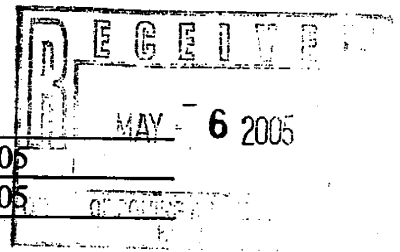


APPENDIX A

Resolution No: 15-967
Introduced: April 19, 2005
Adopted: April 19, 2005



**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS A DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: District Council

SUBJECT: Approval of Development Plan Amendment (DPA) 04-2

BACKGROUND

1. Development Plan Amendment ("DPA") application No. 04-2 was filed on April 8, 2004. The Applicant, Auto Park Investment General Partnership II, seeks to amend the approved Development Plan applicable to a 10.2582-acre property that is located on Briggs Chaney Road in the Fairland area, approximately 500 feet east of the intersection of Briggs Chaney and Robey Roads. The 10.2-acre subject property was classified under the C-3 Zone in 1980 via Local Map Amendment ("LMA") No. G-189. The Development Plan for the subject property was amended in 1986 via DPA 86-1. Two later amendments proposed to the Development Plan were ineffective because the executed covenants were not submitted.
2. The subject property is comprised of all or part of four parcels, N 967, P970, N 973 and a portion of Outlot E. The Applicant and a related entity own three of these, P 970, N 973 and a portion of Outlot E.
3. In DPA 04-2, the Applicant seeks a change in use and an increase in density for parcels P 970 and N 973, which comprise the northern half of the site. On the development plan approved in 1986, P 970 is approved for 20,500 square feet of auto dealership use. N 973 is not designated for any development on the 1986 plan, as it was intended to provide access to a regional stormwater management facility on Outlot E. DPA 04-2 seeks approval for a total of 57,749 square feet of development on parcels P 970 and N 973 combined, which together measure about 4.98 acres. Binding elements restrict all parking to designated parking areas, and prohibit any designated parking spaces from being located in any area that constitutes green space, as currently defined in Section 59-A-2.1 of the Montgomery County Code, or in the storm water management access easement to be established at site plan. These binding elements are also reflected in the revised

covenants, which have been properly executed. A general note on the schematic development plan requires approval from the Department of Permitting Services for grading and curb cuts to ensure adequate access to the stormwater management facility. The present DPA does not seek to change the other binding elements on the 1986 plan, which specify a 50-foot front yard setback, a 42-foot side yard setback, and a green space requirement of 15 percent.

4. DPA 04-2 does not seek to change the approved density on Parcel N 967 (Lot 15).
5. Parcels P 970 and N 973 are currently used for automobile storage on a surface parking lot. As a first phase, the Applicant proposes to construct a 57,749-square-foot automobile body shop on Parcels P 970 and N 973, with ten bays for auto body work, approximately 285 surface parking spaces and approximately 163 spaces on a structured roof-top parking deck. The building, with rooftop parking, is intended to be 38 feet in height. The DPA will also permit potential construction of additional parking decks on the roof of the body shop, up to a height of 84 feet, if approved at site plan. The proposed body shop would be part of an overall redevelopment of the auto dealerships owned by the Applicant's parent company, Mile One, in the adjacent Montgomery Auto Park.
6. Technical Staff of the Maryland-National Capital Park and Planning Commission, by memorandum dated October 21, 2004, recommended that the subject application be granted, with certain revisions to the development plan and additional submissions. See Ex. 42. Staff found that the proposed DPA (1) satisfies the purposes of the C-3 Zone by providing for the orderly grouping of commercial development along or near major highways; (2) conforms with the *1997 Approved and Adopted Fairland Master Plan*; (3) satisfies all the development standards for the zone; and (4) will aid in the accomplishment of a coordinated and comprehensive development of the Maryland Washington Regional District.
7. The Montgomery County Planning Board (the "Planning Board") voted unanimously on October 28, 2004 to recommend that the application be approved, subject to compliance with the revisions and submissions identified by Technical Staff. See Ex. 48. In its Board Recommendation dated December 3, 2004, the Planning Board stated that the Applicant had made all of the required revisions and submissions to Technical Staff's satisfaction. See *id.*
8. The District Council considered the present application on March 8, 2005 and voted to remand the case to the Planning Board to reopen the record for the following purposes:
 - (1) To permit the Applicant to amend its schematic development plan and covenants to include binding commitments to the

effect that (a) all parking shall be restricted to designated parking areas; and (b) without limiting (a) above, no designated parking areas shall be allowed within (i) any area that constitutes green space, as currently defined in Section 59-A-2.1 of the Montgomery County Code, or (ii) the storm water management access easement to be established at site plan.

- (2) To seek the Planning Board's recommendation on the application in light of any amendment to the application submitted following the remand.
9. At its meeting on March 31, 2005, the Planning Board reopened the record to admit into evidence a revised schematic development plan and revised, executed covenants submitted by the Applicant that incorporate the restrictions specified in the Order of Remand. The Planning Board also added to the record a brief supplemental report from Technical Staff, dated March 25, 2005, which recommends *approval* of the application. In their supplemental memorandum, Technical Staff found that the amendments made following the remand clarify the parking restrictions by being more comprehensive, making all parking restrictions binding elements, and ensuring that both the schematic development plan and declaration of covenants reflect all binding elements related to parking restrictions. Staff also noted that these amendments address the community's long-standing concerns about parking within the green space on properties within the Auto Park. The Planning Board voted unanimously to recommend that the application be *approved* as currently submitted.
10. There is no opposition to DPA 04-2, the Planning Board does not recommend a public hearing in this case, and no request has been made for a hearing.
11. On April 19, 2005, the District Council reviewed DPA 04-2 and concluded that the DPA meets the requirements of the Zoning Ordinance and its approval would be in the public interest.

ACTION

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District located in Montgomery County, approves the following resolution.

DPA 04-2, which requests an amendment to the Development Plan approved in DPA 86-1 applicable 10.2582 acres of land located on Briggs Chaney Road in the Fairland area, approximately 500 feet east of the intersection of Briggs Chaney and Robey Roads, to permit the

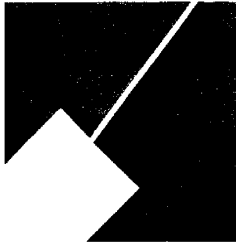
development of a 57,749-square-foot automobile body shop on the portion of said land known as Parcels P 970 and N 973, is approved subject to the specifications and requirements of the Development Plan, Ex. 54(c) provided that the applicant submits the Development Plan for certification by the hearing examiner under the provisions of §59-D-1.64 within 10 days of the District Council action.

This is a correct copy of Council action.

A handwritten signature in cursive script that reads "Linda M. Lauer". The signature is written in black ink and is positioned above a horizontal line.

Linda M. Lauer; Clerk of the Council

APPENDIX B

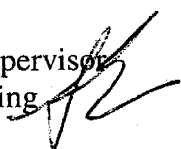



February 16, 2006

MEMORANDUM

TO: Catherine Conlon, Supervisor
Development Review Division

Kathleen Mitchell
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning 

FROM: Cherian Eapen, Planner/Coordinator 
Transportation Planning
301-495-4525

SUBJECT: Preliminary Plan No. 1-04101/Site Plan No. 8-06001
Proposed Auto Body Shop and Repair Center on Lot 17 (Parcels 970/973)
Montgomery Auto Sales Park Expansion (Herb Gordon Auto World – Mile One)
Briggs Chaney Road
Fairland/White Oak Policy Area

This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) review of the subject preliminary plan for proposed Lot 17, which seeks approval to construct a 57,749 square feet auto body shop and repair center on the C-3 zoned property.

The application was reviewed under the FY 04 *Annual Growth Policy (AGP)* and the July 2002 *Local Area Transportation Review (LATR) Guidelines* since it was filed prior to July 1, 2004.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the transportation-related requirements to approve this preliminary plan application:

1. Limit future development on the site to a 57,749 square feet auto body shop and repair center.

2. Contribute to Maryland State Highway Administration (SHA) as requested in letter dated August 18, 2005 (Attachment No. 1), jointly with approved Preliminary Plan No. 1-05001 (Fairland View) and pending Preliminary Plan No. 1-04106 (Montgomery Auto Sales Park, Lot 11), an amount equivalent to the cost of implementing or designing/constructing the following intersection improvement required for APF approval of the subject application:
 - a. Re-stripe eastbound Fairland Road approach to Columbia Pike with a left, left/through, through/right lane combination in place of existing left, left/through, through, right lane combination.
 - b. The contribution shall be paid in full prior to the issuance of building permits.
3. Show on the final record plat, consistent with the 1997 Approved and Adopted *Fairland Master Plan*, existing or provided right-of-way for Briggs Chaney Road along the entire property frontage (show either 60 feet from the roadway centerline or 120 feet from the opposite right-of-way line).
4. Show on the final record plat, Montgomery County Department of Public Works and Transportation (DPWT) initiated roadway improvements to Briggs Chaney Road, including the bike path that is to be constructed along the site frontage.
5. Provide a five-foot wide lead-in sidewalk to the entrance to the proposed office/sales building on the property from the bike path along Briggs Chaney Road (sufficiently set back from the handicap ramp at the site driveway as illustrated in Attachment No. 2). All on- and off-site sidewalk connections, ramps and crosswalk shall conform to Americans with Disabilities Act best practices.
6. Satisfy all preliminary plan conditions included in the DPWT letter dated January 17, 2006 (see Attachment No. 3).

DISCUSSION

Site Location, Access, Circulation, and Transportation Facilities

The proposed Lot 17 (Parcels 970 and Parcel 973/part of Outlot E) is located within the Briggs Chaney community of Fairland, within the southeast quadrant of Briggs Chaney Road/Castle Boulevard/Automobile Boulevard intersection. The proposed Corridor 1 alignment of the Intercounty Connector (ICC) is to the south of the property.

Primary access to the proposed lot or use will be via a right-turn in/right-turn out driveway to Briggs Chaney Road. Additional access to the site will include connections to Automobile Boulevard through Lots 11 and 8 to the west of the proposed Lot 17. As part of an ongoing DPWT project, Briggs Chaney Road is being reconstructed between Castle Boulevard/Automobile Boulevard to the west and Dogwood Drive to the east with a bike path to its south side and a sidewalk to its north side.

Land uses in the immediate area include residential (to the north and northeast of the site), commercial (to the east and west of the site), retail (to the northwest of the site) and institutional (to the northeast of the site). A county maintained Park and Ride lot is located to the northwest corner of Briggs Chaney Road/Gateshead Manor Way intersection near the site, which is serviced by Metrobus routes Z5, Z8, and Z11, in addition to RideOn route 39.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The 1997 Approved and Adopted *Fairland Master Plan* describes the nearby master-planned roadways, pedestrian, and bikeway facilities as follows:

1. Columbia Pike (US 29), approximately 2,000 feet west of the property, as a six-lane divided Controlled-Major Highway (CM-10) between Northwest Branch to the southwest and MD 198 to the northeast. A minimum right-of-way width of 100 to 200 feet is recommended for this section of US 29. The master plan also recommends a commuter bikeway for US 29.
2. Briggs Chaney Road, along the property frontage, as a four-lane divided, east-west Arterial (A-86) between Columbia Pike (US 29) to the west and Dogwood Drive to the east, with a minimum 120-foot right-of-way, and sidewalks. A Class I bikeway (PB-43) is also recommended in the master plan for Briggs Chaney Road from Old Columbia Pike to Prince George's County Line along the south side of the roadway.
3. Fairland Road, to the south of the property, as a two- to four-lane divided, east-west Arterial (A-75) between Paint Branch to the west and Prince George's County Line to the east, with a minimum 80-foot right-of-way, and sidewalks. A Class I bikeway (PB-50) is recommended in the master plan for Fairland Road from Old Columbia Pike to Prince George's County Line along the south side of the roadway.
4. Automobile Boulevard/Castle Boulevard, to the west of the property, as a four-lane Industrial Road (I-7) within the Auto Park and to the north of Briggs Chaney Road, with a minimum 80-foot right-of-way. It is noted that Automobile Boulevard and Castle Boulevard are currently built to master plan recommendations with sidewalks on both sides.
5. Robey Road, to the east of the property, as a two-lane Primary Road (P-29) between Briggs Chaney Road to the southwest and Greencastle Road to the northeast, with a minimum right-of-way width of 70 feet. The master plan recommends a sidewalk along the east side and a Class I bikeway (PB-62) along the west side of Robey Road. It is noted that Robey Road is currently built to master plan recommendations.
6. Gateshead Manor Way, to the east of the property, as a two-lane Primary Road (P-31) between Briggs Chaney Road to the southwest and just to the east of Aston Manor Way to the northeast, with a minimum right-of-way width of 70 feet. The roadway is currently built with sidewalks on both sides and to master plan recommendations.

7. Ashton Manor Way, to the east of the property, as a two-lane Primary Road (P-30) between Briggs Chaney Road to the south, to a point north of Sheffield Manor Drive, with a minimum right-of-way width of 70 feet. The roadway is currently built with sidewalks on both sides and to master plan recommendations.
8. ICC, to the south of the property, as an east-west six-lane divided Freeway (F-9), with a right-of-way of 300 feet.

Proposed Intercounty Connector

ICC is proposed as a limited-access east-west highway intended to link areas between I-270 to the west and I-95/US 1 to the east through central/eastern Montgomery and western Prince George's Counties. At present, the ICC planning process has concurrence on two alternative alignments called Corridor 1 and Corridor 2. Corridor 1 generally follows an alignment that is incorporated in area master plans while Corridor 2, to the east of Georgia Avenue (MD 97), follows an alignment to the north of Corridor 1 that is not represented in any area master plans.

Currently, the ICC planning process is moving forward with the State's recently announced selection of Corridor 1 as its preferred alternative for construction, and the publishing of a *Final Environmental Impact Statement (FEIS)* for the project. After reviewing the *FEIS*, FHWA will make a final determination on the project in a Record of Decision, which at the present time is expected to occur in April 2006.

Information available in the *FEIS* indicates that the proposed Corridor 1 alignment of the ICC or its support structures does not physically impact the property (Attachment No. 4).

Other On-going Transportation Projects

Other on-going transportation improvement projects in SHA's Consolidated Transportation Program and DPWT's Capital Improvement Program included:

1. US 29/Briggs Chaney Road Interchange: The above interchange is currently under construction by SHA and is approximately 56% complete (as of January 2006). The estimated completion date for this project is November 2007.
2. US 29/Musgrove Road/Fairland Road Interchange: SHA is currently in the process of preparing preliminary design plans for the interchange. The project is fully funded for Preliminary Engineering and has funding for partial right-of-way.
3. Briggs Chaney Road: This DPWT project involves reconstruction of Briggs Chaney Road from Automobile Boulevard/Castle Boulevard to a point east of Aston Manor Drive as a four-lane divided roadway, and transition to the existing two-lane roadway at Dogwood Drive. This project includes an improved and continuous sidewalk along the north side and a Class I bikeway to the south side of Briggs Chaney Road within the project limits. Construction on this project has started (in May 2005) and is to be completed in January 2007.

4. Fairland Road: This DPWT project involves reconstruction of Fairland Road from US 29 to Prince George's County line, including widening to three lanes, a sidewalk on the north side of the road, a Class I bikeway on the south side of the road, etc. The project is in final design and is anticipated to start construction in December 2006.

Local Area Transportation Review

A traffic study was required for the subject preliminary plan per the *LATR Guidelines* since the overall Montgomery Auto Sales Park development including the subject auto body shop and repair center was estimated to generate **50** or more total peak-hour trips during the typical weekday morning (6:30 – 9:30 a.m.) and evening (4:00 – 7:00 p.m.) peak periods.

The consultant for the applicant submitted a traffic study dated June 22, 2005, that determined the combined traffic impacts of both Preliminary Plan No. 1-04101 (proposed 57,749 square feet auto body shop and repair center on Lot 17) and Preliminary Plan No. 1-04106 (proposed addition of 42,000 square feet of building area on Lot 11) on the nearby roadway intersections during weekday morning and evening peak periods. Staff review of the above traffic study indicated that the study complied with the requirements of the *LATR Guidelines* and the traffic study scope provided by the staff.

Trip generation estimates for the auto body shop and repair center on Lot 17, as analyzed in the traffic study, were based on driveway data collected, and trip generation rates determined for the existing 329,540 square feet of automobile sales and service facilities within the entire Montgomery Auto Park. This is presented in Table 1.

**TABLE 1
SUMMARY OF SITE TRIP GENERATION
PROPOSED 57,749 SF AUTO BODY SHOP AND REPAIR CENTER
MONTGOMERY AUTO SALES PARK LOT 17**

Time Period	Trip Generation		
	In	Out	Total
Weekday Morning Peak-Hour	90	31	121
Weekday Evening Peak-Hour	54	99	153

Source: Montgomery Auto Park Expansion Traffic Study. The Traffic Group, Inc. June 22, 2005.

As shown in Table 1, it was estimated that the proposed use would generate approximately 121 peak-hour trips during the weekday morning peak-period and 153 peak-hour trips during the weekday evening peak-period. However, the traffic study notes that (given the operational characteristics of an auto body shop and repair center), the site would in fact generate trips only in the range of 25-30 peak-hour trips during the peak-periods, and therefore [by using the higher trip generation estimates] presented a worst-case analysis. Staff concurs with this opinion.

A summary of the capacity/Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and evening peak hours within the respective peak periods from the traffic study is presented in Table 2. It is noted that results presented in Table 2 include traffic impact at study intersections from both Preliminary Plan No. 1-04101 and Preliminary Plan No. 1-04106.

TABLE 2
SUMMARY OF CAPACITY CALCULATIONS (CLV)
MONTGOMERY AUTO SALES PARK
PRELIMINARY PLAN NOs 1-04101 and 1-04106

Intersection	Traffic Conditions							
	Existing		Background		Total		Total w/Applicant Proposed Imps	
	AM	PM	AM	PM	AM	PM	AM	PM
US 29/Greencastle Rd	1,524	1,321	1,533	1,328	1,543	1,340	--	--
US 29/Briggs Chaney Rd	1,770	1,538	--	--	--	--	--	--
US 29 SB Ramps/Briggs Chaney Rd ¹	--	--	804	529	820	565	--	--
US 29 NB Ramps/Briggs Chaney Rd ¹	--	--	936	1,137	976	1,171	--	--
US 29/Fairland Rd	1,541	1,485	1,609	1,571	1,618	1,589	1,594	1,548
Briggs Chaney Rd/Old Columbia Pk ¹	1,237	1,115	1,018	850	1,044	865	--	--
Briggs Chaney Rd/Castle Blvd/ Automobile Blvd ^{1,2}	1,005	1,182	776	961	789	999	--	--
Briggs Chaney Rd/Robey Rd ²	1,078	1,100	868	708	876	713	--	--
Briggs Chaney Rd/Gateshead Manor Wy ²	818	965	708	837	717	842	--	--
Briggs Chaney Rd/Site Access ²	--	--	--	--	358	654	--	--

Source: Montgomery Auto Park Expansion Traffic Study. The Traffic Group, Inc. June 22, 2005.
 FY 2004 Congestion Standard for Fairland/White Oak Policy Area: 1,550 CLV

- ¹ Background and Total Traffic Conditions reflect SHA improvements as part of the US 29/Briggs Chaney Road interchange project.
² Background and Total Traffic Conditions reflect proposed DPWT improvements along Briggs Chaney Road.

As shown in Table 2, under Total traffic conditions, CLV at the study intersections were either below the FY 2004 Fairland/White Oak congestion standard of **1,550**, or with an applicant identified roadway improvement (lane designation changes to the eastbound Fairland Road approach to US 29) did not exceed the respective CLV under Background traffic conditions. A pending Preliminary Plan (1-04106; Montgomery Auto Sales Park, Lot 11) and an approved Preliminary Plan (1-05001; Fairland View) are also required to participate in this improvement.

Additionally, per Section III.A of the *LATR Guidelines* (see Attachment No. 5), “An intersection improvement may be used by two or more developments if construction of the improvement has not been completed and open to the public. In order to be considered, the program or improvement must provide sufficient capacity to:

- result in a calculated CLV in the total traffic condition that is less than the congestion standard for that policy area, or
- mitigate the traffic impact if the calculated CLV in the total traffic condition exceeds the intersection congestion standard for the applicable policy area. Mitigation is achieved when the CLV in the total traffic condition that includes traffic from each contributing development *with* the improvement is equal to or less than the CLV in the background traffic condition without the improvement.”

Based on the review of the analysis presented in the traffic study, staff concludes that the improvement identified will create adequate capacity at the intersection to accommodate traffic associated with the subject development and the two other plans.

Staff has also assessed concerns regarding cut-through traffic through the property that were raised by the local community, and determined that the occurrence of cut-thru traffic, if any, would be minimal and will not negatively affect traffic circulation/traffic operation within the property, adjacent lots or along Briggs Chaney Road.

Policy Area Transportation Review/Staging Ceiling Conditions

The Fairland/White Oak Policy Area had staging ceiling capacity for 1,939 jobs (non-residential development) on June 30, 2004, under the FY 2004 AGP. Since staging ceiling capacity for jobs existed at the time of this application, the subject preliminary plan satisfies the *Policy Area Transportation Review* test.

It was estimated that the proposed auto body shop and repair center, with 57,749 square feet of space, 74 service bays, and one work shift from 8:00 a.m. to 5:00 p.m., is equivalent to 74 jobs (assuming 1 job per bay). However, the applicant had indicated that the proposed use would only employ approximately 35 mechanics, technicians, and support personnel, which would include ten current employees.

CE:gw

Attachments

cc: Piera Weiss
Rich Weaver
Ivy Leung
Sarah Navid
Greg Leck
Ray Burns
Wes Guckert
Scott Wallace



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

January 17, 2006

Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan #1-04101
Montgomery Auto Sales Park

Dear Ms. Conlon:

We have completed our review of the preliminary plan printed on July 18, 2005. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to 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.

1. This plan proposes connections to an existing public storm drain system that is located on the site. Prior to submission of the record plat, the applicant will need to submit and obtain approval of their storm drain capacity and impact study. This study will need to analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same.
2. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.

Record plat to reflect denial of access along Briggs Chaney Road, except at the approved entrance.

3. Coordinate with the Department of Permitting Services regarding the design of the internal parking lots, truck circulation and truck loading spaces, and handicap access. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6320 to discuss these issues.
4. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

Ms. Catherine Conlon
Preliminary Plan No. 1-04101
January 17, 2006
Page 2

5. Record plat to reflect a reciprocal ingress and egress easement to serve the lots accessed by each internal common driveway, as well as the proposed stormwater management access road.
6. If storm drain improvements are determined to be needed, as a result of the additional analysis described in Item no. 1, a permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - A. Enclosed storm drainage and/or engineered channel (to be in accordance with the DPWT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - B. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - C. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at greg.leck@montgomerycountymd.gov or (240) 777-6000.

Sincerely,



Gregory M. Leck, Manager
Traffic Safety Investigations and Planning Team
Traffic Engineering and Operations Section

m:/subd/gml/pp/1-04101, Montgomery Auto Sales Park

Enclosures (4)

cc: William A. Joyce; Joyce Engineering Corp.
Jim Gordon; B. Gordon Real Estate Holdings LLC
Scott Wallace; Linowes and Blocher LLP
Shahriar Etemadi; M-NCPPC TP
Joseph Y. Cheung; DPS RWPPR
Sarah Navid; DPS RWPPR
Christina Contreras; DPS RWPPR
Tina Benjamin; DED