



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

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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.

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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

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cc-e: Correspondence