

SEQUENCE OF CONSTRUCTION

PRE-CONSTRUCTION

- AN ON-SITE PRE-CONSTRUCTION MEETING IS REQUIRED AFTER THE LIMITS OF DISTURBANCE HAVE BEEN STAKED AND FLAGGED AND BEFORE ANY LAND DISTURBANCE. THE PROPERTY OWNER MUST ARRANGE FOR THE MEETING AND FOLLOWING MEETING PEOPLE SHOULD NOT PARTICIPATE AT THE PRE-CONSTRUCTION MEETING. THE PROPERTY OWNER OR THEIR REPRESENTATIVE, CONSTRUCTION SUPERINTENDENT, INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) CERTIFIED ARBORIST/MARYLAND LICENSED TREE EXPERT (REPRESENTING OWNER) THAT WILL AVOID OR MINIMIZE TREE PROTECTION MEASURES, THE PLANNING DEPARTMENT FOREST CONSERVATION INSPECTOR, AND MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES (DPS) SEDIMENT CONTROL INSPECTOR. THE PURPOSE OF THIS MEETING IS TO VERIFY THE LIMITS OF DISTURBANCE AND DISCUSS:
 - SPECIFIC TREE PROTECTION AND TREE CARE MEASURES SHOWN ON THE APPROVED PLAN. NO LAND DISTURBANCE SHALL BEGIN BEFORE TREE PROTECTION AND STRESS-REDUCTION MEASURES HAVE BEEN IMPLEMENTED AND APPROVED BY THE PLANNING DEPARTMENT'S FOREST CONSERVATION INSPECTOR.
 - TYPICAL TREE PROTECTION DEVICES INCLUDE:
 - CHAIN LINK FENCE (FOUR FEET HIGH)
 - SUPER SILT FENCE WITH NIRE STRIPS BETWEEN THE SUPPORT POLES (MINIMUM 4 FEET HIGH) WITH HIGH VISIBILITY FLAGGING.
 - 14 GAUGE, 2 INCH X 4 INCH WELDED NIRE FENCING SUPPORTED BY 5/8" T-BAR POSTS (MINIMUM 4 FEET HIGH) WITH HIGH VISIBILITY FLAGGING.
 - TYPICAL STRESS REDUCTION MEASURES MAY INCLUDE, BUT ARE NOT LIMITED TO:
 - ROOT PRUNING WITH A ROOT CUTTER OR VIBRATORY PLON DESIGNED FOR THAT PURPOSE. TRENCERS ARE NOT ALLOWED, UNLESS APPROVED BY THE FOREST CONSERVATION INSPECTOR.
 - CROWN REDUCTION OR PRUNING
 - WATERING
 - FERTILIZING
 - VERTICAL MULCHING
 - ROOT ABRASION SYSTEMS
- MEASURES NOT SPECIFIED ON THE FOREST CONSERVATION PLAN MAY BE REQUIRED AS DETERMINED BY THE FOREST CONSERVATION INSPECTOR IN COORDINATION WITH THE PROPERTY OWNER'S ARBORIST.
- A MARYLAND LICENSED TREE EXPERT MUST PERFORM, OR DIRECTLY SUPERVISE, THE IMPLEMENTATION OF ALL STRESS REDUCTION MEASURES. DOCUMENTATION OF THE PROCESS (INCLUDING PHOTOGRAPHY) MAY BE REQUIRED BY THE FOREST CONSERVATION INSPECTOR, AND WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.
- TEMPORARY TREE PROTECTION DEVICES MUST BE INSTALLED PER THE APPROVED FOREST CONSERVATION PLAN, EROSION PLAN, OR TREE SAVE PLAN AND PRIOR TO ANY LAND DISTURBANCE. THE FOREST CONSERVATION INSPECTOR, IN COORDINATION WITH THE DPS SEDIMENT CONTROL INSPECTOR, MAY MAKE FIELD ADJUSTMENTS TO INCREASE THE SURVIVABILITY OF TREES AND FOREST SHOWN AS SAVED ON THE APPROVED PLAN.
- TREE PROTECTION FENCING MUST BE INSTALLED AND MAINTAINED BY THE PROPERTY OWNER FOR THE DURATION OF CONSTRUCTION PROJECT AND MUST NOT BE ALTERED WITHOUT PRIOR APPROVAL FROM THE FOREST CONSERVATION INSPECTOR. ALL CONSTRUCTION ACTIVITY WITHIN PROTECTED TREES AND FOREST AREAS IS PROHIBITED. THIS INCLUDES THE FOLLOWING ACTIVITIES:
 - PARKING OR DRIVING OF EQUIPMENT, MACHINERY OR VEHICLES OF ANY TYPE.
 - STORAGE OF ANY CONSTRUCTION MATERIALS, EQUIPMENT, STOCKPILES, FILL, DEBRIS, ETC.
 - DUMPING OF ANY CHEMICALS (I.E., PAINT THINNER, MORTAR OR CONCRETE REMAINDER, TRASH, GARBAGE, OR DEBRIS OF ANY KIND.
 - FELLING OF TREES INTO A PROTECTED AREA.
 - TRENCHING OR GRADING FOR UTILITIES, IRRIGATION, DRAINAGE, ETC.
- FOREST AND TREE PROTECTION SIGNS MUST BE INSTALLED AS REQUIRED BY THE FOREST CONSERVATION INSPECTOR. THE SIGNS MUST BE WATERPROOF AND WORKING PROVIDED IN BOTH ENGLISH AND SPANISH.

DURING CONSTRUCTION

- PERIODIC INSPECTIONS WILL BE MADE BY THE FOREST CONSERVATION INSPECTOR. CORRECTIONS AND REPAIRS TO TREE PROTECTION DEVICES MUST BE COMPLETED WITHIN THE TIMEFRAME AGREED BY THE INSPECTOR.
- THE PROPERTY OWNER MUST IMMEDIATELY NOTIFY THE FOREST CONSERVATION INSPECTOR OF ANY DAMAGE TO TREES, FORESTS, UNDERSTORY, GROUND COVER, AND ANY OTHER INDISTURBED AREAS SHOWN ON THE APPROVED PLAN. THE TIMEFRAME AND THE RELATIVE TIMEFRAMES TO RESTORE THESE AREAS WILL BE DETERMINED BY THE FOREST CONSERVATION INSPECTOR.

POST-CONSTRUCTION

- AFTER CONSTRUCTION IS COMPLETED, BUT BEFORE TREE PROTECTION DEVICES HAVE BEEN REMOVED, THE PROPERTY OWNER MUST REQUEST A FINAL INSPECTION WITH THE FOREST CONSERVATION INSPECTOR. AT THE FINAL INSPECTION, THE FOREST CONSERVATION INSPECTOR MAY REQUIRE ADDITIONAL CORRECTIVE MEASURES, WHICH MAY INCLUDE:
 - REMOVAL AND POSSIBLE REPLACEMENT OF DEAD, DYING, OR HAZARDOUS TREES
 - PRUNING OF DEAD OR DECLINING LIMBS
 - SOIL ABRASION
 - FERTILIZATION
 - WATERING
 - GROUND REPAIR
 - CLEAN UP OF RETENTION AREAS, INCLUDING TRASH REMOVAL
- AFTER THE FINAL INSPECTION AND COMPLETION OF ALL CORRECTIVE MEASURES THE FOREST CONSERVATION INSPECTOR WILL REQUEST ALL TEMPORARY TREE AND FOREST PROTECTION DEVICES BE REMOVED FROM THE SITE. REMOVAL OF TREE PROTECTION DEVICES THAT ALSO OPERATE FOR EROSION AND SEDIMENT CONTROL MUST BE COORDINATED WITH BOTH DPS AND THE FOREST CONSERVATION INSPECTOR AND CANNOT BE REMOVED WITHOUT PERMISSION OF THE FOREST CONSERVATION INSPECTOR. NO ADDITIONAL GRADING, SODDING, OR BURIAL MAY TAKE PLACE AFTER THE TREE PROTECTION FENCING IS REMOVED.
- LONG-TERM PROTECTION MEASURES, INCLUDING PERMANENT SIGNAGE, MUST BE INSTALLED PER THE APPROVED PLAN. INSTALLATION WILL OCCUR AT THE APPROPRIATE TIME DURING THE CONSTRUCTION PROJECT. REFER TO THE APPROVED PLAN DRAWING FOR THE LONG-TERM PROTECTION MEASURES TO BE INSTALLED.

INSPECTION SCHEDULE DETAIL

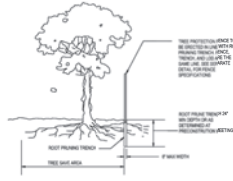
ALL FIELD INSPECTIONS MUST BE REQUESTED BY THE APPLICANT.

FIELD INSPECTIONS MUST BE CONDUCTED AS FOLLOWS:

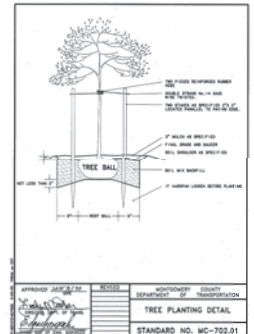
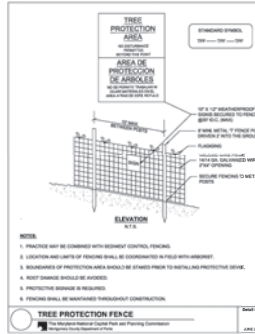
- PLANS WITHOUT PLANTING REQUIREMENTS:
 - AFTER THE LIMITS OF DISTURBANCE HAVE BEEN STAKED AND FLAGGED, BUT BEFORE ANY CLEARING OR GRADING BEGINS.
 - AFTER NECESSARY STRESS REDUCTION MEASURES HAVE BEEN COMPLETED AND PROTECTION MEASURES HAVE BEEN INSTALLED, BUT BEFORE ANY CLEARING AND GRADING BEGINS AND BEFORE RELEASE OF THE BUILDING PERMIT.
 - AFTER COMPLETION OF ALL CONSTRUCTION ACTIVITIES, BUT BEFORE REMOVAL OF TREE PROTECTION FENCING, TO DETERMINE THE LEVEL OF COMPLIANCE WITH THE PROVISIONS OF THE FOREST CONSERVATION PLAN.
- ADDITIONAL REQUIREMENTS FOR PLANS WITH PLANTING REQUIREMENTS:
 - BEFORE THE START OF ANY REQUIRED REFORESTATION AND AFFORESTATION PLANTING.
 - AFTER THE REQUIRED REFORESTATION AND AFFORESTATION PLANTING HAS BEEN COMPLETED TO VERIFY THAT THE PLANTING IS ACCEPTABLE AND PRIOR TO THE START THE MAINTENANCE PERIOD.
 - AT THE END OF THE MAINTENANCE PERIOD TO DETERMINE THE LEVEL OF COMPLIANCE WITH THE PROVISIONS OF THE PLANTING PLAN, AND IF APPROPRIATE, RELEASE OF THE PERFORMANCE BOND.
 - AT THE END OF THE MAINTENANCE PERIOD TO DETERMINE THE LEVEL OF COMPLIANCE WITH THE PROVISIONS OF THE PLANTING PLAN, AND IF APPROPRIATE, RELEASE OF THE PERFORMANCE BOND.

FOREST CONSERVATION NOTES:

- THE APPLICANT MUST, AS PART OF THE PRE-CONSTRUCTION ACTIVITIES OCCURRING ON THE SUBJECT PROPERTY:
 - ALL TRASH AND DEBRIS IN FOREST RETENTION (FCE) AREA SHALL BE REMOVED. SPECIAL CARE IS REQUIRED WHEN REMOVING EXISTING TRASH AND DEBRIS FROM FOREST CONSERVATION AREAS. WHERE POSSIBLE, TRASH AND DEBRIS WILL BE REMOVED WITH HAND EQUIPMENT AND CARRIED OUT OF THE FCE AREAS. WHEN HAND WORK IS NOT POSSIBLE, A TRACKER OR OTHER MECHANICAL EQUIPMENT WILL BE PLACED OUTSIDE OF THE FCE AREA AND REACH INWARD TO LIFT OUT OR DRAG DEBRIS OUT. SPECIAL CARE WILL BE TAKEN TO MINIMIZE DISTURBANCE TO EXISTING TREES AND SOIL. ANY WORK WITHIN FOREST CONSERVATION AREAS TO BE UNDER THE DIRECTION OF AN ARBORIST AND WITH PRIOR APPROVAL BY THE FOREST CONSERVATION INSPECTOR.
 - EXTREME CARE FOR INSTALLATION OF MITIGATION TREE PLANTINGS IS REQUIRED FOR AREAS WITHIN THE CRITICAL ROOT ZONE OF ALL TREES WITHIN THE FOREST CONSERVATION AREAS.
 - THE APPLICANT MUST PLANT THE ON-SITE MITIGATION TREES, PRIOR TO ISSUANCE OF USE AND OCCUPANCY CERTIFICATE FOR EACH ASSOCIATED LOT.
 - ROOT PRUNING SHALL OCCUR DURING THE DORMANT SEASON (OCTOBER-FEBRUARY) TO REDUCE THE STRESS FROM ROOT LOSS. DO NOT ROOT PRUNE DURING THE SPRING SEASON OF MARCH - MAY.



- NOTES:
- RETENTION AREAS WILL BE SET AS PART OF THE REVIEW PROCESS AND PRECONSTRUCTION MEETING.
 - BOUNDARIES OF RETENTION AREAS MUST BE STAKED AT THE PRECONSTRUCTION MEETING AND LASSO PRIOR TO TRENCHING.
 - EXACT LOCATION OF TRENCH SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FOREST CONSERVATION INSPECTOR.
 - TRENCHES SHOULD BE MANURETED, BACKFILLED WITH DEGRADED SOIL OR OTHER ORGANIC SOIL AS SPECIFIED PER PLAN OR BY THE FC INSPECTOR.
 - ROOTS SHALL BE CUT ONLY WITH VIBRATORY HOLE OR OTHER ACCEPTABLE EQUIPMENT.
 - ALL PRUNING MUST BE EXECUTED WITH CLEAN SHAVES OR AS ACCEPTED IN WRITTEN BY THE FC INSPECTOR.



September 09, 2023
 Mr. John Green
 Consultant, Little & Wetton, P.A.
 3909 National Drive
 Suite 200
 Burtonville, MD 20866

RE: Environmental Review for 15700 Shady Grove Road, Gaithersburg, Montgomery County, Maryland.

Dear Mr. Green:
 The Wildlife and Heritage Service has an official report for trees or forest stands, available upon request on several species within the project area shown on the map provided. As a result, we list the specific measures regarding potential impacts to such species or re-vegetation for protection interests at this time. If the project changes in the future, such that the final design or removal of disturbance or removal of vegetation are needed, please provide us with revised project maps and we will provide you with an updated evaluation.
 Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at 410.320.2000 or via email at 410.320.2007.

Respectfully,
 [Signature]
 Lori J. Byrnes
 Environmental Review Coordinator
 Wildlife and Heritage Service
 MD Dept. of Natural Resources

ESP 2025.1786.mso

FINAL FOREST CONSERVATION PLAN PREPARED BY:

Kevin Foster
 6505 Little & Wetton, P.A.
 3909 National Drive, Suite 200
 Burtonville, Maryland 20866
 Ph: (301) 421-4024 Fax: (301) 423-4186
 Registered Landscape Architect #801

DATE: 02/02/2026

DEVELOPER'S CERTIFICATE

The undersigned agrees to execute all the features of the Approved Final Forest Conservation Plan No. E-20230560, including financial bonding, forest planting, maintenance and all other applicable agreements.

Developer's Name: The Mills Group

Contact Person or Owner: BERTHA BALLEW

Address: 102 Centennial Street
 LaPlata, MD 20646

Phone: 301-932-3600

Signature: Bertha Ballew, Construction Manager

MNCPPC PLAN No. P20260360

3909 NATIONAL DRIVE | SUITE 200 | BURTONVILLE, MD 20866 | GLWPA.COM
 PHONE: 301-421-4024 | FAX: 301-423-4186 | DCSMA, 301-689-2534 | FAX: 301-421-4196

| APPROVED BY | DATE | REVISION | BY | APPR. |
|-------------|------|----------|----|-------|
| KAP | | | | |
| DMW/ST | | | | |
| ZG | | | | |
| DMW/ST | | | | |
| KAP | | | | |

| | | |
|--|-----------------|---------|
| PREPARED FOR: | SCALE: | ZONING: |
| THE MILLS GROUP 102 CENTENNIAL STREET LA PLATA, MD 20646 BERTHA BALLEW EMAIL: BEALLENW@MILLSGROUP.COM PHONE: 301-932-3600 | 1"=30' | GR |
| DATE: | TAX MAP - | |
| FEB, 2026 | FS-62 & 221 | |
| | MSSC ORD 22/009 | |

| FINAL FOREST CONSERVATION PLAN DETAILS | | G. L. W. FILE No. |
|---|--|-------------------|
| 15700 SHADY GROVE ROAD GAS STATION PARCEL 7-C WASHINGTON INDUSTRIAL PARK PLAT #1809 15700 | | 25073 |
| GAIHERSBURG ELECTION DISTRICT No. 9 | | SHEET |
| MONTGOMERY COUNTY, MARYLAND | | 3 OF 3 |

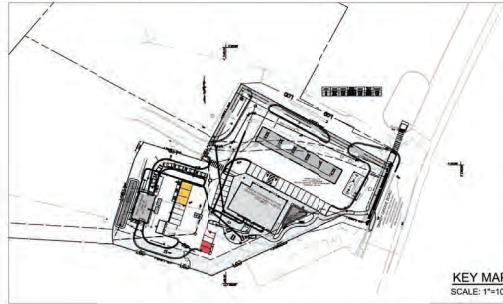
I, LAND DRAWING NO. 20230560, PLANS BY GW/STP/DMW/STP/02/26, DATE 02/02/2026, ALL FIELD SALES, 15700 SHADY GROVE ROAD, BURTONVILLE, MD 20866.

Attachment B

CONDITIONAL USE PLAN FOR CAR WASH AT 15700 SHADY GROVE ROAD GAITHERSBURG, MD 20877

GENERAL NOTES:

- OWNER: GELLY, LLC
RED LOBSTER
PROP TAX: 450 S ORANGE AVE
STE 800, ORLANDO, FL 32807
- APPLICANT: DASH IN FOOD STORES INC
102 CENTENNIAL STREET
LA PLATA, MD 20646
- SITE ADDRESS: 15700 SHADY GROVE ROAD,
GAITHERSBURG, MD 20877
- BOUNDARY SURVEY AND TOPOGRAPHY BY: BOWMAN, 2025
- TAX MAP: FS-62
TAX ID: 01519300
PARCEL ID: N099
WSSC GRID: 221-NW-09
WATERSHED: MUDDY BRANCH, CLASS I
- WATERS & SEWER SERVICE CATEGORY
EXISTING: W-1, S-1
PROPOSED: W-1, S-1
- THE SITE IS NOT WITHIN A SPECIAL PROTECTION AREA (SPA) OR PRIMARY MANAGEMENT AREA.
- THERE ARE NO PERENNIAL STREAMS OR WETLANDS ON-SITE.
- ALL UTILITIES ARE CONCEPTUAL AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND SUBJECT TO CHANGE. SEE APPROPRIATE APPROVED FINAL UTILITY CONSTRUCTION PLANS.
- WSSC RIGHT-OF-WAYS, PUBLIC UTILITY EASEMENTS, STORMWATER MANAGEMENT EASEMENTS AND STORMWATER MANAGEMENT PARCELS MAY CHANGE IN CONFIGURATION, SIZE AND QUANTITY PER FINAL UTILITY, WSSC, AND MDCPS/MONTGOMERY COUNTY SWM TECHNICAL PLAN APPROVALS.
- M-NCPC STAFF MUST INSPECT ALL TREE-SAVE AREAS AND PROTECTION DEVICES BEFORE CLEARING AND GRADING.
- STREET TREES AND STREET LIGHTS WILL BE REVIEWED AND APPROVED BY MDCPS-ROW SECTION AND/OR THE MARYLAND STATE HIGHWAY ADMINISTRATION AT THE TIME OF ROW PERMIT.
- MINOR MODIFICATIONS TO THE LIMITS OF DISTURBANCE SHOWN ON THE SITE PLAN WITHIN THE PUBLIC RIGHT-OF-WAY FOR UTILITY CONNECTIONS MAY BE DONE DURING THE REVIEW OF THE RIGHT-OF-WAY PERMIT DRAWINGS BY THE DEPARTMENT OF PERMITTING SERVICES AND/OR THE MARYLAND STATE HIGHWAY ADMINISTRATION.
- THE APPLICANT MUST SCHEDULE A PRE-CONSTRUCTION MEETING (PRE-COM) ON-SITE, UPON APPROVAL OF THE CERTIFIED SITE PLAN (CSP) WITH STAFF FROM THE MDCPS SITE PLAN ENFORCEMENT, MDCPS SEDIMENT CONTROL INSPECTOR AND M-NCPC FOREST CONSERVATION INSPECTOR. THIS PRE-COM MUST OCCUR PRIOR TO ANY DEMOLITION, CLEARING/GRADING OR ANY SITE DEVELOPMENT WORK. A COPY OF THE APPROVED CERTIFIED SITE PLAN ALONG WITH ANY SUBSEQUENT AMENDMENTS IS REQUIRED TO BE ON-SITE AT ALL TIMES.
- FINAL IMPROVEMENTS ALONG SHADY GROVE ROAD WILL BE APPROVED BY MARYLAND STATE HIGHWAY ADMINISTRATION THROUGH THE ACCESS PERMIT PROCESS.



SITE DATA:

EXISTING SITE AREA: 1.995 ACRES
LEGAL DESCRIPTION: PARCEL N099 (PARCEL 7-C)
TAX ID: 01519300

EXISTING ZONE: GR (GENERAL RETAIL), GF-1.5 H-4.5

EXISTING USE: RESTAURANT

PROPOSED USES: RETAIL/SERVICE ESTABLISHMENT - PERMITTED USE
CAR WASH - LIMITED USE
FILLING STATION - CONDITIONAL USE

PROPOSED DEVELOPMENT: STANDARD METHOD

DEVELOPMENT PROGRAM: SINGLE PHASE

CONDITIONAL USE AREA 1.995 AC.

PARKING TABULATION - ZONING ORDINANCE - SECTION 6.2.4 - PARKING LOT REQUIREMENT FOR MORE THAN 10 SPACES

| ZONING | USE | QUANTITY | PARKING REQUIREMENT - REDUCED PARKING AREA | | PARKING REQUIRED | PARKING REQUIRED | PARKING REQUIRED | PARKING REQUIRED | PARKING PROVIDED |
|--------|--|-------------------------------|--|--------------|--|---------------------------------------|------------------|------------------|---|
| | | | BASELINE MIN | BASELINE MAX | | | | | |
| GR | CAR WASH BUILDING - 1,368 SF FILLING STATION | 1 SPACE PER 1,000 SF OF GFA | 2.5 SPACE PER 1,000 SF OF GFA | | (1368 / 1000) x 1 = 1.368 2 SPACES | (1368 / 100) x 2.5 = 34.2 4 SPACES | | | 30 SPACES PROVIDED <small>NOTE: 1. VACUUM USE AREA AND EV CHARGING STATION IS EXCLUDED FROM THE PARKING REQUIREMENT.</small> |
| | C-STORE - 4,800 SF RETAIL/SERVICE ESTABLISHMENT | 1.5 SPACE PER 1,000 SF OF GFA | 6 SPACE PER 1,000 SF OF GFA | | (4800 / 1000) x 1.5 = 7.2 17 SPACES | (4800 / 100) x 6.0 = 48 29 SPACES | 19 SPACES | 3 SPACES | |

| PARKING | ALLOWED / REQUIRED | PROVIDED |
|-------------------------------|--------------------|----------|
| ADA - HANDICAP PARKING SPACES | 2 SPACES | 2 SPACES |

LANDSCAPE REGULATIONS CALCULATIONS - BASED ON GLW LANDSCAPE PLAN

GREAT SENECA MASTER PLAN - SECTION VII(1)
SITE AREA: 25,894 SF
SITE GREEN COVER AREA RECOMMENDED: 30,054 SF 35%
SITE GREEN COVER AREA PROVIDED: 31,213 SF 36%

LANDSCAPE SECTION REGULATIONS
PARKING LOT TREE CANOPY REQUIRED: 25% 4,672 SF
PARKING LOT TREE CANOPY PROVIDED: 50% 9,325 SF

GREAT SENECA MASTER PLAN - SECTION VII(2)
PARKING LOT TREE CANOPY REQUIRED: 50% 4,645 SF
PARKING LOT TREE CANOPY PROVIDED: 50% 9,325 SF

SECTION 6.2.6.2.3-4 PERIMETER PLANTING
REAR: 176.70'
FRONT: 136.40'
SIDE: 29.80'
REAR: 176.70'

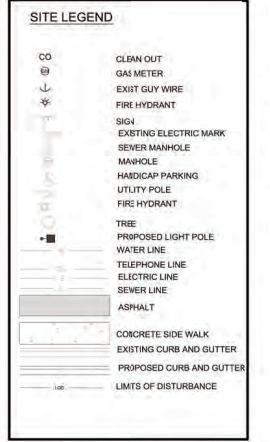
SECTION 6.2.6.2.3-4 PERIMETER PLANTING
FRONT: 45.90'
SIDE: 65.40'
SIDE SETBACK FROM SHADY GROVE ROAD: 0'
SIDE SETBACK FROM SHADY GROVE ROAD: 73.67'
REAR: 239.81'

CAR WASH
FRONT: NA
SIDE: 35.7'
REAR: 8.5'



EXISTING UTILITIES NOTES:

- UTILITY INFORMATION SHOWN HEREIN WAS OBTAINED FROM AVAILABLE RECORDS. THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL HAND DIG TEST PITS AT ALL UTILITY CROSSINGS TO DETERMINE THE EXACT LOCATION AND DEPTH WELL IN ADVANCE OF CONSTRUCTION.
- FOR MARKING LOCATIONS OF EXISTING UTILITIES, NOTIFY MISS UTILITY AT 1-800-253-7777, 48 HOURS PRIOR TO ANY EXCAVATION OR SIGNIFICANT CUTTING.
- FOR FIELD LOCATION OF GAS LINE SERVICES, PLEASE NOTIFY WASHINGTON GAS/LIGHT CO., 703-750-1000, 48 HOURS PRIOR TO THE START OF ANY EXCAVATION OR CONSTRUCTION.
- OMISSIONS AND/OR ADDITIONS OF UTILITIES FOUND DURING CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF ANY CONTRACTOR ENGAGED IN EXCAVATION AT THIS SITE. GUTSCHICK, LITTLE & WEBER, P.A. SHALL BE NOTIFIED IMMEDIATELY OF ANY AND ALL UTILITY INFORMATION, OMISSIONS AND ADDITIONS FOUND BY ANY CONTRACTOR.
- DUE TO THE PROXIMITY OF LIVE UNDERGROUND AND OVERHEAD UTILITIES, WE ARE NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY SUSTAINED DURING CONSTRUCTION BY ANY PERSONS, TRUCKS, TRAILERS, OR EQUIPMENT USED ON OR ADJACENT.



DEVELOPMENT STANDARDS - GR ZONE - SECTION 4.6.3C

| DEVELOPMENT STANDARDS | ALLOWED / REQUIRED | PROVIDED |
|--|---|--|
| OPEN SPACE (MINIMUM) - TRACT > 10,000 SF | 12 % | 12 % |
| MIN LOT AREA | NO REQUIREMENT | 1.995 ACRES |
| LOT WIDTH AT FRONT BUILDING LINE | NO REQUIREMENT | 240 FT |
| MAX FLOOR AREA RATIO | FAR - 1.5 86,992 x 1.5 = 130,488 SF | FAR = 0.99 6,188 SF |
| MAX HEIGHT | 45 FT | 41-25 FT |
| MIN LANDSCAPE STRIP | 6 FT | 6 FT MIN |
| DRIVEWAY | SACH DRIVEWAY SHALL BE 10 FEET WIDE FOR ONE WAY AND 12 FEET WIDE FOR TWO WAY. | 24' PROVIDED FOR TWO WAY |
| PRINCIPAL BUILDING SETBACKS | | |
| C-STORE | FRONT: 0' | FRONT: 136.40' |
| | SIDE: 0' | SIDE: 29.80' |
| | REAR: 0' | REAR: 176.70' |
| GAS CANOPY | FRONT: 0' | FRONT: 45.90' |
| | SIDE: 0' | SIDE: 65.40' |
| | SIDE SETBACK FROM SHADY GROVE ROAD: 0' | SIDE SETBACK FROM SHADY GROVE ROAD: 73.67' |
| REAR: 239.81' | | |
| ACCESSORY BUILDING SETBACKS | | |
| CAR WASH | FRONT: 0' | FRONT: NA |
| | SIDE: 0' | SIDE: 35.7' |
| | REAR: 0' | REAR: 8.5' |

GENERAL NOTES:

- LIGHTING FIXTURES MAY BE SUBSTITUTED WITH SIMILAR, FUNCTIONAL FIXTURES OF SAME OR BETTER QUALITY WITHOUT REQUIRING A CONDITIONAL USE AMENDMENT. LIGHTING LEVELS WILL REMAIN AT OR BELOW 0.5 FOOT CANDLES AT THE PROPERTY BOUNDARIES.
- WHERE SPECIFIC BUILDING MATERIALS ARE IDENTIFIED, SUBSTITUTIONS WITH DIFFERENT BUILDING MATERIALS MAY BE PERMITTED BY STAFF, AS LONG AS THE SUBSTITUTION IS IN KEEPING WITH THE CHARACTER AND DESIGN INTENT APPROVED BY THE HEARING EXAMINER.
- ANY SPECIFIC MATERIALS SPECIFIED MAY BE SUBSTITUTED WITH SIMILAR, FUNCTIONAL MATERIALS WITHOUT REQUIRING A CONDITIONAL USE AMENDMENT.
- RENDERING SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
- EXTERIOR ARCHITECTURAL CHARACTER, PROPORTION, MATERIALS AND ARTICULATION WILL BE SUBSTANTIALLY SIMILAR TO THE ARCHITECTURAL DRAWINGS INCLUDED IN THE CONDITIONAL USE APPLICATION.
- LANDSCAPING, LIGHTING, MATERIALS, AND OVERALL DESIGN OF THE PUBLIC OPEN SPACE WILL BE SUBSTANTIALLY SIMILAR TO THE LANDSCAPE DRAWINGS INCLUDED IN THE CONDITIONAL USE APPLICATION.

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THAT THE PLAN SHOWN HEREON IS TRUE AND CORRECT, HAS BEEN PREPARED IN ACCORDANCE WITH THE ZONING REGULATIONS OF MONTGOMERY COUNTY, MARYLAND. I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED OR APPROVED BY ME, AND THAT I AM A QUALY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NO.: 20000
EXPIRATION DATE: APRIL 06, 2027.

02/05/2026

DATE: _____

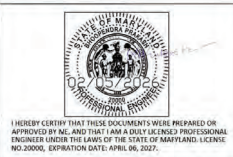
BHOOPENDRA PRAKASH
REGISTERED PROFESSIONAL ENGINEER

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9506B LEE HWY,
FAIRFAX, VA 22031
Phone: (571) 249-3448
www.plan-source.com
bprakash@plan-source.com



| No. | DATE: | REVISIONS |
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| | | |
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PROJECT INFORMATION:
15700 SHADY GROVE ROAD
GAITHERSBURG, MD 20877

APPLICANT INFORMATION:
DASH IN FOOD STORES INC
102 CENTENNIAL STREET
LA PLATA, MD 20646

OWNER'S NAME:
GELLY LLC
RED LOBSTER PROP TAX
450 S ORANGE AVE STE 800
ORLANDO FL 32801

DRAWING TITLE:
COVER SHEET

AREA: 86,937 SF
=1.995 AC

SCALE: AS SHOWN

PROJECT MANAGER:
BP

DRAWN BY:
GSD

DATE:
FEB 2026

CHECKED BY:
PR

ACC. ID#
01519300

PARCEL:
FS62-0000-N598

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DRAWING NO.
1



9506B LEE HWY,
FAIRFAX, VA 22031
Phone: (571) 249-3448
www.plan-source.com
bprakash@plan-source.com



I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 20000. EXPIRATION DATE: APRIL 01, 2027.

No. DATE REVISIONS

PROJECT INFORMATION:
15700 SHADY GROVE ROAD
GAITHERSBURG, MD 20877

APPLICANT INFORMATION:
DASH IN FOOD STORES INC
102 CENTENNIAL STREET
LA PLATA, MD 20646

OWNER'S NAME:
GELLY LLC
RED LOBSTER PROP TAX
450 S ORANGE AVE STE 800
ORLANDO FL 32801

DRAWING TITLE:
CONDITIONAL USE PLAN

AREA: 86,937 SF
= 1.995 AC

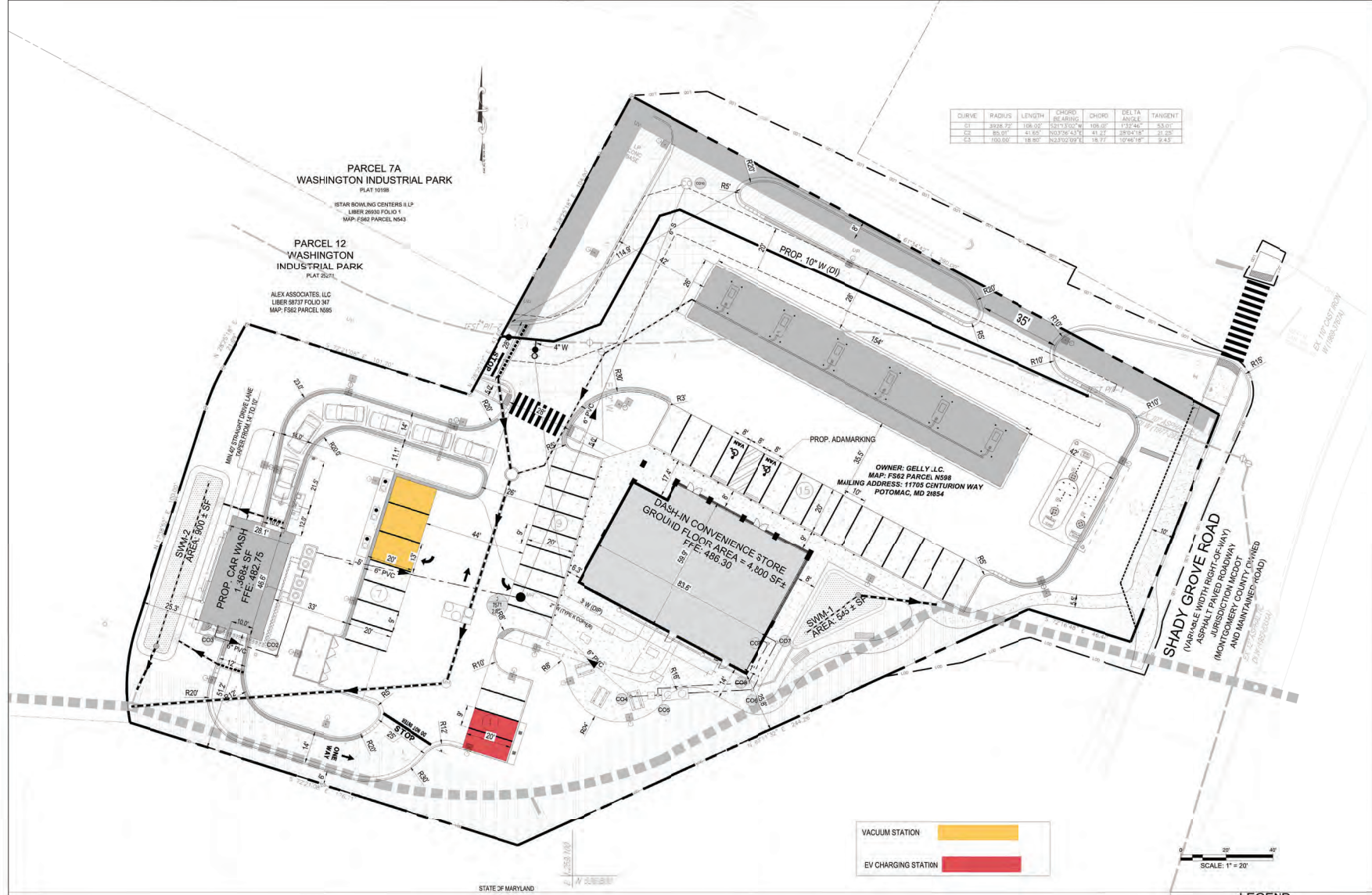
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PROJECT MANAGER:
BP

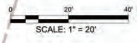
DRAWN BY:
GSD DATE:
FEB 2026

CHECKED BY:
PR ACC. ID#:
01519300
PARCEL:
FS62-0000-N598

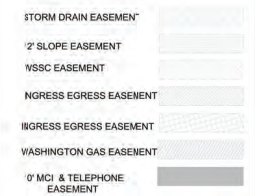
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DRAWING NO.
3



| CURVE | RADIUS | LENGTH | CHORD | CHORD | DELTA | TANGENT |
|-------|----------|---------|-------------|---------|---------|---------|
| C1 | 8328.72' | 108.00' | 10311.00' W | 108.00' | 171.44° | 53.00' |
| C2 | 85.00' | 41.85' | 80.376' E | 41.85' | 285.24° | 21.00' |
| C3 | 100.00' | 18.85' | 93.310' S | 18.85' | 174.16° | 9.42' |



LEGEND



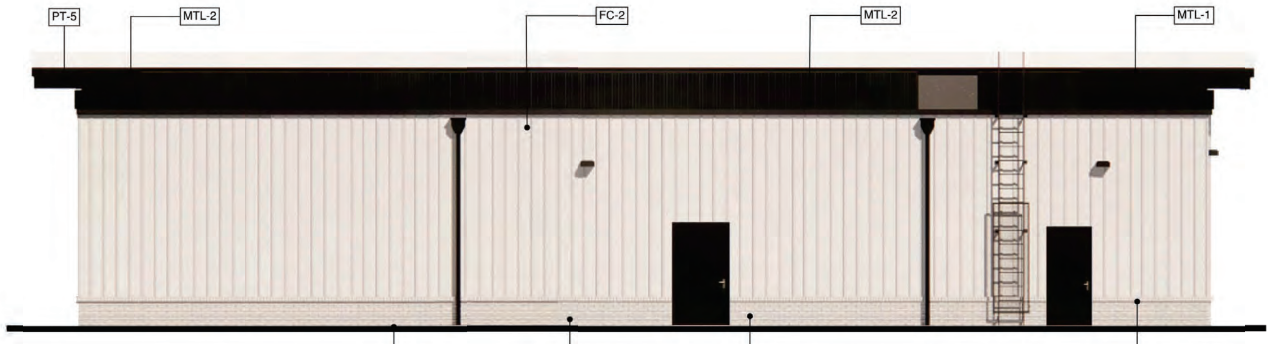
- SCOPENOTES:
- THE PROPOSED PROJECT INVOLVES THE REDEVELOPMENT OF AN EXISTING SITE CURRENTLY OCCUPIED BY RESTAURANT BUILDING. THE PLAN PROPOSES TO DEMOLISH THE EXISTING STRUCTURES AND CONSTRUCT A NEW CONVENIENCE STORE APPROXIMATELY 4,800 SQUARE FEET. IN ADDITION, THE DEVELOPMENT PROPOSES A FUEL CANOPY WITH SIX (6) DISPENSERS AND AN ASSOCIATED CARWASH BUILDING.
 - THE C-STORE IS PERMITTED BY RIGHT AND THE FUEL CANOPY AND CARWASH ARE PERMITTED BY CONDITIONAL USE PERMIT.
 - NO BODIES OF WATER, WATERCOURSES, OR 100-YEAR FLOOD PLAINS EXISTS ON THIS PROPERTY.
 - NO HISTORIC RESOURCES ARE LOCATED ON THIS PROPERTY ACCORDING TO AVAILABLE TOWN RECORDS.
 - THERE ARE NO KNOWN GRAVES OR BURIAL SITES ON THIS PROPERTY.

PARKING TABULATION - ZONING ORDINANCE - SECTION 6.2.4 - PARKING LOT REQUIREMENT FOR MORE THAN 10 SPACES

| ZONING | USE | QUANTITY | PARKING REQUIREMENT - REDUCED PARKING AREA - BASELINE MIN | PARKING REQUIREMENT - REDUCED PARKING AREA - BASELINE MAX | PARKING REQUIRED - BASE LINE MINIMUM | PARKING REQUIRED - BASE LINE MAXIMUM | PARKING REQUIRED - BASELINE MIN | PARKING REQUIRED - BASELINE MAX | PARKING PROVIDED |
|--------|---|-------------------------------|---|---|--------------------------------------|--------------------------------------|---------------------------------|---------------------------------|--|
| GR | CAR WASH BUILDING - 1,368 SF | 1 SPACE PER 1,000 SF OF GFA | 2.5 SPACES PER 1,000 SF OF GFA | (1368 / 1000) x 1 = 1.37 SPACES | (1368 / 1000) x 2.5 = 3.42 SPACES | 19 SPACES | 33 SPACES | 30 SPACES PROVIDED | NOTE: 1. VACUUM USE AREA AND EV CHARGING STATION IS EXCLUDED FROM THE PARKING REQUIREMENT |
| | RETAIL SERVICE ESTABLISHMENT - C-STORE - 4,800 SF | 3.5 SPACE PER 1,000 SF OF GFA | 6 SPACE PER 1,000 SF OF GFA | (4800 / 1000) x 3.5 = 17 SPACES | (4800 / 1000) x 6.0 = 28 SPACES | | | | |



1 FRONT ELEVATION
SCALE: N.T.S.



2 REAR ELEVATION
SCALE: N.T.S.

| MARK | DESCRIPTION | MARK | DESCRIPTION | MARK | DESCRIPTION |
|-------|--|-------|---|------|------------------------------------|
| BR-1 | EXTERIOR THIN BRICK (MCNEAR BRICK & BLOCK) | MTL-2 | ALUMINUM COPING, COLOR: BLACK | PT-5 | EXTERIOR PAINT, SW6891 BLACK MAGIC |
| FC-1 | FIBER CEMENT BATTEN SIDING, COLOR: BLACK | MTL-3 | BRAKE METAL, COLOR TO MATCH STOREFRONT | WD-1 | DECORATIVE WOOD BEAMS |
| FC-2 | FIBER CEMENT BATTEN SIDING, COLOR: WHITE | PT-1 | EXTERIOR PAINT, SW7005 PURE WHITE | | |
| MTL-1 | METAL PANELS - LONGBOARD (ONYX BLACK) | PT-2 | EXTERIOR PAINT, SW7655 STAMPED CONCRETE | | |

SHEET E-12



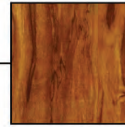
PT-2 EXTERIOR PAINT
SW7655 STAMPED
CONCRETE



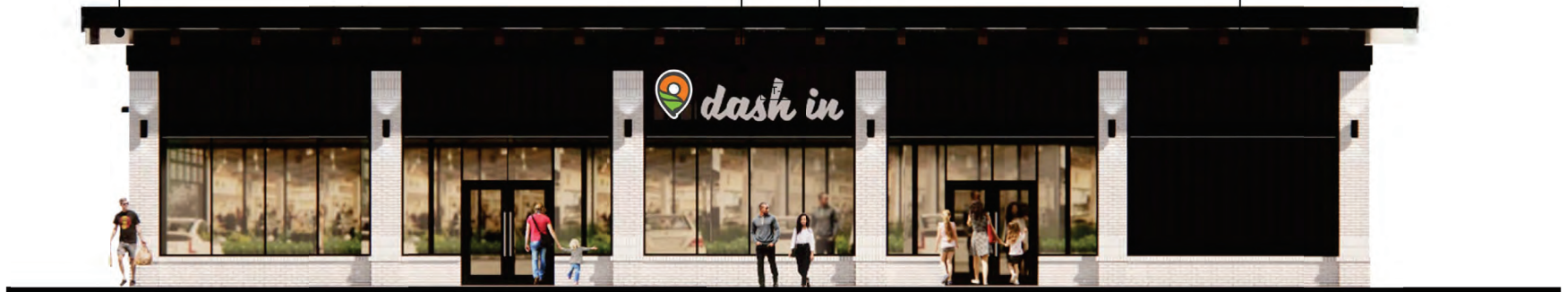
FC-1 HARDIEPANEL VERTICAL
SIDING WITH BATTEN
BOARDS;
SMOOTH BLACK



WD-1 DECORATIVE
WOOD BEAMS



PT-5 EXTERIOR PAINT
SW6991 BLACK MAGIC



MTL-3 BRAKE METAL
16 GAUGE; COLOR
TO MATCH
STOREFRONT



BR-1 EXTERIOR THIN
BRICK; MCNEAR
BRICK AND BLOCK -
GENOVA. PAINTED
PT-1 SW7005 PURE
WHITE



FC-1 HARDIEPANEL
VERTICAL
SIDING WITH BATTEN
BOARDS;
WHITE



MTL-1 EXTERIOR ALUMINUM
SCREENING; LONGBOARD -
ONYX BLACK



SHEET E-14

CORE STATES

46 East Main Street
Suite 201
Somerville, NJ 08876
908.462.9700
www.core-states.com

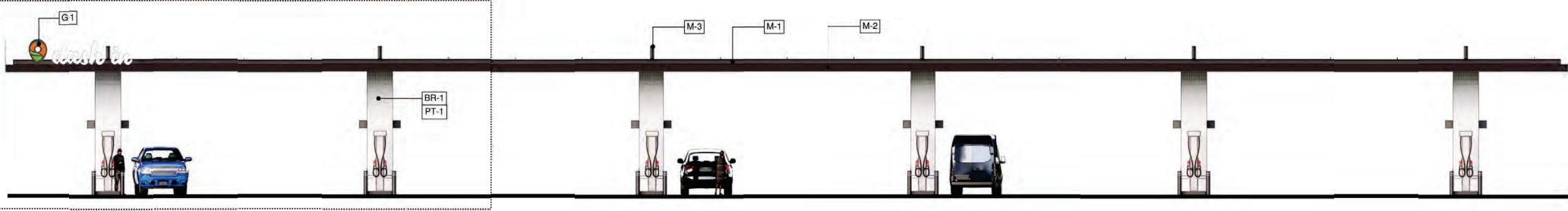
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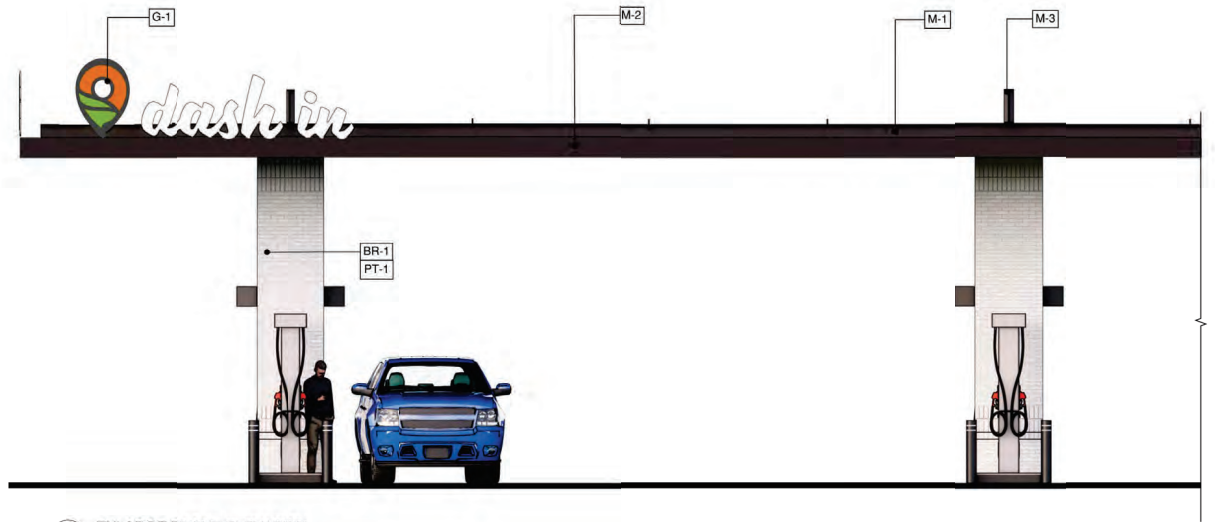
MATERIAL BOARD

DASH-IN STORE #1880
15700 Shady Grove Fd.
Gaithersburg, MD 20877

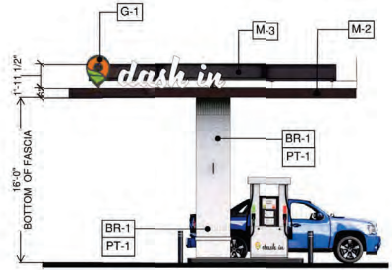




1 FRONT ELEVATION
SCALE: N.T.S.



3 ENLARGE FRONT ELEVATION
SCALE: N.T.S.



2 SIDE ELEVATION
SCALE: N.T.S.

| MARK | DESCRIPTION |
|------|--|
| BR-1 | EXTERIOR THIN BRICK (RUNNING & SOLDIER COURSES) - MCNEAR BRICK & BLOCK |

| MARK | DESCRIPTION |
|------|------------------------------------|
| M1 | GALVANIZED METAL DECKING - GRAY |
| M2 | FASCIA PANEL - BLACK |
| M3 | PAINTED STRUCTURAL MEMBERS - BLACK |

| MARK | DESCRIPTION |
|------|-----------------------------------|
| G1 | SGNAGE (BY OTHERS) |
| PT-1 | EXTERIOR PAINT, SW7005 PURE WHITE |

SHEET E-15

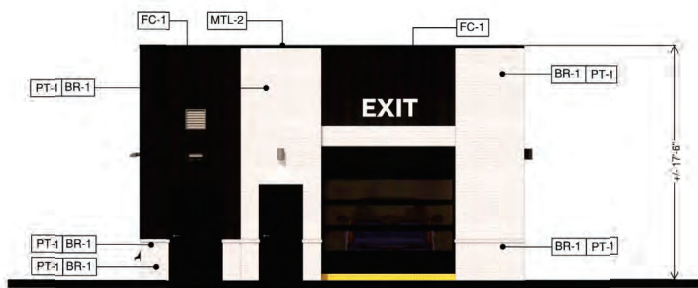




1 FRONT ELEVATION
SCALE: N.T.S.



3 SIDE ELEVATION
SCALE: N.T.S.



2 REAR ELEVATION
SCALE: N.T.S.



4 SIDE ELEVATION
SCALE: N.T.S.



| MARK | DESCRIPTION |
|------|--|
| BR-1 | EXTERIOR THIN BRICK (MCNEAR BRICK & BLOCK) |
| FC-1 | BOARD & BATTEN SIDING: BLACK |

| MARK | DESCRIPTION |
|-------|------------------------------|
| MTL-2 | ALUMINUM COPING: COLOR BLACK |
| G-1 | SIGNAGE (BY OTHERS) |

| MARK | DESCRIPTION |
|------|---|
| R-1 | STANDING SEAM METAL ROOF. COLOR: BLACK |
| R-3 | ROOF GUTTERS & DOWNSPOUTS, COLOR: BLACK!!!! |

SHEET E-16

CORE STATES

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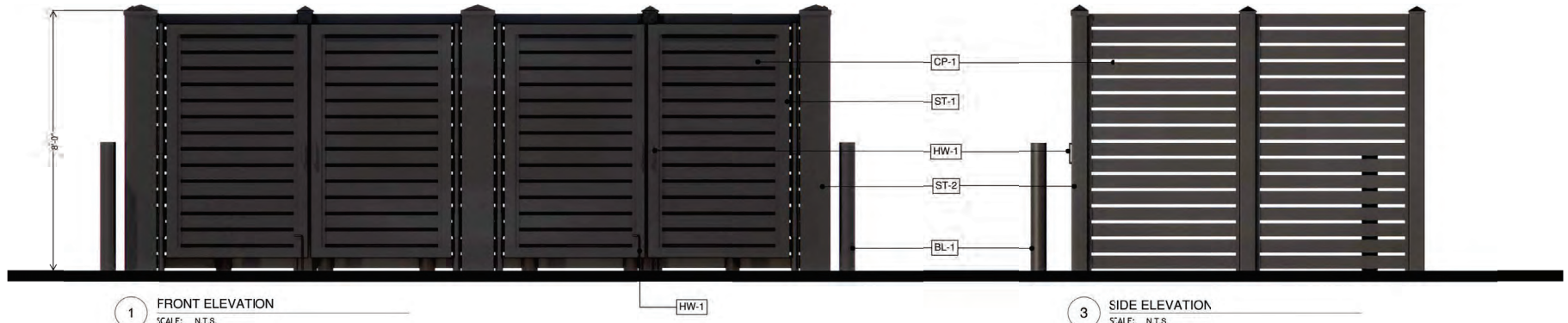
GROUP



CAR WASH ELEVATIONS

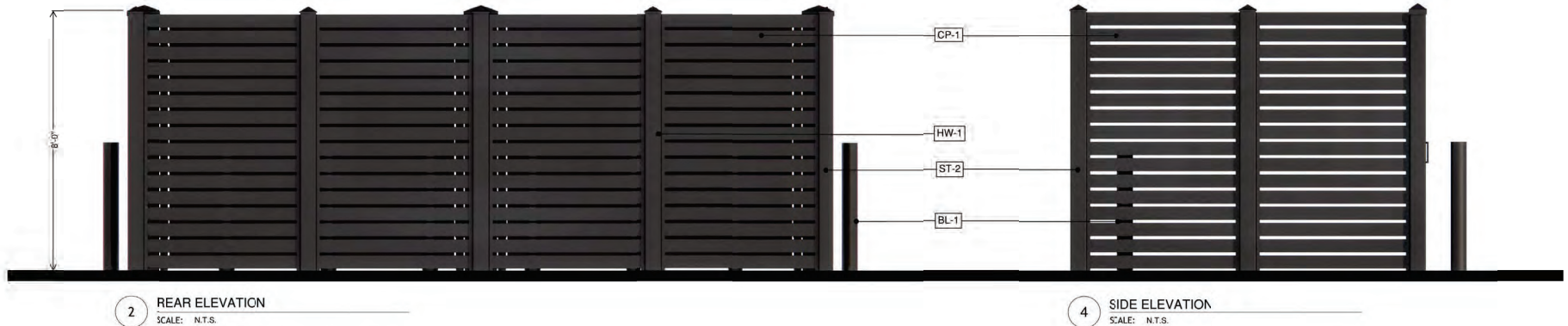
DASH-IN STORE #1880
15700 Stady Grove Rd.
Gaithersburg, MD 20877





1 FRONT ELEVATION
SCALE: N.T.S.

3 SIDE ELEVATION
SCALE: N.T.S.



2 REAR ELEVATION
SCALE: N.T.S.

4 SIDE ELEVATION
SCALE: N.T.S.

||||| MARK DESCRIPTION

CP-1 COMPOSITE PANEL - LONGBOARD; COLOR: ONYX BLACK
HW-1 GATE HARDWARE BY MANUFACTURER; COLOR: BLACK

MARK DESCRIPTION

ST-1 GATED STEEL FRAME; COLOR: BLACK
ST-2 STEEL POST WITH CROWN, 96" TALL; COLOR BLACK

MARK DESCRIPTION

BL-1 BOLLARDS - 4" DIA PIPE, 48" TALL; COLOR: BLACK

SHEET E-17

CORE STATES

46 East Main Street
Suite 201
Somerville, NJ 08876
908.462.9700
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GROUP



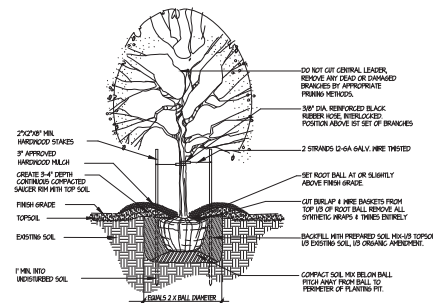
COLOR ELEVATIONS

DASH-IN STORE #1880
15700 Shady Grove Rd.
Gaithersburg, MD 20877

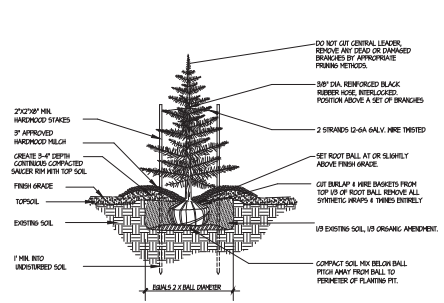


10. GENERAL CONDITIONS
11. SCOPE OF WORK
- A. The landscape contractor shall provide all materials, labor and equipment to complete all landscape work as shown on the plans and specifications.
- B. Total number of plants shall be shown on the landscape plan. If there is a discrepancy between the drawing and the list on the plan, the contractor shall request clarification from the landscape architect.
12. STANDARDS
- A. All plant material shall conform to the current issue of the American Standard for Nursery Stock published by the American Association of Nurserymen. All trees to branch symmetrically around central leader. No forked leader stock will be accepted.
- B. Plant material shall be selected from nurseries that have been inspected and certified by state plant inspectors.
- C. Nomenclature will be in accordance with Horticultural.
13. SUBMITTALS
- A. When requested by the owner or owner's representative, samples of all material other than plants shall be submitted to the owner's designated representative for approval.
14. APPROVALS
- A. All approvals will be in writing.
15. SUBSTITUTIONS
- A. It is the landscape contractor's responsibility to make every reasonable effort to find the material specified by the landscape architect. The landscape contractor will notify the landscape architect if there are known disease or insect resistant species that can be substituted for a selected post-prime plant. All substitutions shall be approved by MNCPPC.
16. UTILITIES AND UNDERGROUND FEATURES
- A. The landscape contractor shall notify utility companies and/or the general contractor in advance of construction to locate utilities.
17. DRAINAGE
- A. If plants are to be installed in areas that show above poor drainage and the plants are inappropriate for that condition, the landscape contractor shall notify the landscape architect and owner. If it is deemed necessary, the plants shall be modified, the contract shall be amended to allow for drainage correction or a negotiated cost, or the plant selection modified by the landscape architect to accommodate the poor drainage situation.
18. IRRIGATION
- A. During delivery and installation, the landscape contractor shall perform a horticulture water, conducting further activities as to do not interfere ending with the work of other trades and leaving further work areas clean of debris and debris at the close of each workday.
- B. During planting of areas that are to be irrigated, the contractor shall be taken to avoid damage to existing plants, large trees, turf and structures. Where existing trees are to be preserved, irrigation precautions should be taken to avoid unnecessary accumulation of excavated materials, soil compaction or root damage.
- C. Upon completion, all debris and waste material resulting from planting operations shall be removed from the project and the area cleaned up.
- D. Any damage to the existing utilities, buildings, paving, curbs and walks, and vegetation (not so designated for removal on these plans) shall be repaired to previous condition or replaced by the Contractor at his expense.
19. WATER
- A. The owner shall supply water on site at all costs. If the landscape contractor has to supply water to the site, it shall be at an additional cost.
20. PLANTING SEASON
- A. The landscape contractor shall not plant between November 15 and March 15 unless otherwise specified.
21. INSPECTIONS AND ACCEPTANCE
- A. Initial inspection: Prior to planting, all plant locations shall be staked in the field by the contractor. The landscape architect shall be contacted to inspect and approve all plant locations before planting.
- B. Final acceptance inspection: A verification of performance for work by contract documents, to be conducted by the landscape architect or owner's representative on-site and in the presence of the landscape contractor for the purpose of acceptance.
- C. Final warranty inspection: The landscape contractor shall conduct a final inspection with the owner or owner's representative at the end of the one year period.
22. WARRANTY
- A. The standard warranty for one (1) year period, excluding labor and animals, commencing on the date of initial acceptance. All plants shall be alive and in satisfactory growth at the end of the guarantee period.
- B. Any material that is 25% dead or more shall be considered dead and must be replaced at no charge. A tree is considered dead when the leader has died back or 25% of the crown is dead.
- C. Replacements shall be guaranteed for one year after initial acceptance.
23. PLANT MATERIALS
24. SCOPE OF WORK
- A. The landscape contractor shall be responsible for formulating and installing all plant material on the drawings and plant list.
25. INSPECTION
- A. Plants shall be subject to inspection and approval by the owner or owner's representative at the place of growth before digging - trees or installing yard service) for conformity to specification requirements as to quality, size, and timing.

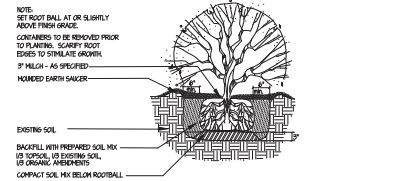
30. PRODUCTS
31. QUALITY ASSURANCE
- A. Manufacturer's certified angle shall accompany packaged standard products.
32. CROSNING MATTER
- A. Place Knot - Type 1 (granular) post, non-freely divided with a pH of 5.1 to 5.0.
- B. Sledge Plect - decompose post, containing identifiable fibers.
- C. Leaf Compost - that is screened and used for trees.
- D. Composted Sawage Sludge - approved, screened, polymer-deactivated sewage sludge with a pH of 4.2 - 7.5, no iron.
33. TOPSOIL
- A. It shall be free of stones, lumps, plants, roots and other debris over 1/2". Topsoil must also be free of plants or plant parts of Berberis, quercus, Juglans, respic, robinia, pistia, or Canadian thistle or others as specified.
- B. It shall not contain toxic substances harmful to plant growth, i.e. pesticides.
34. BACKFILL MIXTURE
- A. Backfill mixture for trees and shrubs shall be 1/3 topsoil, 1/3 existing soil, and 1/3 organic amendment.
35. MULCH
- A. Material shall be composed, shredded hardwood bark, with less than 10% sawdust, dark brown in color, or approved equal.
- B. Material shall be uniform in size and free of foreign matter.
40. PLANTING PROCEDURE FOR TREES
41. TREE PLANTING
- A. Plant of tree pit shall be dug so that they are vertical or sloping outward in heavy soils and be sloped.
- B. The tree pit must be a minimum of 4" larger on every side than the ball of the tree.
- C. Place the tree in the pit, centering the ball and then lowering it into the pit. Never lift the tree by the trunk or branches.
- D. Set the tree straight and in the center of the pit with the most desirable side facing toward the prominent view.
- E. Backfill tree pit with soil mixture stated in the specifications.
- F. Cut and remove roots or wire off the top 50% of rootball and pull bark back to the edge of the ball. Remove as much bark, wren products and wire as possible. All plastic or synthetic film must be removed from the rootball. Cut all wire away from trunk.
- G. Form a saucer above existing grade, around the outer rim of the tree pit, especially on slopes and in heavy soils.
- H. Muck top of root ball and saucer to a minimum depth of 2", not to exceed 3". Do not place mulch against the trunk.
- I. Water thoroughly on the interior of the tree saucer until it is flat, even and it is raining.
- J. A second watering may be necessary to insure saturation of the root ball and extension of air pockets.
- K. Planting should be restricted to corrective planting to improve form only.
- L. Stake tree per planting detail.
50. PLANTING PROCEDURES FOR SHRUBS
51. PLANTING SHRUBS
- A. For a single shrub, the pit shall be dug 1" wider than the rootball and deep enough to allow 50% of the rootball to set above existing grade. Single shrub planting only if noted on plans.
- B. For a shrub mass planting, the entire bed area shall be filled 4"-6" deep. Tilling should only be done in dry soil to avoid compaction. If the soil is heavy in clay and silty, organic material should be added. Each shrub pit shall be excavated for the proper setting of the rootball.
- C. Place the shrub in the pit by lifting and carrying it by the rootball. Remove cutwaters from all cuttings of ever shrub; stall the edges of the rootball from touching at least 1" deep.
- D. Set the shrub and in the center of the pit with the most desirable side facing toward the prominent view.
- E. Cut and remove roots or wire off the top 50% of rootball and pull bark back to the edge of the ball. Remove as much bark, wren products and wire as possible. All plastic or synthetic film must be removed from the rootball. Cut all wire away from trunk.
- F. Form a saucer above the existing grade and completely around the planting pit.
- G. Muck top of rootball and saucer to a minimum depth of 2".
- H. Water shrub mass thoroughly even if it is raining. A second watering may be necessary to insure saturation of the root ball and extension of air pockets.
60. PLANTING PROCEDURES FOR GROUNDCOVER, PERENNIALS AND ANNUALS
61. PLANTING GROUNDCOVER, PERENNIALS AND ANNUALS BEDS
- A. The existing bed shall be loosened when the soil is dry prior to planting by tilling. Soil shall be loosened to a depth of 4" to 6".
- B. Organic matter shall be spread over the bed to a depth of 2" for peat moss or 1" deep for compost. Do not exceed 4 cubic yards of compost/1000 square feet, after the soil has been loosened. The organic matter shall be worked into the bed by tilling.
- C. Fertilizer shall be top-dressed over bed area.
- D. The plants, either potted or bare root, shall be installed so that the roots are surrounded by soil below the mulch. Potted plants shall be set, so that the top of the pot is even with the existing grade. The roots of bare root plants shall be covered to the crown.
- E. Spacing of plants shall be indicated on noted on the landscape plan.
- F. The entire bed shall be mulched to a minimum depth of 1", 2" inches, with approved mulch.
- G. The entire planting bed shall be thoroughly watered.



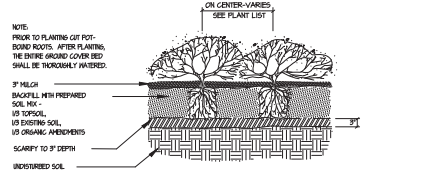
DECIDUOUS TREE PLANTING DETAIL
FOR PLANTING MATERIAL UP TO 3 1/2" CALIFER NTS



EVERGREEN TREE PLANTING DETAIL NTS



SHRUB PLANTING DETAIL NTS



GROUNDCOVER PLANTING DETAIL NTS

PLANT SCHEDULE

| KEY | QTY. | BOTANICAL NAME | COMMON NAME | SIZE | CONT./ | COMMENTS |
|---------------------------------|------|------------------------------------|----------------------|----------------------|--------|------------------------|
| SHADE TREES | | | | | | |
| GR | 1 | Quercus ilex | Northern Red Oak | 2 1/2" Cal. | B4B | 6' min. branching lit. |
| LA | 4 | Quercus americana | American oak | 2 1/2" Cal. | B4B | 6' min. branching lit. |
| LS | 4 | Liquidambar styraciflua | Sweet gum | 2 1/2" Cal. | B4B | 6' min. branching lit. |
| CB | 2 | Quercus bicolor | Swamp White Oak | 2 1/2" Cal. | B4B | 6' min. branching lit. |
| SMALL SHADE TREES | | | | | | |
| BI | 5 | Betula nigra | Black River Birch | 1 1/2" x 1 3/4" cal. | B4B | Mini-Stem |
| CF | 8 | Cornus florida | Flowering Dogwood | 1 1/2" x 1 3/4" cal. | B4B | Mini-Stem |
| SHRUBS | | | | | | |
| BSI | 85 | Buxus 'Green Velvet' | Green Velvet Boxwood | #3 | Cont. | 30" o.c. |
| PHL | 40 | Hydrangea paniculata 'Little Lime' | Panicle hydrangea | #3 | Cont. | 36" o.c. |
| GL | 54 | Calluna arvensis 'Nemerosa' | Sweet woodruff | #3 | Cont. | 36" o.c. |
| CA | 32 | Calluna americana | American blueberry | #3 | Cont. | 36" o.c. |
| VI | 25 | Viburnum nudum | Possumhaw Viburnum | #5 | Cont. | 36" o.c. |
| GRASSES & PERENNIALS | | | | | | |
| CV | 16 | Panicum virgatum 'North Wind' | Switch Grass | #2 | Cont. | 36" o.c. |
| SH | 622 | Sporobolus heterostachys | Prarie Dropseed | 1 quart | Cont. | 24" o.c. |
| COB | 124 | Carex glauca 'Blue Zinger' | Blue Sedge | 1 quart | Cont. | 24" o.c. |
| IL | 162 | Andropogon scoparius 'Adam's' | Black Seedheads | 1 quart | Cont. | 12" o.c. |

*Shade tree calipers to be 25 - 3" min. caliper at the time of planting.

SPECIMEN TREE MITIGATION SCHEDULE

| KEY | QTY. | BOTANICAL NAME | COMMON NAME | SIZE | CONT./ | COMMENTS |
|--------------------|------|-----------------|-----------------|---------|--------|------------------------|
| SHADE TREES | | | | | | |
| TA | 3 | Tilia americana | American Linden | 3" Cal. | B4B | Min. 6' branching lit. |

Tree Mitigation Calculations for 30" and Greater Trees to be removed (tree #1.) 30"DBH / 4 + 15" Mitigation/ 3" caliper proposed Native Trees = 9 Trees

- NOTE:
- The Applicant must install the plantings shown on the landscape plans submitted to MNCPPC. Any variation in plant species or quantity needs approval of MNCPPC Staff.
 - Final shrub, grasses, groundcover and perennial selections will be from this plant list or an equivalent as determined by Staff.
 - Any planting in the right of way will be approved by MD-DPS.
 - The Applicant must install the site elements as shown on the landscape plans submitted to MNCPPC or an equivalent as determined by Staff.

SECTION 6.2.4.0.3-B
PERIMETER PLANTING
PROPERTY ADJUTS RIGHT-OF-WAY
AND OTHER ZONED PROPERTIES TOTAL 100' LF

1) LANDSCAPE STRIP MUST BE A MINIMUM OF 6 FEET WIDE
REQUIRED 6' PROVIDED > 6'

2) CONTAINS A HEDGE OR LOW WALL A MINIMUM OF 3 FEET HIGH. YES

3) CONTAINS SHADE TREES SPACED 30 FEET ON CENTER. YES

4) THE PROPERTY ADJUTS ANOTHER PARKING LOT, IN WHICH CASE A PERIMETER PLANTING AREA IS NOT REQUIRED.

PROFESSIONAL CERTIFICATION

I hereby certify that to the best of my knowledge, information and belief that the plan shown hereon is true and correct; has been prepared in accordance with the Zoning Regulations of Montgomery County, Maryland; I hereby certify that these plans were prepared or approved by me, and that I am a duly licensed Professional Landscape Architect under the laws of the State of Maryland.

License No. 807
Expiration Date: January 4, 2028

January 13, 2026
Date

Kayla Foster
Professional Landscape Architect
GESSACK, LITTLE & HOBBS, P.A.



| DATE | REVISION | BY | APPR. |
|------|----------|----|-------|
| | | | |
| | | | |
| | | | |

PREPARED FOR
THE WILLS GROUP
102 CENTENNIAL STREET
LA PLATA, MD 20646
CONTACT
EMAIL: SBALLEW@WILLSGROUP.COM
PHONE: 301-932-3600

| SCALE | ZONING |
|-----------|----------------|
| | GR |
| DATE | TAX MAP - GRID |
| JAN, 2026 | FS-62 |

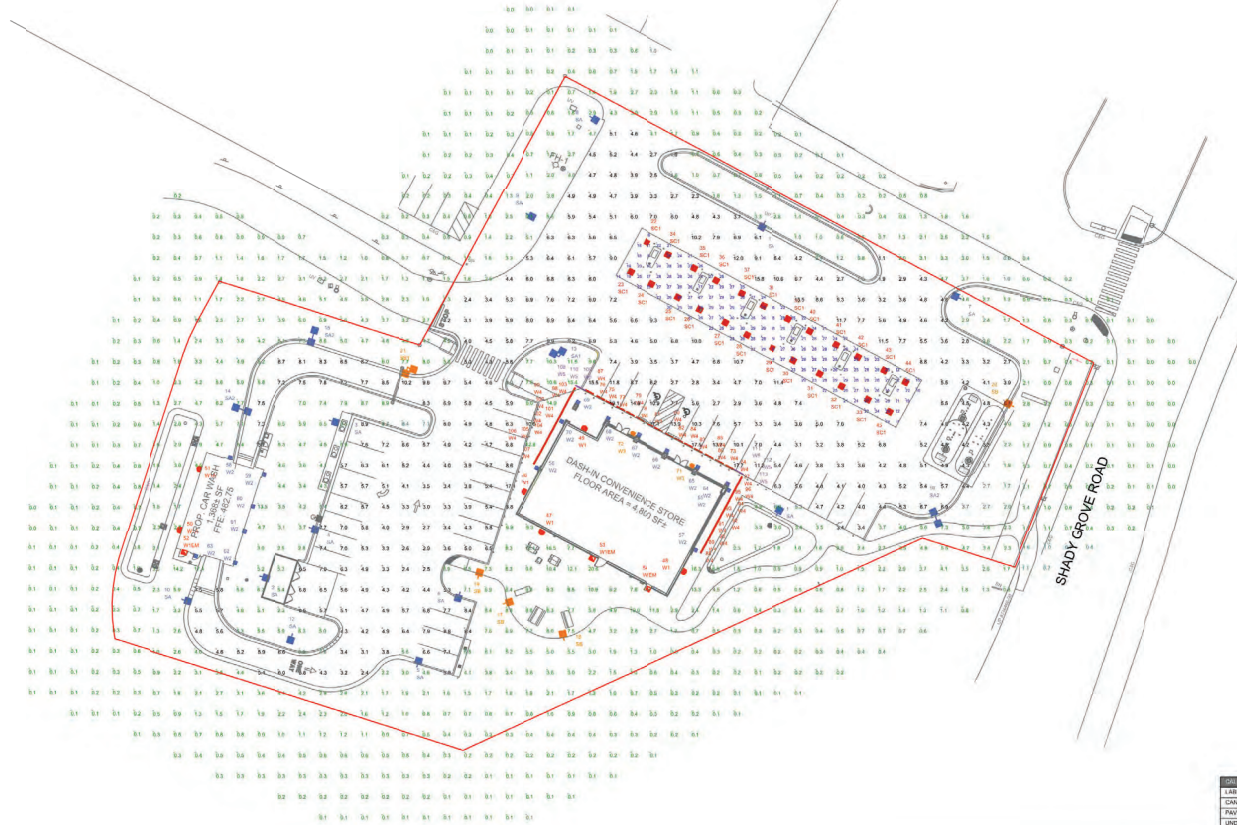
NOTES AND DETAILS SHEET

15700 SHADY GROVE ROAD

DASH-IN CAR WASH

GAITHERSBURG, MARYLAND

G. L. W. FILE NO.
25073
SHEET
2 OF 2



NOTES:
 - POLE MOUNTED FIXTURES ARE MOUNTED ON A 15' POLE
 - TOP OF A 2' HIGH CONCRETE BASE
 - FOOTCANDLE LEVEL CALCULATED AT GRADE USING NTHL LUMEN VALUES

THIS SITE IS LOCATED IN A REGION WHERE LIGHTING IS REGULATED BY LOCAL ORDINANCES

| LUMINAIR POLYCHROME | | | LUMINAIR POLYCHROME | | |
|---------------------|-------|----------|---------------------|-------|----------|
| LUM. NO. | LABEL | MTG. HT. | LUM. NO. | LABEL | MTG. HT. |
| 1 | SA | 17 | 57 | W2 | 10 |
| 2 | SA | 17 | 58 | W2 | 10 |
| 3 | SA | 17 | 59 | W2 | 10 |
| 4 | SA | 17 | 60 | W2 | 10 |
| 5 | SA | 17 | 61 | W2 | 10 |
| 6 | SA | 17 | 62 | W2 | 10 |
| 7 | SA | 17 | 63 | W2 | 10 |
| 8 | SA | 17 | 64 | W2 | 10 |
| 9 | SA | 17 | 65 | W2 | 10 |
| 10 | SA | 17 | 66 | W2 | 10 |
| 11 | SA | 17 | 67 | W2 | 10 |
| 12 | SA | 17 | 68 | W2 | 10 |
| 13 | SA | 17 | 69 | W2 | 10 |
| 14 | SA2 | 17 | 70 | W2 | 10 |
| 15 | SA2 | 17 | 71 | W2 | 8 |
| 16 | SA2 | 17 | 72 | W2 | 8 |
| 17 | SB | 17 | 73 | W4 | 18.85 |
| 18 | SB | 17 | 74 | W4 | 18.85 |
| 19 | SB | 17 | 75 | W4 | 18.85 |
| 20 | SB | 17 | 76 | W4 | 18.85 |
| 21 | SB1 | 17 | 77 | W4 | 18.85 |
| 22 | SC1 | 15 | 78 | W4 | 18.85 |
| 23 | SC1 | 15 | 79 | W4 | 18.85 |
| 24 | SC1 | 15 | 80 | W4 | 18.85 |
| 25 | SC1 | 15 | 81 | W4 | 18.85 |
| 26 | SC1 | 15 | 82 | W4 | 18.85 |
| 27 | SC1 | 15 | 83 | W4 | 18.85 |
| 28 | SC1 | 15 | 84 | W4 | 18.85 |
| 29 | SC1 | 15 | 85 | W4 | 18.85 |
| 30 | SC1 | 15 | 86 | W4 | 18.85 |
| 31 | SC1 | 15 | 87 | W4 | 18.85 |
| 32 | SC1 | 15 | 88 | W4 | 18.85 |
| 33 | SC1 | 15 | 89 | W4 | 18.85 |
| 34 | SC1 | 15 | 90 | W4 | 18.85 |
| 35 | SC1 | 15 | 91 | W4 | 18.85 |
| 36 | SC1 | 15 | 92 | W4 | 18.85 |
| 37 | SC1 | 15 | 93 | W4 | 18.85 |
| 38 | SC1 | 15 | 94 | W4 | 18.85 |
| 39 | SC1 | 15 | 95 | W4 | 18.85 |
| 40 | SC1 | 15 | 96 | W4 | 18.85 |
| 41 | SC1 | 15 | 97 | W4 | 18.85 |
| 42 | SC1 | 15 | 98 | W4 | 18.85 |
| 43 | SC1 | 15 | 99 | W4 | 18.85 |
| 44 | SC1 | 15 | 100 | W4 | 18.85 |
| 45 | SC1 | 15 | 101 | W4 | 18.85 |
| 46 | W1 | 8 | 102 | W4 | 18.85 |
| 47 | W1 | 8 | 103 | W4 | 18.85 |
| 48 | W1 | 8 | 104 | W4 | 18.85 |
| 49 | W1 | 8 | 105 | W4 | 18.85 |
| 50 | W1A | 10 | 106 | W4 | 18.85 |
| 51 | W1A | 10 | 107 | W4 | 18.85 |
| 52 | W1EM | 8 | 108 | W4 | 18.85 |
| 53 | W1EM | 8 | 109 | W4 | 18.85 |
| 54 | W1EM | 8 | 110 | W4 | 18.85 |
| 55 | W2 | 10 | 111 | W4 | 18.85 |
| 56 | W2 | 10 | 112 | W4 | 18.85 |
| | | | 113 | W4 | 18.85 |

| OCCUPATION SUMMARY | | | | | |
|--------------------|-------|------|-----|---------|---------|
| LABEL | AVG. | MAX | MIN | AVERAGE | MAXIMUM |
| CANOPY | 24.87 | 38 | 1.8 | 1.28 | 2.37 |
| PAVED AREA | 5.59 | 10.1 | 1.1 | 5.33 | 17.50 |
| UNDEVELOPED | 2.06 | 20.8 | 0.6 | N.A. | N.A. |

| LUMINAIR SCHEDULE | | | | | | | | | | CATALOG LOGIC | |
|-------------------|-----|-------|-------------|--------|-------|------------|----------------|-----------------|--|---|-----------------|
| SYMBOL | QTY | LABEL | ARRANGEMENT | LUMENS | LUF | BUS RATING | WATTS/LUMINAIR | TOTAL WATTS | MANUFACTURE | DESCRIPTION | MANUFACTURE |
| 1 | 12 | SA | Single | 1320 | 1,000 | 80-UP-04 | 90.12 | 1081.44 | Lumina Lighting | DSGL LED FS 80R T8R FM MVLCT F40 XX | Lumina Lighting |
| 2 | 1 | SA1 | 2 80 W/18 D | 1320 | 1,000 | 80-UP-04 | 90.12 | 90.12 | Lumina Lighting | DSGL LED FS 80R T8R FM MVLCT F40 XX | Lumina Lighting |
| 3 | 1 | SA2 | 2 80 W/18 D | 1320 | 1,000 | 80-UP-04 | 90.12 | 90.12 | Lumina Lighting | DSGL LED FS 80R T8R FM MVLCT F40 XX | Lumina Lighting |
| 4 | 1 | SB | Single | 1560 | 1,000 | 80-UP-04 | 96.12 | 96.12 | Lumina Lighting | DSGL LED FS 80R T8R FM MVLCT F40 XX | Lumina Lighting |
| 5 | 1 | SB1 | 2 80 W/18 D | 1560 | 1,000 | 80-UP-04 | 96.12 | 182.24 | Lumina Lighting | DSGL LED FS 80R T8R FM MVLCT F40 XX | Lumina Lighting |
| 6 | 28 | SC1 | Single | 716 | 1,000 | 80-UP-01 | 42.33 | 1185.04 | Lumina Lighting | POINT LED AC/DC DIM SWING SYM. MVLCT 80L 01W/40 Setting 2175W | Lumina Lighting |
| 7 | 4 | W1 | SINGLE | 412 | 1,000 | 81-UP-01 | 24.622 | 117.703 | Lumina Lighting | ARCLED PM 80R MVLCT F40 XXXXX | Lumina Lighting |
| 8 | 2 | W1A | SINGLE | 156 | 8,000 | 81-UP-01 | 18.6112 | Lumina Lighting | ARCLED PM 80R MVLCT F40 XXXX (SETTING 4) | Lumina Lighting | |
| 9 | 2 | W1EM | SINGLE | 412 | 1,000 | 81-UP-01 | 28.426 | 113.708 | Lumina Lighting | ARCLED PM 80R MVLCT F40 XXXX (EMERGANCY) | Lumina Lighting |
| 10 | 14 | W2 | SINGLE | 300 | 1,000 | 81-UP-00 | 4.8 | 57.24 | FCSLS Lighting | FCSSLS PM-80W/40/50/60/80/100/120 | FCSLS Lighting |
| 11 | 2 | W3 | SINGLE | 407 | 1,000 | N.A. | 8.9 | 17.8 | Lightsystems | GAMMOS-DW | Lightsystems |
| 12 | 26 | W4 | Single | 296 | 1,000 | 81-UP-01 | 18.422 | 478.772 | SCL | MC-A-1-100-100 | SCL |
| 13 | 6 | W5 | Single | 543 | 1,000 | 80-UP-00 | 4.826 | 27.756 | SCL | MC-A-1-100-100 | SCL |



| REV | BY | DATE | DESCRIPTION |
|-----|-----|----------|--|
| R1 | TAS | 10/22/25 | REDUCED LIGHTING AT PROPERTY LINE AND CANOPY |
| R2 | TAS | 11/14/25 | RELOCATED LIGHT POLES FOR EXISTING STORM SEWER |
| R3 | TAS | 2/4/26 | UPDATED SITE PLAN |
| R4 | TAS | 2/26/26 | REVISED FIXTURE TYPES |

1340 Kemper Meadow Dr. Forest Park, GA 30050
 573-674-9500 | redleonard.com

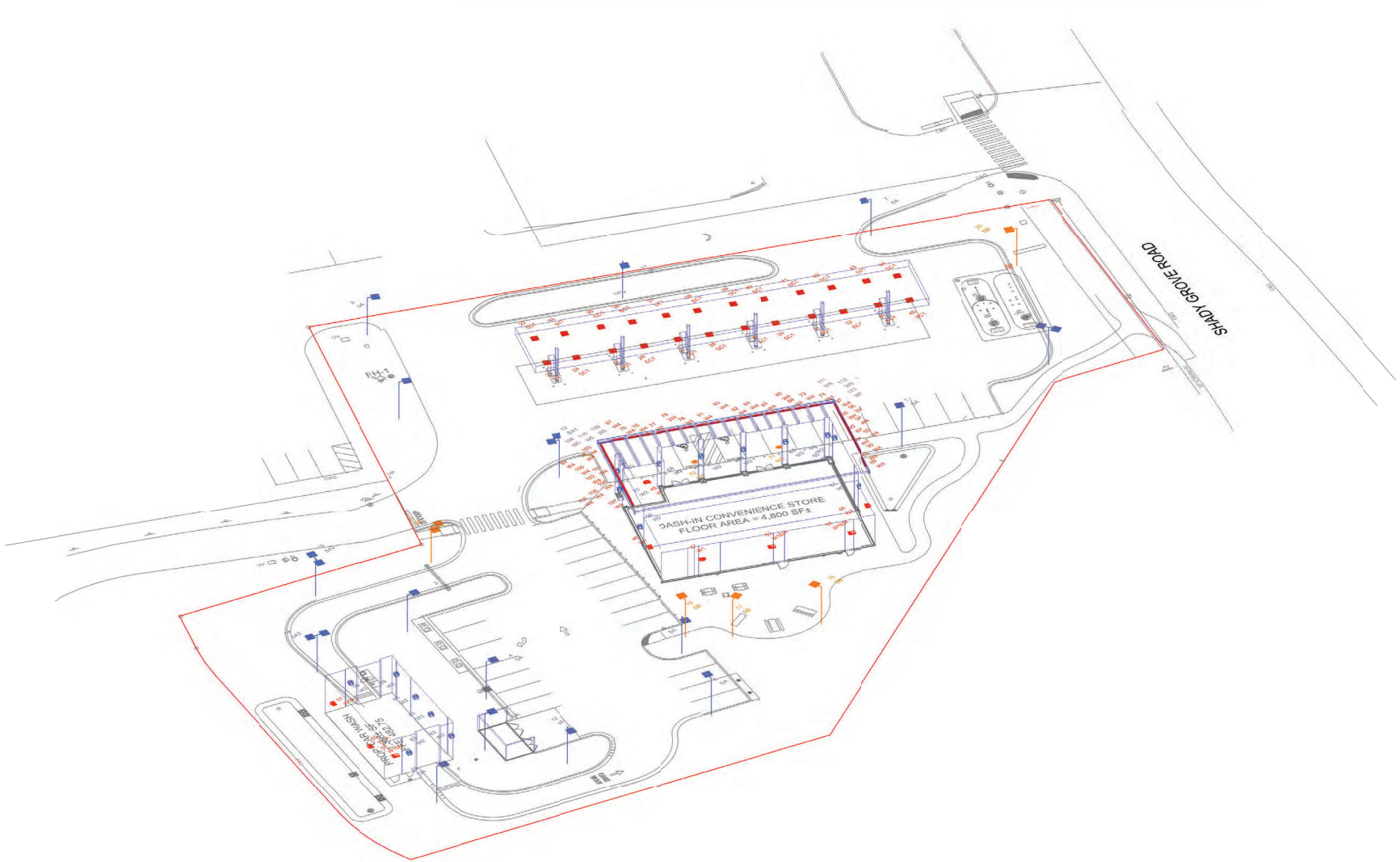
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SCALE: 1" = 20'
 DATE: 5/19/25

PROJECT NAME:
DASH IN #1880
GATHERBURG, MD
 DRAWING NUMBER:
RL-10617-S1-R4



SHEET - L10



SHEET- L13

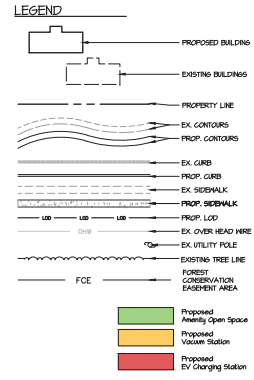
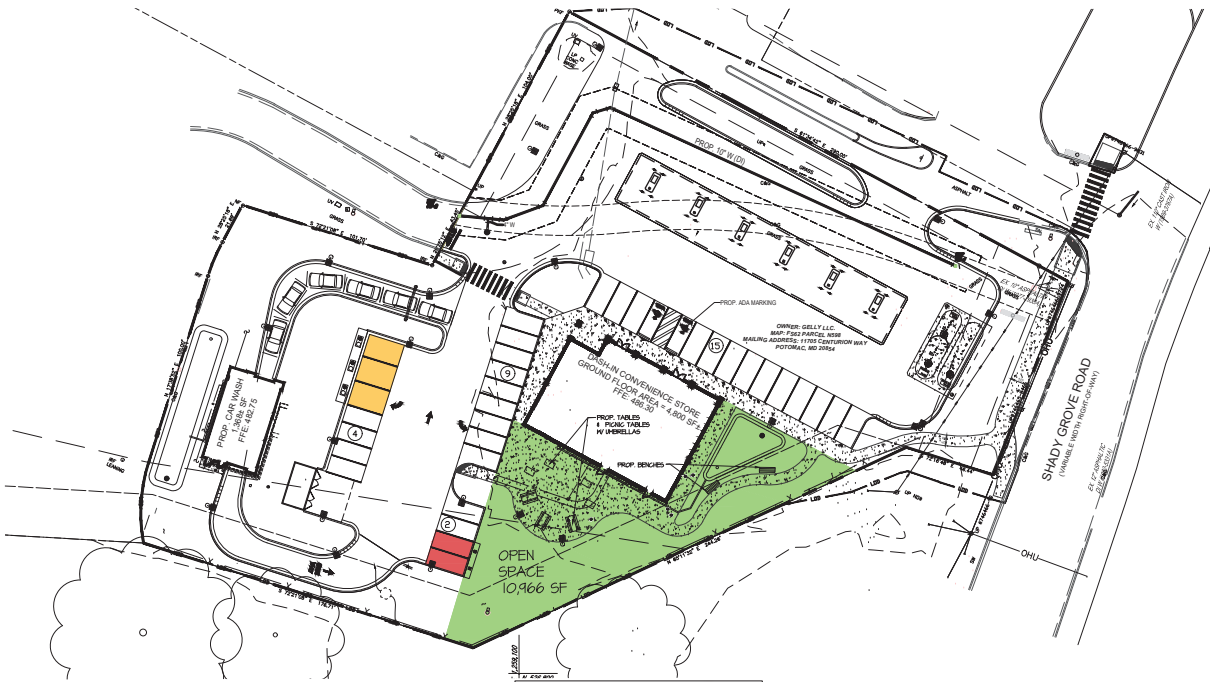


1340 Kiewit Meadows Dr. Forest Park, OH 45240
513-574-9509 | redleonard.com

ANY SITE PLANS, FLOOR PLANS, RENDERINGS, LIGHTING LAYOUTS AND PHOTOGRAPHIC PLANS INCLUDING BUT NOT LIMITED TO ANY PRODUCTS CREATED OR PRODUCED BY RED LEONARD ASSOCIATES INC. ARE ONLY INTENDED FOR ILLUSTRATION AND QUOTE PURPOSES. RED LEONARD ASSOCIATES HAS THE RIGHT TO USE THESE DRAWINGS, SCHEMATS, AND IMAGES FOR ACTUAL PROJECT CONDITIONS, DIMENSIONS, AND ACCURACY OF MEASUREMENTS MAY DIFFER FROM THESE. ANY PHOTOGRAPHS, RED LEONARD ASSOCIATES INC. ASSUMES NO LIABILITY FOR WHAT IS CREATED OR PRODUCED IN THESE RENDERINGS. THIS INCLUDES BUT IS NOT LIMITED TO THE USE OF MODIFICATIONS AND/OR IMPROVEMENTS TO THE PHOTOGRAPHS, SCHEMATS, AND/OR PRODUCTS FOR ACTUAL PROJECTS, ARCHITECTURAL, AND/OR DESIGN STRUCTURES. LANDSCAPE PLANS, LIGHTING PLANS, PATHWAY SELECTIONS AND PLACEMENTS, MATERIALS, COLOR ACCURACY, TEXTURES, AND ANYTHING ATTEMPTED TO NOT BE REALIZED THAT IS CREATED. FURTHERMORE, RED LEONARD ASSOCIATES INC. DOES NOT ASSUME LIABILITY FOR ANY PRODUCTS MADE BY CLIENTS BEING CARRIED OUT AT THE CONCLUSION OF THE PHOTOGRAPHS. THE CUSTOMER'S RELATIVE CAPABILITY TO INSTALL AND/OR OTHER PERSONS IN VIEWING OF THIS PRODUCT IS RESPONSIBLE FOR VERIFYING COMPLIANCE WITH ANY BUT NOT LIMITED TO ALL LOCAL PERMITS, RESTRICTIONS, INSTRUCTIONS, PURCHASES, AND INSTALLATIONS OF OBJECTS VIEWED WITHIN THE PHOTOGRAPHS OR PRODUCTS, WHICH ARE NOT DRAWN TO SCALE. NOT TO BE CLIPPED FROM THIS DOCUMENT AND CONSIDERED AS SEPARATE. ACTUAL MEASUREMENTS MAY VARY. DRAWINGS ARE NOT INTENDED FOR ENGINEERING OR CONSTRUCTION USE. THIS DOCUMENT, ANY RED LEONARD DRAWINGS OR PRODUCTS IS NOT TO BE USED AND/OR INTENDED FOR ENGINEERING OR CONSTRUCTION PURPOSES, BUT FOR ILLUSTRATION PURPOSES ONLY. ANY USE OF THE DOCUMENTATION AND/OR OTHER PRODUCTS PRODUCED BY RED LEONARD WITHOUT WRITTEN AUTHORIZATION FROM ANOTHER LEONARD IS STRICTLY PROHIBITED.

PROJECT NAME:
DASH IN #1880
GAITHERSBURG, MD
DRAWING NUMBER:
RL-10617-S1-R4





OPEN SPACE - SITE DATA
 Amenity Open Space
 Commercial Area: 1.91 Ac. or 85,884 SF
 Required (108%): 0.19 Ac. or 8,508 SF
 Provided (12%): 0.25 Ac. or 10,966 SF

NOTE:
 FURNITURE IS CONCEPTUAL AND CAN BE REFERENCE TO THE CONDITIONAL USE AMENDMENT.



NOTES:
 MODEL: OUTDOOR DIAMOND STEEL TRASH WITH DOME LID
 QUANTITY: PER PLAN
 MFR: BARCO PRODUCTS
 4275 KELLAWAY CIRCLE, SUITE 162
 ADDISON, TX 75001
 FINISH: POWDERCOATED BLACK

LITTER RECEPTACLE
 NTS



NOTES:
 MODEL: 6 FT. STEEL SLATTED, HANNAH BENCH
 QUANTITY: PER PLAN
 MFR: BARCO PRODUCTS
 4275 KELLAWAY CIRCLE, SUITE 162
 ADDISON, TX 75001
 FINISH: METALLIC PEPPER

BENCH
 NTS



NOTES:
 MODEL: ADA 46" SQUARE PICNIC TABLE, IN-GROUND MOUNT
 QUANTITY: PER PLAN
 MFR: GLOBAL INDUSTRIAL
 11 HARBOR PARK DRIVE,
 FORT WASHINGTON, NY 11850
 FINISH: POWDERCOATED BLACK

IN-GROUND ADA TABLE
 NTS



NOTES:
 MODEL: JACKSON COLLECTION PICNIC TABLE
 QUANTITY: PER PLAN
 MFR: BELSON OUTDOORS, LLC
 621 Amerside Drive
 Naperville, IL 60563
 FINISH: POWDERCOATED BLACK

PICNIC TABLES
 NTS



NOTES:
 MODEL: 2 BIKE V BIKE RACKS
 QUANTITY: PER PLAN
 MFR: BELSON OUTDOORS, LLC
 621 Amerside Drive
 Naperville, IL 60563
 FINISH: STAINLESS STEEL

BIKE RACK
 NTS



NOTES:
 MODEL: PULLEY LIFT UMBRELLA, ULINE
 QUANTITY: PER PLAN
 MFR: ULINE
 12275 ILLINE DRIVE
 PLEASANT PRAIRIE, IL 53098
 FINISH: GRAY

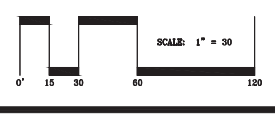
FIBERGLASS PULLEY LIFT UMBRELLA
 NTS

PROFESSIONAL CERTIFICATION
 I hereby certify that to the best of my knowledge, information and belief that the plan shown hereon is true and correct; has been prepared in accordance with the Zoning Regulations of Montgomery County, Maryland; I hereby certify that these plans were prepared or approved by me, and that I am a duly licensed Professional Landscape Architect under the laws of the State of Maryland.
 License No. 807
 Expiration Date: January 2026
 Date: January 28, 2026
 Kevin Foster
 Professional Landscape Architect
 Gutschick, Little & Heber, P.A.



GLW
 3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20886 | GLWPA.COM
 PHONE: 301-421-4101 | BALT. 410-489-1820 | DC/VA. 301-699-2524 | FAX: 301-421-4181

| DATE | REVISION | BY | APPR. |
|------|----------|----|-------|
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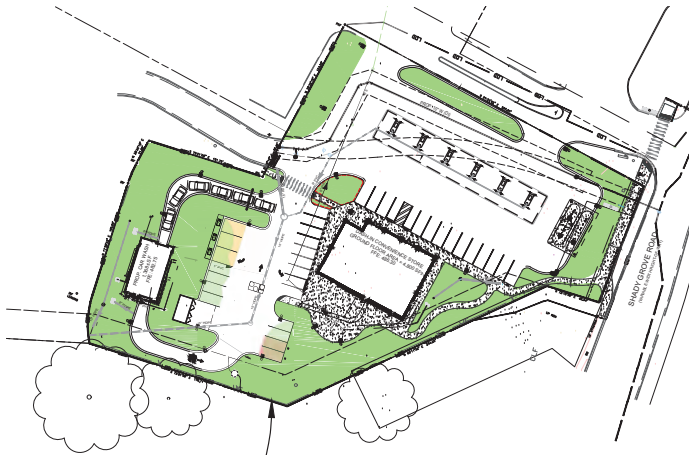
PREPARED FOR:
 THE WILLS GROUP
 102 CENTENNIAL STREET
 LA PLATA, MD 20646
 CONTACT:
 301-932-3600
 BBALLE@WILLSGROUP.COM

| SCALE | ZONING |
|-----------|----------------|
| 1"=30' | GR |
| DATE | TAX MAP - GRID |
| FEB. 2026 | FS62 |

AMENITY SPACE EXHIBIT
15700 SHADY GROVE ROAD
FS62-0000-N598
DASH-IN CAR SHAW
PARCEL ID: N598
 GAITHERSBURG ELECTION DISTRICT No. 09
 GAITHERSBURG, MARYLAND

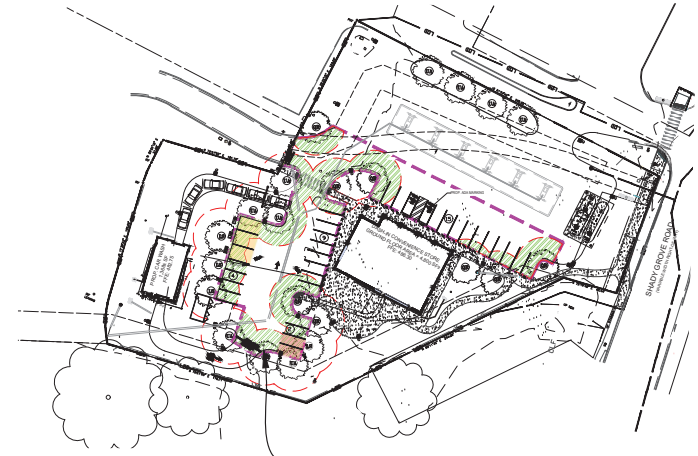
| G. L. W. FILE NO. |
|-------------------|
| 25073 |
| SHEET |
| 1 OF 1 |

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 C:\GARD\AMENITY\25073\PLANS BY GLW\AMENITY\25073-Open_Space_Amenity-1-31.dwg
 DATE: 01/28/2026 10:51 AM, PLOT DATE: 01/28/2026 10:51 AM, PLOT SCALE: 1"=30'



| GREAT SENECA MASTER PLAN - SECTION VII.01 | | | |
|---|-----------|-----|--|
| SITE AREA: | 95,804 SF | | |
| SITE GREEN COVER REQUIRED: | 30,054 SF | 35% | |
| SITE GREEN COVER PROVIDED: | 31,273 SF | 34% | |

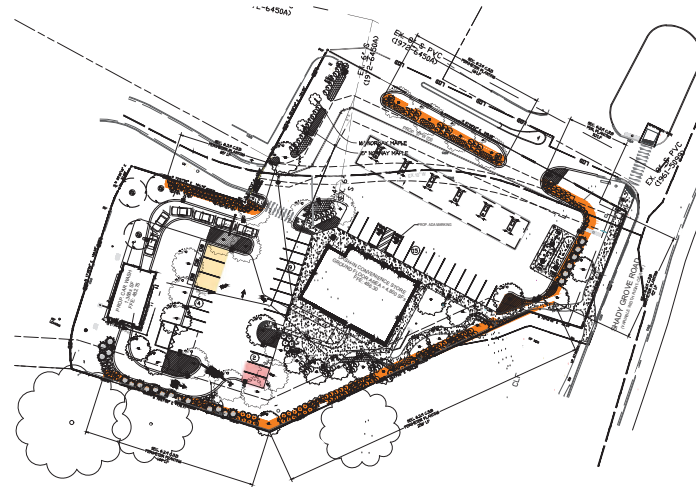
SITE GREEN COVER
SCALE: 1"=50'



| ZONING CODE SECTION 6.2.4.C.2 | | | |
|---|-----|----------|--|
| PARKING LOT TREE CANOPY REQUIRED: | 25% | 4,672 SF | |
| PARKING LOT TREE CANOPY PROVIDED: | 50% | 9,325 SF | |
| GREAT SENECA MASTER PLAN - SECTION VII.02 | | | |
| PARKING LOT TREE CANOPY REQUIRED: | 50% | 4,545 SF | |
| PARKING LOT TREE CANOPY PROVIDED: | 50% | 9,325 SF | |

PARKING LOT BOUNDARY: 18,648 SF

TREE CANOPY PARKING LOT COVERAGE
SCALE: 1"=20'



PERIMETER PLANTING TOTAL: 150 LF

PERIMETER PLANTING
SCALE: 1"=50'

**SECTION 6.2.4.C.3-B
PERIMETER PLANTING**
PROPERTY ADJACENT TO RIGHT-OF-WAY
AND OTHER ZONED PROPERTIES TOTAL 150 LF

- LANDSCAPE STRIP MUST BE A MINIMUM OF 6 FEET WIDE
- CONTAINS A HEDGE OR LOW WALL A MINIMUM OF 3 FEET HIGH. YES
- CONTAINS SHADE TREES SPACED 30 FEET ON CENTER. YES
- THE PROPERTY ADJACENT TO ANOTHER PARKING LOT, IN WHICH CASE A PERIMETER PLANTING AREA IS NOT REQUIRED.

FOR WESTERN PROPERTY LINES ADJACENT TO THE LUCKY STRIKE AND CARVANA'S PARKING LOT.

LEGEND

- CONDITIONAL USE LIMITS
- Parking Lot Area Boundary
- PERIMETER PLANTING BOUNDARY
- GREEN AREA COVERAGE
- VACUUM STATION
- EV CHARGING STATION
- Tree Canopy < 20 years of growth, as defined by the Planning Board's Trees Technical Manual

Parking Lot tree list
Estimated canopy size at 20 years growth (Diameter)
(Size estimated per Manual of Woody Landscape Plants by Michael A. Dirn)

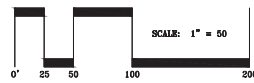
| | |
|------------------------------|-----|
| Quercus Rubra (QR) | 48" |
| Ulmus Americana (UA) | 40" |
| Liquidambar styraciflua (LS) | 40" |

PROFESSIONAL CERTIFICATION

I hereby certify that to the best of my knowledge, information and belief that the plan shown hereon is true and correct; has been prepared in accordance with the Zoning Regulations of Montgomery County, Maryland. I hereby certify that these plans were prepared or approved by me, and that I am a duly licensed Professional Landscape Architect under the laws of the State of Maryland.

License No.: 001
Expiration Date: January 2028
January 28, 2026
Date

Kevin Foster
Professional Landscape Architect
Gaensick, Little & Naper, P.A.



PREPARED FOR:
THE WILLS GROUP
102 CENTENNIAL STREET
LA PLATA, MD 20646
CONTACT:
301-932-3600
BBALLER@WILLSGROUP.COM

| | |
|----------------|-----------|
| SCALE | 1"=20' |
| ZONING | GR |
| DATE | FEB. 2026 |
| TAX MAP - GRID | FS62 |

SITE GREEN AREA, PARKING LOT GREEN & SHADING EXHIBIT

15700 SHADY GROVE ROAD
FS62-000-N598
DASH-IN CAR WASH
PARCEL I.D. N598

GAITHERSBURG ELECTION DISTRICT No. 09 GAITHERSBURG, MARYLAND

G. L. W. FILE NO.

25073

SHEET

1 OF 1

GLW
5959 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4101 | BALTIMORE: 410-486-1820 | DC: 301-699-2524 | FAX: 301-421-4181

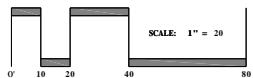
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|-------------|------|----------|--|----|-------|
| DESIGNED BY | XXXX | | | | |
| DRAWN BY | XXXX | | | | |
| CHECKED BY | XXXX | | | | |
| DATE | | REVISION | | BY | APPR. |



DASH-IN

15700 SHADY GROVE ROAD

Gaithersburg, Maryland



Attachment C



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Rabbiah Sabbakhan
Director

February 24, 2026

Mr. Bhoopendra Prakash, P.E.
The Plan Source, Inc.
9506B Lee Highway
Fairfax, Virginia 22031

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
15700 Shady Grove Road – Dash In
Preliminary Plan #: CU202064
SM File #: 302725
Tract Size/Zone: 1.995 acres
Total Concept Area: 1.995 acres
Lots/Block: N/A
Parcel(s): 7 C
Watershed: Muddy Branch
Redevelopment (Yes/No): Yes

Dear Mr. Prakash:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **conditionally acceptable**. The plan proposes to meet required stormwater management goals via the use of Microbioretention.

The following **conditions** will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review. Environmental Site Design to the Maximum Extent Possible will be further evaluated at that time, and additional methods to provide onsite stormwater management must be considered. This should include the use of compensation.
2. The subject property currently drains to the Shady Grove Development Park Regional Pond. Conveyance to the pond is via an existing storm drain system. In the event that full stormwater management cannot be achieved onsite, the pond may be credited for the remainder of the requirement.
3. An engineered sediment control plan must be submitted for this project.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

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



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingervices

Mr. Prakash
February 24, 2026
Page 2 of 2

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The 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.

If you have any questions regarding these actions, please feel free to contact Andrew Kohler at 240-777-6275.

Sincerely,



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

cc: Neil Braunstein
SM File # 302725

ESD: Required/Provided TBD cf / TBD cf
PE: Target/Achieved: 1.8"/TBD"
STRUCTURAL: TBD cf
WAIVED: N/A cf.



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Rabbiah Sabbakhan
Director

February 24, 2026

Mr. Bhoopendra Prakash, P.E.
The Plan Source, Inc.
9506B Lee Highway
Fairfax, Virginia 22031

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
15700 Shady Grove Road – Dash In
Preliminary Plan #: CU202064
SM File #: 302725
Tract Size/Zone: 1.995 acres
Total Concept Area: 1.995 acres
Lots/Block: N/A
Parcel(s): 7 C
Watershed: Muddy Branch
Redevelopment (Yes/No): Yes

Dear Mr. Prakash:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **conditionally acceptable**. The plan proposes to meet required stormwater management goals via the use of Microbioretention.

The following **conditions** will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review. Environmental Site Design to the Maximum Extent Possible will be further evaluated at that time, and additional methods to provide onsite stormwater management must be considered. This should include the use of compensation.
2. The subject property currently drains to the Shady Grove Development Park Regional Pond. Conveyance to the pond is via an existing storm drain system. In the event that full stormwater management cannot be achieved onsite, the pond may be credited for the remainder of the requirement.
3. An engineered sediment control plan must be submitted for this project.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

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



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingervices

Mr. Prakash
February 24, 2026
Page 2 of 2

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The 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.

If you have any questions regarding these actions, please feel free to contact Andrew Kohler at 240-777-6275.

Sincerely,



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

cc: Neil Braunstein
SM File # 302725

ESD: Required/Provided TBD cf / TBD cf
PE: Target/Achieved: 1.8"/TBD"
STRUCTURAL: TBD cf
WAIVED: N/A cf.



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

DATE: 28-Jan-26
TO: Yagya Oli - yagya.oli@plan-source.com
The Plan Source, Inc.
FROM: Marie LaBaw
RE: 15700 Shady Grove Rd (Dash In Food Stores Inc)
CU202604

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **27-Jan-26** .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 signage must be installed prior to occupancy *****



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher Conklin
Director

March 17, 2026

Mr. Mark Beall, Zoning Planner
Zoning, Public Projects & Ag Initiatives Section
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Dr.
Wheaton, MD 20902

REVISED

RE: Conditional Use No. CU202604
15700 Shady Grove Road
Dash-In

Dear Mr. Beall:

We have completed our review of the Conditional Use Plan uploaded to DAIC on February 11, 2026 and the revised traffic study dated February 9, 2026. The Development Review Committee had this before them as a discussion item on January 13, 2026. This plan will be going to the Planning Board on March 26, 2026. The applicant seeks to construct a 4,800-square-foot convenience store with 14 fueling positions and an automated, roll-over-style car wash with one tunnel. Net new trips are 2 AM and 31 PM peak hour motor vehicle trips after adjustments. We have the following comments:

Conditional Use Comments

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans, or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. Shady Grove Road is classified as a "Town Center Boulevard" with a minimum right-of-way of 140 feet. Provide the cross-section of Shady Grove Road, including the proposed improvements on the plans submitted to DPS.
3. There is an existing storm drain easement along the southern property boundary that must be maintained. Any surface pavement over the easement must be reviewed and approved by DPS as part of the right-of-way permit. Any improvements that DPS agrees to will require a

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

recorded Maintenance and Liability Agreement.

4. A storm drain analysis was not submitted to MCDOT with the conditional use plan. At the DPS permit stage, submit a storm drain study if any portion of the subject site drains to the Montgomery County public storm drain system. DPS right-of-way will review and approve the analysis at the permit stage. Any mitigation, if required by DPS, must be completed prior to the release of the right-of-way permit.
5. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
6. The applicant must record the Public Improvement Easement (PIE) and Public Access Easement (PAE) as it is required along Shady Grove Road for the shared use path. The Declaration of PIE and PAE document is to be recorded in the Land Records of Montgomery County. The deed reference is to be provided on the record plat.
7. The Forest Conservation Easement is not allowed to overlap any MCDOT easement.
8. The applicant must submit streetlight plans that comply with MCDOT Streetlight Design Requirements at the time the ROW permit application is submitted. Installation must be completed in accordance with the approved plans. MCDPS will review and approve the location and types of streetlights as part of the ROW permitting process. Failure to meet these requirements will result in the denial of the ROW permit.
9. If the proposed development will alter any existing street lights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 or at yazdan.sanayi@montgomerycountymd.gov for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
10. If the proposed development will alter or impact any existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, hand boxes, Accessible pedestrian signals, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.) in any way, the developer will be required to submit plans to relocate the impacted facilities. Please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper execution procedures. All costs associated with such relocations and or modifications shall be the responsibility of the applicant. The applicant will also be required to participate in upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps.
11. Tree spacing and species in County rights of way must be in accordance with the applicable MCDOT standards. Tree planting within the public right-of-way must be coordinated with the DPS Right-of-Way Plan Review Section.
12. The Developer shall provide Erosion and sediment control measures as required by Chapter 19 and on-site stormwater management where applicable (at no cost to the County) at locations

deemed necessary by the MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built prior to the construction of streets, houses, and/or site grading. They are to remain in operation (including maintenance) as long as the MCDPS deems them necessary.

13. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the building permit. The right-of-way permit will include, but not necessarily be limited to, curbs and gutters (as necessary), shared-use path and handicap ramps, and street trees along the site's Shady Grove Road street frontage.

Traffic Impact Study Comments

Adequacy Determination:

1. Per the 2024-2028 Growth and Infrastructure Policy adopted on November 12, 2024, and the LATR Guidelines dated June 2025, the following adequacy tests are required for the subject site:
 - a. The subject site is in the Orange Policy Area (Gaithersburg); therefore, the motor vehicle adequacy test is required. Accordingly, the applicant conducted a LATR to evaluate motor vehicle capacity and operations in accordance with the applicable standards.
 - b. The proposed site is within the Orange Policy Area and will generate more than 30 net new peak hour trips, pedestrian, bicycle, and transit adequacy tests **are required**.

Non-Motor System Adequacy:

1. Pedestrian Level of Comfort (PLOC): The consultant has stated that the PLOC on their side of the street is undesirable. The south side (or east side) of Shady Grove Road is somewhat comfortable.
2. Street Lighting: Under the 2024 LATR Guidelines, the street lighting adequacy test has been replaced by the illuminance test. The applicant reviewed the lighting and found it to be deficient within their study area. The applicant evaluated existing lighting conditions within the study area and determined that illuminance levels are deficient. To address this deficiency, the applicant proposes upgrading seven (7) streetlights within the study area, as identified in the report. This mitigation measure must be completed prior to issuance of an occupancy permit.ADA Compliance: The consultant reviewed ADA ramps within 200 feet of the site and found only on-site ramps. According to the consultant, the applicant will replace one ADA ramp within the study area that was

found to be deficient. This ramp as identified in the report is along the frontage and does not count as an off-site improvement.

3. Speed Studies: Projects that generate between 30 and 64 net new peak-hour vehicle trips must complete one speed study. The consultant completed the study along Shady Grove Road, which has a 40 mph speed limit. The study review showed that the speed was not exceeded by more than 20 percent in either direction. In addition, this section of Shady Grove Road is located within the High Injury Network roadway.
4. Bicycle Level of Stress: The consultant states that the bicycle level of stress on the north (or west) side of Shady Grove Road is high and moderate. This makes the facilities not appropriate for most children and adults.
5. Transit System Adequacy: The two bus stops within the study area provide shelters with amenities, including Real Time Information displays.

Motor Vehicle System Adequacy:

1. The applicant studied four off-site intersections and their driveway access point. They included pipeline developments, which are unbuilt but approved. According to the consultant, all intersections except one were found to operate within acceptable thresholds, with average intersection delays of 59 seconds when existing, background, and total future conditions were combined. Choke Cherry Road and Shady Grove Road were found to exceed the threshold when total future traffic is included. The consultant explained that this is due to a misaligned network offset at this intersection. The consultant recommends that the County consider updating the offsets as traffic increases.
2. The consultant evaluated the eastbound left turn lane queuing along Shady Grove Road at its intersection with Choke Cherry Road. According to the consultant, the storage length is 400 feet plus the additional taper. The AM queue length will be 254 feet, and the PM queue length will be 391 feet.

Mitigation

1. The applicant is proposing to install seven off-site pedestrian lights attached to existing poles along Shady Grove Road, as identified in the report. According to the consultant, this improvement will cost approximately \$99,750. The Proportionality Guide for this project is \$124,695. This will need to be submitted to DPS for review and approval before any building permit is issued. Completion will be required prior to occupancy.

Mr. Mark Beall
Conditional Use
No. CU202604
March 17, 2026
Page 5

Thank you for the opportunity to review this Preliminary Plan Amendment. If you have any questions or comments regarding this letter, please contact me for this project at rebecca.tormakim@montgomerycountymd.gov or (240) 777-7170.

Sincerely,

Rebecca Torma

Rebecca Torma,
Development Review Manager
Development Review Team
Office of Transportation Policy

SharePoint\Transportation\Director's Office\Development Review\Rebecca\developments\cu202604 15700 Shady Grove revised.docx

cc-e: Correspondence

Attachment E



PO Box 64
Upperco, Maryland 21154
443.383.0093

Proposed Fueling Station
Market Need Analysis

15700 Shady Grove Road
Gaithersburg, Maryland 20877

Project #25-08-024



FOR
Wills Group
102 Centennial Street
LaPlata, MD 20646



PO Box 64
Upperco, MD 21155
443-383-0093
polestaranalysis.org

October 12, 2025

Bertha Ballew, Construction Manager
Wills Group
102 Centennial Street
LaPlata, Maryland 20646

**Subject: Proposed Fueling Station
15700 Shady Grove Road
Gaithersburg, Montgomery County, Maryland 20877**

Dear Ms. Ballew:

Enclosed please find Polestar Analysis (Polestar) report of the need for the proposed Dash In convenience store with gas pumps at the site of an existing, closed Red Lobster restaurant on the northwest side of Shady Grove Road and the northeast side of Washington National Pike (I-270), unincorporated area of Shady Grove of Montgomery County, Maryland. The analysis has been conducted in connection with your petition for a conditional use to permit gas pumps on that property.

We find that the proposed automobile fueling station will serve unmet public need for gasoline. The enclosed report summarizes our reasoning process.

It has been a pleasure working with you on this project. Please call me at (443) 383-0093 should you have any questions or comments.

Respectfully submitted,
Man With a Plan LLC, t/a Polestar Analysis

Edward M. Steere, AICP
Principal
ed@polestaranalysis.org
443-383-0093
www.polestaranalysis.org

Executive Summary

Polestar Analysis has been engaged by The Wills Group in connection with its petition to the Montgomery County Office of Zoning and Administrative Hearings (OZAH) for a conditional use permitting the development of gas pumps at the property located on the northwest side of Shady Grove Road and the northeast side of I-270, in the unincorporated Shady Grove area of Montgomery County, Maryland.

Scope of Work

Polestar Analysis has been engaged to examine evidence of the public need for a gas station at this location. Presentation of sufficient evidence of public need for gasoline sales use is required before a conditional use for that use can be granted.

Specifically, we must demonstrate compliance with the Montgomery County Zoning Code, Article 59-7 – Administration and Procedures need requirement:

§7.3.1.E.5. “... when the Hearing Examiner finds from a preponderance of the evidence of record that a need exists for the proposed use to serve the population in the general neighborhood, considering the present availability of identical or similar uses to that neighborhood.”

Polestar has found that there is significant unmet demand (“need”) of approximately 23 million gallons per annum, for the proposed use to serve the population in the general neighborhood, considering the present availability of identical or similar uses to that neighborhood.

Shady Grove Dash In

The proposed Dash In fueling facility (6 multiproduct dispensers – 12 fueling positions) is to be located on the northwest side of Shady Grove Road and the northeast side of I-270, with access only to Shady Grove Road, southbound. The proposed use would be located approximately 300 feet north of the northbound I-270 on-ramp. The site is presently improved with a closed Red Lobster restaurant and parking lot. The total site area is 86,962 square feet (two acres), proposed to be redeveloped with a convenience store of approximately 4,800 square feet, an in-bay automatic carwash of approximately 1,368 square feet, approximately 35 parking spaces and six (6) multiproduct dispensers under a canopy. The land, a parcel of the Washingtonian Industrial Park, which is also the Shady Grove Shopping Center, is zoned General Retail (GR).

Supply/Demand Issues

Trade Area

The subject’s primary trade area is defined as the geographic area within 40 census block groups, identified by Polestar Analysis and confirmed with data from Environmental Systems Research

Institute (ESRI). We believe this area demonstrates the customer base is likely to shop at the Dash In store and purchase gas. The fuel sales at large convenience store stations are largely dependent upon consumer traffic for products offered in the store.

We have delineated this area (map on page 17), between Rockville in the East, the Potomac River in the West and the stream valleys of Watts Branch in the South and Muddy Branch in the North due to the void of gasoline availability. This is a large area with virtually no gasoline services except at the Shady Grove and Rockville areas. There is a single Shell station in Darnestown, north of this trade area and no options near the Watts Branch valley. Virtually all the households in this area will migrate to the Shady Grove and Rockville area for commercial goods and services. There is also a significant commercial community in Shady Grove with a single gas station and limited convenience store. As such the trade area demographics represent only a portion of the market share occupied by this store. Some additional market is derived from pass-through traffic and daily visitors to the medical community. The data presented below is therefore conservative.

Trade Area Residents

The trade area's residential base is affluent, with an average household income estimated at \$199,916 in 2025. Homeownership at 56.3% is nearly double renting at 38.3%. Homes have an estimated value of \$958,180 in 2025. The number of vehicles per household in 2022 averaged approximately two. More than one-half of workers (53.5%) of workers drive alone to work, with nearly one-quarter (23.0%) having commute times in excess of 45 minutes.

Trade Area Demand

We find that there is strong demand within the Shady Grove trade area for gasoline fueling services. We have quantified 2025 demand for gasoline from residential, commercial and pass-through sources as at least 41.4 million gallons per year. We also find that the total demand from residential consumers is significantly bolstered by the large local medical/office complex in Shady Grove, with limited local supportive gasoline services. Therefore, the total residential demand number computed above is conservative.

Convenient/Useful

We find that the proposed fueling station is "reasonably convenient and useful to the public" because it meets the demand of Dash In shoppers for fuel service as demonstrated by:

- Dash In Patrons – Dash In is locating in an area underserved by full-service convenience stores with fresh food, therefore capturing more of the market than the average gasoline station nearby competition.
- Expedient or Reasonably Convenient – The location along a primary route with an interchange at the interstate highway and proximal to a large retail and office community provides a convenient option for both local workforce, residents and visitors.

- Useful – There are no other convenience stores of this scale, with in-store and on-site offerings, within this trade area. Consumers will find the competitive fuel pricing and food offerings at Dash In to become a destination for fueling services.

Competitive Supply

We find that there is very limited competition within the defined Shady Grove Dash In trade area for the available consumer demand for gasoline and diesel:

- Immediate Trade Area Supply – The 10 other gas stations identified within the trade area are not directly competitive with the Dash In, due to their store, service bays, location and scale. Those stations serve the residents of the trade area, but also the commuters passing through the area to employment and destinations among Rockville and Gaithersburg. Only one gas station has a modern design with the greatest consumer demand, but its location is difficult to access, thereby limiting its potential. The closest stations are an old format, “legacy” service station with an office/snack shop that is functionally obsolete, and one traditional-scale 7-11 that is under renovation but well-placed in the King Farm community. Five of the stations are in close proximity to each other along Frederick Road (MD-355) and serve commuters and a market predominantly east of this trade area.
- Current Performance – Estimating that the total existing competitive supply is now pumping approximately 18 million gallons of gasoline per year, we judge that local consumer demand for gasoline within the trade area is shaped by other factors, including the arterial road network, commuters and travelers along the I-270 corridor and the availability of convenience services in a well-lit modern environment. Performance data and traffic generation models prove that the modern convenience store will generate more customer traffic than the traditional and smaller gas stations.
- Unmet Demand – Based on the performance indicators above of the two modern stations and the five other legacy service stations, we estimate that there is unmet demand of approximately 23.4 million gallons per annum in this trade area. This is a conservative estimate, based on surveyed averages, as no local gas station will disclose their actual performance. Concern for the impact on the existing Shell station next door is tempered by the excessive unmet demand, as well as other forces that drive sales, including location, brand, loyalty programs, accessibility, visibility, etc.

Conclusions

Polestar concludes, therefore, that the public need/necessity for the proposed Shady Grove Dash In gas station is evident based on our analysis:

We find that there is an estimated residential demand for at least 41.4 million gallons of gasoline within the defined Shady Grove Dash In trade area, as determined by standard market research methodologies of residential demand. It is important to note that the availability of gas stations

in the immediate community are presently limited to 10 stations: two-thirds of which include service bays, averaging more than 40 years old, and only one with a similar scale conveniences store, albeit on a site with difficult access. Half of these stations are located on Frederick Road (MD-355), which is the eastern edge of the trade area – not conveniently accessible to residents of the west side of I-270. We find that the older and smaller stations may not capture consistent levels of demand, as industry indicators suggest that a substantial volume of trade would be handled by the more modern facilities that offer larger convenience spaces and services that are attractive to a broader market of consumers. Those older and smaller stations are also not conveniently located to serve the large medical community of Shady Grove, associated with the Adventist Health Care Shady Grove Medical Center and nearby university outposts.

Our analysis in the attached report shows the net unmet demand in the Shady Grove Dash In gas station trade area is approximately 23.4 million gallons per year. Presently this demand is being met with supply from outside the immediate trade area, at gas stations located in other markets and near commuters' places of work.

There are few opportunities in the market area for customers to find fuel at a discount in a modern, well-lit environment that is in demand at this time. With three exceptions, the gas stations in the trade area are all old and/or outdated, and some do not offer a full range of fuels.

Introduction

Polestar Analysis has been engaged by The Wills Group in connection with its petition to the Montgomery County Office of Zoning and Administrative Hearings (OZAH) for a conditional use permitting the development of gas pumps at the property located on the northwest side of Shady Grove Road and the northeast side of I-270, in the unincorporated Shady Grove area of Montgomery County, Maryland.

Purpose of Assignment

The subject site is one lot of the Washingtonian Industrial Park/Shady Grove Shopping Center, formerly developed with a Red Lobster restaurant, that remains vacant at this time. The Wills Group is proposing to redevelop the site with a Dash In convenience store with a Splash In™ car wash and gasoline pumps. The site will use the existing right-in/right-out access to Shady Grove Road southbound. The site is approximately 2.0 acres.

The proposed automobile filling station is planned with six multi-product dispensers (MPD's) under a single canopy, in addition to a convenience store of approximately 4,800 square feet and a bay-style car wash and vacuum stations.

Polestar Analysis has been engaged to examine evidence of the public need for an automobile filling station at this location. Presentation of sufficient evidence of public need for the use is required before a conditional use for that use can be granted. The Montgomery County Zoning Code, Article 59-7 – Administration and Procedures defines the need requirement as:

- §7.3.1.E.5. "... when the Hearing Examiner finds from a preponderance of the evidence of record that a need exists for the proposed use to serve the population in the general neighborhood, considering the present availability of identical or similar uses to that neighborhood."

A convenience store is a permitted use on this site, but a filling station requires the demonstration of public need. For purposes of this analysis, we have considered public need/necessity to mean "expedient or reasonably convenient and useful to the public" (as defined in Lucky Stores, Inc. v. Board of Appeals) and "convenient, useful, appropriate, suitable, proper or conducive to the public in the surrounding area" (as defined in Baltimore County Licensed Beverage Association, Inc. v. Kwon). In this case, we consider an automobile filling station and convenience store complex to be accommodating to the public need when it meets the demand of the public living and working within a reasonably defined trade area for fuel service, as analyzed according to standard market research methodologies.

Dash In Market

Polestar recognizes the nature of the subject as a fueling station facility which also offers a large convenience store with fresh food and an in-bay automatic car wash. The “niche market” aspect of this facility is that there are few fuel service stations with this breadth of convenience and the absence of service bays in this area. We believe it does not, therefore, compete directly against standard service stations—as is clear in its design, offerings, location and marketing.

In this analysis, we focus on the key issues of competitive demand/supply factors within the subject’s trade area and whether the proposed fueling station provides a service which is desired by the Dash In customer base.

Scope of Work

In conducting this analysis Polestar has accomplished the following tasks:

- Inspected the subject site and neighborhood;
- Reviewed the subject’s site plan;
- Defined the subject’s surrounding trade area;
- Consulted demographic and economic data for the trade area produced by ESRI (Environmental Systems Research Institute, Inc.) based on U.S. Census information, Metropolitan Washington Council of Governments and others;
- Inspected gas station properties in the trade area;
- Estimated the scale of gasoline demand within the defined trade area and arrived at certain conclusions.

Organization of Report

Following this section, Polestar’s report is organized in four sections as follows: site and location analysis; need analysis; other supply/demand; summary & conclusion.

Qualifications of Consultant

Polestar Analysis is a multifaceted land use and real estate consulting firm. The principal, Ed Steere, has more than 35 years of experience as a certified land planner, economic developer and market analyst. Mr. Steere has performed hundreds of commercial, residential and institutional studies throughout Maryland and the nation. Polestar provides clients with objective advice and practical assistance at every stage of decision-making in the spheres of land planning, economic development, and development, use or reuse of all types of real estate. Our clients include corporations, institutions, real estate owners, builders, developers, and government entities.

Site Location Analysis

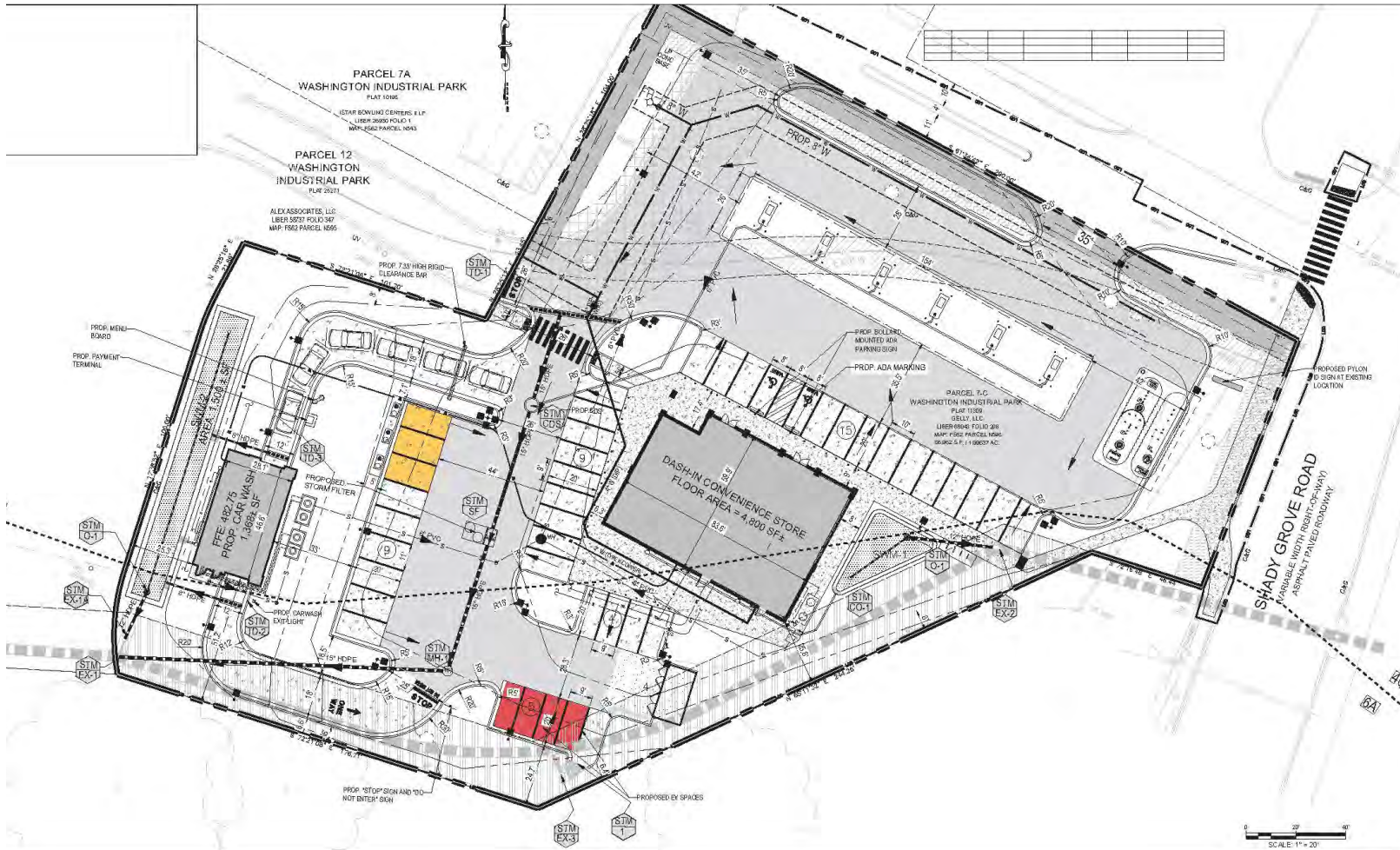
In this section, Polestar describes the proposed fueling station location, its access and surroundings in order to establish its positioning within its trade area and competitive environment generally.

Site Description

The proposed Dash In station is to be located on the northwest side of Shady Grove Road, northeast of I-270. The proposed use would be located approximately 300 feet north of the northbound on-ramp to I-270. The site is Parcel 7-C of the Washingtonian Industrial Park, which includes the Shady Grove Shopping Center. This parcel is approximately two acres in size and was previously developed as a Red Lobster restaurant. The land is zoned General Retail (GR).

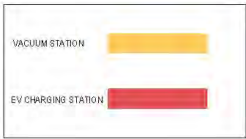
The improvements will include an approximately 4,800 square foot convenience store, 1,368 square foot in-bay automatic carwash (Splash In), six multiproduct dispensers under a canopy and associated parking. This design and scale of this gas station is anticipated to supply less than 3.6 million gallons of fuel per year.

As noted above, the site was previously developed with a restaurant building and associated parking. That site plan is no longer relevant to this proposal for redevelopment. The topography is relatively flat and drops gradually toward the interstate right-of-way.



SCOPE NOTES:

1. THE PROPOSED PROJECT INVOLVES THE REDEVELOPMENT OF AN EXISTING SITE CURRENTLY OCCUPIED BY RESTAURANT BUILDINGS. THE PLAN PROPOSES TO DEMOLISH THE EXISTING STRUCTURES AND CONSTRUCT A NEW CONVENIENCE STORE APPROXIMATELY 4,800 SQUARE FEET. IN ADDITION, THE DEVELOPMENT PROPOSES A FUEL CANOPY WITH SIX (6) DISPENSERS AND AN ASSOCIATED CARWASH BUILDING.
2. THE C-STORE IS PERMITTED BY RIGHT AND THE FUEL CANOPY AND CARWASH ARE PERMITTED BY CONDITIONAL USE PERMIT.
3. NO BODIES OF WATER, WATERCOURSES, OR 100-YEAR FLOOD PLAINS EXISTS ON THIS PROPERTY.
4. NO HISTORIC RESOURCES ARE LOCATED ON THIS PROPERTY ACCORDING TO AVAILABLE TOWN RECORDS.
5. THERE ARE NO KNOWN GRAVES OR BURIAL SITES ON THIS PROPERTY.



LEGEND

| | |
|------------------------------|--|
| STORM DRAIN EASEMENT | |
| 12' SLOPE EASEMENT | |
| WSSC EASEMENT | |
| INGRESS EGRESS EASEMENT | |
| INGRESS EGRESS EASEMENT | |
| WASHINGTON GAS EASEMENT | |
| 10' MCI & TELEPHONE EASEMENT | |







Subject site and shared access road from Shady Grove Road



Former Restaurant from access road (Shady Grove Rd to the left)



Shady Grove Road looking North



Shady Grove Road looking South, and East side (subject on right edge of photo)



Looking North from Subject



Bowling Alley adjacent use to the Northwest



Carvana dealership adjacent use to the West



Shell Service Station adjacent use to the North

Site Access

The subject property has excellent frontage on Shady Grove Road with a restricted, southbound access point due to the median in Shady Grove Road. There is a traffic signal approximately 400 feet north of the site access. This signalized intersection accommodates the Shady Grove Shopping Center and Choke Cherry Road. This intersection permits U-turns as well, for consumers approaching from the South and West. There is a sidewalk along this side of Shady Grove Road with crosswalks to Choke Cherry Road and direct access to the Shady Grove Shopping Center.

Surrounding Land Uses

The subject is located directly on the northeast side of I-270, with a full access to Shady Grove Road. I-270 is the primary artery connecting Frederick, Maryland and Washington, DC. Shady Grove Road is a principal arterial road that crosses through the area between Rockville and Gaithersburg, providing direct access for the King Farm planned community linking commercial nodes along Frederick Road (MD-355), as well as an extensive medical office community on the southwest side of I-270. This area of Montgomery County is well developed and offers an extensive grid pattern of roads and accessways among interconnected commercial communities.

The subject site is in the Shady Grove Shopping Center tract, platted as the Washingtonian Industrial Park. This industrial and retail district is a "triangle" bounded by Shady Grove Road, I-270 and I-370. The Shady Grove Shopping Center tenants include Home Depot, Best Buy, Nordstrom Rack, Amazon Fresh and a number of in-line resources. Immediately adjacent to the subject site, sharing the same unique access, is a Shell service station, Lucky Strike bowling alley and Carvana dealership. Across Shady Grove Road is the Mira Upper Rock luxury apartment complex, and office buildings, and a CVS Pharmacy at the corner of Choke Cherry Road. Choke Cherry Road is one of the primary access routes into the King Farm planned community.

Across I-270 from the subject along approximately 1.75 miles of Shady Grove Road is an extensive development of medical offices, including the University of Maryland, Children's Hospital of Washington, Johns Hopkins University, and numerous other offices and specialists. The Adventist HealthCare Shady Grove Medical Center anchors this area, approximately one mile southwest of the subject site.

South of the medical community is a large, planned community known as Falls Grove, with a shopping center, apartments, townhomes and single family detached homes. Moving west from this area is suburban detached lots, gradually increasing in size all the way to the Potomac River. King Farm, noted above, located east of the subject is a high density planned community primarily fronting along Frederick Road (MD-355). This is a Neo-Traditional design development, encouraging walkability and old-town urban feel, with a central commercial area with a Safeway and other in-line uses, but only one gas station, not centrally located, at the corner of Redland Boulevard and Gaither Road. This is a Shell station with a 7-11 convenience store, that is presently closed for renovation. Although King Farm is a dense, walkable community, the majority of residents must use a vehicle to access work, goods and services not available within the community.

I-370 to the North makes a significant rampart in the flow of people through this area. The only real local crossing of this interstate is at Frederick Road and Shady Grove Road, approximately 2.5 miles north of the subject. The highway effectively ends at the Great Seneca Parkway (MD-119), approximately 1.4 miles due west of the subject. I-370 is the interstate highway that feeds the Intercounty Connector (MD-200, aka ICC).

Summary

In summary, the subject property is well situated off the northwest side of Shady Grove Road, and the east side of I-270. Shady Grove Road is a principal arterial route for thousands of drivers who will travel to and from I-270 and the major commercial areas between Frederick Road and I-270.

The proposed gas station is combined with a large format convenience store and car wash planned for the redevelopment of the Red Lobster restaurant site. The facility is designed for six MPDs under canopy with a 4,800 square foot convenience store, carwash and associated parking.

The site is located within 300 feet of an I-270 Northbound access ramp, and directly across the interstate from an expansive medical community anchored by Adventist Health Care Shady Grove Medical Center. The medical community is served with only one gas station, without comprehensive conveniences services. The site will access Southbound Shady Grove Road, but available to Northbound drivers who U-turn at the Choke Cherry Road signal just north of the site.

This site will provide a unique opportunity for thousands of drivers to access fuel and convenience items prior to entering the interstate highway system, as well as workforce, customers and patients utilizing the expansive commercial area of Shady Grove.

The auto-oriented convenience services offered by the proposed Dash In gas station are, therefore, supportive of existing development nearby and transient traffic, given the role the adjacent highway network plays as a major commuter connector.

Need Analysis

In this section, Polestar reviews certain factors which are determinative of the subject fueling station's ability to accommodate the public need. We estimate total demand for gasoline within the subject's trade area, examine the proposed store's consumer characteristics and estimate the subject fueling station's usage, then draw conclusions regarding accommodation of public need.

Shady Grove Trade Area

We have defined the subject gas station and convenience store trade area as a group of 40 census block groups. We believe this area demonstrates the customer base is likely to shop at the Dash-In store and purchase fuel. The fuel sales at large convenience store stations are largely dependent upon consumer traffic for products offered in the store.

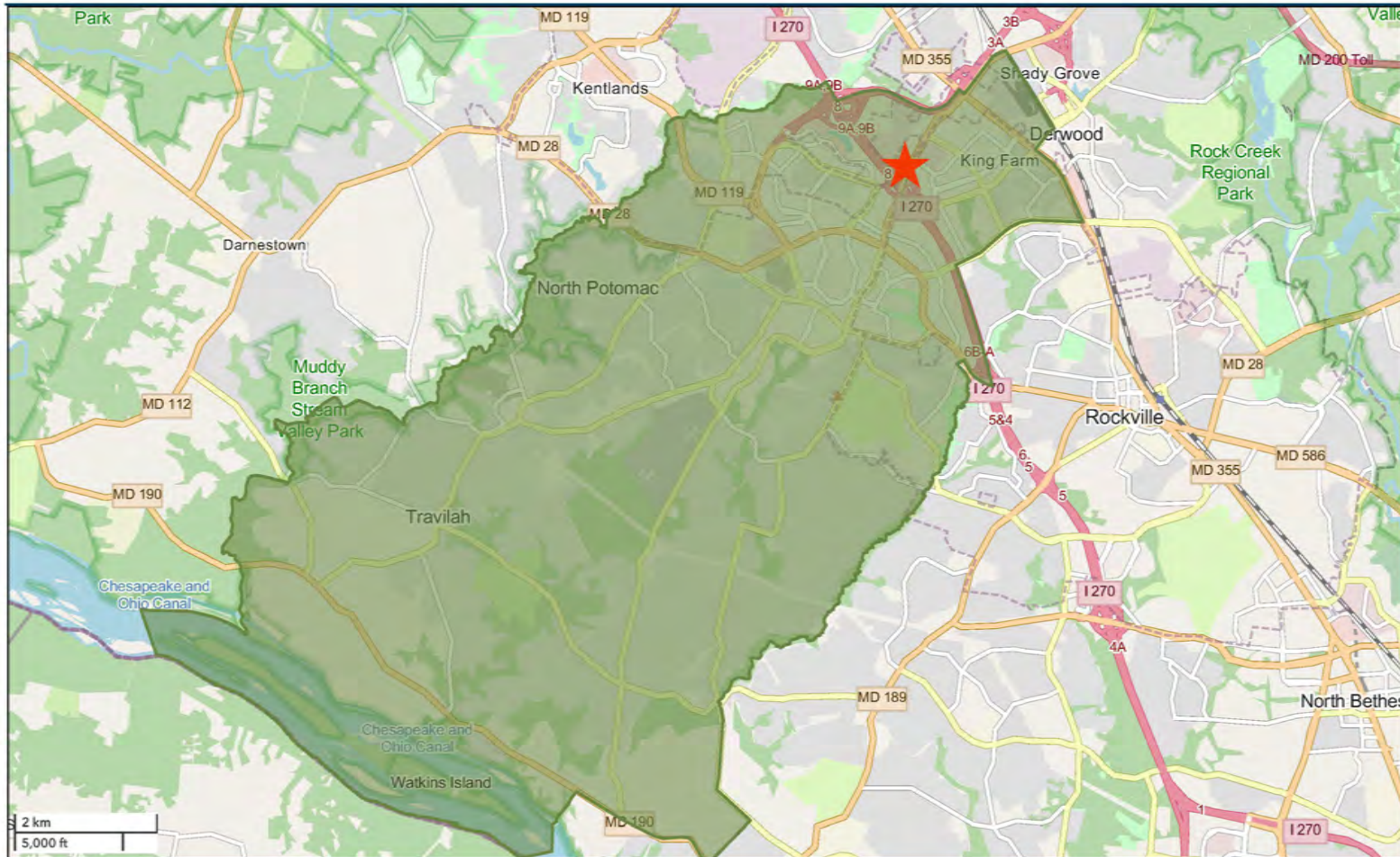
For the purposes of this analysis, we consider the Shady Grove Dash In station trade area to include the unincorporated Shady Grove area and flow west to the Potomac River. Moving East to West, the specific area is bounded by Frederick Road (MD-355). Frederick Road is the original commercial corridor between Washington, DC and Frederick, and thus, where there has historically been the bulk of retail and other non-residential uses are focused serving central Montgomery County. We have included the King Farm community which is underserved with gasoline, bounded on the south by West Gude Drive, and then generally follow the stream valley of Watts Branch to the Potomac River. On the north side, the trade area is bounded by I-370 from Frederick Road to I-270 where the line follows the Muddy Branch stream valley to the Potomac River. Stream valleys tend to produce reasonable trade area definitions, as they present limited crossings and add distance for consumers to travel to reach commercial nodes on the opposite sides. This is a large area with virtually no gasoline services except at the Shady Grove and Rockville areas. There is a single Shell station in Darnestown, north of this trade area and no options near the Watts Branch valley. Virtually all the households in this area will migrate to the Shady Grove and Rockville area for commercial goods and services. A map of the trade area is on the following page.

Census Block Groups:

| | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|
| 6.061 | 6.062 | 6.063 | 6.081 | 6.082 | 6.083 | 6.084 | 6.171 |
| 6.181 | 6.182 | 6.183 | 7.181 | 7.182 | 7.183 | 7.184 | 7.281 |
| 8.281 | 8.291 | 8.361 | 8.362 | 8.373 | 8.381 | 8.382 | 8.391 |
| 8.392 | 8.393 | 10.061 | 10.063 | 10.071 | 10.072 | 10.073 | 12.112 |
| 12.115 | 12.117 | 12.118 | 12.201 | 12.202 | 12.211 | 12.212 | 60.071 |

Dash-In Shady Grove

Primary Trade Area



October 07, 2025

Residential Demand

We have compiled data obtained from Environmental Systems Research Institute (ESRI), a respected national demographic and economic research firm, describing demographic trends and socio-economic characteristics of the trade area.¹ Population trends are as follows:

| Trade Area Demographic Trends | | | | |
|----------------------------------|--------|--------|--------|--------|
| | 2010 | 2020 | 2025 | 2030 |
| Population | 56,320 | 62,315 | 65,388 | 69,270 |
| Households | 20,651 | 24,413 | 25,581 | 27,138 |

Source: 2010 and 2020 Census; ESRI estimate, 2025 and 2030.

The Census statistics and ESRI estimates find the trade area residential base to be stable and growing slowly. Those households have the following socio-economic characteristics:

| Trade Area Statistics | |
|--|-----------|
| Average Household Income (2025) | \$199,916 |
| Average Household Size--Persons (2025) | 2.53 |
| Homeownership Rate (2025) | 56.3% |
| Average Owner-Occupied Home Value (2025) | \$958,180 |
| Average Vehicles per Household (2022) | 2 |
| Household Workers with 2+ Vehicles Available | 77.2% |
| Workers Who Drove Alone | 53.5% |
| Travel 45+ Minutes to Work | 23.0% |

The trade area's residential base is affluent, with an average household income estimated at \$199,916 in 2025. Homeownership at 56.3% is nearly double renting at 38.3%. Homes have an estimated value of \$958,180 in 2025. The number of vehicles per household in 2022 averaged approximately two. More than one-half of workers (53.5%) of workers either drive alone to work, with nearly one-quarter (23.0%) having commute times in excess of 45 minutes. The final stop on the MetroRail Red Line is the Shady Grove station, approximately 1.3 miles northeast of the subject. The next stop is Rockville, approximately 2.7 miles closer to Washington, DC.

We have also consulted the Metropolitan Washington Council of Governments (MWCOG) Round 10.0 Cooperative Forecasts for population, household and employment data for the same general market area. The MWCOG data is typically more precise than Census data due to the local source information and participation.

¹ ESRI US Census estimates are based on American Community Survey (ACS) annual data derived between 2019 and 2023.

Residential Gasoline Demand

Residential consumers within the defined Shady Grove Dash In trade area are estimated to purchase approximately 41.4 million gallons of gasoline in Calendar Year 2025.

This estimate is based on the Consumer Expenditure Surveys of 2022 and 2023 used to compute forecasts by ESRI. The projections are that each household in this trade area spends approximately \$5,111.30 per year on gasoline. This is a total of \$130,752,165 in 2025:

$$25,581 \text{ households} \times \$5,111.30 = \$130,752,165.30$$

For 2023, the Bureau of Labor Statistics Consumer Expenditure Survey and Census American Community Survey estimates that consumer households spent 3.3% of annual gross income for gasoline, with gasoline selling at an average of \$3.157 per gallon for the Washington-Arlington-Alexandria MSA at the end of 2024 according to the U.S. Energy Information Administration. We assume that driving behavior has not changed substantially. Demand for gasoline being relatively inelastic, we estimate that market area households are now buying an average of 1,619 gallons of gasoline per year:

$$\$5,111.30 \div \$3.157/\text{gal.} = 1,619 \text{ gallons per annum per household}$$

We find these estimates to be reasonable, based on the data Census has developed and distances driven to employment centers. If the average household is purchasing approximately 1,619 gallons of gas annually, that equates to 31.1 gallons per week—about two fill-ups for typical automobiles. The average number of vehicles per household in the market area is two and the majority of workers are longer-distance commuters. Understanding those factors, we judge the demand estimate to be conservative.

$$\mathbf{25,581 \text{ households} \times 1,619 \text{ gallons per year} = 41,415,639 \text{ gallons}}$$

Other Demand

In addition to trade area residential consumers who will be the principal patrons at the subject automotive fuel station, we find that there are at least two additional identifiable groups of consumers whom the station could serve:

Workers in the Shady Grove Area

Businesses in the Shady Grove Dash In trade area employ an estimated 65,637 workers in 2025, according to estimates by the MWCOG. These estimates are made for the following 44 TAZs (Transportation Analysis Zones):

Census Block Groups

| | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 519 | 520 | 521 | 528 | 529 | 709 | 720 | 722 | 724 |
| 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 |
| 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 |
| 747 | 748 | 751 | 752 | 753 | 754 | 755 | 756 | 757 |
| 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | |

The MWCOG TAZ areas do not specifically match the census block group mapping. However, in this area, the only variation is near MD-355 and a small suburban residential area at the southern tip, near the intersection of River Road (MD-190) and Norton Road. The large employment area to the West of the subject includes a workforce of approximately 65,000 employees in 2025, growing to 70,000 in 2030 according to the MWCOG. There are undoubtedly local residents who work within this trade area, which prevents absolute counts of residents, workers and visitors.

Transient Travelers

With a location at in interstate interchange, many drivers are passing through the area on the highway network in order to reach destinations both inside and outside the defined trade area. Given their location on the highways, trade area service stations will be convenient to some travelers for the purchase of fuel. .

Although we do not specifically quantify potential demand from the two groups in this analysis, traffic generation models show that a modern gas station with convenience stores could attract as much as 64% of morning peak hour pass-by traffic and 66% of evening peak hour pass-by traffic.² We cannot compute the individual impacts of each of these three consumer groups of local residents, commuters and local employees because the overall traffic data includes overlap among them. There are only three other existing gas stations west of I-270 in this trade area, extending all the way to the Potomac River. We believe that the actual volume of gasoline demand in the trade area far surpasses the capacity of these three stations.

Summary

In this section, Polestar has analyzed the public need for gasoline fueling stations from two principal perspectives:

Consumer Demand

We find that there is strong demand within the Shady Grove trade area for gasoline fueling services. We have quantified 2025 demand for gasoline from residential, commercial and pass-through sources as at least 41.4 million gallons per year. We also find that the total demand from residential consumers is significantly bolstered by the large local medical/office complex in Shady Grove, with no local supportive gasoline services. Therefore, the total residential demand number computed above is conservative.

² Traffic Generation Manual, 10th Edition; Institute of Traffic Engineers, September 2017.

Convenient/Useful

We find that the proposed fueling station is “reasonably convenient and useful to the public” because it meets the demand of Dash In shoppers for fuel service as demonstrated by:

- Dash In Patrons – Dash In is locating in an area underserved by full-service convenience stores with fresh food, therefore capturing more of the market than the average gasoline station nearby competition.
- Expedient or Reasonably Convenient – The location along a primary route with an interchange at the interstate highway and proximal to a large retail and office community provides a convenient option for both local workforce, residents and visitors.
- Useful – There are no other convenience stores of this scale, with in-store and on-site offerings, within this trade area. Consumers will find the competitive fuel pricing and food offerings at Dash In to become a destination for fueling services.

Other Supply/Demand Issues

In this section, Polestar reviews other issues in the competitive marketplace for gasoline service stations which might be considered relevant to the case at hand. We examine the likely demand of Dash In patrons for the subject station in the context of competition within its Shady Grove retail trade area. Polestar has surveyed automobile filling stations located within the defined trade area. In addition to our observations, we have consulted various sources including the Maryland Department of Assessments & Taxation (SDAT), CoStar Realty Group's commercial multiple list system and others to better describe the competitive supply in the Shady Grove and Rockville area.

Station types

Polestar consulted the National Association of Convenience Stores (NACS) for facts associated with the different types of motor fuel sales operations. The Shady Grove trade area has a variety of fueling stations: some with service bays, others with kiosk stores, and large convenience stores. NACS classifies these establishments as follows:³

- **Kiosk** – less than 800 square feet with fast moving retail items like tobacco, beverages and snacks. Typical customers are transients and locals stopping in to buy gasoline.
- **Mini Convenience Store** – typically 800-1,200 sq.ft.. Limited to prepared foods and serving people buying gasoline.
- **Limited Selection Convenience Store** – approximately 1,500 to 2,200 sq.ft. which is the typical conversion of a former 2-bay service station.
- **Traditional Convenience Store** – Typically 2,400 to 2,500 sq.ft. with an expanded product mix, often including more grocery items.
- **Expanded Convenience Store** – About 2,800-3,600 sq.ft. This is a popular alternative to the large grocery store and often attract more families, women and senior citizens.
- **Hyper Convenience Store** – Very large stores at 4,000-5,000 sq.ft. These stores employ more staff, offer fresh food and sit-down eating spaces. These stores attract more families, senior citizens and in some locations act as a mini-truck stop with expanded services.

We find it important to study the classification of the supply in the trade area and balance that against the customer type, or target markets in this rapidly developing community. Additionally, there are three overarching store market types: Neighborhood, Commuter and Interstate. The subject location is in the unique position to serve primarily neighborhood and commuter markets and subsequently some interstate as well.

NACS reports that convenience store operations sell approximately 80% of all consumer motor fuels in the country. The remaining 20% is sold at traditional service stations and supermarkets. They also report that consumers will drive up to 10 minutes out of their way to save pennies on gas purchases, which is why the convenience store venues are often able to sell fuel with lower

³ NACS State of the Industry of 2016 Data Fact Book.

margins, based on sales of other goods with higher margins. This Dash In is classified as a hyper convenience store.

Immediate Trade Area

We have focused on the competitive supply within southwestern Montgomery County, since those gas stations are in the trade area's core at highway locations important for serving demand derived from throughout the broader trade area geography. As available, the areas of automobile filling station improvements and parcels have been taken from SDAT assessment records for the sake of consistency. We find that there are only 10 other existing gas stations located within, or on the edges of the designated trade area:

- Shell – 15730 Shady Grove Road – This service station is on the site immediately north of the subject. The primary use is auto service. There are four MPDs (two with diesel), on two parallel islands, located close to Shady Grove Road. There is no space to bypass a vehicle at a forward pump and with the expanse of parked vehicles, it is difficult to back up and turn around. The lot is filled with parked cars, many untagged, suggesting a dealership association. The service bays face the subject site. This service station was opened in 1970 (55 years) – there is not really a convenience store associated with the gas pumps. This station is also owned by The Wills Group and once the new store opens, the gas sales at this location would likely drop off precipitously for the new modern conveniences next door.
- Shell – 1250 W Montgomery Avenue – This service station is at the far southeastern end of the trade area, near an interchange with I-270. The location is optimal for servicing this trade area as one of the few opportunities to fill up prior to entering the highway commute to the District of Columbia. The service bays are accessed on the southern face of this facility, away from the gas pumps. The site is not clogged up with parked cars awaiting service, and therefore presents better curb appeal than most service stations. This station was opened in 1973 (52 years), and is improved with eight MPDs (6, two-sided under canopy and 2 curbside with one side fuel delivery) with four diesel positions. This site is a primary competitor for the subject site for gas only – there is no comparable convenience store at this location.
- Sunoco – 10010 Darnestown Road – This is a classic 1980's gas station with a Mini-Convenience store located centrally under a canopy covering six MPDs on three islands. There are four fueling positions for diesel. This station also includes an in-bay automatic carwash. This site is in front of a shopping center and Trader Joe's that serves a large residential area to the South and West. North of the site is the Medical Center campus across Darnestown Road.
- Shell – 10003 Fields Road – This is a complex site with difficult access, but also the only other Hyper-Convenience store in the trade area. The location is optimally at the western end of I-370, which provides direct access to both I-270 and the ICC (MD-200). The store actually faces the highway, but must be accessed from Fields Road behind the building. Fields Road is a boulevard providing primary access to a large attached residential and multifamily

development and eventually turns into Medical Center Drive as it crosses MD-28. The site includes three buildings: the 4,600 square foot convenience store, an in-bay automatic carwash and a three-bay quick lube business. As noted above, access is from the rear of the site, facing the car wash exit. A consumer must pull in and make a U-turn to access gas pumps and the store, and then retreat by the same access road. This is one of the newest facilities in the trade area, built in 1998 (27 years), with six MPDs (2 with diesel).

- Shell/7-Eleven – 700 Gaither Road – This store is the only gasoline option within the King Farm planned community, although near the edge, at the intersection of Gaither Road and Redland Boulevard. This is a Traditional-scale 7-Eleven convenience store on the corner, with six MPDs on a narrow lot. At the time of our inspection, this store was closed for a complete renovation, but the gas pump facility was open. It is the closest gas station to the subject. This facility was constructed in 1999 at approximately 3,000 square feet.
- BP – 16210 Frederick Road – This is a traditional service station with four MPDs (two with diesel) and a combination office and snack selection, and three service bays. The site is located on the southwest side of Frederick Road just south of I-370. This is the only station on the west side of Frederick Road in this trade area. The site is also a U-Haul rental center with a variety of trucks and trailers on the small lot. This station was opened in 1970.
- 7-Eleven – 15821 Frederick Road – This facility is located on a corner of Frederick Road and Redland Road, providing excellent access, as compared to most of the gas stations along Frederick Road. Built in 1994, this is one of the newer stores in the trade area, classified as a Mini-Convenience store at 1,216 square feet. The store is like the Sunoco above, located under the canopy, with six MPDs on three islands. There are two MPDs with diesel.
- Shell – 15701 Frederick Road – This gas station is located on the northeast corner of Frederick Road and Paramount Drive, with excellent visibility to consumers heading North on Frederick Road. The site was constructed in 1981, in traditional service station format with a small office and three service bays. This site has four MPDs on two islands, with diesel available at two positions.
- Marathon – 15805 Frederick Road – This station is the smallest facility in the trade area, with only three MPDs on three islands under canopy. The building is a small kiosk at the back of the lot. Likely a former Hess station with a small 420 square foot building built in 1967. This lot is openly tied to a Wendy's restaurant on the north side, but also permits the parking of a large food truck on the south side. Our inspection of this site was approximately at a lunch hour and access to the lot was compromised by customers shopping food at the truck.
- Exxon – 15211 Frederick Road – This Exxon service station is located on the southeast corner of MD-355 and E. Gude Drive. However access is restricted to Northbound Frederick Road and Eastbound E. Gude Drive due to medians and the signalized intersection. This station has four service bays, uniquely served with double overhead doors, presenting the service

component as a major influence on the site. Ironically this site has MPDs on five of six canopy pedestals, and there is no diesel available. The placement of this station makes it minimally competitive with the subject, if at all. The facility was constructed in 1990.

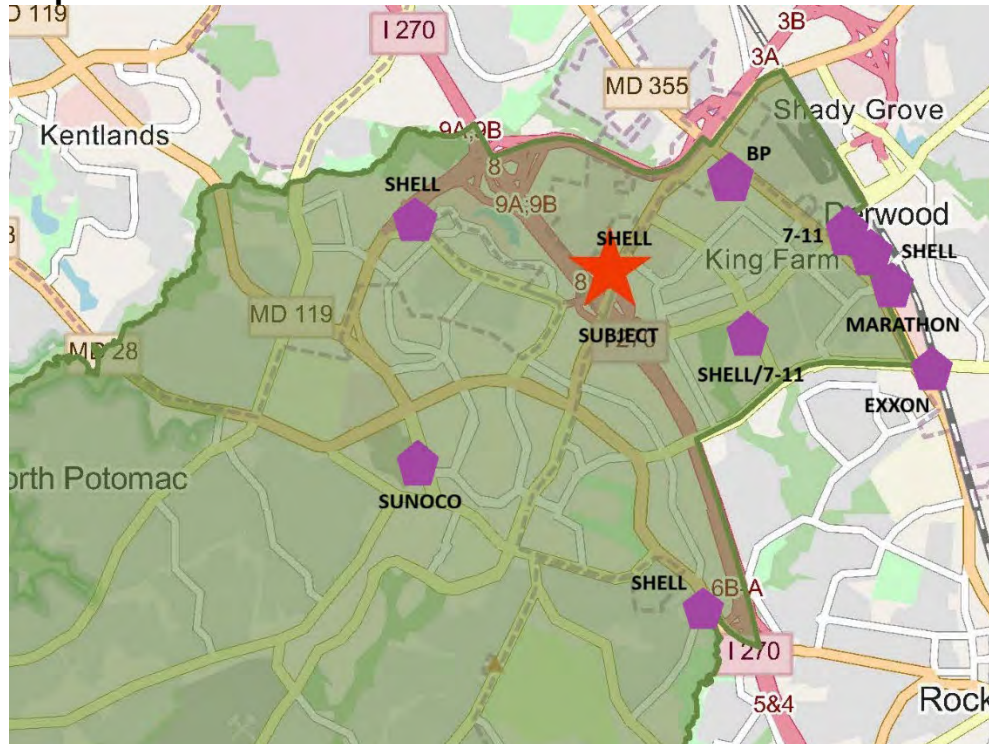
| NAME | # | STREET | Year Built | Gasoline | | Diesel | | Unique Positions | Convenience Store | Features | | | Comments | |
|---------------|-------|------------------|------------|-----------|-------------------|------------|----------------|------------------|-------------------|-------------------|--------------|----------|----------|--|
| | | | | MPD | Fueling Positions | Diesel MPD | Gas/Diesel MPD | | | Fueling Positions | Effective SF | Carwash | | Service Bays |
| Shell/7-11 | 700 | Gaither Rd | 1999 | 6 | 12 | | 2 | 2 | 12 | Traditional | 3,041 | | | Gas open, store renovation |
| Shell | 1250 | W Montgomery Ave | 1973 | 8 | 14 | | 2 | 2 | 14 | Kiosk Office | 564 | | 3 | Clean site |
| Shell | 10003 | Fields Rd | 1998 | 6 | 12 | | 2 | 4 | 12 | Hyper | 4,600 | Y | 3 | drive thru oil change in separate building |
| Sunoco | 10010 | Darnestown Rd | 1987 | 6 | 12 | | 2 | 4 | 12 | Mini | 912 | Y | | At Shopping Center entrance |
| Exxon | 15211 | Frederick Rd | 1990 | 5 | 10 | | | | 10 | Kiosk Office | 609 | | 4 | No Diesel |
| Shell | 15701 | Frederick Rd | 1981 | 4 | 8 | | 2 | 4 | 8 | Kiosk Office | 398 | | 3 | |
| Shell | 15730 | Shady Grove Rd | 1970 | 4 | 8 | | 2 | 4 | 8 | Kiosk Office | 452 | | 3 | Untagged vehicles everywhere; No space to bypass pumps |
| Marathon | 15805 | Frederick Rd | 1967 | 3 | 6 | | 1 | 2 | 6 | Kiosk | 420 | | | Food Truck onsite, attached to Wendy's lot |
| BP | 16210 | Frederick Rd | 1970 | 4 | 8 | | 2 | 4 | 8 | Kiosk Office | 457 | | 3 | U-Haul rentals |
| 7-Eleven | 15821 | Frederick Rd | 1994 | 6 | 12 | | 2 | 4 | 12 | Mini | 1,216 | | | |
| Totals | | | | 52 | 102 | 0 | 17 | 30 | 102 | | | 2 | 6 | |

Evaluation

At the time of our survey on Tuesday, August 19, the busiest gas stations were the modern gas stations with convenience. However, approximately one-third of the stations surveyed in the greater Shady Grove, Rockville and Gaithersburg area were more traditional “legacy” service stations, with multiple service bays, and parking lots filled with vehicles in need of service, sale or lease. Lot sizes along MD-355 are generally too small for the modern hyper convenience store model that consumers demand in the 21st century. The Dash In with Splash In proposed here fits the consumer demand model. Other similar large facilities are located north of Rockville, where we find Wawa, Sheetz and Royal Farms. There is only one hyper convenience store in the Shady Grove trade area at the Shell on Fields Road, just off of I-370. This site is awkward to access, from the rear of the store, and includes a car wash and three-bay quick lube service. The Shady Grove area is underserved with modern gasoline/convenience options – the other stations are an outdated service stations: with mostly small snack shops associated with the service office, a food truck in the parking lot and limited space for maneuverability. We make the following observations:

- There are 10 gas stations within this Shady Grove trade area, offering the following:
 - 6 stations with service bays
 - 1 service station is immediately adjacent to the subject
 - 1 site is a hyper convenience store like the subject
 - 6 are Kiosk-scale stores, 2 are Mini c-stores, and 1 is a Traditional-scale
 - 2 have carwashes
 - Average age of gas stations is greater than 40 years.
- The only comparable store in this trade area is a Shell on Fields Road at the western end of I-370. The site has a single ingress/egress on divided Fields Road, making for awkward access to the site. Fields Road is behind the store site, creating a “blind” entrance to the site, facing the carwash exit.
- The Shell station on the site next door to the subject is a service station with collection of untagged vehicles parked all around the site. The gas pumps are on two islands between the store and Shady Grove Road, with no room to bypass the vehicle at the forward MPD, nor room to back up and turn around to exit the site.
- Shady Grove Road is a primary arterial route through Shady Grove, providing access to Adventist Healthcare Shady Grove Medical Center and a large supply of university and medical offices along the road. This road also has full directional access to I-270.
- Newer stations, on redeveloped sites or newly developed sites offer modern convenience and accessibility presently not available in the area.

Dash In Comps



Current Performance

Petroleum retail industry sources including the Maryland Motor Fuel Tax & Motor Carrier Tax (IFTA) Annual Report and "National Petroleum News" and our experience indicate that the average gasoline fuel service station pumps about 93,943 gallons of gasoline per month or 1.44 million gallons per year. Yet 80% of that volume was from convenience stores. In this trade area, there is only one modern hyper-convenience store. The supply in the Shady Grove area is limited to 10 gas stations, but the limited availability of modern conveniences leaves them likely performing at or above the average for their type of store. Service station sites are models of low performance with service bays and limited convenience store offerings.

The 2019 NACS State of the Industry Report places surveyed stations into one of four quartiles based on store operating profit. The most profitable 25% of stations make up the top quartile. The store operating profit metric is used to represent store performance as it eliminates the influence of corporate general and administrative expenses, asset sales or income from other operations. NACS also provides data based on whether the store sells both gasoline and diesel as well as if they sell privately branded or oil company fuels. Each performance quartile corresponds with an average motor fuel gallonage sold per month, per store.

| NACS Performance Quartiles | | | |
|----------------------------|----------|---------|----------------|
| Rank | Quartile | Gal/mo. | Annual Gallons |
| 4 | 0-25% | 88,191 | 1,058,292 |
| 3 | 26-49% | 120,759 | 1,449,108 |
| 2 | 50-74% | 136,255 | 1,635,060 |
| 1 | 75-100% | 229,831 | 2,757,972 |

The variation between the highest and lowest suppliers in the trade area is not explicitly available due to proprietary secrecy in reporting. Therefore, we observe conditions that are important to the marketing of goods and services, such as clean, well-lit facilities, quality and fresh food products, site access and traffic volumes. The following fueling station productivity analysis measures each station’s anticipated quartile performance relative to industry standards. We have derived our estimates of productivity for each location based on a rating system and our own proprietary database. Based on an assessment of these conditions, we have placed each station into a performance quartile which we believe is most appropriate. However, the performance quartiles are broad and although we categorized most of the supply as quartile 3, performing at 1.5 million gallons per year, we fully suspect that these small stations are not even reaching that goal, primarily since there are so many along MD-355 trying to capture the same customer. Based on assessment of these conditions, we have determined that the stores range across the spectrum on quartile rankings.

| Store | Address | Fueling Positions | Store Size | Store Appeal | Fuel Position Ratio | Daily Traffic (Primary Road) | Performance Quartile |
|------------|-----------------------|-------------------|------------|---------------|---------------------|------------------------------|----------------------|
| Shell/7-11 | 700 Gaither Rd | 12 | 3,041 | Above Average | 1 per 253 sq.ft. | Below Average | 3 |
| Shell | 1250 W Montgomery Ave | 14 | 564 | Above Average | 1 per 40 sq.ft. | Above Average | 1 |
| Shell | 10003 Fields Rd | 12 | 4,600 | Above Average | 1 per 383 sq.ft. | Average | 2 |
| Sunoco | 10010 Darnestown Rd | 12 | 912 | Average | 1 per 76 sq.ft. | Average | 3 |
| Exxon | 15211 Frederick Rd | 10 | 609 | Below Average | 1 per 61 sq.ft. | Above Average | 3 |
| Shell | 15701 Frederick Rd | 8 | 398 | Below Average | 1 per 50 sq.ft. | Above Average | 3 |
| Shell | 15730 Shady Grove Rd | 8 | 452 | Below Average | 1 per 56 sq.ft. | Above Average | 1 |
| Marathon | 15805 Frederick Rd | 6 | 420 | Below Average | 1 per 70 sq.ft. | Above Average | 3 |
| BP | 16210 Frederick Rd | 8 | 457 | Below Average | 1 per 57 sq.ft. | Above Average | 3 |
| 7-Eleven | 15821 Frederick Rd | 12 | 1,216 | Average | 1 per 101 sq.ft. | Above Average | 1 |

Nationally, gas station performance is based on other factors such as price and the presence of a convenience store, accessibility, and perceived safety and accessibility, and more recently, loyalty programs and associations with grocery stores. The stores within the subject site trade area vary widely in regard to these other factors and some are so antiquated that they do not draw the same volumes of customers as the newest offerings. On the other hand some legacy stations, like the Shell next door at 15730 Shady Grove Road perform better than average due to proximity to the highway and loyalty programs.

Based on ITE traffic generation models, a hyper convenience store has a daily customer traffic of 3,350 vehicles, whereas a traditional service station generates 1,200 ADT (35.8%).⁴ ITE classifies the super convenience station as one with greater than 3,000 sq.ft. of retail space and at least 10 fueling positions. Within our trade area there are only two super convenience stations at the 7-11/Shell on Gaither Road and the Shell on Fields Road. Factoring the 36% rate of traffic generation among smaller stations to the hyper station, we can further refine the supply to be limited by a factor of 2:1, suggesting that the modern gas station with convenience services will draw more customer traffic than the outdated competitive supply. The National Association of Convenience Stores (NACS) has surveyed that more than 50% of fuel customers prefer to go inside the store for additional purchases.

In addition to the other variables listed above, each of the competitive stations serves a different local market or trade area, based on a traditional 5-minute or 10-minute drive time. Most of the stations are situated along MD-355 and therefore compete directly with their neighbors for local pass-by traffic. When presented with so many choices in a small area, they tend to choose based on factors such as conveniences in the store, cleanliness, loyalty programs and accessibility. Just as the subject will serve a trade area west of Rockville, the MD-355 stores tend to serve consumers from the East side more than the West. Given the complications of traffic congestion throughout the area, it is not likely for consumers from the East and North to venture southwest to find gas. It is also clear that the unmet local demand in this trade area is being met with supply in other distant markets, thereby increasing traffic and volumes of production at other stations.

Summary

We find that there is very limited competition within the defined Shady Grove Dash In station trade area for the available consumer demand for gasoline and diesel.

Immediate Trade Area Supply

The 10 other gas stations identified within the trade area are not directly competitive with the Dash In, due to their store, service bays, location and scale. Those stations serve the residents of the trade area, but also the commuters passing through the area to employment and destinations among Rockville and Gaithersburg. Only one gas station has a modern design with the greatest consumer demand, but its location is difficult to access, thereby limiting its potential. The closest stations are an old format service station with an office/snack shop that is functionally obsolete, and a traditional-scale 7-11 that is under renovation and well-placed in the King Farm community. Five of the stations are in close proximity to each other along Frederick Road (MD-355) and serve commuters and a market predominantly east of this trade area.

Current Performance

Estimating that the total existing competitive supply is now pumping approximately 18 million gallons of gasoline per year, we judge that local consumer demand for gasoline within the trade area is shaped by other factors, including the arterial road network, commuters and travelers along the I-270 corridor and the availability of convenience services in a well-lit modern environment.

⁴ Trip Generation Manual, 10th Edition, Institute of Traffic Engineers; September 2017

Performance data and traffic generation models prove that the modern convenience store will generate more customer traffic than the traditional and smaller gas stations.

Unmet Demand

Based on the performance indicators above of the two modern stations and the five other legacy service stations, we estimate that there is unmet demand of approximately 23.4 million gallons per annum in this trade area. This is a conservative estimate, based on surveyed averages, as no local gas station will disclose their actual performance. Concern for the impact on the existing Shell station next door is tempered by the excessive unmet demand, as well as other forces that drive sales, including location, brand, loyalty programs, accessibility, visibility, etc.

Summary & Conclusion

In this section, Polestar summarizes our findings and draws conclusions regarding the proposed Shady Grove Dash In gas station and convenience store on the west side of Shady Grove Road at between Choke Cherry Road and I-270 in the unincorporated area of Shady Grove (Gaithersburg zip code), Montgomery County, Maryland.

Shady Grove Dash In

The proposed Dash In fueling facility is to be located on the northwest side of Shady Grove Road and the northeast side of I-270, with access only to Shady Grove Road, southbound. The proposed use would be located approximately 300 feet north of the northbound I-270 on-ramp. The site is presently improved with a closed Red Lobster restaurant and parking lot. The total site area is 86,962 square feet (two acres), proposed to be redeveloped with a convenience store of approximately 4,800 square feet, an in-bay automatic Splash In carwash of approximately 1,368 square feet, approximately 35 parking spaces and six (6) multiproduct dispensers under a canopy. The land, a parcel of the Washingtonian Industrial Park, which is also the Shady Grove Shopping Center, is zoned General Retail (GR).

Supply/Demand Issues

Trade Area

The subject's primary trade area is defined as the geographic area within 40 census block groups, identified by Polestar Analysis and confirmed with data from Environmental Systems Research Institute (ESRI). We believe this area demonstrates the customer base is likely to shop at the Dash In store and purchase gas. The fuel sales at large convenience store stations are largely dependent upon consumer traffic for products offered in the store.

We have delineated this area, between Rockville in the East, the Potomac River in the West and the stream valleys of Watts Branch in the South and Muddy Branch in the North due to the void of gasoline availability. This is a large area with virtually no gasoline services except at the Shady Grove and Rockville areas. There is a single Shell station in Darnestown, north of this trade area and no options near the Watts Branch valley. Virtually all the households in this area will migrate to the Shady Grove and Rockville area for commercial goods and services. There is also a significant commercial community in Shady Grove with a single gas station and limited convenience store. As such the trade area demographics represent only a portion of the market share occupied by this store. Some additional market is derived from pass-through traffic and daily visitors to the medical community. The data presented below is therefore conservative.

Trade Area Residents

The trade area's residential base is affluent, with an average household income estimated at \$199,916 in 2025. Homeownership at 56.3% is nearly double renting at 38.3%. Homes have an

estimated value of \$958,180 in 2025. The number of vehicles per household in 2022 averaged approximately two. More than one-half of workers (53.5%) of workers drive alone to work, with nearly one-quarter (23.0%) having commute times in excess of 45 minutes.

Trade Area Demand

We find that there is strong demand within the Shady Grove trade area for gasoline fueling services. We have quantified 2025 demand for gasoline from residential, commercial and pass-through sources as at least 41.4 million gallons per year. We also find that the total demand from residential consumers is significantly bolstered by the large local medical/office complex in Shady Grove, with limited local supportive gasoline services. Therefore, the total residential demand number computed above is conservative.

Convenient/Useful

We find that the proposed fueling station is “reasonably convenient and useful to the public” because it meets the demand of Dash In shoppers for fuel service as demonstrated by:

- Dash In Patrons – Dash In is locating in an area underserved by full-service convenience stores with fresh food, therefore capturing more of the market than the average gasoline station nearby competition.
- Expedient or Reasonably Convenient – The location along a primary route with an interchange at the interstate highway and proximal to a large retail and office community provides a convenient option for both local workforce, residents and visitors.
- Useful – There are no other convenience stores of this scale, with in-store and on-site offerings, within this trade area. Consumers will find the competitive fuel pricing and food offerings at Dash In to become a destination for fueling services.

Competitive Supply

We find that there is very limited competition within the defined Shady Grove Dash In gas station trade area for the available consumer demand for gasoline:

- Immediate Trade Area Supply – The 10 other gas stations identified within the trade area are not directly competitive with the Dash In, due to their store, service bays, location and scale. Those stations serve the residents of the trade area, but also the commuters passing through the area to employment and destinations among Rockville and Gaithersburg. Only one gas station has a modern design with the greatest consumer demand, but its location is difficult to access, thereby limiting its potential. The closest stations are an old format, “legacy” service station with an office/snack shop that is functionally obsolete, and one traditional-scale 7-11 that is under renovation but well-placed in the King Farm community. Five of the stations are in close proximity to each other along Frederick Road (MD-355) and serve commuters and a market predominantly east of this trade area.

- Current Performance – Estimating that the total existing competitive supply is now pumping approximately 18 million gallons of gasoline per year, we judge that local consumer demand for gasoline within the trade area is shaped by other factors, including the arterial road network, commuters and travelers along the I-270 corridor and the availability of convenience services in a well-lit modern environment. Performance data and traffic generation models prove that the modern convenience store will generate more customer traffic than the traditional and smaller gas stations.
- Unmet Demand – Based on the performance indicators above of the two modern stations and the five other legacy service stations, we estimate that there is unmet demand of approximately 23.4 million gallons per annum in this trade area. This is a conservative estimate, based on surveyed averages, as no local gas station will disclose their actual performance. Concern for the impact on the existing Shell station next door is tempered by the excessive unmet demand, as well as other forces that drive sales, including location, brand, loyalty programs, accessibility, visibility, etc.

Conclusions

Polestar concludes, therefore, that the public need/necessity for the proposed Shady Grove Dash In gas station is evident based on our analysis:

We find that there is an estimated residential demand for at least 41.4 million gallons of gasoline within the defined Shady Grove Dash In trade area, as determined by standard market research methodologies of residential demand. It is important to note that the availability of gas stations in the immediate community are presently limited to 10 stations: two-thirds of which include service bays, averaging more than 40 years old, and only one with a similar scale conveniences store, albeit on a site with difficult access. Half of these stations are located on Frederick Road (MD-355), which is the eastern edge of the trade area – not conveniently accessible to residents of the west side of I-270. We find that the older and smaller stations may not capture consistent levels of demand, as industry indicators suggest that a substantial volume of trade would be handled by the more modern facilities that offer larger convenience spaces and services that are attractive to a broader market of consumers. Those older and smaller stations are also not conveniently located to serve the large medical community of Shady Grove, associated with the Adventist Health Care Shady Grove Medical Center and nearby university outposts.

Our analysis in the attached report shows the net unmet demand in the Shady Grove Dash In gas station trade area is approximately 23.4 million gallons per year. Presently this demand is being met with supply from outside the immediate trade area, at gas stations located in other markets and near commuters' places of work.

There are few opportunities in the market area for customers to find fuel at a discount in a modern, well-lit environment that is in demand at this time. With three exceptions, the gas stations in the trade area are all old and/or outdated, and some do not offer a full range of fuels.

APPENDIX A

Consultant Qualifications

Polestar Analysis

Polestar Analysis is a multifaceted land use and real estate consulting firm. Polestar provides clients with objective advice and practical assistance at every stage of decision-making in the spheres of land planning, economic development, and development, use or reuse of all types of real estate. Our clients include corporations, institutions, real estate owners, builders, developers, and government entities.

The principal-in-charge of this assignment has been Edward Steere, AICP, MSRE, Senior Managing Director. He has 35 years of planning, real estate development, and consulting experience. He has successfully completed market studies and economic and fiscal analyses for many development opportunities throughout the Mid-Atlantic in Maryland, Pennsylvania, Delaware and Virginia on behalf of public and private clients.

Edward M. Steere, AICP

Edward M. Steere, AICP, is the senior consultant who completed this assignment. Mr. Steere has a broad professional background in planning and real estate acquired over 35 years in the industry including: site design, entitlement, research, sales and marketing, development, financing and appraisal. His advisory assignments have encompassed: market and financial feasibility analyses of major real estate projects; land acquisition and marketing for residential development; tax-motivated and conventional financing for single family and multifamily residential projects; and advising public, non-profit and private clients concerning real estate decision-making.

Mr. Steere is qualified in analyzing the multitude of issues relating to residential and commercial real estate development, including: demographic and economic trends, financial analysis and property valuation, economic and fiscal impacts.

Mr. Steere has conducted real estate and market feasibility analyses throughout the Washington-Baltimore region. He has testified and has been accepted as an expert witness before administrative bodies concerning the public need for various kinds of commercial facilities and other planning issues in many of the jurisdictions in the Washington-Baltimore region, including the Montgomery County Office of Zoning and Administrative Hearings.