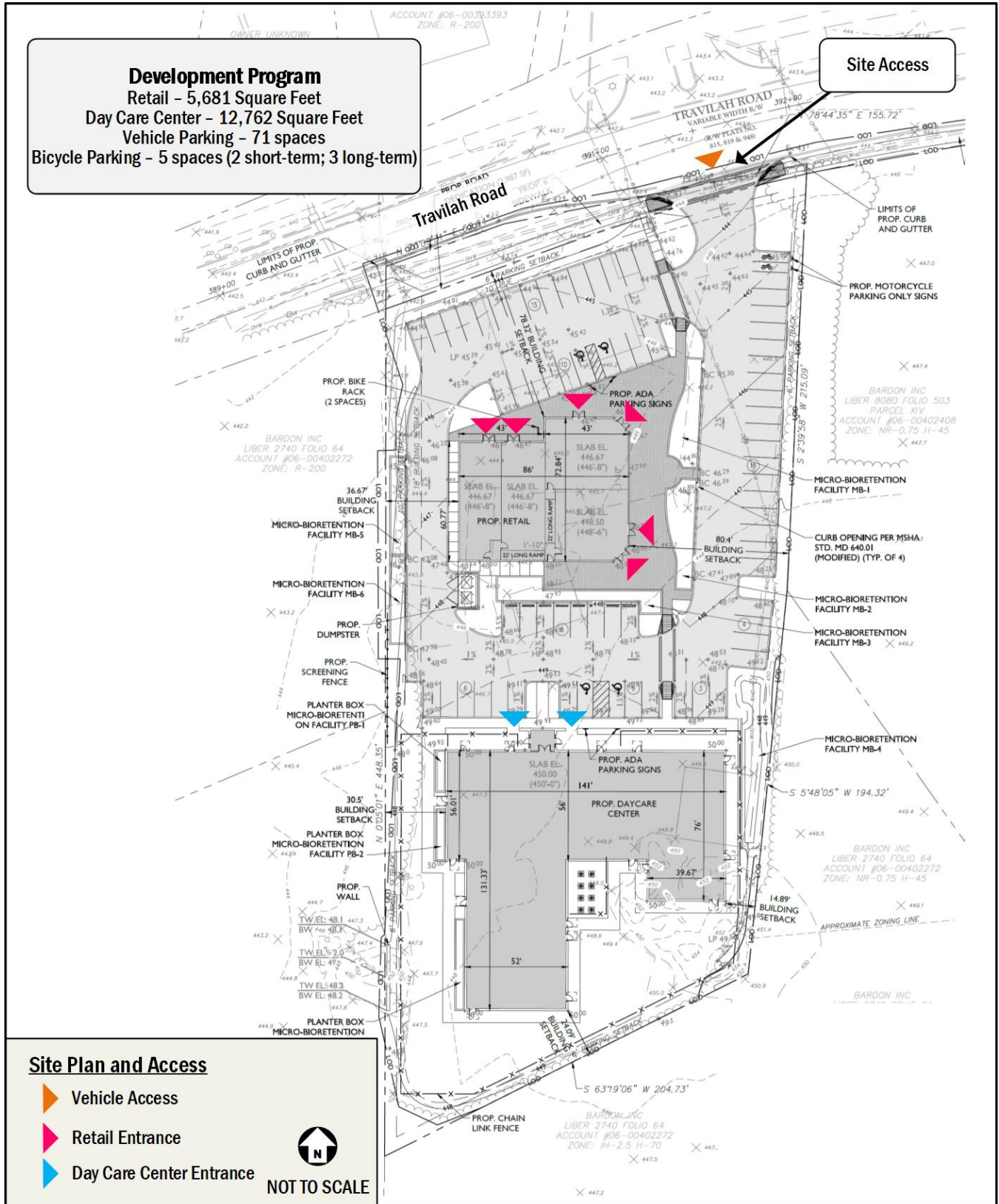


Figure 4: Site Plan and Access

## TRIP GENERATION

This section outlines the transportation demand of the proposed 14119 Travilah Road redevelopment. It summarizes the projected trip generation of the site, which forms the basis for the chapters that follow. The proposed redevelopment plan will replace the existing commercial development with 12,762 square feet dedicated to a day care center, 5,681 square feet of retail, and 71 surface parking spaces.

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. This methodology was supplemented in accordance with the M-NCPPC *Local Area Transportation Review (LATR)* guidelines to account for the context-sensitive multimodal trip generation adjustment factors associated with each policy area in Montgomery County.

As approved by Montgomery County in the scoping process, to account for trips that traveled to the existing commercial uses

on site, existing trip generation was collected using driveway counts during the morning and afternoon peak hours.

Retail trip generation was calculated using ITE Land Use Code 814, *Variety Store*. Day care trip generation was calculated based on ITE Land Use 565, *Day Care Center*. All land uses were then adjusted for Policy Area 23, North Potomac, based on Appendix Table 1a of the M-NCPPC Fall 2017 LATR Guidelines, as shown in Table 2.

Mode splits for the proposed development, shown in Table 3, are based on Appendix Table 1b of M-NCPPC Fall 2017 LATR Guidelines using Policy Area 23 (North Potomac).

A retail pass-by reduction of 34% was assumed in the afternoon peak hour, per ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition.

Following the removal of existing trips, the proposed development will generate 145 net new trips during the morning peak hour and 144 net new trips during the afternoon peak hour, as detailed Table 4. Detailed calculations are provided in the Technical Attachments.

**Table 2: LATR Trip Generation Adjustment Factors (PA 23)**

Development Type	Trip Generation Rate Adjustment Factor
Retail	100%
Other	100%

**Table 3: Mode Split Factors (Policy Area 23)**

Development Type	Mode			
	Auto Driver	Auto Passenger	Transit	Non-Motorized
Retail	72.4%	24.1%	0.6%	2.9%
Other	75.8%	18.8%	1.0%	4.4%

**Table 4: 14119 Travilah Road Trip Generation Summary**

Land Use	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Trips							
Existing Retail		9	5	14	13	11	24
Proposed Trips							
Variety Store	5,681 Square Feet	10	8	18	20	19	39
	34% Pass-by Reduction	--	--	--	-7	-6	-13
Day Care	12,762 Square Feet	74	66	140	67	75	142
Total Proposed Trips		84	74	158	80	88	168
Net Trips without Reduction		75	69	144	74	83	157
Net Trips with Reduction		75	69	144	67	77	144

## TRAFFIC OPERATIONS

This section provides a summary of an analysis of the existing and future roadway capacity in the study area. Included is an analysis of potential vehicular impacts of the 14119 Travilah Road project.

The purpose of the capacity analysis is to:

- Determine the existing capacity of the study area roadways;
- Determine the overall impact of the project on the study area roadways; and
- Discuss potential improvements and mitigation measures to accommodate the additional vehicular trips, if necessary.

The capacity analysis focuses on the morning and afternoon commuter peak hours as determined by the existing traffic volumes in the study area.

The following conclusions are reached within this chapter:

- The existing study area intersections operate at an acceptable level of service during all analysis scenarios for the morning and afternoon peak hours.
- The addition of trips generated by background developments on the study area do not cause any intersections to experience unacceptable levels of service, with only small degradations in CLV.
- There are no study intersections that operate at an unacceptable level of service as a result of the proposed development.

### STUDY AREA, SCOPE, & METHODOLOGY

This section outlines the vehicular trips generated in the study area along the vehicular access routes and defines the analysis assumptions.

The scope of the analysis contained within this report was discussed with and agreed to by M-NCPPC as detailed in the scoping form dated July 9, 2019. The scoping form document is included within the Technical Attachments. The general methodology of the analysis follows national and Montgomery County/*LATR Guidelines* on the preparation of transportation impact evaluations of site development, unless stated otherwise.

### Capacity Analysis Scenarios

The vehicular analyses are performed to determine if the proposed development will lead to adverse impacts on traffic operations. This is accomplished by comparing future scenarios: (1) without the proposed development (referred to as the Background condition) and (2) with the proposed development (referred to as the Total Future condition).

Specifically, the roadway capacity analysis examined the following scenarios:

1. 2019 Existing Conditions
2. Background Conditions without the development (Background)
3. Future Conditions with the development (Total Future)

### Study Area

The study area of the analysis is a set of intersections where detailed capacity analyses are performed for the scenarios listed above. The set of intersections decided upon during the study scoping process with M-NCPPC staff are those intersections most likely to have potential impacts or require changes to traffic operations to accommodate the proposed development. The number of intersections meet the LATR criteria, based on the maximum number of new weekday peak-hour vehicle trips generated by the proposed land uses. For the 14119 Travilah Road redevelopment, a minimum number of one (1) intersection in each direction was required.

Based on the projected future trip generation and the location of the site access points, the following intersections were chosen for analysis:

1. Travilah Road and Lake Winds Way/Potomac Edge Way
2. Travilah Road and Piney Meetinghouse Road
3. Piney Meetinghouse Road, Cavanaugh Drive, and Shady Grove Road
4. Travilah Road and Proposed Site Driveway

Figure 5 shows a map of the study area intersections.

### Traffic Volume Assumptions

The following section reviews the traffic volume assumptions and methodologies used in the roadway capacity analyses.





### Existing Traffic Volumes

Due to the ongoing COVID-19 pandemic, Montgomery County has issued guidance on alternative approaches to establish existing baseline traffic counts to necessary to evaluate a project's impact on the area's roadways. This analysis applies the "Historical Counts" option outlined in the September 17, 2020 *Traffic Counts During COVID-19 Pandemic -Policy Update* Memorandum, included in the Technical Attachments, to counts collected in 2019 by Gorove Slade.

The 2019 traffic volumes are comprised of turning movement count data which was collected on Wednesday, May 22, 2019. The results of the traffic counts are included in the Technical Attachments. The 2019 peak hour traffic volumes are shown on Figure 6. For all intersections, the system peak hours were used. The morning peak hour was from 8:00 to 9:00 AM and the afternoon peak hour was from 5:30 to 6:30 PM.

Per the County's current policy on traffic volumes, a growth factor of one (1) percent was applied to the through volumes at the study intersections. The assumed growth rate factor was reviewed and approved by the County's Planning Department Staff. This growth rate is based on the past ten-year historical traffic volume data for the nearest SHA roadway, Piney Meetinghouse Road. The historical data is presented in Table 5

and Table 6 summarizes the growth rates. The growth factor peak hour volumes are shown in Figure 7 and the existing (2020) peak hour volumes are shown in Figure 8.

### Background Traffic Volumes (without the project)

Traffic projections for the background conditions typically consist of the existing volumes with the addition of traffic generated by approved developments (known as background developments). Following *LATR Guidelines*, "background traffic from approved but unbuilt developments will be in the same geographic area as the intersections to be studied if that background development is estimated to contribute at least 5 peak-hour trips."

Based on these criteria, and as discussed previously, four (4) developments were included in the Background scenario. These developments are:

1. Travilah Grove (131 townhomes)
2. Traville Gateway (93,182 SF retail; 528,030 SF general and R&D office)
3. 9800 Medical Center Drive (263,200 SF R&D office)
4. Montgomery County Medical Center (320,771 SF R&D office)

**Table 5: MD SHA Historical Traffic Volume Data**

Location	MD SHA AADT Volumes							
	2012	2013	2014	2015	2016	2017	2018	2019
Piney Meetinghouse Road - 0.10 mi South of Cavanaugh Dr.	6,590	6,601	6,582	6,753	6,884	7,055	6,990	6,991

**Table 6: Growth Rate Information and Assumptions**

Location	Annual Percent Change							Proposed Growth Rate	Proposed Total Growth
	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		
Piney Meetinghouse Rd. - 0.10mi South of Cavanaugh Dr.	0%	0%	3%	2%	2%	-1%	0%	1%	1%

**Table 7: Summary of Background Development Trip Generation**

Project Name	Applicable Land Use Code	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Travilah Grove	Townhomes (ITE - 220)	131 du	14	46	60	46	27	73
Traville Gateway	Retail (ITE - 820)	93,182 sf	55	33	88	248	268	516
	General Office (ITE - 710)	186,364 sf	174	28	202	33	173	206
	R&D Office (ITE - 760)	341,667 sf	108	36	144	25	142	167
	Sub-Total	621,212 sf	337	97	434	306	583	889
9800 Medical Center Drive	R&D Office (ITE - 760)	263,200 sf	83	28	111	19	110	129
Montgomery County Medical Center	R&D Office (ITE - 760)	320,771 sf	101	34	135	24	133	157
<b>Total Pipeline Trips</b>			<b>535</b>	<b>205</b>	<b>740</b>	<b>395</b>	<b>853</b>	<b>1248</b>

Existing transportation studies were available for these developments. Trip generation was calculated following *LATR Guidelines* and the *Trip Generation Manual, 10<sup>th</sup> Edition*; distribution assumptions for the background developments were based on previous studies if applicable and altered where necessary based on anticipated travel patterns. Trip generation assumptions for the background developments are summarized on Table 7.

The Background Conditions traffic volumes consist of the following:

1. The existing traffic counts as shown on Figure 8
2. The addition of the trips generated by the four (4) background developments as shown on Figure 9.

The traffic volumes generated by the background developments along the network were added to the existing traffic volumes in order to establish the Background traffic volumes. The traffic volumes for the Background conditions are shown on Figure 10.

#### *Total Future Traffic Volumes (with the project)*

The Total Future traffic volumes consist of the Background volumes with the addition of the traffic volumes generated by the proposed development (site-generated trips). Thus, the Total Future traffic volumes include traffic generated by the existing volumes, background developments, and the proposed project.

Trip distribution for the site was determined based on: (1) Table 2-9 of the M-NCPPC *LATR Guidelines* and (2) existing travel patterns in the study area.

Based on traffic patterns and a comprehensive review of the site access location, the site-generated trips were distributed through the study area intersections. A summary of trip distribution assumptions and routing for each element of the development is provided on Figure 11 for inbound and outbound trips.

Site-generated traffic volumes are shown on Figure 12, site-generated pass-by traffic volumes are shown on Figure 13, and the Total Future traffic volumes are shown on Figure 14.

## **Geometry and Operations Assumptions**

The following section reviews the roadway geometry and operations assumptions made and the methodologies used in the roadway capacity analyses.

### *Existing Geometry and Operations Assumptions*

The geometry and operations assumed in the existing conditions scenario are those present when the main data collection occurred. Gorove/Slade made observations and confirmed the existing lane configurations and traffic controls at the intersections within the study area.

The lane configurations and traffic controls for the Existing conditions are shown on Figure 15.

### *Background Geometry and Operations Assumptions*

Following national and Montgomery County/LATR methodologies, a background improvement must meet the following criteria to be incorporated into the analysis:

- Be funded; and
- Have a construction completion date prior or close to the proposed development.

Based on these criteria, one (1) project will affect traffic control at one of the study intersections. The intersection at Travilah Road and Piney Meetinghouse Road will be signalized per the findings and recommendations of the 2013 Signal Warrant Study conducted by MCDOT.

The lane configuration and traffic control assuming this improvement is presented in Figure 16.

### *Total Future Geometry and Operations Assumptions*

The redeveloped site will maintain the existing access point and access control. The future geometry and operation assumptions included in the analysis are based on the background conditions as presented on Figure 16.

## **VEHICULAR ANALYSIS RESULTS**

### **Intersection Capacity Analysis**

Intersection capacity analyses were performed for the three scenarios outlined previously at the intersections contained within the study area for the morning and afternoon peak hours. The Critical Lane Volume (CLV) methodology was used to analyze the study area intersections as outlined in the *LATR Guidelines*.



For the development’s policy area (North Potomac), a CLV of 1,450 or less is considered acceptable.

Table 8 shows the results of the CLV capacity analyses for the Existing, Background, and Total Future scenarios. All the study

intersections operate at acceptable conditions during the morning and afternoon peak hours for each scenario.

Based on the CLV analysis, the planned development will not have a detrimental impact on study area intersections.

Table 8: Intersection Critical Lane Volume (CLV) Results

Intersection	Congestion Standard	Existing Conditions		Background Conditions		Total Future Conditions	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Travilah Road, Lake Winds Way, and Potomac Edge Way	1,450	720	832	757	893	769	909
Travilah Road and Piney Meetinghouse Road	1,450	759	947	780	980	825	1,024
Piney Meetinghouse Road, Cavanaugh Drive, and Shady Grove Road	1,450	805	847	819	930	846	942
Travilah Road, Site Driveway, and School Access	1,450	771	701	808	762	953	901

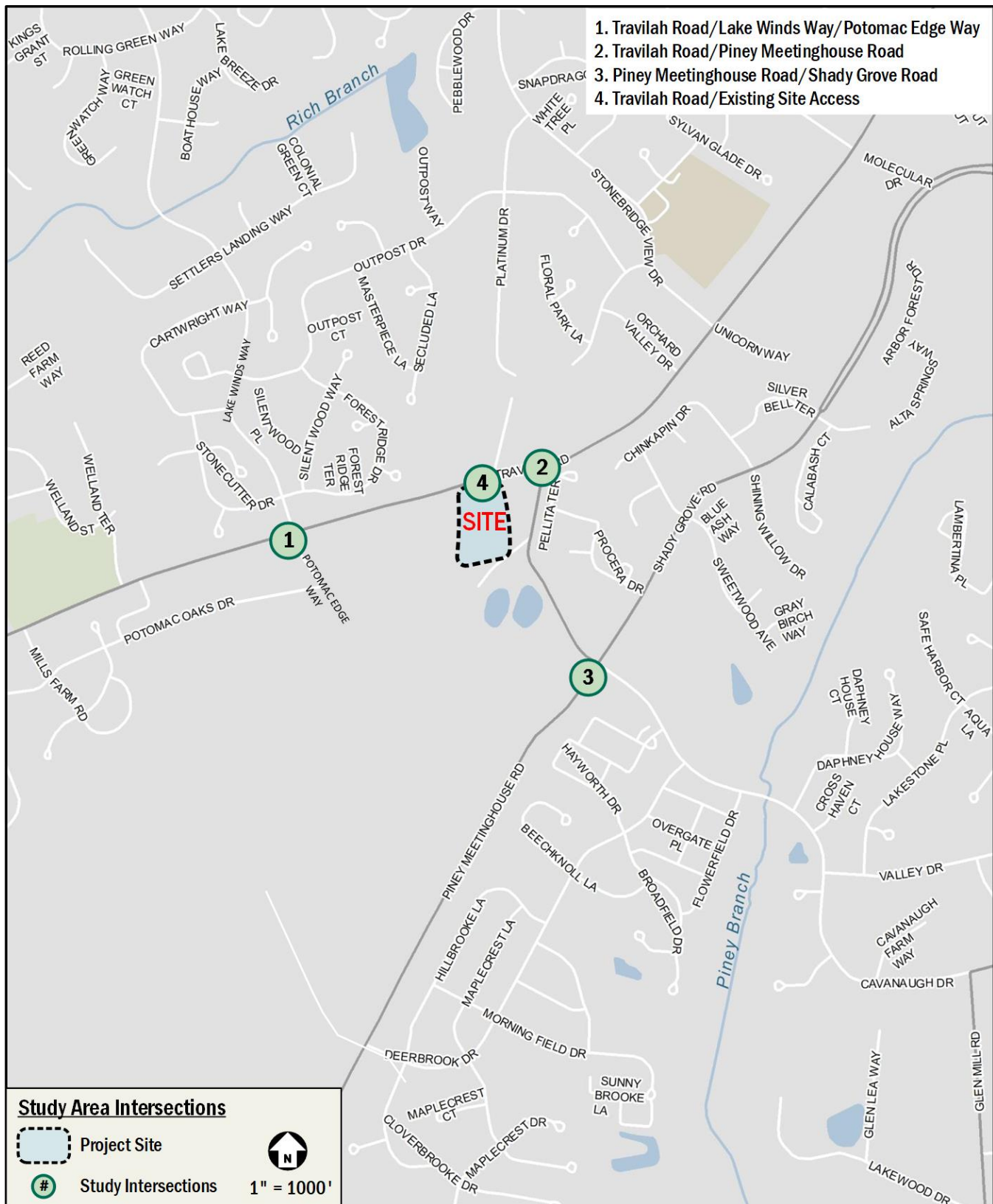


Figure 5: Study Area Intersections

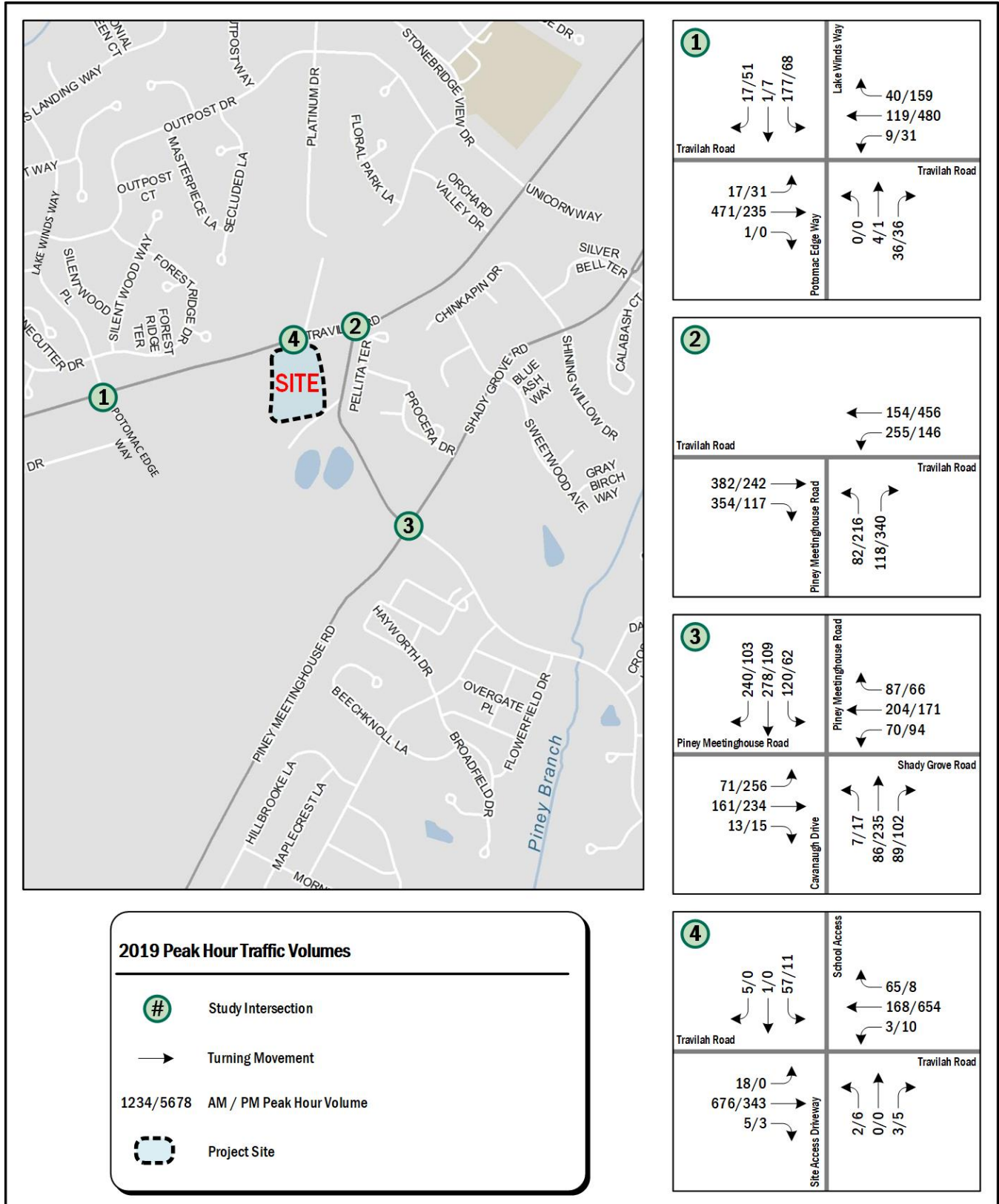


Figure 6: 2019 Peak Hour Traffic Volumes



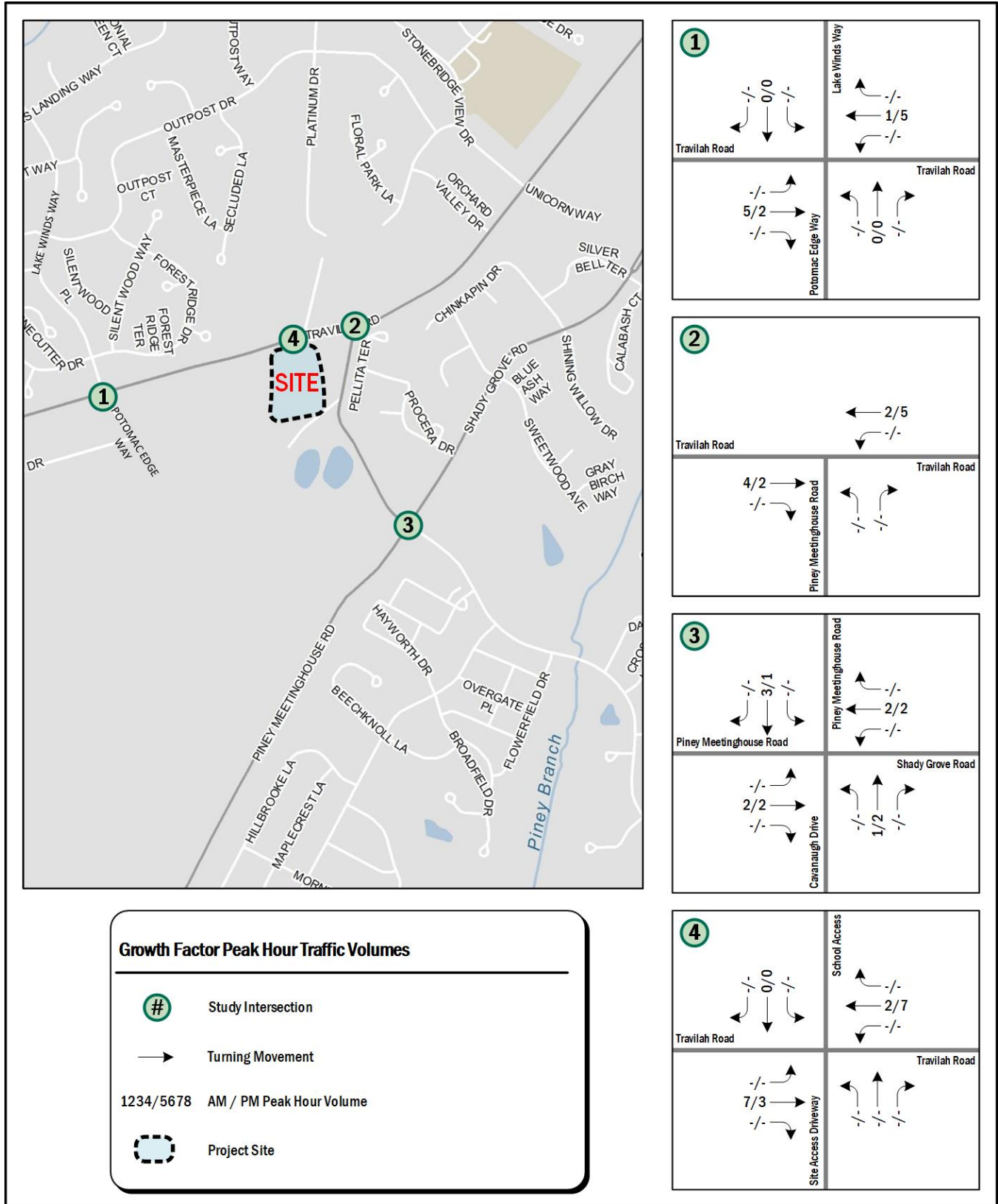


Figure 7: Growth Factor Peak Hour Traffic Volumes

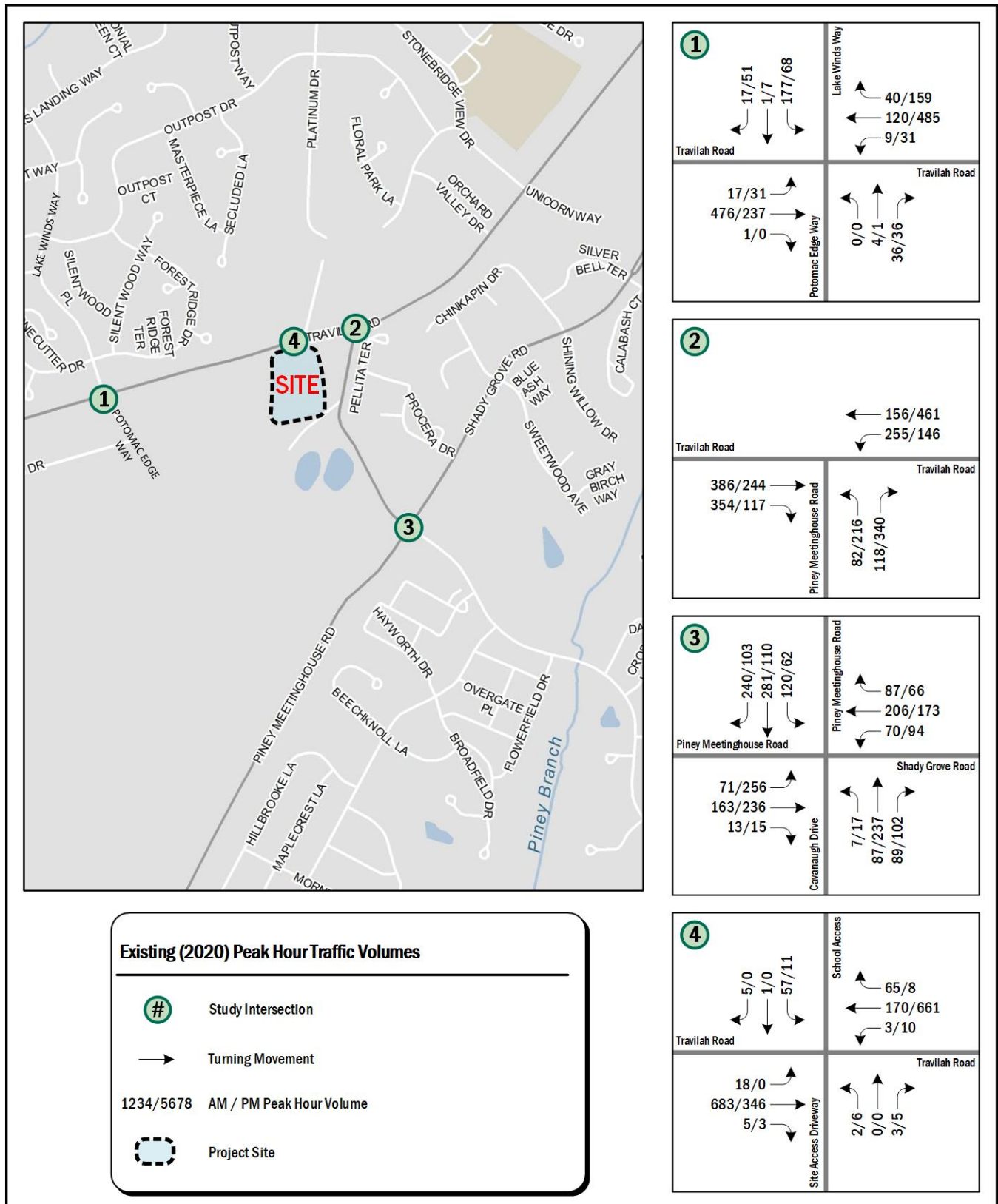


Figure 8: Existing (2020) Peak Hour Traffic Volumes

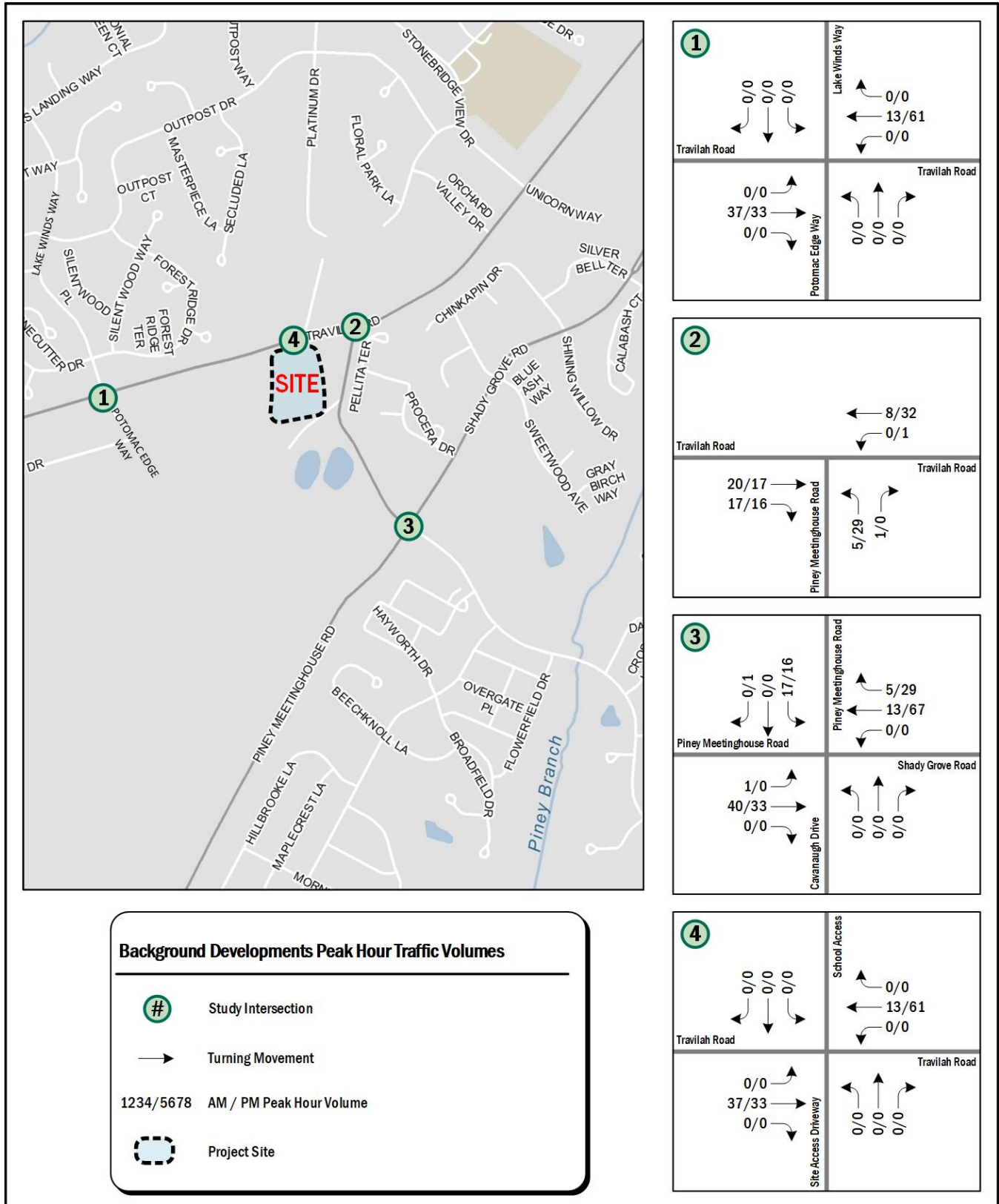


Figure 9: Background Developments Peak Hour Traffic Volumes

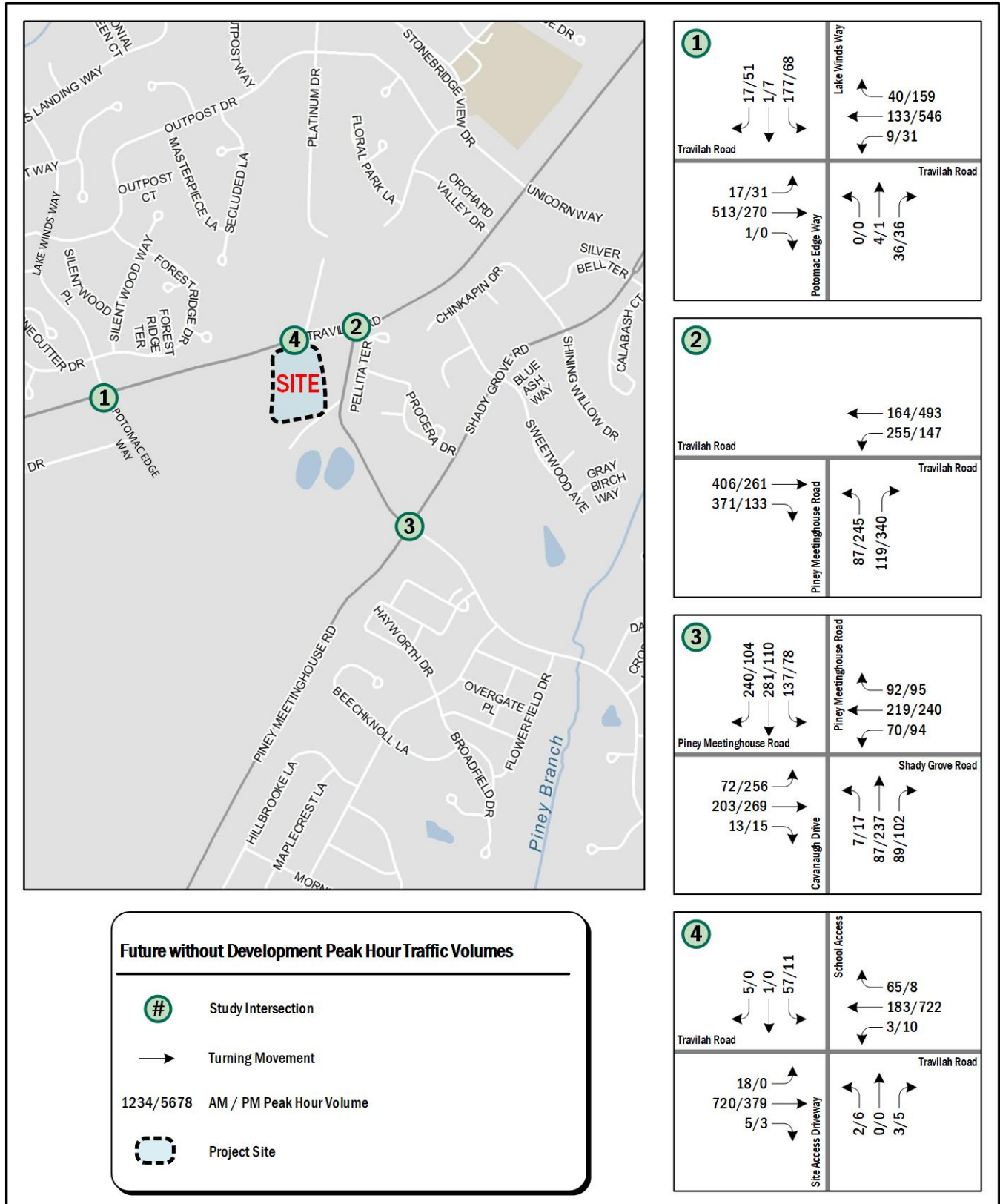


Figure 10: Future without Development Peak Hour Traffic Volumes



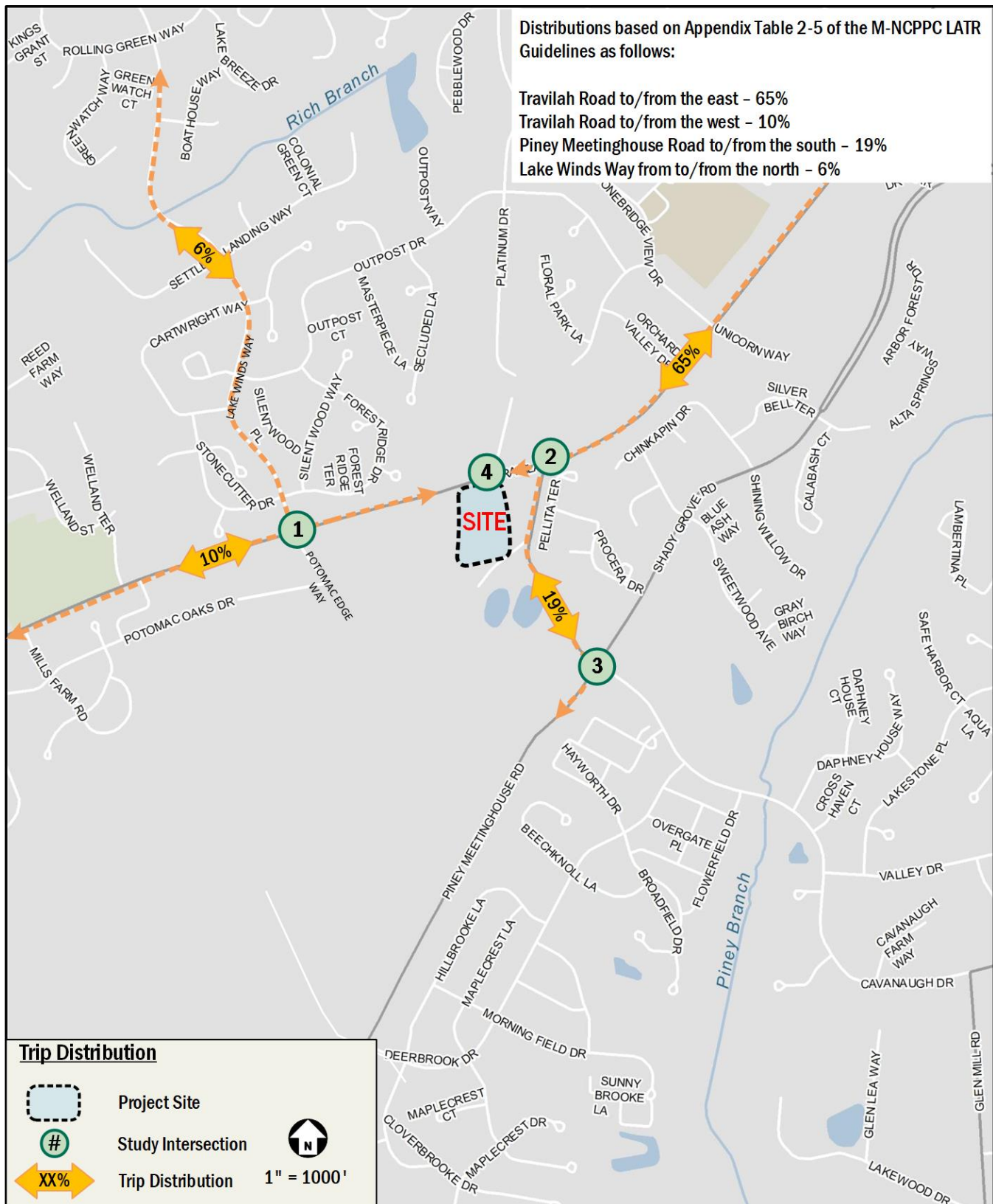


Figure 11: Trip Distribution



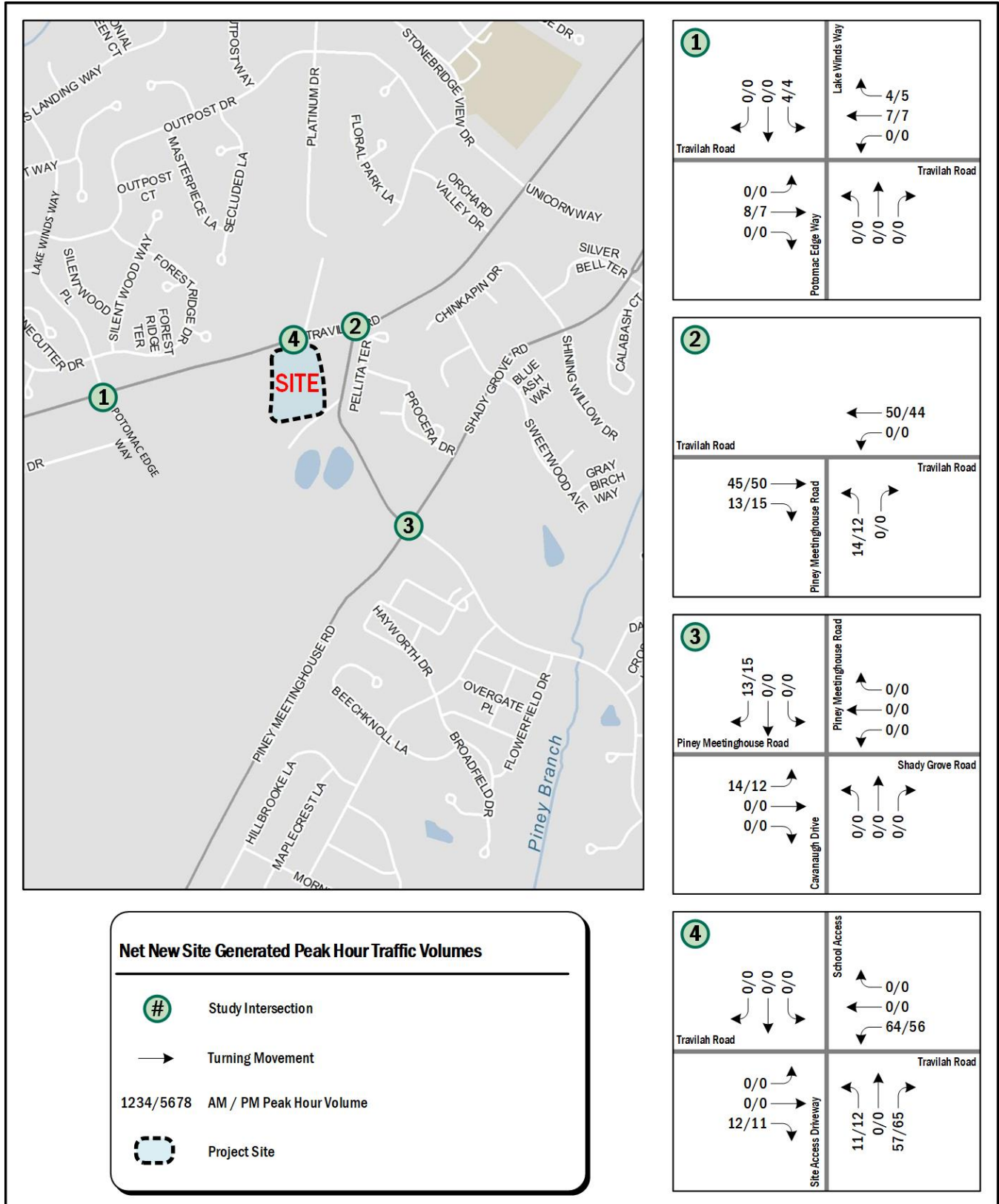


Figure 12: Net New Site Generated Peak Hour Traffic Volumes

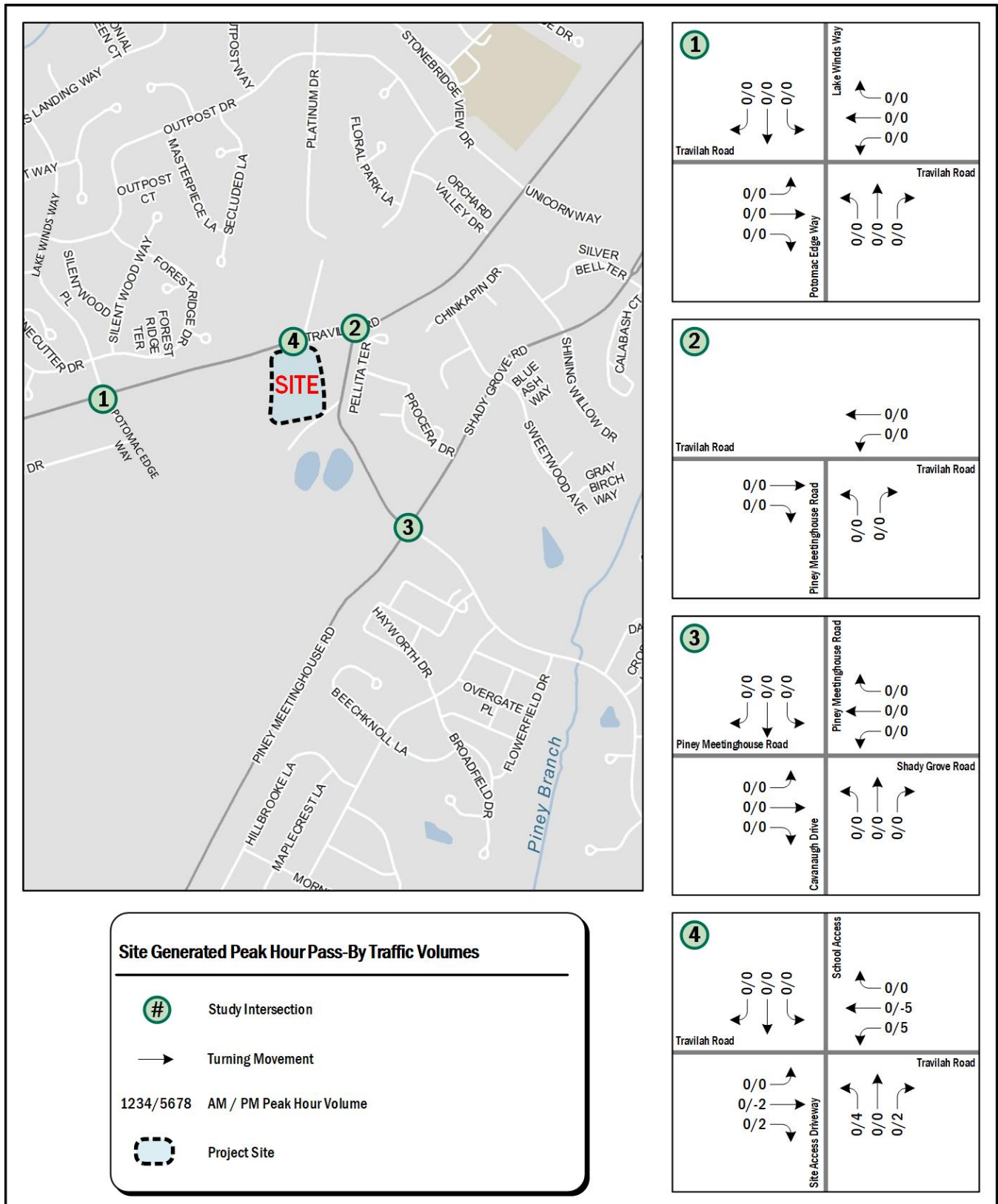


Figure 13: Site Generated Peak Hour Pass-By Traffic Volumes

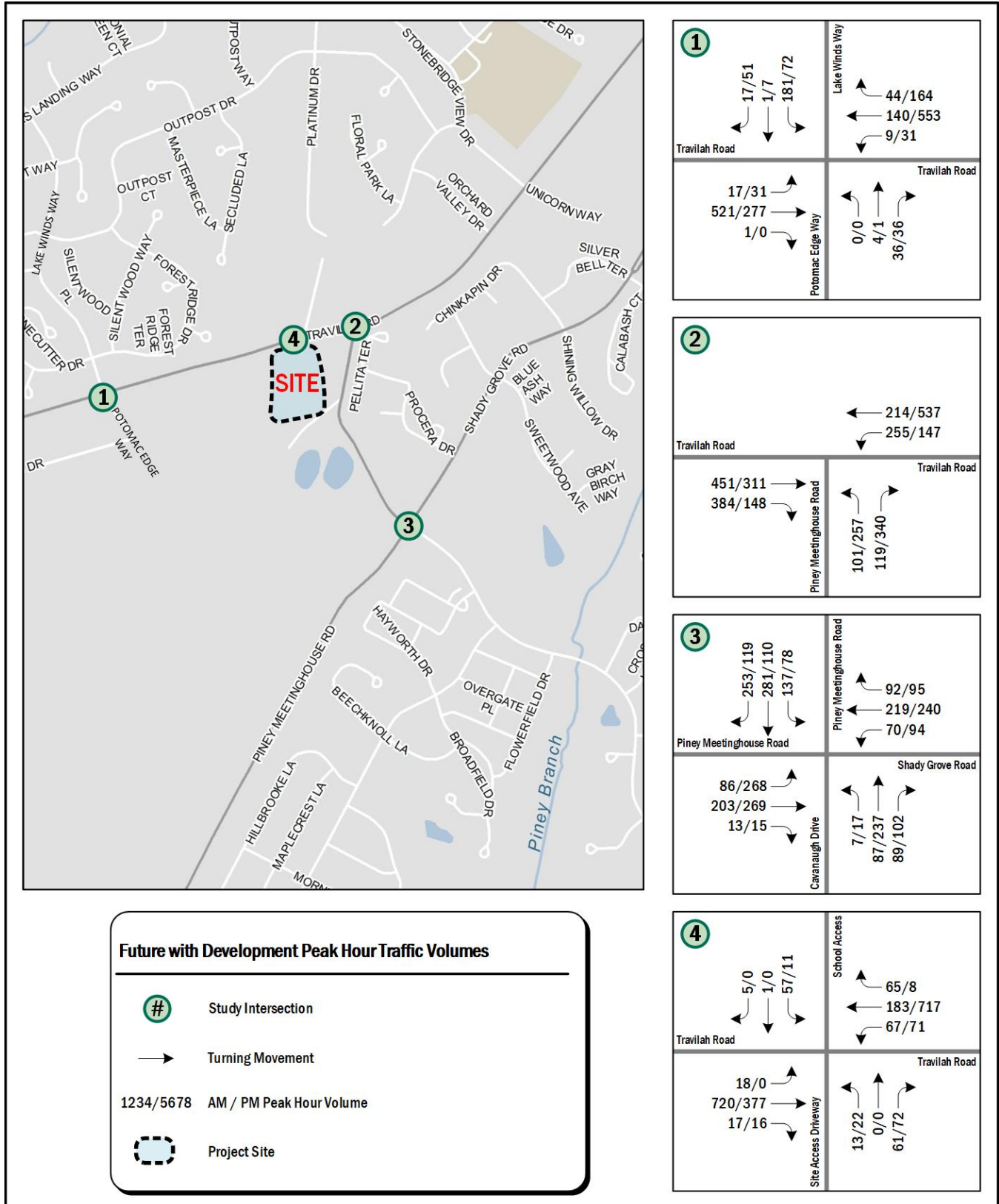


Figure 14: Future with Development Peak Hour Traffic Volumes

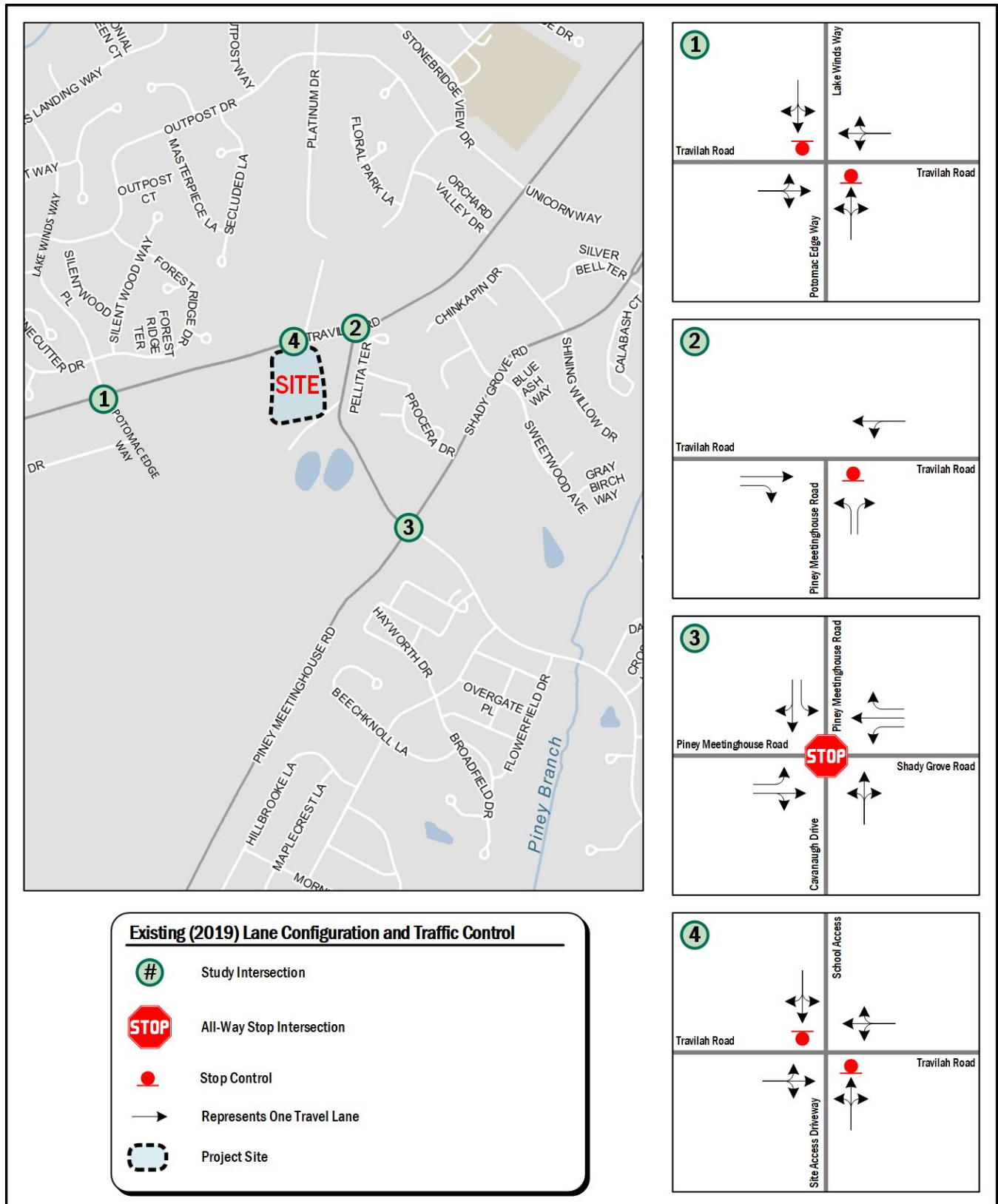


Figure 15: Existing (2019) Lane Configuration and Traffic Control



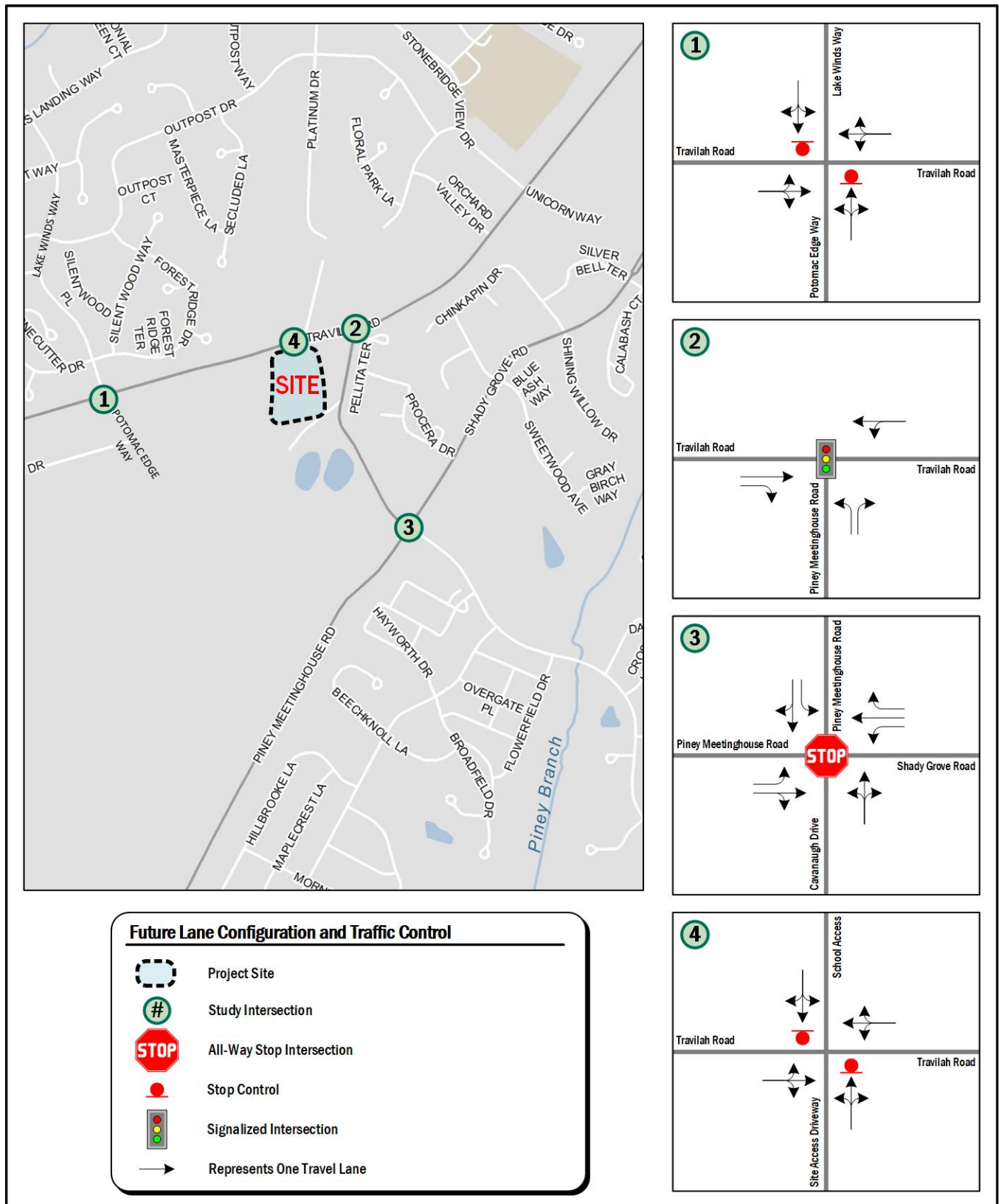


Figure 16: Future Lane Configuration and Traffic Control



## TRANSIT

This section discusses the existing and proposed transit facilities in the vicinity of the site, accessibility to transit, and evaluates the overall transit impacts due to the 14119 Travilah Road project.

The following conclusions are reached within this chapter:

- The development site is directly adjacent to Ride On stops along Travilah Road.
- The development site is approximately five (5) miles from three (3) MARC stations and two (2) WMATA Metrorail Red Line stations.
- The site is expected to generate a minimal amount of transit trips, which will not have a detrimental impact on the surrounding transportation network.

### EXISTING TRANSIT SERVICE

The site is adequately served by regional and local transit services such as MARC and Ride On-Montgomery County. The site is directly adjacent to Ride On stops along Travilah Road, and less than five (5) miles from the Gaithersburg, Washington Grove, and Rockville MARC stations to the east. A fourth MARC station, Metropolitan Grove, is approximately seven (7) miles from the site. The Gaithersburg and Rockville stations also service the WMATA Metrorail Red Line. Combined, these transit services provide local, city wide, and regional transit connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region. Figure 17 identifies the local transit route and stops in the study area.

The site is serviced by Ride On-Montgomery County route 67 along the primary travel corridor, with eight (8) buses scheduled during the morning peak hour and seven (7) buses during the afternoon peak hour, providing a direct connection to the Shady Grove Metrorail station, and other major destinations in the area. The eastbound 67 route Ride On stops is located adjacent to the site Travilah Road, the westbound 67 route Ride On stop is located directly across on the north side of Travilah Road less than 300 feet east of the site. As part of the Pedestrian and Bicycle Statement for this LATR, an inventory of the closest bus stops in the vicinity of the site will be provided in the Technical Attachments.

The aforementioned MARC stations are served by the Brunswick Line, which travels south from Martinsburg, West Virginia, through Washington County, Fredrick County, and Montgomery County and ends at Union Station in the District of Columbia. Trains run approximately every 14 to 45 minutes during the morning and afternoon peak hours. The Red Line runs from the Shady Grove station in Rockville, through DC, to Glenmont in Silver Spring. Metrorail Red Line trains run approximately every four (4) minutes during the morning peak hour and every 8-12 minutes in the afternoon peak hour.

### SITE-GENERATED TRANSIT IMPACTS

Using *LATR Guidelines* for transit trip adjustments, the development program associated with the project will generate approximately two (2) net transit trips in the morning peak hour and two (2) net transit trips in the afternoon peak hour. As this is below the threshold of 50 transit peak hour trips, a transit adequacy transportation study is not necessary.

Based on this information and the Ride On service surrounding the site, it is not expected that site-generated transit trips will have a detrimental impact on transit services. Although the development will be generating new transit trips on the network, the existing facilities have capacity to handle the new trips.

The location of Ride On stops in the vicinity of the proposed development, particularly those along the site frontage, will adequately serve the needs of transit users. Pedestrian facilities to and from the Ride On stops will be improved by the property frontage sidewalk, enhancing the walking environment for pedestrians and transit-users alike.

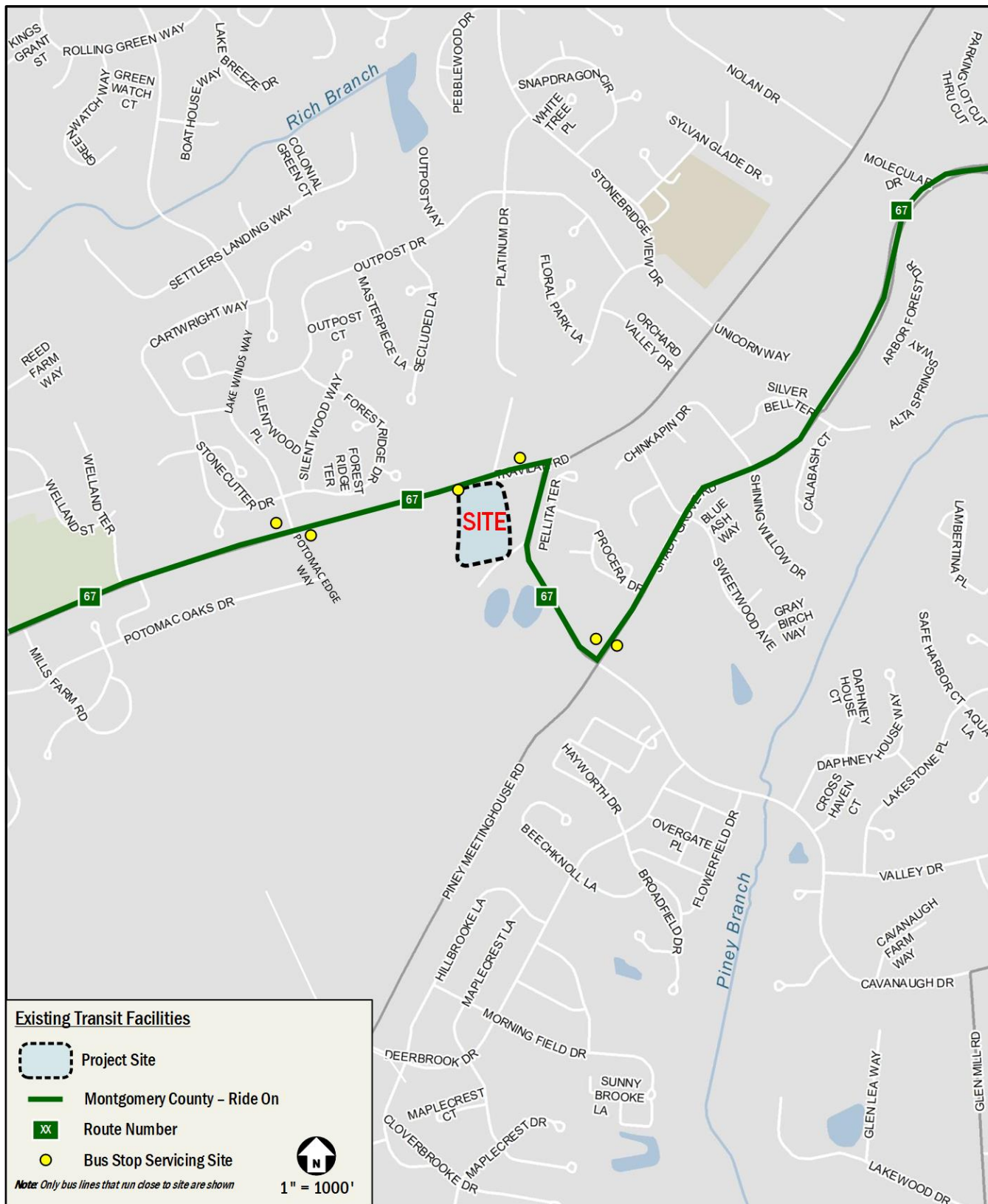


Figure 17: Existing Transit Facilities



## PEDESTRIAN FACILITIES

This section summarizes existing and future pedestrian access to the site and reviews the existing facilities around the site.

The following conclusions are reached within this chapter:

- The existing pedestrian infrastructure surrounding the site offers walking as a mobility option.
- Sidewalks exist along all primary routes to pedestrian destinations on at least one side of most roadways.
- The project's frontage sidewalk will add comfort and connectivity to the pedestrian network.

### PEDESTRIAN STUDY AREA

Facilities within a quarter mile of the site were evaluated as well as routes to nearby transit facilities. There are a few gaps within the study area that reduce the quality of and attractiveness of the walking environment, however, such as gaps in the sidewalk network, or unmarked crossings at some intersections.

### PEDESTRIAN INFRASTRUCTURE

This section outlines the existing and proposed pedestrian infrastructure within the pedestrian study area.

#### Existing Conditions

A review of pedestrian facilities surrounding the planned development shows that most facilities meet County and SHA standards and provide an acceptable walking environment. Figure 18 shows a detailed inventory of the existing pedestrian infrastructure surrounding the site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by SHA's Bicycle and Pedestrian Design Guidelines in addition to ADA standards. Sidewalk widths and requirements for Montgomery County are shown on Table 9. Figure 19 shows the existing conditions at each study intersection with respect to crosswalks. Existing streetlighting around the site study intersections is presented on Figure 20.

**Table 9: Sidewalk Requirements**

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential	5 ft - 6 ft	5 ft
Local/Collector	5 ft - 7 ft	5 ft
Arterial	6 ft - 8 ft	5 ft - 6 ft
Central Business District	10 ft	Correspond to Type of Street

Within the area shown, most roadways are in residential neighborhoods. Some areas around the site do not comply with SHA standards, particularly due to the lack of sidewalk or buffer space.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired. As shown on Figure 18, under existing conditions, the major roadways surrounding the site have facilities that meet standards; though there are crosswalks and curb ramps near the site that do not meet standards, however, most of these are within residential areas which feature low-volume roadways.

#### Pedestrian Infrastructure Improvements

As a result of the development pedestrian facilities along the perimeter of the site will be improved. The development will improve sidewalks adjacent to the site such that they meet or exceed SHA and ADA requirements and provide an enhanced pedestrian environment. This includes the installation of a frontage sidewalk with curb ramps and visible crosswalks at the Travilah Road entrance.

### SITE IMPACTS

Following *LATR Guidelines* for pedestrian trip adjustments, the development program associated with the project will generate approximately 11 and 12 pedestrian trips in the morning and afternoon peak hours, respectively. As this is below the threshold of 50 pedestrian peak hour trips, a pedestrian evaluation adequacy transportation study is not necessary.

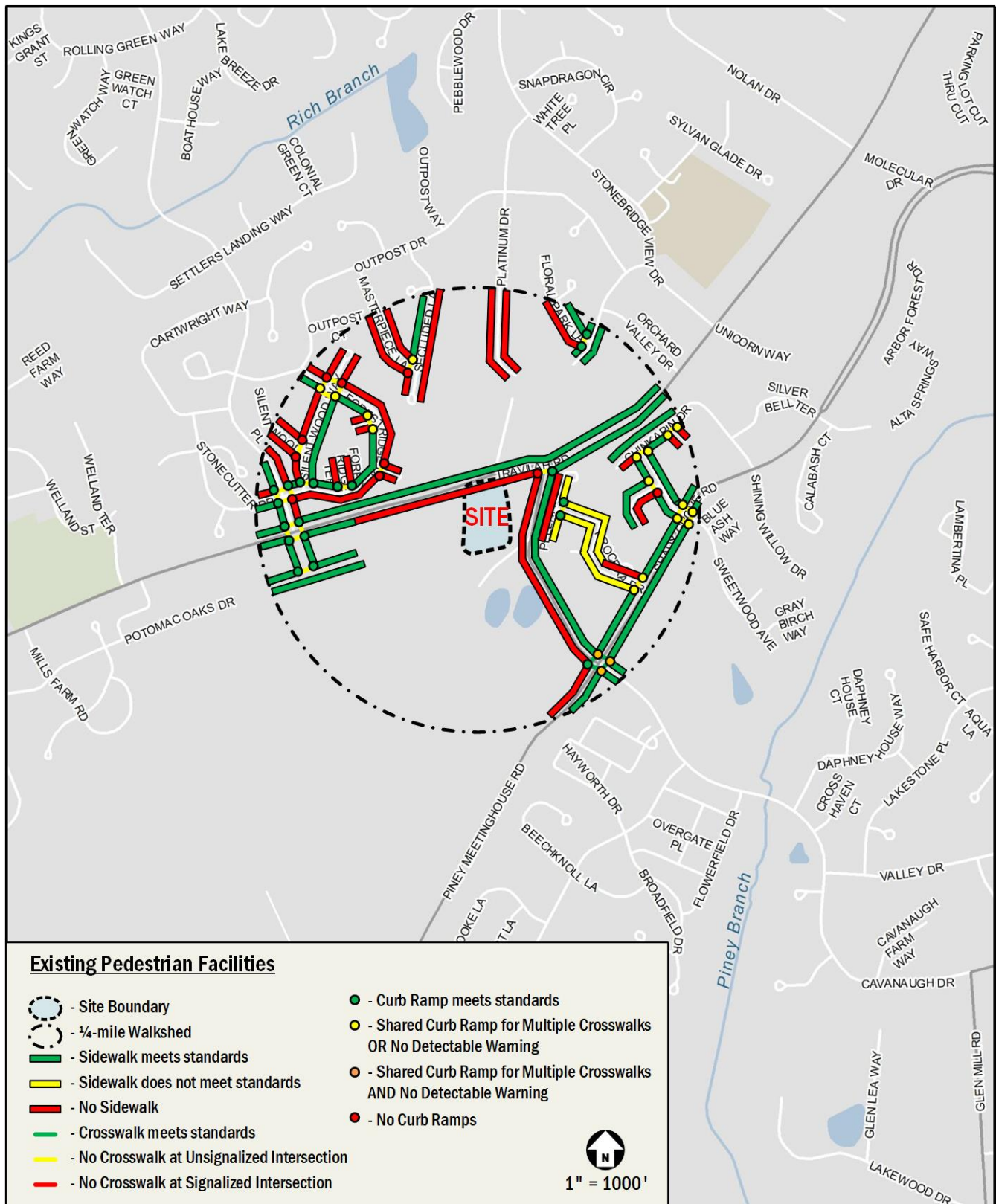


Figure 18: Existing Pedestrian Facilities



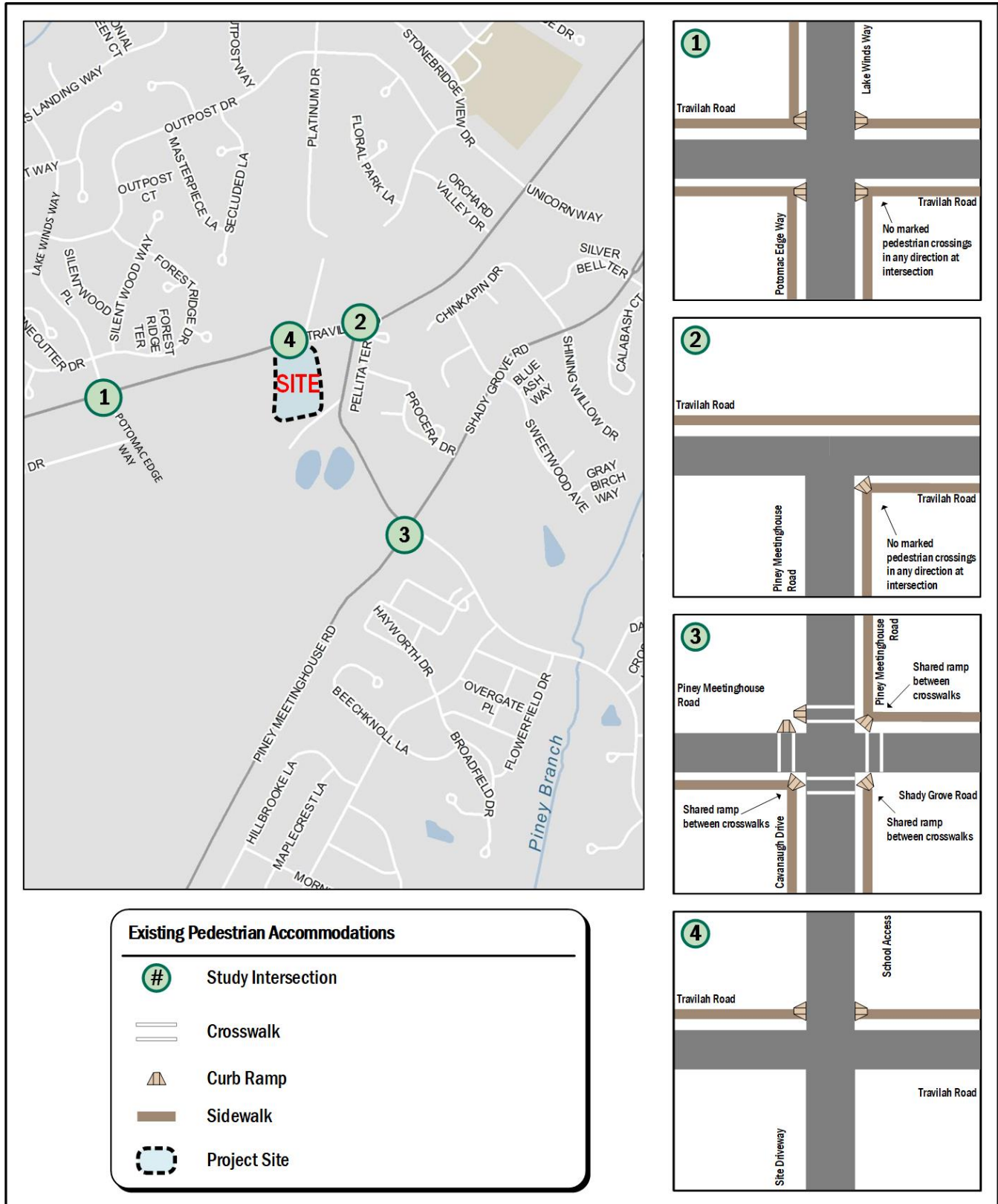


Figure 19: Existing Pedestrian Accommodations



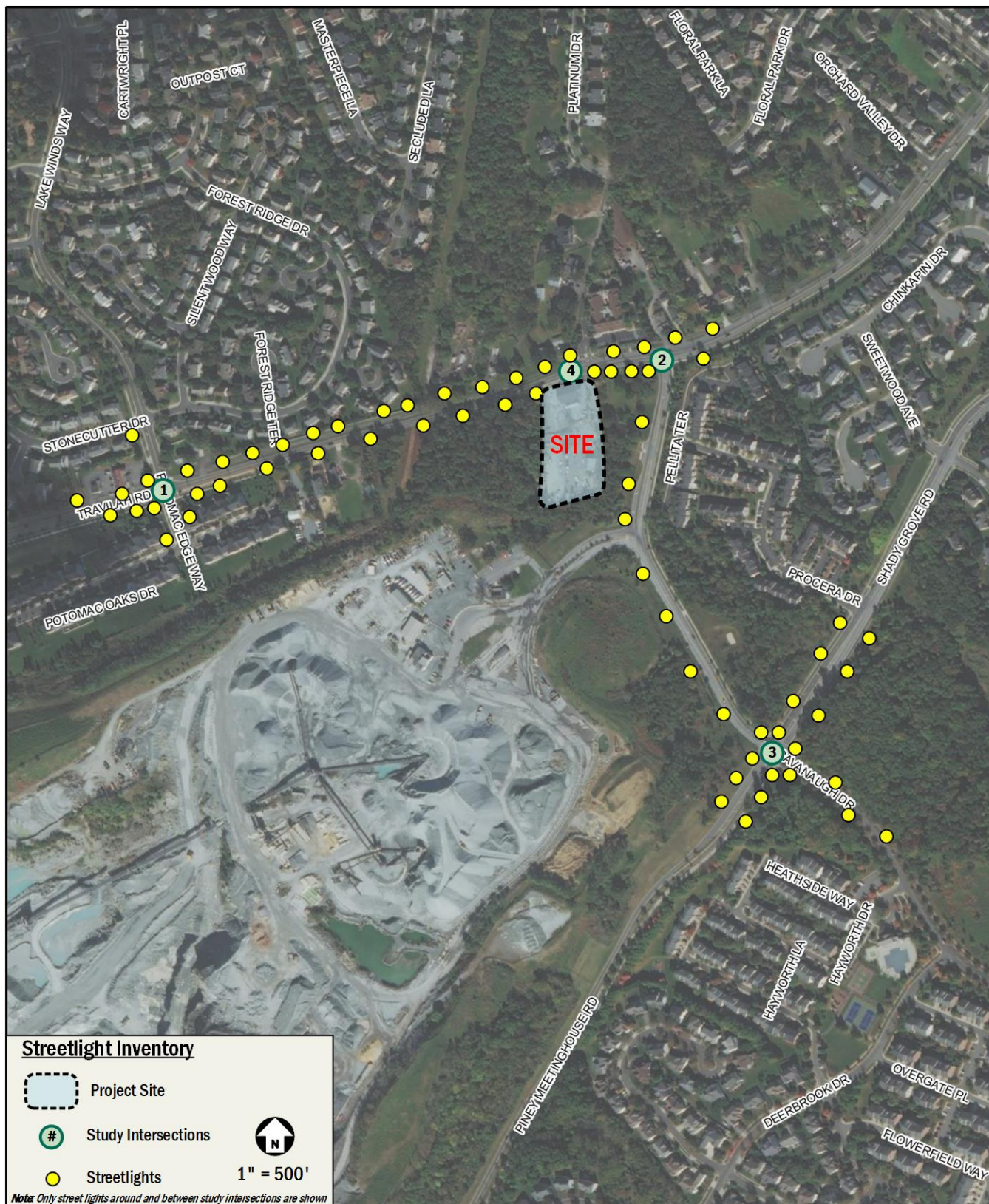


Figure 20: Streetlight Inventory

## BICYCLE FACILITIES

This section summarizes existing and future bicycle access and facilities.

The following conclusions are reached within this chapter:

- The site is directly adjacent to an existing paved off-road sidepath that provides connectivity to the local neighborhoods around the area.
- The development will exceed the zoning requirements for long-term and short-term bicycle parking.
- Planned facilities along Travilah Road and Piney Meetinghouse Road will provide enhanced connectivity for bicyclists to and from the site.

### EXISTING BICYCLE FACILITIES

The site does not fall within a Bicycle Pedestrian Priority Area. According to the approved Montgomery County Bicycle Master Plan, the subject site has access to an existing limited bikeway network with paved sidepaths on Travilah Road and Stonebridge View Drive. Off-road paved trails are also found in some of the neighborhoods around the site. Figure 21 illustrates the existing bicycle facilities in the area.

### PROPOSED BICYCLE FACILITIES

#### Proposed Bikeways

According to the recommended bicycle network from the approved Montgomery County Bicycle Master Plan, the project is adjacent to a connected and expanded bikeway network that will provide both local and regional access from the subject site to the surrounding localities. Expanded bikeways are planned along Travilah Road and Piney Meetinghouse Road that include extending the existing sidepaths. New facilities are planned along Shady Grove Road and Dufief Mill Road (consisting of sidepaths or bike lanes) making the bicycle network more robust. Additionally, the project is located less than two (2) miles from the proposed Germantown to Grosvenor Utility Corridor “breezeway” which will provide a direct and efficient off-road route between Germantown to the north and Grosvenor (Montgomery Mall) to the south using Pepco utility right-of-way to the west of the site. The expansion of the bikeway network will make using a bicycle a convenient and comfortable option for users of the development.

#### On-Site Bicycle Elements

The project will provide amenities that cater to cyclists including long-term bicycle spaces and short-term bicycle racks.

Under Montgomery County codes for every 10,000 square feet of retail GSA, a minimum of one (1) space is required, up to a maximum of 50 spaces. Of these, 15 percent are required to be long-term. For the day care center component, one (1) space for every 5,000 square feet of GFA is required. For the combined development this results in a minimum of three (3) long-term and (1) short-term bicycle parking spaces required.

Long-term bicycle parking will be provided inside the day care center and short-term bicycle parking will include inverted U-racks placed in a high-visibility and accessible area near the retail entrance.

### SITE IMPACTS

Following *LATR Guidelines* for bicycle trip adjustments, the development program associated with the project will generate approximately nine (9) and 10 net new bicycle trips in the morning and afternoon peak hours, respectively. As this is below the threshold of 50 non-motorized (bicycle) peak hour trips, a bicycle system adequacy transportation study is not necessary.





## SUMMARY AND CONCLUSIONS

Based on a technical comparison of the existing conditions, background conditions, and total future conditions. This report concludes that **the project will not have a detrimental impact** on the surrounding transportation network.

### Proposed Project

The site, which is currently improved with a specialty grocery store, a dry-cleaning service, and a surface parking lot, is bound by Travilah Road to the north and unimproved lots to the east, west, and south on parcels that are part of the Travilah Quarry property. The subject property is zoned NR (Neighborhood Retail) for planned development purposes and lies within the North Potomac Policy Area.

The project plans to redevelop the site into a 12,762 square feet day care center, 5,681 square feet of retail, and a surface parking lot.

The development will include new pedestrian facilities that will be added along the site frontage on Travilah Road so that they meet or exceed County and ADA standards. This includes a sidewalk that meets width requirements, crosswalks at all necessary locations, and curb ramps with detectable warnings.

Vehicular access to the site will be provided with a driveway that will connect to Travilah Road.

### Multi-Modal Impacts and Recommendations

#### *Transit*

The site is served by regional and local transit services such as MARC and Ride On-Montgomery County. The site is directly adjacent to Ride On stops on Travilah Road, and less than 10 miles from four (4) MARC train stations and (2) WMATA Metrorail stations. One (1) Ride On-Montgomery County route, bus route 67, directly services the site with eight (8) buses scheduled during the peak morning commute time and seven (7) buses during the peak afternoon commute time, providing a direct connection to the Shady Grove Metrorail station and other destinations.

Although the development will be generating new transit trips on the network, the existing facilities have capacity to handle the new trips.

The proposed project generates two (2) transit trips during the morning and afternoon peak hours and therefore does not meet the 50-trip threshold required for a transit adequacy test per LATR guidelines.

#### *Pedestrian*

The site is surrounded by a pedestrian network that provides adequate facilities on at least one side of the road. Primary pedestrian destinations such as the adjacent neighborhoods and activity centers are accessible through these pedestrian facilities on at least one side of the connecting roadways. Gaps exist in the existing pedestrian network such as sidewalks and curb ramps that do not meet standards; however, many of these gaps are in neighborhoods with low-volume streets.

The development will add pedestrian comfort and connectivity with the addition of a frontage sidewalk that will meet or exceed SHA and ADA requirements.

The proposed project generates 11 and 12 pedestrian trips during the morning and afternoon peak hours, respectively, and therefore does not meet the 50-trip threshold required for a pedestrian adequacy test per LATR guidelines.

#### *Bicycle*

The existing bikeway network provides access around the project to neighboring developments on paved shared-use paths (sidepaths). The network includes sidepaths along Travilah Road, Piney Meetinghouse Road, and Stonebridge View Drive. Planned facilities along Travilah Road, Piney Meetinghouse Road, Shady Grove Road, and other roadways near the project will provide enhanced safe and efficient connectivity for bicyclists to and from the site.

The proposed development will meet zoning requirements for short-term and long-term bicycle parking.

The proposed project generates nine (9) and 10 bicycle trips during the morning and afternoon peak hours, respectively, and therefore does not meet the 50-trip threshold required for a bicycle adequacy test per LATR guidelines.

#### *Vehicular*

The site can be accessed from regional roadways such as Darnestown Road (MD-28), Great Seneca Highway (MD-119), River Road (MD-190), and I-270, in addition to being surrounded by a well-connected network of collector and local roadways.

In order to determine if the proposed development will have a negative impact on this transportation network, this report projects future conditions with and without the development of the site and performs analyses of intersection Critical Lane Volumes (CLVs). These CLVs are compared to the acceptable levels set by LATR standards to determine if the site will negatively impact the study area. No intersections were found to operate above the Policy Area CLV threshold of 1,450 as a result of the proposed development.

#### *Summary and Recommendations*

This report concludes that the proposed development will not have a detrimental impact on the surrounding transportation network.

The development has several positive elements contained within its design that minimize potential transportation impacts, including:

- The site's proximity to the local Ride On route stops, Metrorail Red Line, and MARC Train Brunswick Line.
- The inclusion of secure long-term bicycle parking spaces on-site that meet or exceed zoning requirements.

The development has several positive elements contained within its design that are publicly accessible improvements, including:

- The pedestrian connectivity around the site will be greatly improved with the addition of a frontage sidewalk on the necessary ramps at the site driveway at Travilah Road.





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**Department of Permitting Services  
Fire Department Access and Water Supply Comments**

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**DATE:** 22-Jun-21  
**TO:** Robert Paul Pease  
Maser Consulting, PA  
**FROM:** Marie LaBaw  
**RE:** Shops at Travilah  
120210090

---

**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **21-Jun-21** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

**\*\*\* Fire lane order to be submitted for processing when site addressing is finalized \*\*\***



## MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Date: 06/17/2021

### **Fire Lane Establishment Order**

Pursuant to Section 22-33, Montgomery County Code, 1971, as amended, you are hereby notified that a Fire Lane has been established as described in this order. You are hereby ordered to post fire lane signs and paint curbs/pavement as identified below. When signs or paint work has been completed, this order will authorize the enforcement of this Fire Lane by appropriate police or fire officials. Compliance with this order must be achieved within 30 days of receipt when any of the following conditions are met:

- One or more structures addressed from the subject road are occupied;
- The road or accessway is available for use and at least one building permit for an address on the subject road has been issued; or
- The road or accessway is necessary fire department access.

**LOCATION:** 14119 Travilah Road

---

Delineate all areas where indicated by signs and/or paint.

☒ **SIGNS** -- (See attached diagram for location of sign placement)



(Red letters on white background)

Signs must be posted so that it is not possible to park a vehicle without being in sight of a sign. Signs may be no further apart than 100 feet.

☒ **PAINT** -- (See attached diagram when painting is required)

Paint must be traffic yellow with lines of sufficient width to be readily identifiable/readable by motor vehicle operators.

---

Signature of Order Writer/I.D. #

Cc: Fire Code Enforcement Section  
Attachment: Fire Lane Diagram

## FIRE LANE ESTABLISHMENT FORM

BUILDING OR SUBDIVISION NAME: Shops at Travilah  
FIRE LANE LOCATION/ADDRESS: 14119 Travilah Road,  
Rockville, MD 20850

See attached drawing for designated fire lanes:

I have received the drawing and instructions for installing the designated fire lanes on property not owned by state or local government.

NAME AND TITLE OF PROPERTY REPRESENTATIVE

NAME: Bill Magruder TITLE: Authorized Agent  
SIGNATURE: Bill Magruder  
PHONE: 240.403.4237 DATE: 6/17/21

ADDRESS (where processed order will be mailed):

12165 Darnestown Road Gaithersburg, MD 20878

-----  
The designated fire lanes are the minimum necessary for fire/rescue access and are in accordance with Section 22-33 of the Fire Safety Code.

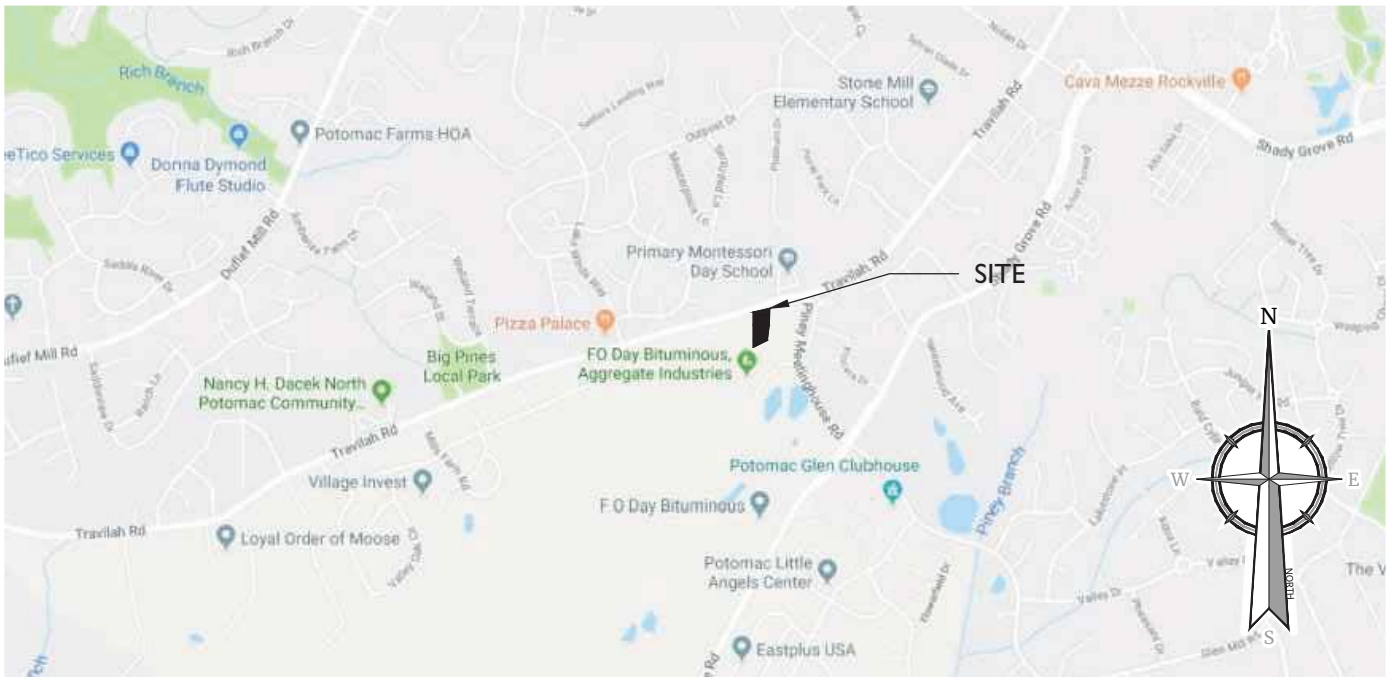
NAME: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

STA.#: \_\_\_\_\_ I.D.#: \_\_\_\_\_ DATE: \_\_\_\_\_

Comments: \_\_\_\_\_  
-----

Fire Lane Installed Per Order

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_



VICINITY MAP  
SCALE: 1" = 1000'



SIGN GEOMETRY

SIGN TYPE  
"A"



SIGN TYPE  
"B"



SIGN TYPE  
"C"



← 100 ft. →

← 100 ft. →

FIRE LANE SIGNS

**GENERAL NOTES:**

1. SIGNS TO BE CONSISTENT WITH THE MONTGOMERY COUNTY FIRE AND RESCUE (MCFR) GUIDELINES
2. FIRE LANE SIGNS TO BE INSTALLED 12" FROM CURB/EDGE OF PAVEMENT WITH A MINIMUM GROUND CLEARANCE OF 7 FEET TO BOTTOM OF SIGN.



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FIRE LANE ORDER  
FOR  
SHOPS AT TRAVILAH

MAP FR32, PARCEL P160  
PINEY GROVE  
14119 TRAVILAH RD  
ELECTION DISTRICT 6  
MONTGOMERY COUNTY  
MARYLAND



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Suite 110  
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Phone: 703.430.4330  
COLLIERS ENGINEERING & DESIGN, INC.  
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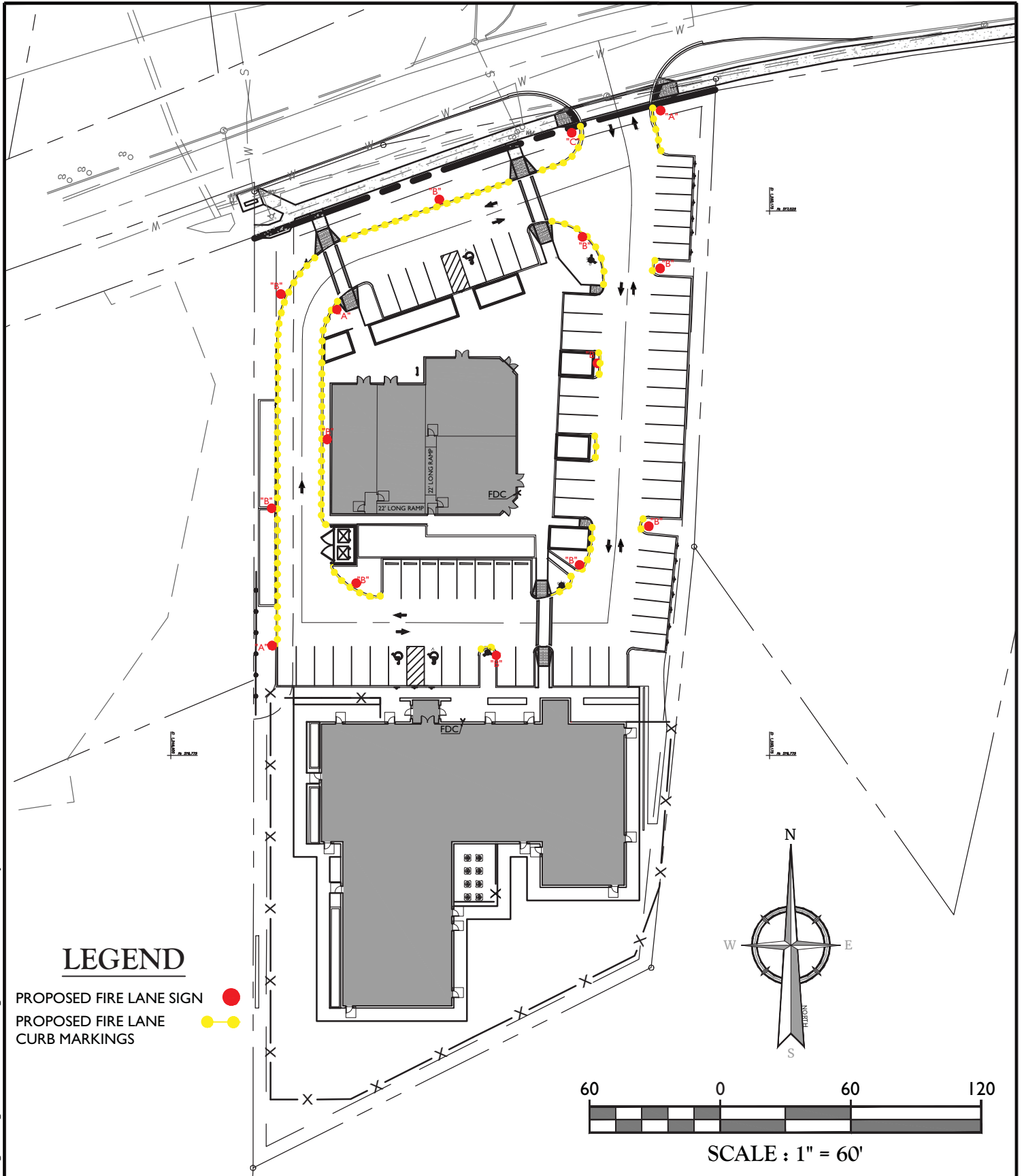
FIRE LANE ORDER

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	06/17/2021	HS	RP
PROJECT NUMBER:	DRAWING NAME:		
19000433A	C-FIRE		

SHEET TITLE:  
VICINITY MAP

SHEET NUMBER:  
1 of 2





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**FIRE LANE ORDER  
FOR  
SHOPS AT TRAVILAH**

MAP FR32, PARCEL P160  
PINEY GROVE  
14119 TRAVILAH RD  
ELECTION DISTRICT 6  
MONTGOMERY COUNTY  
MARYLAND



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**FIRE LANE ORDER**

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	06/17/2021	HS	RP
PROJECT NUMBER:	DRAWING NAME:		
19000433A	C-FIRE		

SHEET TITLE:

**SIGNAGE PLAN**

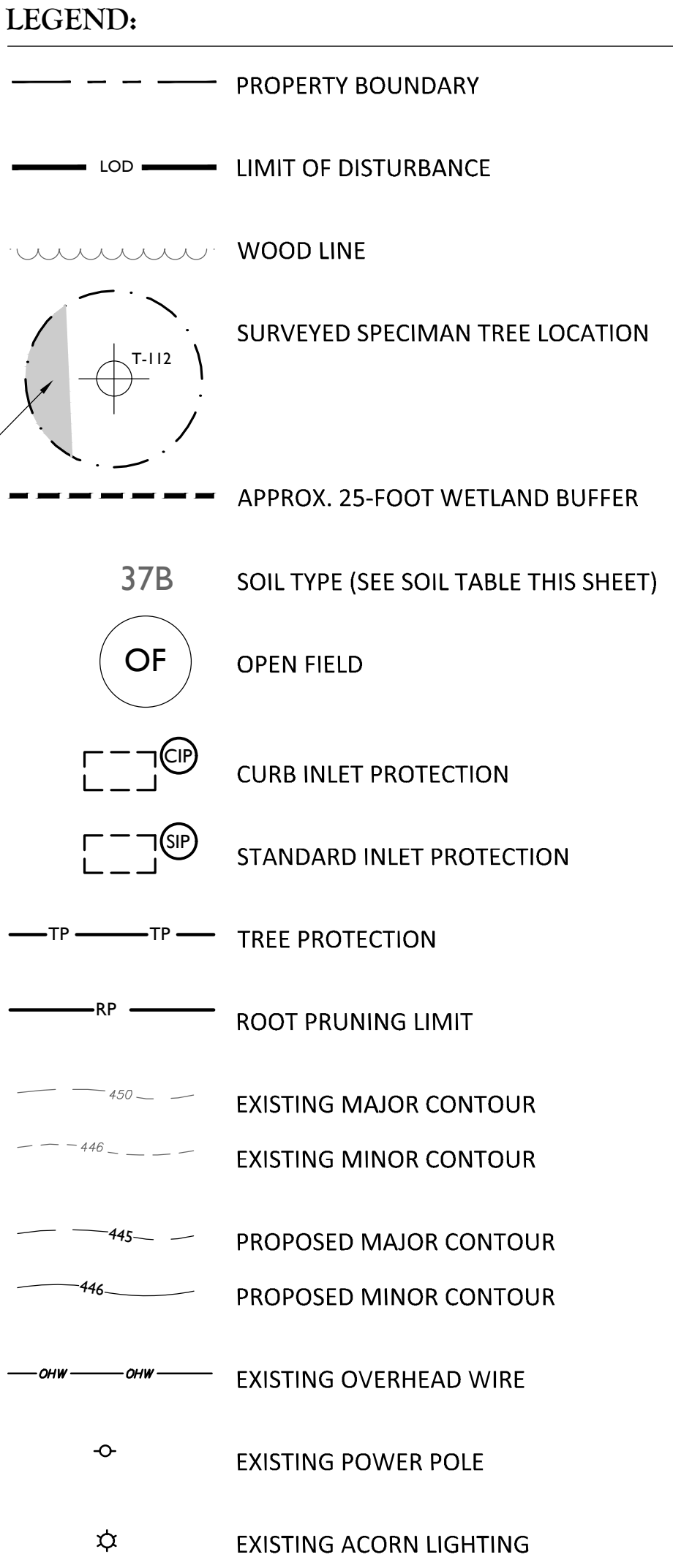
SHEET NUMBER:

2 of 2









LIMIT OF DISTURBANCE AREA	
TOTAL	89,054 SF
ONSITE	84,625 SF
OFFSITE	4,429 SF

## SOILS DATA TABLE

Map Unit	Map Unit Name	Hydric Rating	Highly Erodible?	Prime Agricultural?	Serpentinite?
37B	Travilah silt loam (3-8% slopes)	5%	No	No	No


NOTE: NO SOIL BOUNDARIES ARE DEPICTED ON THE MAP BECAUSE THE ENTIRETY OF THE SITE IS COMPOSED OF 37B-TRAVILAH SILT LOAM.

## SIGNIFICANT AND SPECIMEN TREE DATA TABLE

TREE NUMBER	COMMON NAME	LATIN NAME	SIZE (INCHES DBH)	CRITICAL ROOT ZONE (FEET)	APPROX. AREA OF DISTURBANCE	TO REMAIN?	% CRZ WITHIN LOD	CONDITION	OFFSITE OR SHARED	NOTES & ARBORIST RECOMMENDATIONS
112	RED MAPLE	ACER RUBRUM	37.0	37.0		YES	-	FAIR	OFFSITE	MULTI-TRUNK, MANY WATER SPROUTS, WEAK CROTCH, SOME DEAD LIMBS.
113	POST OAK	QUERCUS STELLATA	28.5	28.5		YES	-	FAIR	OFFSITE	SMALL CAVITY AT BASE, LICHEN UP TRUNK, SHALLOW ROOTING, SOME DEAD LIMBS/BROKEN LIMBS.
114	WHITE OAK	QUERCUS ALBA	27.5	27.5	288 SF	YES	12%	FAIR	OFFSITE	DOUBLE-TRUNK, DEBRIS (TRASH) AT BASE, LEANING TOWARDS SUN, SOME BROKEN LIMBS/DEAD LIMBS, VINES IN CANOPY.
115	WHITE OAK	QUERCUS ALBA	32.0	32.0		YES	-	POOR	OFFSITE	DOUBLE-TRUNK, DEADWOOD AT BASE, COVERED IN VINES, DEAD LIMBS/BROKEN LIMBS.
116	WHITE OAK	QUERCUS ALBA	24.8	24.8		YES	-	FAIR	OFFSITE	BULGE AT BASE, SHALLOW ROOTS, LICHEN ON TRUNK, SOME DEAD LIMBS.
117	WHITE OAK	QUERCUS ALBA	27.0	27.0		YES	-	FAIR	OFFSITE	SOME DEAD LIMBS, SHALLOW ROOTING, VINES UP TRUNK.
118	BLACK LOCUST	ROBINIA PSEUDOACACIA	30.0	30.0		YES	-	POOR	OFFSITE	DOUBLE-TRUNK, CO-LEADERS SPLIT AT BASE, LEANING, DEAD LIMBS/BROKEN LIMBS.

## LANDSCAPE ARCHITECT'S CERTIFICATION

THE UNDERSIGNED LICENSED PROFESSIONAL LANDSCAPE ARCHITECT CERTIFIES THAT THE DRAWINGS HEREON CONFORM TO THE STANDARDS OF THE ZONE. THE DRAWINGS ARE CONSISTENT WITH THE DATA TABLE PROVIDED. I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.

JONATHAN JOLLEY		05/18/2021
PRINT NAME	SIGNATURE	DATE
3497	09/30/2022	
MD LICENSE NUMBER	EXPIRATION DATE	

**NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.**





## DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Mitra Pedoeem  
Director

December 15, 2020

Mr. John Clapsaddle, PE  
Maser Consulting, PA  
22375 Broderick Drive  
Sterling, Virginia 20166

Re: Stormwater Management **CONCEPT** Request  
for The Shops at Travilah  
Preliminary Plan #: 120210090  
SM File #: 286489  
Tract Size/Zone: 1.95 acres/C1 and C4  
Total Concept Area: 1.95 acres  
Lots/Block: N/A  
Parcel(s): P160  
Watershed: Muddy Branch

Dear Mr. Clapsaddle:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via micro bioretention and one structural filtering device.

The following **items** will need to be addressed **prior to** Planning Board approval of the Site Plan:

1. **Prior to Planning Board approval of the Site Plan, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.**
2. Investigate additional areas for possible ESD treatment to reduce the reliance on the proposed structural device.
3. Provide documentation of storm drain capacity under Travilah Road.

This list may not be all-inclusive and may change based on available information at the time.

This concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.



*Mr. John Clapsaddle*  
*December 15, 2020*  
*Page 2 of 2*

If you have any questions regarding these actions, please feel free to contact Leo Galanko at 240-777-6242.

Sincerely,



Mark C. Etheridge, Manager  
Water Resources Section  
Division of Land Development Services

MCE: lmg

cc: N. Braunstein  
SM File # 286489

ESD: Required/Provided 9,272 cf / 6,892 cf  
PE: Target/Achieved: 2.0"/1.49"  
STRUCTURAL: 2,446 cf  
WAIVED: 0 ac.

**Virtual Community Meeting Minutes  
September 10, 2020  
Retail/Restaurant – Day Care Development  
14119 Travilah Road**

The Applicant's Team (Casey Cirner) commenced the meeting at 7:05 pm by first reviewing the below meeting agenda:

1. Introduction of Development
2. Review of Existing Property Conditions
3. Explanation of Proposed Development
4. Explanation of Entitlement Process
5. Questions

It was then explained that the Applicant's Team would be referring to the pdf presentation that was uploaded to the sign up genius website/invite, a copy of which is attached (herein the "Presentation"), and that if anyone needed a copy they could: (1) access it through sign up genius; or (2) it could e-mailed it to them right then. The attendees confirmed that they had a copy of the Presentation.

Attendance was then taken. The 3 people who signed up for the meeting were:

- (1) Shawn Gritz (10616 Floral Park Lane, North Potomac, MD 20878);
- (2) Abigael Owen (14201 Floral Park Drive, Gaithersburg, MD 20878);
- (3) Donna Anthony, Director of the Montessori School located at 14138 Travilah Road, Rockville, Maryland 20850

Mr. Gritz was not in attendance, but Ms. Owen and Ms. Anthony attended. No other community members attended or signed up for the virtual meeting.

Next, the following members of the Applicant's team in attendance, were then introduced:

- Applicant Representatives: Hal Magruder, Bill Magruder and Mike Magruder
- Scott Wolford, Professional Landscape Architect and Land Planner, with Maser Consulting, where he is the Mid-Atlantic Regional Director
- Casey Cirner, Miles & Stockbridge P.C.

By referring to pages 3-5 of the meeting presentation (attached), the existing property conditions were described as follows:

- The property is located on the south side of Travilah Road near its intersection with Piney Meetinghouse Road.
- The property is adjoined by vacant property on either side, the Quarry to the rear and has frontage on Travilah Road. Across Travilah Road is a Montessori School and a single family detached house.
- The recent property photograph shows that site access is currently along the entire Travilah Road frontage of the property.
- The property is 1.96 acre (approximately)
- Property is classified in the Neighborhood Retail Zone (NR-0.75 H-45)
  - Density is allowed up to 0.75 Floor Area Ratio (FAR)
  - Height is allowed up to 45 Feet
- The current property improvements include:

- 1-story cinder block retail building
- 1-story wood frame building
- 1-story metal warehouse
- Metal trailer, various fences and parking areas

The Applicant's Team (Scott Wolford) then described the proposed development using pages 6-7 of the Presentation, noting the following:

- Existing improvements will be demolished and replaced with a retail/restaurant building, day care center and parking facility.
- The proposed development includes:
  - 5,677 sf Retail/Restaurant building situated towards the front of the property
  - 12,607 sf Day care center situated towards the rear of the property with fenced playground area
  - 65 vehicles parking spaces, including ADA spaces, 2 motorcycle spaces. The buildings will have 4 bicycle spaces
  - Access to the building will be consolidated to a single point at the north east corner of the property. Vehicles will enter the site there and either travel to park in front of the retail building or travel towards the rear for day care pick up and drop off. A safety feature of this site is the separate of the parking for both uses.
  - Amenity space
  - Stormwater management integrated into site design
  - Pedestrian connections
  - Dedication for 70 foot master planned right-of-way width for Travilah Road

Mr. Wolford then described the conceptual architectural elevation.

The Applicant's Team closed with an explanation of the steps in the entitlement process, proposed timeframe for completion of the project and opened the floor up to questions.

Ms. Anthony did not have questions for the Applicant's Team, but instead indicated she would schedule a meeting with MNCPPC Staff to discuss her numerous concerns with the project. She indicated that the Applicant should be required to show there is a "need" for the day care center use since she was required to do so for the Montessori School 14 years ago, that the single entrance point will not support the proposed day care use, and that 195 children will generate too much traffic for Travilah Road.

Ms. Owens expressed concern with the proposed traffic as she explained there is a lot happening on Travilah Road with the County's recreation center, Hanson Farm development and Traders Joe's shopping center. She claimed it is hard to make a left onto Travilah Road and the light gets backed up at Traders Joes because there is no turn on red. The Applicants agreed to share the traffic report with her.

The phone lines were then opened back up from 8:00 pm – 8:10 pm, but no community members dialed in at that time.