

# APPENDIX A



**THE MARYLAND-NATIONAL CAPITAL PARK AND  
PLANNING COMMISSION**

Department of Park & Planning, Montgomery County, Maryland  
8787 Georgia Avenue, Silver Spring, Maryland 20910

**MEMORANDUM**

TO: Richard Weaver, Development Review Division  
Kathleen Mitchell, Development Review Division

FROM: Candy Bunnag, <sup>CB</sup> Planner Coordinator, Environmental Planning Section,  
Countywide Planning Division

DATE: February 13, 2006

SUBJECT: Preliminary Plan 120041060 and Site Plan Number 820060020,  
Montgomery Auto Sales Park, Lot 11

---

The Environmental Planning staff has reviewed the preliminary plan referenced above. Staff recommends approval of the preliminary plan of subdivision with the following condition:

1. Compliance with the conditions of approval of the preliminary forest conservation plan.

In addition, the Environmental Planning staff has reviewed the site plan referenced above. Staff recommends approval of the site plan with the following condition:

1. Compliance with the conditions of approval of the final forest conservation plan. These conditions include, but are not limited to, the following:
  - a. The following reforestation requirements must be met through purchase of credits in a forest bank: 3.58 acres of reforestation if the SHA acquires ICC ROW, or 4.18 acres if the SHA does not acquire ICC ROW.
  - b. The specific forest bank to be used must be reviewed and approved by M-NCPPC staff prior to the start of clearing and grading.
  - c. Detailed tree protection plan must be submitted for M-NCPPC staff review and approval prior to DPS release of sediment and erosion control permit.

**BACKGROUND**

The 14.77-acre property lies within the Little Paint Branch watershed (Use I waters). It is an existing commercial site with extensive areas of buildings and parking lots. A small stream and associated environmental buffer lies along the southwestern portion of the property. The stream feeds into the Tanglewood Tributary of the Little Paint Branch stream system. An

existing regional stormwater management (SWM) facility lies to the southeast of the subject property. The SWM facility is an instream pond in the Tanglewood Tributary.

The environmental buffer and adjoining area on the southwestern portion of the property contains 0.94 acre of existing forest. Until recently, an open area on the south side of the property had been covered in 1.02 acres of forest. The forest clearing was part of a DPS approval for stormwater management facility work (see discussion below under "Forest Conservation" for details).

### **Environmental Buffers**

A small stream and its environmental buffer cover about 1.42 acres along the southwestern portion of the property. About 0.48 acre of the environmental buffer is currently covered in impervious surfaces (parking lot) and 0.77 acre is in forest. Impervious surfaces are considered to be encroachments into environmental buffers. Staff usually does not support encroachments into environmental buffers for new land use development projects.

Environmental Planning staff has recommended that the existing encroachment can continue to exist in the environmental buffer area. This is because car dealership uses and operations are to remain on the site (i.e., no change in use or activity types) and the site plan proposes to change only certain parts of the site.

The applicant's site plan proposes to add about 0.08 acre (3320 s.f.) of new impervious surfaces in the environmental buffer. In the initial review of the project, staff did not support any *additional* encroachments into the environmental buffer area.

However, staff has recently learned that the proposed construction for the Inter-County Connector (ICC) will greatly affect the viability and condition of the on-site stream and its environmental buffer. In a letter dated January 27, 2006 to Cathy Conlon, Development Review Division, SHA includes a map that shows some of the features that are proposed for the ICC (see enclosed attachment). The construction of the ICC ramps would severely separate and isolate the stream valley on the subject site. Approximately 0.2 acre (8800 s.f.) of the environmental buffer would be within a proposed SHA construction easement. Much of this area overlaps with the environmental buffer area where the applicant proposes to locate new encroachments. One scenario shows over one-third of the environmental buffer (0.52 acre out of 1.42 acres of the buffer) within a proposed ICC ROW that SHA would acquire from the applicant. In addition, it appears that SHA proposes to construct a retaining wall that would run down the length of the stream valley on the subject site.

Because of the significant disturbance and disruption of the proposed ICC construction on the environmental buffer, staff is doubtful that the stream and the buffer can be adequately protected. Therefore, staff no longer recommends preservation or restoration of the environmental buffer area as part of this proposed preliminary or site plan. Staff recommends that the applicant provide as much tree protection in the environmental buffer as possible as part of the proposed auto sales park project. If the ICC construction can protect some of these remaining trees, there may be some tree cover that may survive over the long term. However,

staff does not recommend a conservation easement over the environmental buffer area.

### **Forest Conservation**

The forest conservation plan proposes that all of the on-site forest is counted as forest clearing. This results in a reforestation requirement of either a 3.58 acres, if the SHA acquires 0.52 acre of ICC ROW from the subject property, or 4.18 acres if no ICC ROW is acquired. The applicant proposes to satisfy the reforestation requirement by purchasing credits from an offsite forest bank.

In and around the environmental buffer area, the forest conservation plan shows the preservation of tree cover whether or not the SHA acquires ROW over part of the environmental buffer. But none of the remaining tree cover is shown as protected forest. Staff believes this approach is appropriate because of the expected adverse affects of the ICC construction on the forest and environmental buffer (see discussion above under "Environmental Buffers"). With the auto sales park use on one side and the ICC on the other side, the stream, its buffer, and forest will become only a small, isolated remnant of the environmental buffer that currently exists. The quality of these features will most likely be degraded. If the applicant and the SHA are able to protect some trees in the remnant of the buffer, some tree cover may continue to exist after construction is complete. Therefore, staff recommends a tree protection plan, but no conservation easement, for the environmental buffer area.

The open area at the southern portion of the site had been covered in 1.02 acres of forest. An old SWM facility existed in this area but was never maintained. The area is covered by an existing SWM easement. Forest has regenerated in and around the facility. In 2001, DPS and the property owner agreed to terminate the SWM facility and regrade the area to extend the storm drain system, install a new rip-rap outfall, and install water quality structures. The water quantity controls would be provided by the nearby, regional SWM facility in Tanglewood Tributary. This work, including the forest clearing, occurred within the last two years but was not covered by a forest conservation plan. The current forest conservation plan accounts for the 1.02 acres of forest clearing.

The forest conservation plan proposes to meet the reforestation requirement through the purchase of credits from a forest bank. Staff believes the use of an offsite forest bank is acceptable for this project since there would be no appropriate space on the site for forest planting. The specific forest bank would have to be identified by the applicant for staff review and approval prior to the start of clearing and grading. The proposed preliminary and final forest conservation plans, with staff's recommended conditions, meet the requirements of the County Forest Conservation Law.

### **RECOMMENDATION**

Environmental Planning staff recommends approval of the preliminary plan of subdivision and the site plan with conditions.



Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 27, 2006

Re: Montgomery County  
Intercounty Connector  
Montgomery Auto Sales Park (8-06001 & 8-06002)

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

Dear Ms. Conlon:

This office has reviewed the Site Plan (8-06001 and 8-06002) for the Montgomery Auto Sales Park dated June 2004. The 14.77 acres Montgomery Auto Sales Park Property is located south of Briggs Chaney Road and east of US 29. The Site Plan shows the proposed reconstruction of two existing buildings as well as changes to the existing parking lot.

The Intercounty Connector (ICC) Corridor One, as shown to date, impacts about 0.80 acres of the property, as shown on the attached map. About 0.29 acres of this impact (highlighted in purple on the attached map), located right station 48+50 to right station 50+55 along ramp "NW", is due only to grading for supporting slopes, and could be handled as an easement. The remaining 0.51 acres of impact (highlighted in orange on the attached map) contains a potential retaining wall, and needs to be acquired as right-of-way.

To protect property that will support the State Highway Administration/Maryland Transportation Authority (SHA/MdTA) locally preferred alternative, Corridor One, which is being studied as part of the current National Environmental Policy Act process for the project, we request that your agency require reservation of this property through the project's Record of Decision scheduled for release on April 1, 2006. In addition, we request that the Site Plan approval be made contingent upon the owner continuing to work with the SHA regarding grading and drainage to make certain that neither the owner's or SHA's interests are precluded by the other.

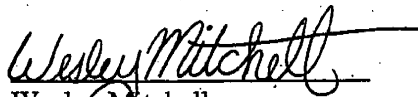
My telephone number/toll-free number is 1-866-462-0020  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • [www.marylandroads.com](http://www.marylandroads.com)

Ms. Cathy Conlon  
Page Two

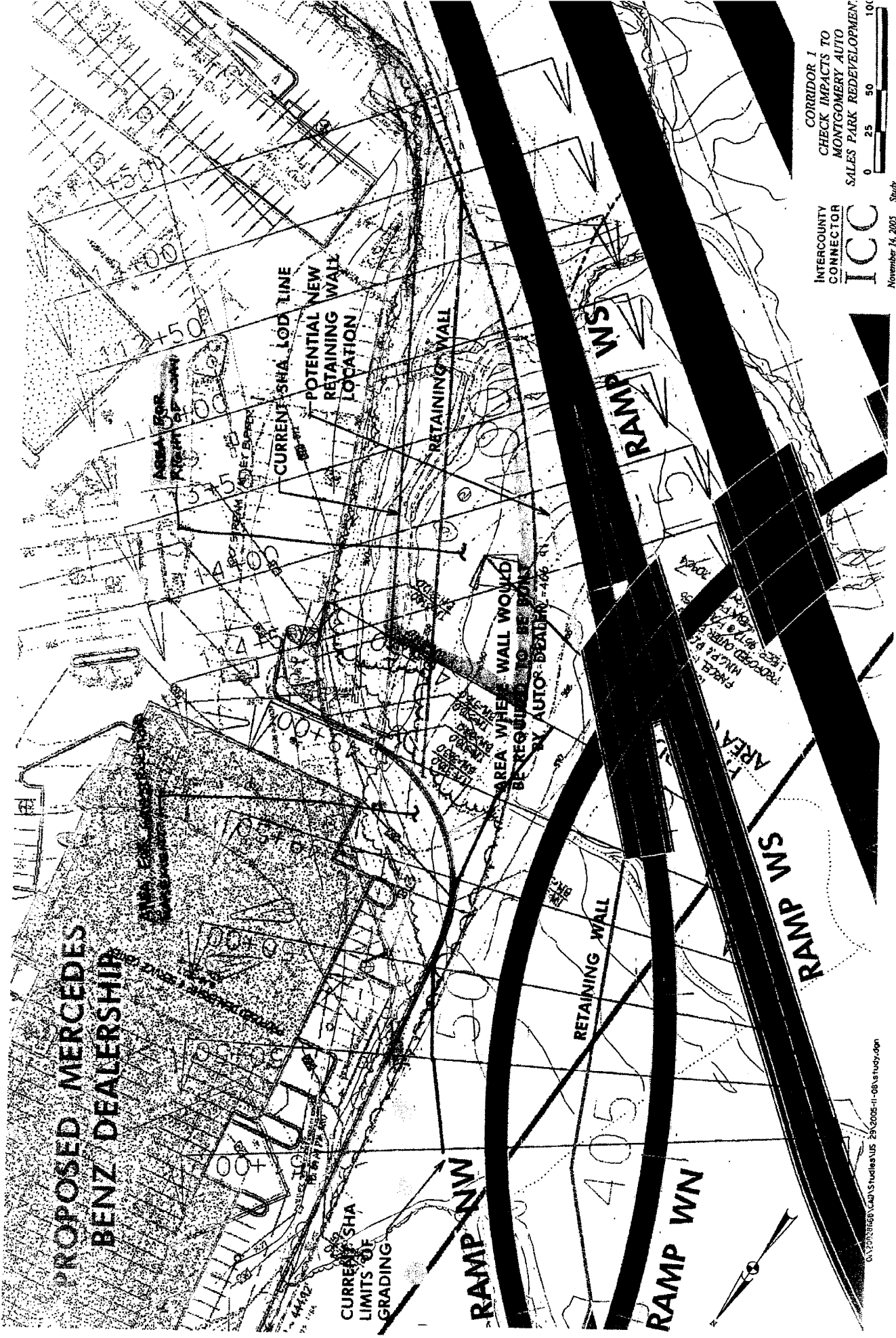
Thank you for the opportunity to comment on this project. We appreciate your agency's consideration of the above action.

Sincerely,



Wesley Mitchell  
Project Manager  
Project Planning Division

cc: Mr. John A. Borkowski, Engineering Access Permits Division, SHA (w/enclosure)  
Mr. Greg Cooke, Engineering Access Permits Division, SHA  
Mr. Jim Gordon (w/enclosure)  
Mr. Tom Hinchliffe, Office of Real Estate, SHA  
Mr. Chris Larson, Director, Office of Real Estate, SHA  
Mr. Doug Mills, Chief, District Three, Right-of-Way Office, SHA  
Mr. Raja Veeramachaneni, Director, Office of Planning and Preliminary Engineering,  
SHA



CORRIDOR 1  
 CHECK IMPACTS TO  
 MONTGOMERY AUTO  
 SALES PARK REDEVELOPMENT  
 ICC  
 November 14, 2005 Study  
 SCALE IN FEET  
 0 25 50 100



MARYLAND-NATIONAL CAPITAL  
PARK & PLANNING COMMISSION  
FOREST CONSERVATION PLAN RECOMMENDATIONS

TO: Richard Weaver and Kathleen Mitchell, Development Review Division

SUBJECT: Preliminary and Final Forest Conservation Plans # 1-04106 (120041060)  
and 8-06002 (820060020)  
Preliminary and Site Plans Montgomery Auto Sales Park, Lot 11  
Date Recd 2/10/06

SENT VIA FAX TO: Scott Wallace (Linowes and Blocher, fax: 301-654-2801)

The subject Forest Conservation Plan has been reviewed by Environmental Planning to determine if it meets the requirements of Chapter 22A of the Montgomery County Code (Forest Conservation Law). The following determination has been made:

SUBMISSION ADEQUACY

Adequate as submitted

RECOMMENDATIONS

Approve subject to the following conditions:

Required site inspections by M-NCPPC monitoring staff (as specified in "Trees Technical Manual")

Approval of the following items by M-NCPPC staff prior to DPS issuance of the sediment and erosion control permit:

Detailed Tree Protection Plan for environmental buffer area to be submitted for M-NCPPC staff review and approval prior to DPS issuance of sediment and erosion control permit.

Afforestation/Reforestation Planting Plan

Submittal of financial security to M-NCPPC prior to clearing or grading.

Record plat to show appropriate notes.

Maintenance agreement to be reviewed and approved by M-NCPPC staff prior to first inspection of planted areas.

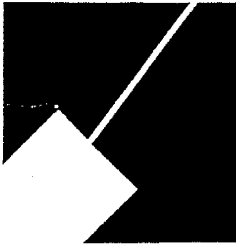
Other:

- a. **The following reforestation requirements be met through purchase of credits in a forest bank: 3.58 acres of reforestation if the SHA acquires ICC ROW, or 4.18 acres if the SHA does not acquire ICC ROW.**
- b. **Forest bank to be reviewed and approved by M-NCPPC staff prior to start of clearing and grading.**
- c. **Revise worksheet for the ICC ROW acquisition scenario in the final forest conservation plan to identify the amounts of land and forest excluded from the net tract area.**

SIGNATURE: Candy Bunnag (301) 495-4543  
Environmental Planning Division

DATE: 2/13/06





February 16, 2006

Revised March 2, 2006MEMORANDUM

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

CE

SUBJECT: Preliminary Plan No. 1-04106/Site Plan No. 8-06002  
Addition of ~~42,000~~ 42,189 square feet of commercial density on Lot 11 for a  
maximum density of ~~160,233~~ 175,891 square feet  
Montgomery Auto Sales Park Expansion (Herb Gordon Auto World – Mile One)  
Automobile Boulevard  
Fairland/White Oak Policy Area

---

This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) review of the subject preliminary plan that seeks approval for an additional ~~42,000~~ 42,189 square feet of commercial density on Lot 11 of the Montgomery Auto Sales Park over currently permitted ~~118,223~~ 133,702 square feet, for a maximum of ~~160,223~~ 175,891 square feet of commercial density 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. As requested in the Maryland State Highway Administration (SHA) letter dated January 26, 2006, (Attachment No. 1), and the January 2006 *Final Environmental Impact Statement (FEIS)* for the proposed Intercounty Connector (ICC) (Attachment No. 2)
  - a. Place in reservation the area shown on Attachment No. 1 ("Reservation Area") until the earlier of (i) April 1, 2006; or (ii) a final Record of Decision is issued by the FHWA, and that Record of Decision does not include the Reservation Area, or any portions thereof, within the final ICC alignment.
  - b. Grant an easement to SHA over area shown on Attachment No. 1 ("Easement Area") for grading and drainage.
2. The applicant shall locate all on-site improvements outside of the Reservation Area, unless approved by SHA, until the above reservation requirement is exhausted.
3. At least 90 days prior to the submission of any building and/or construction permit for the subject development, the applicant shall provide certified written notice to SHA, Engineering Access Permits, Division Office of Highway Development stating applicant's intent to proceed with the proposed development on Lot 11. The applicant shall concurrently send a copy of this letter to Maryland-National Capital Park and Planning Commission (M-NCPPC), c/o Chief, Transportation Planning.
4. Any contract of sale between the applicant and any prospective buyer of Lot 11 shall (a) advise the buyer in writing of the requirements in place on the lot per above Conditions 1 through 3; and (b) advise the buyer to contact SHA and/or M-NCPPC Transportation Planning staff for current information regarding ICC alignment in the area. This notification requirement is binding on the applicant's heirs, successors, and/or assigns.
- ~~5. Show on the final record plat, consistent with the 1997 Approved and Adopted Fairland Master Plan, existing or provided right of way for Columbia Pike (US 29) along the entire property frontage (from the opposite right of way line).~~
- 6.5. Limit future development on Lot 11 to ~~160,223~~ 175,891 square feet of commercial space (i.e., additional ~~42,000~~ 42,189 square feet of commercial density over currently permitted ~~118,223~~ 133,702 square feet) to be used as automobile sales showroom and service facilities.

7.6. Contribute to SHA as requested in letter dated August 18, 2005 (Attachment No. 3), jointly with approved Preliminary Plan No. 1-05001 (Fairland View) and pending Preliminary Plan No. 1-04101 (Montgomery Auto Sales Park, Lot 17), 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.

8.7. Satisfy all preliminary plan conditions included in the Montgomery County Department of Public Works and Transportation's (DPWT) letter dated January 17, 2006 (Attachment No. 4).

9.8. Provide adequate lead-in sidewalk access to entrances to the proposed office/sales buildings on the property from Automobile Boulevard. Lead-in sidewalks shall be sufficiently set back from any handicap ramps. Additionally, all on- and off-site sidewalk connections, ramps and crosswalk shall conform to Americans with Disabilities Act best practices.

## **DISCUSSION**

### Site Location, Access, Circulation and Transportation Facilities

Lot 11 of the Montgomery Auto Sales Park is located within the Briggs Chaney community of Fairland, within the southeast quadrant of US 29/Briggs Chaney Road interchange, which is currently being constructed. The proposed Corridor 1 alignment of the ICC is to the south of the property, which is proposed to have an interchange with US 29 to the southwest corner of the property.

Access to site will be from Automobile Boulevard, which connects to Briggs Chaney Road. As part of ongoing SHA and DPWT projects, Briggs Chaney Road is being reconstructed between Old Columbia Pike to the west and Dogwood Drive to the east, with an interchange at US 29, a bike path along its south side, and a sidewalk along its north side.

Land uses in the immediate area include residential (to the northeast of the site), commercial (to the north and east of the site), retail (to the north 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), to 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, to the north of the property, 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, along the property frontage, 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 Spring 2006.

Information available in the *FEIS* indicates that the proposed Corridor 1 alignment of the ICC, its interchange with US 29, and some support structures physically impact the property (see Attachment No. 2).

### 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 3 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 addition of commercial density to the lot 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. 1-04106 (proposed addition of 42,000 square feet of commercial density on Lot 11 – now 42,189 square-feet) and Preliminary Plan No. 1-04101 (proposed 57,749 square feet auto body shop and repair center on Lot 17) 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. The applicant provided a supplementary traffic analysis dated March 2, 2006, that documented analysis for an additional 189 square-feet of commercial density on Lot 11 (for a total additional density of 42,189 square-feet).

Trip generation estimates for the ~~42,000~~42,189 square feet of commercial density on Lot 11, as analyzed in the ~~traffic study~~supplementary traffic analysis, 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 Sales Park. This is presented in Table 1.

**TABLE 1**  
**SUMMARY OF SITE TRIP GENERATION**  
**ADDITION OF ~~42,000~~42,189 SF OF COMMERCIAL DENSITY ON LOT 11**  
**MONTGOMERY AUTO SALES PARK**

| Time Period               | Trip Generation |                         |                           |
|---------------------------|-----------------|-------------------------|---------------------------|
|                           | In              | Out                     | Total                     |
| Weekday Morning Peak-Hour | 65              | 23                      | 88                        |
| Weekday Evening Peak-Hour | 39              | <del>72</del> <u>73</u> | <del>111</del> <u>112</u> |

Source: Montgomery Auto Park Expansion Traffic Study. The Traffic Group, Inc. June 22, 2005; Supplementary Traffic Analysis. The Traffic Group, Inc. March 2, 2006.

As shown in Table 1, it was estimated that the proposed use would generate approximately 88 peak-hour trips during the weekday morning peak-period and ~~111~~112 peak-hour trips during the weekday evening peak-period.

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 supplementary~~ traffic analysis 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. 1-04106 and Preliminary Plan No. 1-04101.

**TABLE 2  
SUMMARY OF CAPACITY CALCULATIONS  
MONTGOMERY AUTO SALES PARK  
PRELIMINARY PLAN NOS 1-04106 and 1-04101**

| 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 <sup>1</sup>                    | --                 | --    | 804        | 529   | 820   | <del>565</del><br>566   | --                              | --    |
| US 29 NB Ramps/Briggs Chaney Rd <sup>1</sup>                    | --                 | --    | 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 <sup>1</sup>                   | 1,237              | 1,115 | 1,018      | 850   | 1,044 | 865                     | --                              | --    |
| Briggs Chaney Rd/Castle Blvd/<br>Automobile Blvd <sup>1,2</sup> | 1,005              | 1,182 | 776        | 961   | 789   | <del>999</del><br>1,000 | --                              | --    |
| Briggs Chaney Rd/Robey Rd <sup>2</sup>                          | 1,078              | 1,100 | 868        | 708   | 876   | 713                     | --                              | --    |
| Briggs Chaney Rd/Gateshead Manor Wy <sup>2</sup>                | 818                | 965   | 708        | 837   | 717   | 842                     | --                              | --    |
| Briggs Chaney Rd/Site Access <sup>2</sup>                       | --                 | --    | --         | --    | 358   | 654                     | --                              | --    |

Source: Montgomery Auto Park Expansion Traffic Study. The Traffic Group, Inc. June 22, 2005; Supplementary Traffic Analysis. The Traffic Group, Inc. March 2, 2006.

FY 2004 Congestion Standard for Fairland/White Oak Policy Area: 1,550 CLV

<sup>1</sup> Background and Total Traffic Conditions reflect SHA improvements as part of the US 29/Briggs Chaney Road interchange project.

<sup>2</sup> 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 (1-04101; Montgomery Auto Sales Park, Lot 17) 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 other two plans.

#### 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 addition of ~~42,000~~ 42,189 square feet of commercial density on Lot 11 is equivalent to ~~84~~ 85 jobs (assuming 500 square feet of commercial space is equivalent to 1 job). However, the applicant had indicated that the proposed addition will not add any new employees to the site, but in fact, will shift some of the existing jobs to Lot 17 (Preliminary Plan No. 1-04101).

CE:gw  
Attachments

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





Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

Attachment No. 1

January 27, 2006

Re: Montgomery County  
Intercounty Connector  
Montgomery Auto Sales Park (8-06001 & 8-06002)

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

Dear Ms. Conlon:

This office has reviewed the Site Plan (8-06001 and 8-06002) for the Montgomery Auto Sales Park dated June 2004. The 14.77 acres Montgomery Auto Sales Park Property is located south of Briggs Chaney Road and east of US 29. The Site Plan shows the proposed reconstruction of two existing buildings as well as changes to the existing parking lot.

The Intercounty Connector (ICC) Corridor One, as shown to date, impacts about 0.80 acres of the property, as shown on the attached map. About 0.29 acres of this impact (highlighted in purple on the attached map), located right station 48+50 to right station 50+55 along ramp "NW", is due only to grading for supporting slopes, and could be handled as an easement. The remaining 0.51 acres of impact (highlighted in orange on the attached map) contains a potential retaining wall, and needs to be acquired as right-of-way.

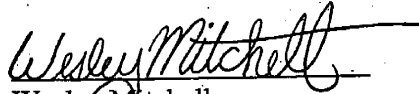
To protect property that will support the State Highway Administration/Maryland Transportation Authority (SHA/MdTA) locally preferred alternative, Corridor One, which is being studied as part of the current National Environmental Policy Act process for the project, we request that your agency require reservation of this property through the project's Record of Decision scheduled for release on April 1, 2006. In addition, we request that the Site Plan approval be made contingent upon the owner continuing to work with the SHA regarding grading and drainage to make certain that neither the owner's or SHA's interests are precluded by the other.

My telephone number/toll-free number is 1-866-462-0020  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Ms. Cathy Conlon  
Page Two

Thank you for the opportunity to comment on this project. We appreciate your agency's consideration of the above action.

Sincerely,



Wesley Mitchell  
Project Manager  
Project Planning Division

cc: Mr. John A. Borkowski, Engineering Access Permits Division, SHA (w/enclosure)  
Mr. Greg Cooke, Engineering Access Permits Division, SHA  
Mr. Jim Gordon (w/enclosure)  
Mr. Tom Hinchliffe, Office of Real Estate, SHA  
Mr. Chris Larson, Director, Office of Real Estate, SHA  
Mr. Doug Mills, Chief, District Three, Right-of-Way Office, SHA  
Mr. Raja Veeramachaneni, Director, Office of Planning and Preliminary Engineering,  
SHA