

Transportation Statement

# 1455 Research Boulevard

City of Rockville, MD

**December 8, 2025**

**GOROVE SLADE**  
Transportation Planners and Engineers

**Prepared by:**



4550 Montgomery Avenue, Suite 400, Bethesda, MD 20814

4114 Legato Road, Suite 650, Fairfax, VA 22033

1140 Connecticut Ave NW, Suite 1010, Washington, DC 20036

225 Reinekers Lane, Suite 750, Alexandria, VA 22314

4951 Lake Brook Drive, Suite 250, Glen Allen, VA 23060

**[www.goroveslade.com](http://www.goroveslade.com)**

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## Introduction

This transportation statement reviews the transportation elements of the proposed redevelopment of the property located at 1455 Research Boulevard within the City of Rockville. The project site is shown in Figure 1, and Figure 2 provides the location of the site within a regional context. Figure 3 provides an aerial view of the site and surrounding roadway network.

The proposed redevelopment is expected to result in fewer than 30 net new vehicle trips, and therefore only a limited on-site transportation assessment is required to satisfy the Comprehensive Transportation Review portion of the application.

This transportation statement includes three (3) sections: Introduction, Trip Generation, and Proposed On-Site Transportation.

The scoping form is included in the Technical Attachments.

## **Site Land Use**

### **Existing Land Use**

The project site is bounded by a shopping center to the south, I-270 to the east, and office space to the north and Research Boulevard to the west. The property is located within the City of Rockville boundary.

The site is currently occupied by a 220,000 sf office space in addition to a paved parking lot surrounding the buildings.

### **Proposed Land Use**

The Project includes a change in use through removal of the existing buildings and redevelopment of the site with 64 multi-family residential units, 56 two-over-two stacked units, and 78 townhouses with up to 198 units total.

Figure 4 shows the proposed site plan.

### **Project Phasing**

The proposed residential units will be built in one (1) phase and are expected to be completed by 2031.

### **Commercial Activity and Hours of Operation**

As a residential development, no commercial activity is anticipated onsite. Similarly, as a residential development, there will be no posted hours of operation.

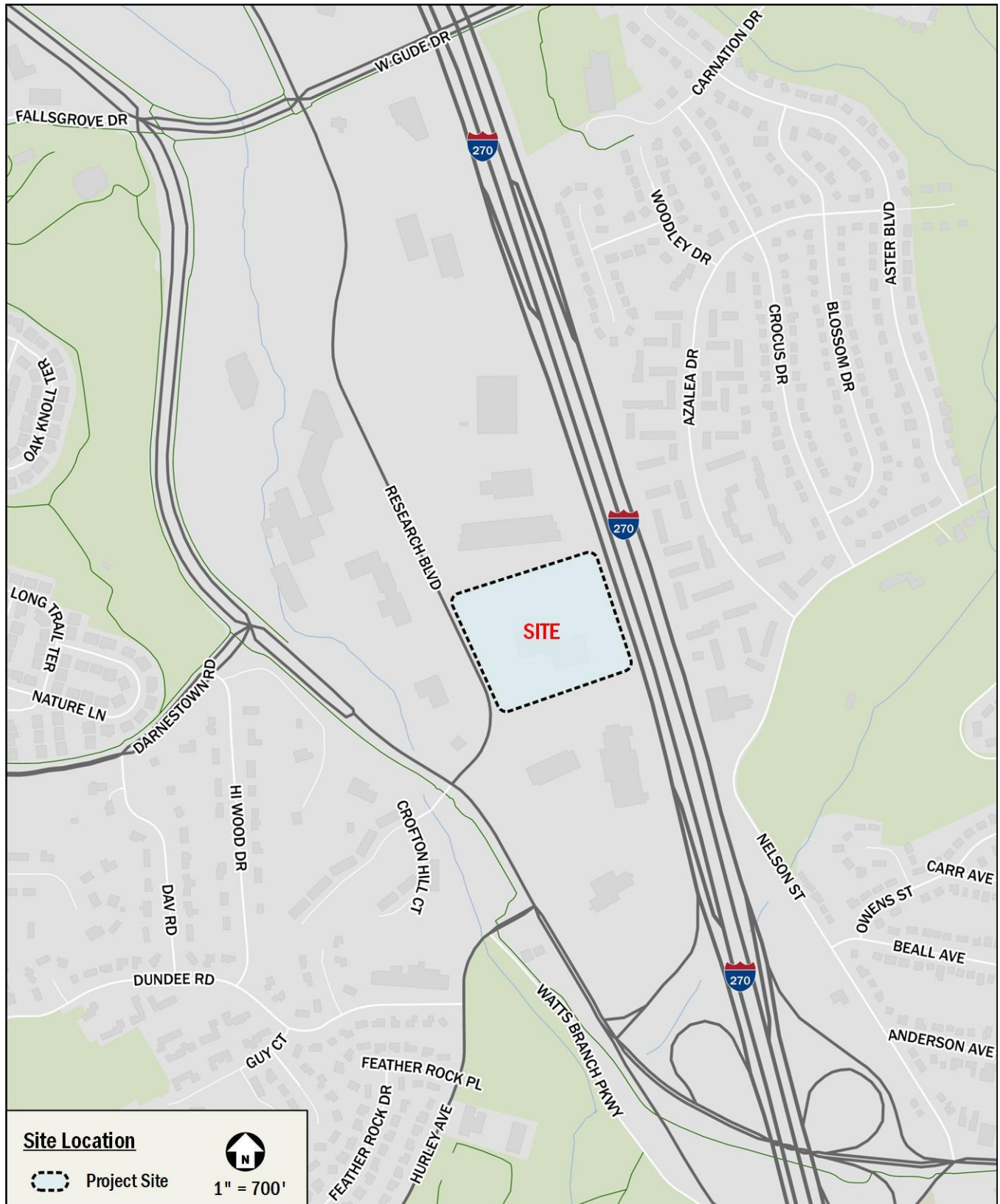


Figure 1: Site Location

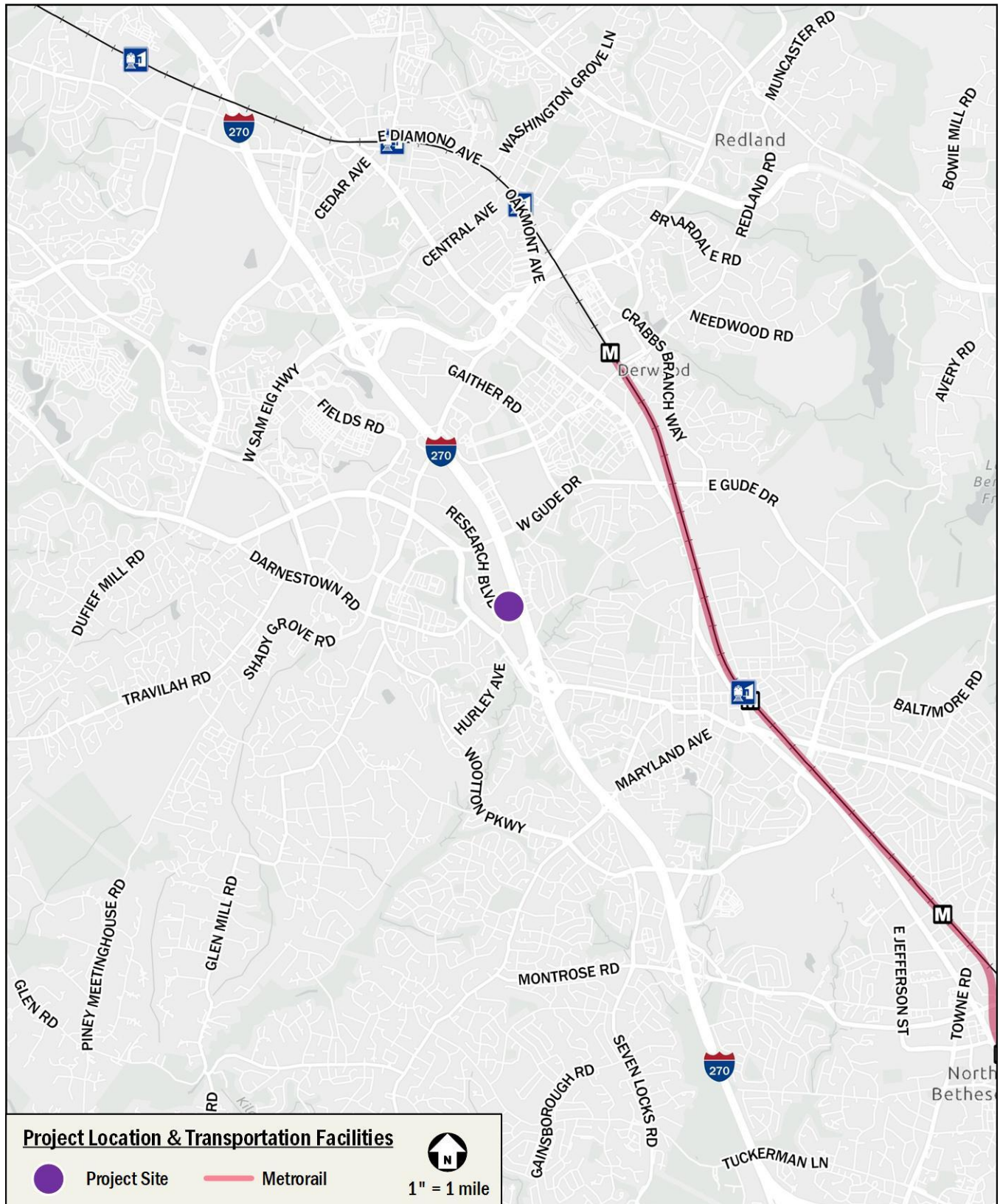


Figure 2: Project Location &amp; Transportation Facilities

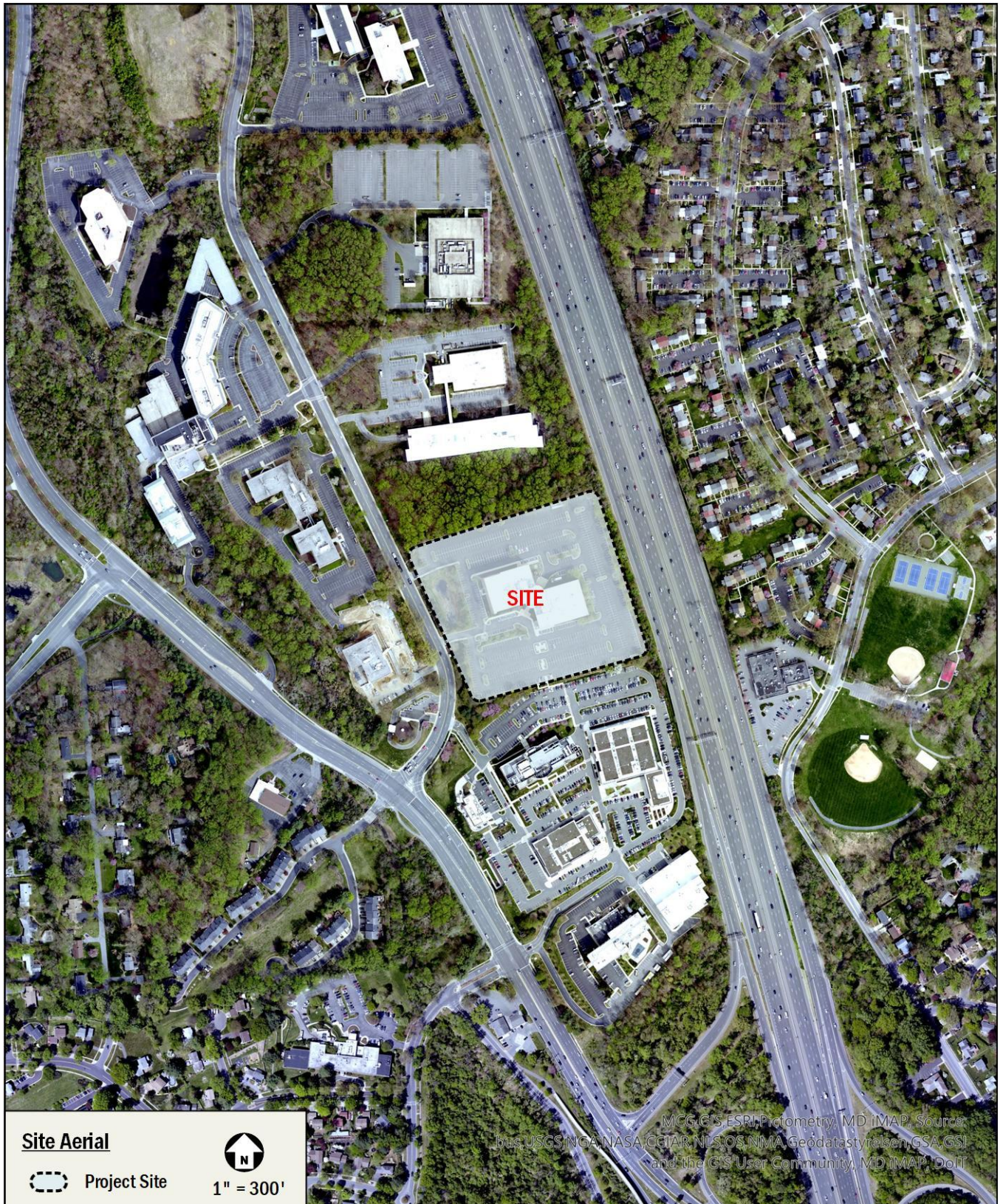


Figure 3: Site Aerial

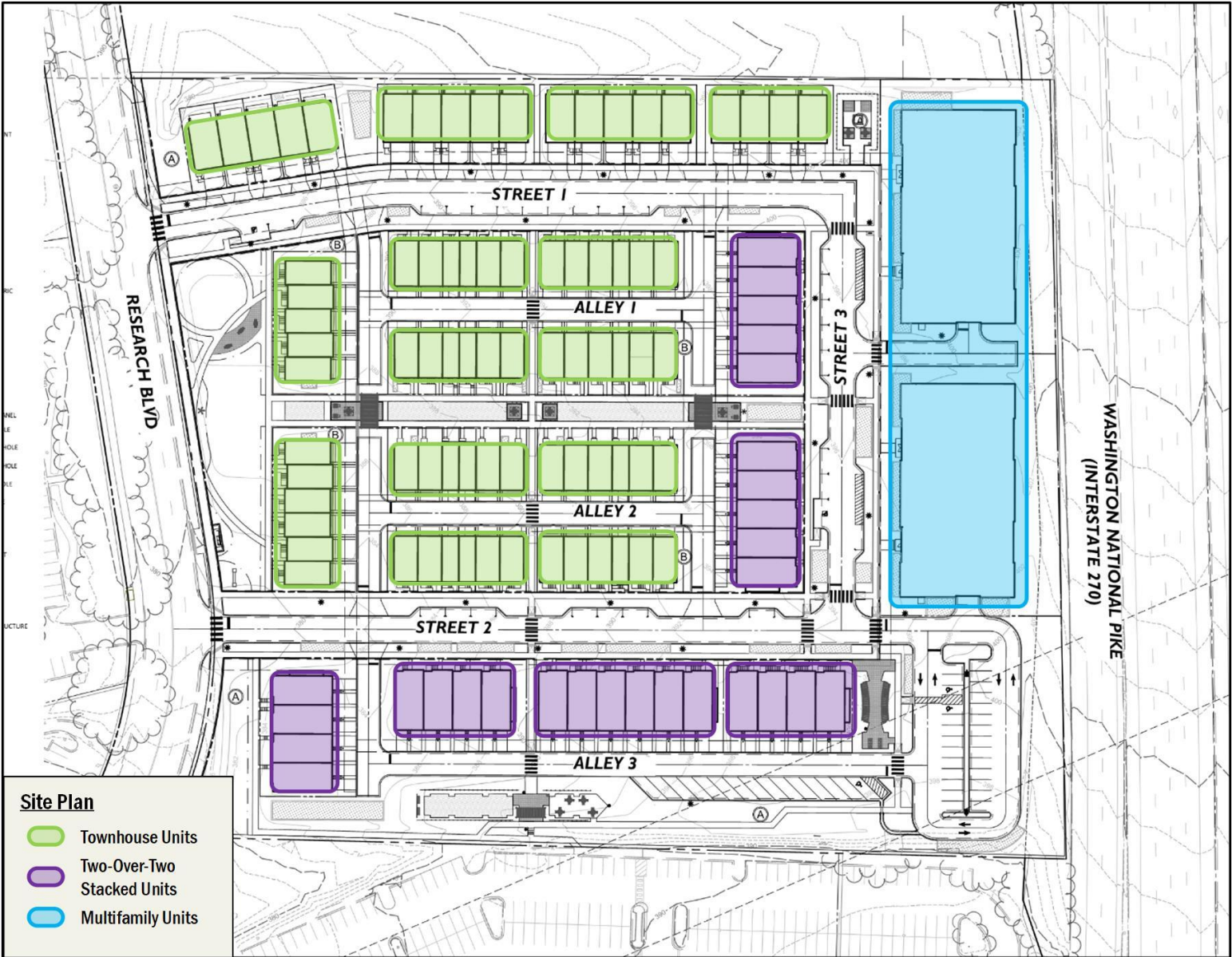


Figure 4: Site Plan

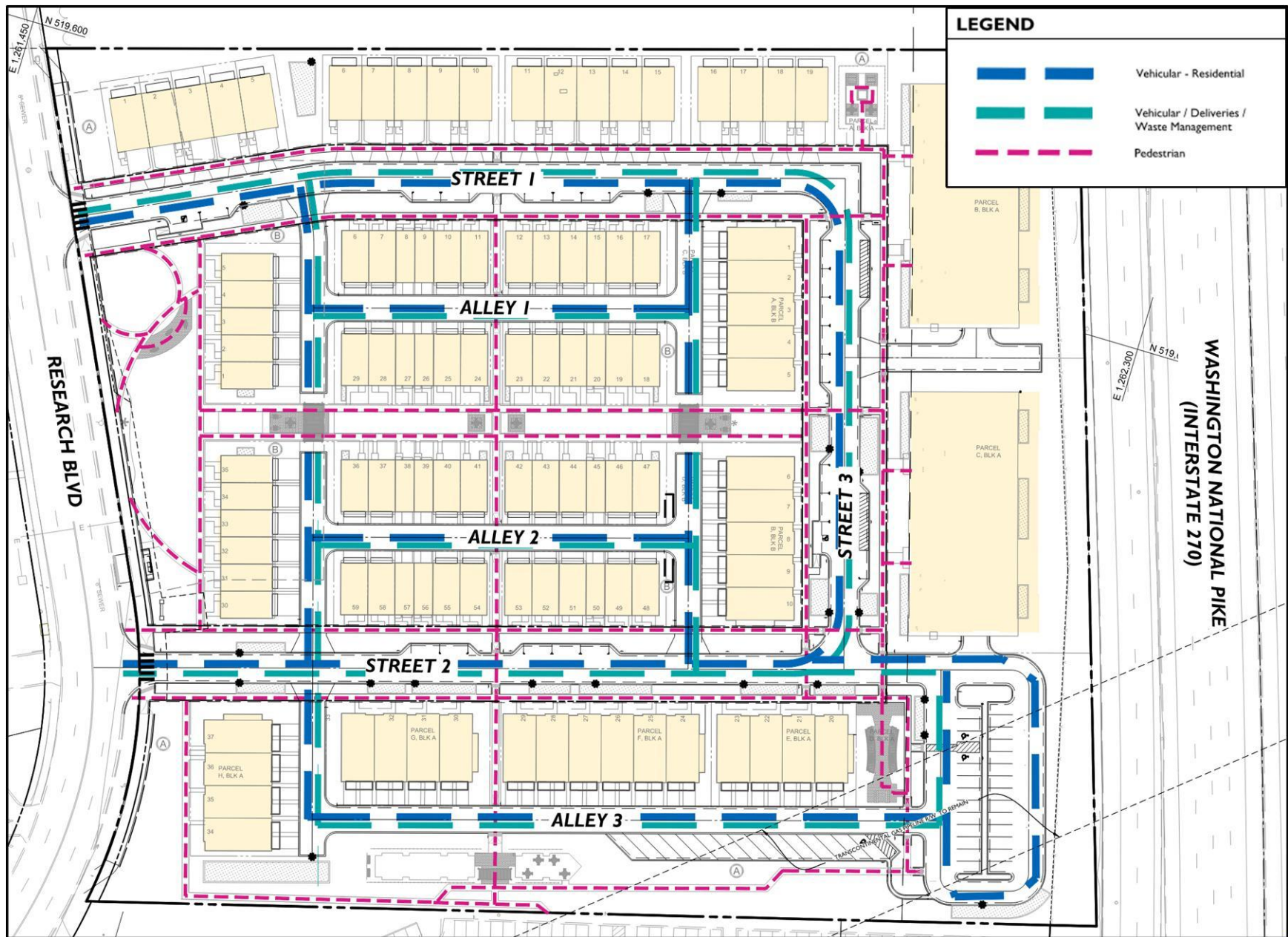


Figure 5: Site Plan and Circulation

Trip Generation

Per the City of Rockville Comprehensive Transportation Review guidelines, vehicular analysis is not required for the project as the project results in a net reduction in traffic as compared to the existing office land use on site. However, this report provides details on the trip generation methodology.

Trip Generation Rates

Trip generation for the proposed redevelopment was based on the methodology outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition and the City of Rockville Comprehensive Transportation Review (CTR) guidelines (2018).

The development features up to 198 residential units, including 64 mid-rise multifamily units, 56 two-over-two stacked units, and 78 townhouses. ITE trip generation rates for “Multifamily Housing (Mid-Rise)” were used in trip generation calculations for the mid-rise multifamily housing proposed land use, rates for “Multifamily Housing (Low-Rise)” were used for the two-over-two stacked units, and rates for “Single Family Attached Housing” were used

for townhouses. The existing land use consists of 220,000 square feet of general office. Trip generation rates for “General Office Building” were used in trip generation calculations for the existing office use. The total site-generated vehicular trip results with credits and reductions are summarized in Table 1. Full trip generation calculations are included in the Technical Attachments.

Trip Generation Reduction

No pass-by, modal split, or mixed-use trip reductions were applied to either the existing or proposed trip generation.

Trip Generation Summary

As shown in Table 1, the trip generation for the development program will result in an overall reduction in vehicle trips in the area as compared to the existing development. The project will generate 238 fewer trips in the morning peak hour and 206 fewer trips in the afternoon peak hour.

Table 1: 1455 Research Boulevard Trip Generation Summary

| Land Use                                   | ITE Land Use Code | Quantity (x) | AM Peak Hour |           |             | PM Peak Hour |             |             |
|--------------------------------------------|-------------------|--------------|--------------|-----------|-------------|--------------|-------------|-------------|
|                                            |                   |              | In           | Out       | Total       | In           | Out         | Total       |
| Existing Trip Generation                   |                   |              |              |           |             |              |             |             |
| General Office Building                    | 710               | 220 ksf      | 290 veh/hr   | 40 veh/hr | 330 veh/hr  | 54 veh/hr    | 265 veh/hr  | 319 veh/hr  |
| Proposed Trip Generation                   |                   |              |              |           |             |              |             |             |
| Multifamily Housing (Mid-Rise)             | 221               | 64 du        | 4 veh/hr     | 13 veh/hr | 17 veh/hr   | 15 veh/hr    | 10 veh/hr   | 25 veh/hr   |
| Multifamily Housing (Low-Rise)             | 220               | 56 du        | 10 veh/hr    | 30 veh/hr | 40 veh/hr   | 28 veh/hr    | 17 veh/hr   | 45 veh/hr   |
| Single-Family Attached Housing             | 215               | 78 du        | 9 veh/hr     | 26 veh/hr | 35 veh/hr   | 25 veh/hr    | 18 veh/hr   | 43 veh/hr   |
| Total Proposed                             |                   |              | 25 veh/hr    | 67 veh/hr | 92 veh/hr   | 68 veh/hr    | 45 veh/hr   | 113 veh/hr  |
| Net Trip Generation                        |                   |              |              |           |             |              |             |             |
| Net New Trips (Proposed - Existing Trips): |                   |              | -265 veh/hr  | 27 veh/hr | -238 veh/hr | 14 veh/hr    | -220 veh/hr | -206 veh/hr |

## Proposed On-Site Transportation

This section reviews the proposed transportation components of the 1455 Research Boulevard project, including parking, roadway, as well as multimodal access and facilities.

### **Site Parking**

For the two multifamily buildings, parking is proposed in a garage contained within each building, along with an additional surface lot. Townhouse parking is provided via garages within the individual townhouses. Parking for the two-over-two stacked units is proposed in the form of both garage spaces and surface driveway spaces associated with each individual unit. Guest parking is provided throughout the site in surface driveway spaces (for the townhomes specifically), in marked surface lot spaces, and marked street parking. A total of approximately 447 parking spaces will be provided for the overall project. The parking spaces are accessed from two curb cuts along Research Boulevard and direct connections to the internal alleys and public streets.

The City of Rockville requires 1.5 parking space for one (1) or two (2) bedrooms and two (2) parking spaces for a three (3) or more bedroom for the townhouses and two-over-two stacked units. For multi-family residential units, one (1) parking space for zero (0) and one (1) bedroom units and 1.5 parking space for two (2) or more bedroom units, and three (3) parking spaces for three (3) bedroom units is required. Based on the current mix of uses and units, the site would require a minimum of 431 parking spaces. Thus, the proposed project's parking supply meets the requirements. The required and proposed parking spaces are detailed in Table 3.

### **Internal and Abutting Roadways**

At buildout, the project site will be bounded by Dwight D. Eisenhower Highway (I-270) to the east, existing commercial uses to the south, Research Boulevard to the west, and office space to the north. I-270 is an Interstate roadway, while Research Boulevard is considered a Primary Industrial roadway by the city of Rockville. Full details on the abutting roadway's functional classification can be found in Table 4.

Vehicular access to the site will be via existing curb cuts along Research Boulevard.

### **Motorized and Non-Motorized Access**

This section looks at the curb cuts and driveways present at the site, as well as vehicular, pedestrian, and bicycle access to the site.

#### **Curb Cuts**

The project will use two curb cuts on Research Boulevard. No new curb cuts are proposed.

The northern curb cut location is consistent with the existing curb cut on the north side of the property, while the southern curb cut location is shifted slightly to the south to align with the opposing driveway on the west side of Research Boulevard.

The curb cuts will be designed to City of Rockville standards

#### **Vehicular Access**

Vehicular access is available along Research boulevard via stop-controlled connections. Vehicles then use the proposed public streets and private alleys to access the residential units' driveways and the multifamily building parking garages. Access to the multifamily garages will be from driveways that connect to "Street 3". Vehicular access and circulation are shown in Figure 5.

#### **Pedestrian Access and Circulation**

Pedestrian access to the site will be available from the proposed 10' path along the site frontage on the east side of Research Boulevard. Pedestrian access to each unit and multifamily residential buildings will be provided by the new sidewalks constructed along internal roadways. There will be pedestrian access offering inter-parcel connectivity to the shopping center directly to the south of the site.

Pedestrian access and circulation are shown in Figure 5.

#### **Bicycle Access**

Bicycle access to the site is proposed from the proposed 10' path along the Research Boulevard frontage.

### **Multimodal Facilities**

This section outlines transit, pedestrian, and bicycle facilities on-site and in the nearby area, as well as curb ramps and street lighting.

## Transit Stations

The site is located over 2.5 miles away from the Rockville Metro station and MARC Station. However, connections to the Shady Grove and Rockville WMATA Metrorail stations, as well as the Rockville MARC and Amtrak station, are provided by bus lines 54 and 63 that have stops near the site.

Existing transit facilities are shown Figure 6.

## Bus Stops

There are two (2) bus stops near the site, with one stop located directly on the site's Research Boulevard frontage, and the other directly across the street. These bus stops serve Montgomery County Ride On bus routes 54 and 63. The Rockville-Lakeforest Line (54) operates Monday to Friday from 4:55 AM to 12:19 AM, Saturday from 6:00 AM to 10:02 PM, and Sunday from 7:00 AM to 9:07 PM. The bus service operates at 20-35 minute headways.

The Rockville-Shady Grove Line (63) operates Monday to Friday from 5:45 AM to 8:38 PM. There is no Saturday or Sunday service on this route. The bus operates at 25-35 minute headways.

PDFs of the Rockville-Lakeforest and the Rockville-Shady Grove Line Schedules are included in the Technical Attachments.

The bus stop on the site's Research Boulevard frontage and the stop directly across the street both include a shelter, bench, bus stop flag, and landing pad.

The bus stop along the site's Research Boulevard frontage will be relocated slightly north, to the north side of the Street 2 intersection.

Existing transit facilities are shown in Figure 6.

## Sidewalks

The City of Rockville's minimum sidewalk width guidelines are shown in Table 2. Per the City of Rockville's Complete Streets policy, the preferred minimum sidewalk width is 5 feet. Where the preferred width is not attainable due to right-of-way constraints, the City defers to ADA standards. Wider sidewalks are desirable in areas with high pedestrian volumes and where there is no buffer between the walking path and high-speed/volume roadways.

**Table 2: Sidewalk Guidelines**

| Source                                   | Minimum Sidewalk Width | Minimum Buffer Width |
|------------------------------------------|------------------------|----------------------|
| Zoning Ordinance Sec. 25.17.05.          | 6 ft                   | 7 ft                 |
| Complete Streets: Priority Area A        | 6 ft - 10 ft           | 4 ft – 8 ft          |
| Complete Streets: Priority Area B        | 5 ft - 8 ft            | 4 ft - 6 ft          |
| <b>Complete Streets: Priority Area C</b> | <b>5 ft</b>            | <b>6 ft - 10 ft</b>  |

Given that the internal streets are anticipated to experience low to moderate levels of pedestrian activity the recommended width for sidewalks is 5 feet.

### Existing Conditions

The existing sidewalk along the site frontage on Research Boulevard is approximately 6' wide.

There are no existing crosswalks along the site's frontage.

Existing pedestrian facilities are shown in Figure 7.

### Proposed Pedestrian Facilities

The Project will construct a 10' shared use path along the site frontage on the southbound direction on Research Boulevard in accordance with the City's Pedestrian Master Plan.

The project will include crosswalks with ramps at the site access crossings.

## Bikeways

There is currently no bicycle infrastructure on Research Boulevard. The City of Rockville's Bikeway Master Plan shows a shared use path along Research boulevard. The project includes the construction of a 10' shared use path along the Research Boulevard frontage.

Existing and Future bicycle facilities are shown in Figure 8.

## Bicycle Parking Requirements

Bicycle parking is not required for the townhouses or the two-over-two stacked units by the City of Rockville's Zoning Ordinance under Section 25.26.03.d. One (1) short-term bicycle parking space per 50 units and one (1) long-term bicycle parking space per three (3) units are required for the multifamily residential units. The Project proposes one (1) short-term rack for two spaces total and bike rooms in each multifamily apartment building for 12 long-term bicycle parking spaces. The project includes a total of two (2) short-term and 24 long-term

bicycle parking spaces. The location of the bicycle parking spaces is included with the plan submission.

### **Streetlights**

A streetlight inventory along the project site frontages was reviewed under the existing conditions. There are three (3) streetlights along the Research Boulevard frontage. The existing on-site streetlight inventory is shown in Figure 9.

The project also includes streetlights along the proposed internal public streets and lighting fixtures throughout the project to maintain proper lighting levels throughout the site. An exhibit showing the proposed lighting plan is included with the plan submission.

### **Fire Access**

Fire access to the site will be available via the proposed internal Public Streets (Street 1, Street 2, and Street 3) and the driveways connecting the proposed public streets to the alleys. A fire truck movement exhibit is included with the plan submittal.

### **Loading Access**

Loading access to the site will be approachable from either curb cut along Research Boulevard. "No parking" layby areas in front of the multifamily buildings are proposed to accommodate short-term loading activities including parcel delivery and rideshare passenger loading and unloading.

### **Dumpsters/Refuse Compactors**

Trash/recycling collection for the multifamily buildings is proposed to occur from the driveways and all trash will be stored inside the buildings.

Residents of the townhouses and two-over-two stacked units would have to roll out the trash/recycling bins onto their driveways to facilitate trash collection. Trash/recycling will be

collected individually from each unit's trash/recycling. Most townhouses and two-over-two stacked units have driveways facing the alleys and trash collection along the alley will not have a significant impact on the public streets.

### **Garbage Truck Access & Maneuvering Areas**

Garbage trucks will access the site via the two site driveways on Research Boulevard and internal streets. Truck maneuvering exhibits are included with the plan submission showing the trash truck circulation for the multifamily buildings.

### **Signage and Pavement Markings**

The project does not propose any changes to the existing curbside management and current signage and pavement markings along Research Boulevard. The bus stop along the frontage will be relocated slightly to the north and will remain along the frontage.

The proposed public streets include on-street parking to accommodate guest parking. "No parking" layby areas are also proposed in front of the multifamily buildings to accommodate short-term loading activities including parcel delivery and rideshare passenger loading and unloading.

### **Easements and Right of Way Lines**

Any existing and/or proposed easements associated with the project site will be included and discussed with the corresponding plan submittal. Similarly, the proposed right of way lines and dedications are presented in the plan submission.

An Easement Plan exhibit showing the existing easements proposed to be abandoned and proposed to remain is included with the plan submission.

**Table 3: Vehicular Parking Requirements (City of Rockville)**

| Land Use                                           | Size (du)  | City of Rockville Base Parking Requirement | Base Spaces Required | Proposed Parking | Proposed ADA included |
|----------------------------------------------------|------------|--------------------------------------------|----------------------|------------------|-----------------------|
| <b>Townhouses &amp; Two-Over-Two Stacked Units</b> |            |                                            |                      |                  |                       |
| Townhouses: Three (3) bedrooms                     | 78         | 2 per dwelling unit                        | 156                  | 156              |                       |
| Two-over-Two stacked units: Three (3) bedrooms     | 56         | 2 per dwelling unit                        | 112                  | 112              |                       |
| Guest Parking                                      | 134        | 0.5 per dwelling unit                      | 67                   | 83               | 3                     |
| <b>Total</b>                                       | <b>134</b> |                                            | <b>335</b>           | <b>351</b>       | <b>3</b>              |
| <b>Multi-family Residential</b>                    |            |                                            |                      |                  |                       |
| <u>Parcel B, Block A</u>                           |            |                                            |                      |                  |                       |
| Multi-unit dwelling: One (1) bedroom               | 0          | 1 per dwelling unit                        | 0                    |                  |                       |
| Multi-unit dwelling: Two (2) or more bedroom       | 32         | 1.5 per dwelling unit                      | 48                   |                  |                       |
| <b>Total</b>                                       |            |                                            | <b>48</b>            | <b>43</b>        | <b>1</b>              |
| <u>Parcel C, Block A</u>                           |            |                                            |                      |                  |                       |
| Multi-unit dwelling: One (1) bedroom               | 0          | 1 per dwelling unit                        | 0                    |                  |                       |
| Multi-unit dwelling: Two (2) or more bedroom       | 32         | 1.5 per dwelling unit                      | 48                   |                  |                       |
| <b>Total</b>                                       |            |                                            | <b>48</b>            | <b>43</b>        | <b>1</b>              |
| Multifamily – Surface Parking                      |            |                                            |                      | <b>10</b>        | <b>1</b>              |
| <b>Total</b>                                       | <b>64</b>  |                                            | <b>96</b>            | <b>96</b>        | <b>3</b>              |
| <b>Total Parking</b>                               |            |                                            |                      |                  |                       |
| <b>Total</b>                                       |            |                                            | <b>431</b>           | <b>447</b>       | <b>6</b>              |

**Table 4: Summary of Study Area Roadways**

| Roadway            | Jurisdiction      | Functional Classification | # of Lanes | Speed Limit | AADT (2022) |
|--------------------|-------------------|---------------------------|------------|-------------|-------------|
| Research Boulevard | City of Rockville | Primary Industrial        | 4          | 30 mph      | 11,475      |
| MD 270             | MDSHA             | Interstate                | 13         | 55 mph      | 186,332     |



Figure 6: Transit Facilities



Figure 7: Existing Pedestrian Facilities

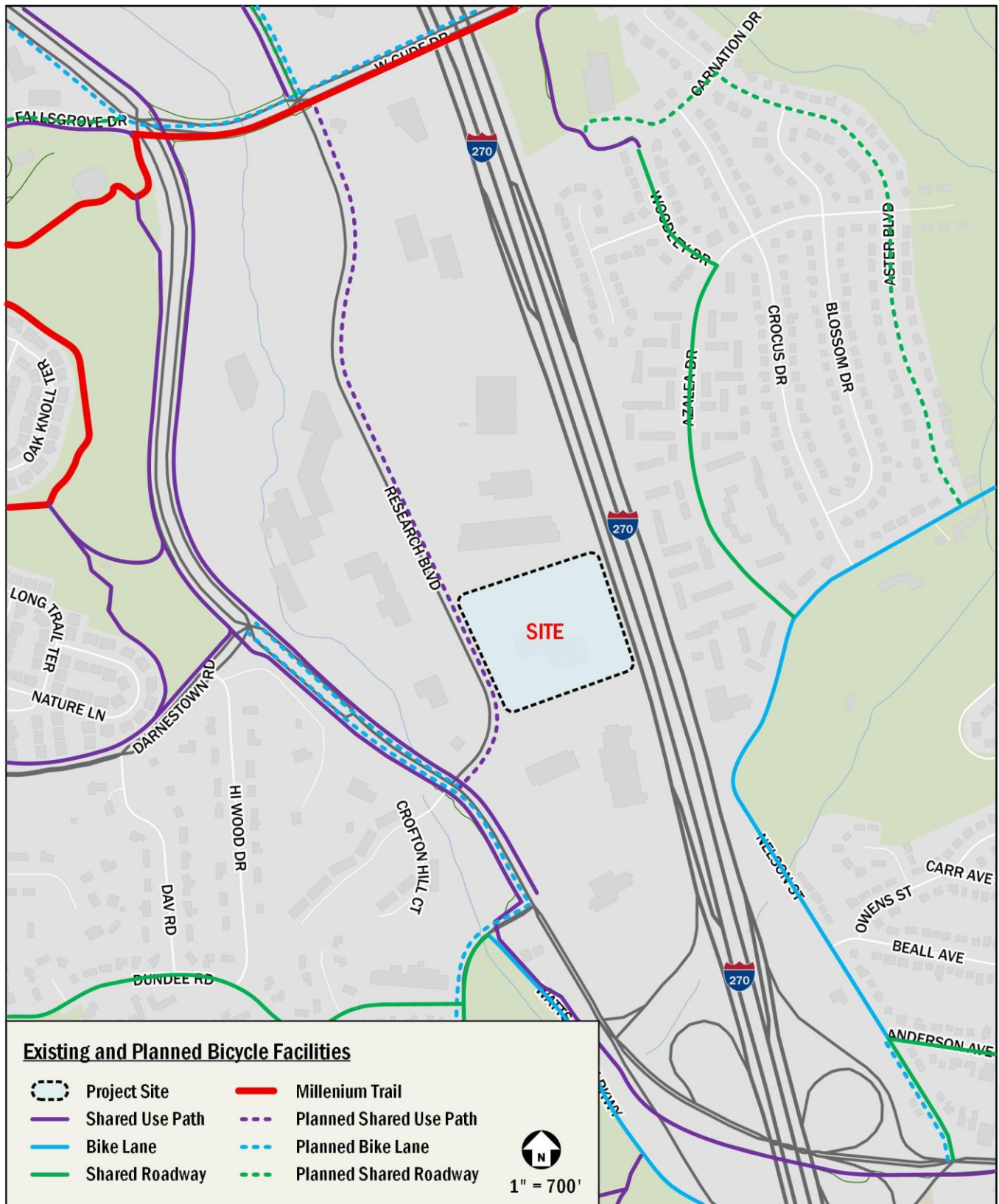


Figure 8: Existing and Planned Bicycle Facilities



Figure 9: Streetlights