



Item # 13

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

MEMORANDUM

DATE: March 15, 2002
TO: Montgomery County Planning Board
VIA: Larry Ponsford, Supervisor
Joseph R. Davis, Chief *JRD*
Development Review Division
FROM: Mary Beth O'Quinn *MBO*
Planning Department Staff
(301) 495-4587
(301) 495-1322

REVIEW TYPE: Site Plan
APPLYING FOR: 23,458 sf auto sales and service
PROJECT NAME: Middlebrook Industrial Park
CASE #: 8-02013
REVIEW BASIS: Site Plan Review required for Auto Sales in this zone [59-C-5.21]
Additional requirements per 59-C-4.367

ZONE: I-1
LOCATION: Amaranth Drive, 900 feet north of Middlebrook Road, Germantown

MASTER PLAN: Germantown Master Plan, 1989
APPLICANT: Foresees LLC
FILING DATE: January 31, 2002
HEARING DATE: February 14, 2002



STAFF RECOMMENDATION FOR SITE PLAN: Approval of Site Plan, up to 23,458 sf of auto sales and service, with the following conditions:

1. Standard Conditions dated October 10, 1995, Appendix A.
2. Conditions of MCDPS stormwater management concept approval dated January 5, 2001.
3. Conditions of Transportation Planning Division memo dated January 30, 2002, including:
 - a. Limit total development to 23,458 sf of automobile/motorcycle sales under the

- subject site plan;
- b. Provide deed of conveyance for 300-foot right-of-way for I-270, 150 feet from centerline, along the property in accordance with the master plan recommendation;
4. Conditions of MNCPPC Environmental Planning memo dated February 7, 2002, including:
 - a. Submit a final forestation plan for staff approval showing the location of 19,004 sf of reforestation with a minimum 1" caliper native trees and shrubs at a rate of 200/acre and 33/acre.
 - b. A forest conservation easement shall be placed over all reforested area; bonding for maintenance and replacement to be provided consistent with requirements of Chapter 22A Forest Conservation Law.
 5. Prior to signature set, applicant must provide the following information or revisions, subject to staff review:
 - a. Site and Development Plan
 - i. Show north arrow, LODs, road dedications, road centerlines and dimensions, access easements, forest conservation easements, PUE, PIE, storm water parcel boundary; placement and dimensions of sidewalks, storm drain outlets, oil/grit separators;
 - ii. Provide demolition plan showing removal of existing curbing and paving located within the proposed landscape buffer area; relocate and revise striping to comply with setback requirements and site plan requirements;
 - iii. Provide fence or guard rail for protection of the landscape buffer; fence or guard rail should be black in color, to follow the paving boundaries on the east, south and north sides; the existing fence on the property line along the ROW should be replaced with one black in color; provide details and specifications for fencing, subject to staff review; to be noted on plan;
 - iv. No vehicles, vehicle parts or materials, crates, trash, or waste material shall be stored within the setback areas;
 - v. Provide gate or signage restricting visitor/customer parking to the front portion of the site;
 - vi. Provide details for all retaining walls and show top and bottom elevations; retaining walls to be constructed of masonry materials; no retaining walls to be located within 50 feet of the stream; retaining walls visible from I-270 shall be stone-faced;
 - vii. Relocate each handicapped parking space(s) closer to each sales building; provide painted crosswalk for each; increase the size of landscape island along the north edge of parking area and locate at the center axis between the two buildings (and between the handicapped parking);
 - viii. Provide curb return for landscape island near driveway entrance; remove one row of tandem spaces;
 - ix. Provide crosswalks for all pedestrian paths.
 - b. Landscape Plan
 - i. Landscape Buffer Provide substantial increase in landscape materials for the entire 50-foot landscape buffer along I-270 to achieve adequate screening, including: a continuous primary planting row at the north property line of

mixed American Holly, Leyland Cypress, Pin Oak, Viburnum, and London Plane trees (30 additional trees); and a second continuous row of trees within the buffer midway between the first row and the parking area curb edge (60-70 trees); provide understory plantings throughout; trees to be installed at 8-10 feet in height or 3-inch caliper.

- ii. Shade Trees Provide three additional red maple shade trees for each island within the open parking areas; provide hedges 3-feet in height for full length of all landscape islands; provide two additional red maple shade trees and islands along north edge of parking facing I-270; provide shade trees at common property boundaries every 40 feet; provide additional street trees (Willow Oaks) on Amaranth Drive
- iii. Hedges Continue hedges around corners of all parking areas, to follow curb lines; provide hedges between shade trees on all landscape islands;
- iv. Plazas Provide additional landscaping and fixed planters for the plaza areas; provide details of paving, all fixtures and furnishings.

c. Lighting and Signage

- i. Provide lighting fixture schedule listing all fixture types and numbers keyed to site and landscape plans;
- ii. Provide details, specifications for all lighting fixtures (free-standing and building exterior), including lamp type, wattage, house shields, mounted height, dimensions, hours of operations;
- iii. Provide details and specifications for all signage, including materials, lighting fixture mounts and housing, lamps and wattage, and/or installation details;
- iv. No free standing signs or pylon signs shall be permitted;
- v. Relocate all light poles out of the conservation areas;
- vi. Provide photometric light distribution plan that includes calculations for street lighting on Amaranth Drive and light level overlap;
- vii. Provide sectional drawing of I-270 showing building and fixture height(s) and viewing angles from I-270;
- viii. Provide Lighting Calculations Summary showing average/maximum and average/minimum ratios; provide calculations for all property lines;
- ix. Provide lighting levels according to IESNA Recommended Practice; levels should conform to Secondary Business District Illuminance Levels and Uniformities for Car Dealerships General Lighting, current edition.

VICINITY MAP FOR
MIDDLEBROOK INDUSTRIAL PARK (8-02013)



Map compiled on November 06, 2001 at 2:47 PM | Site located on base sheet no - 227NW12

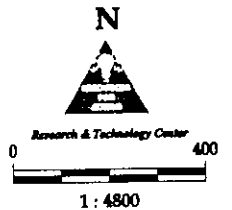
NOTICE

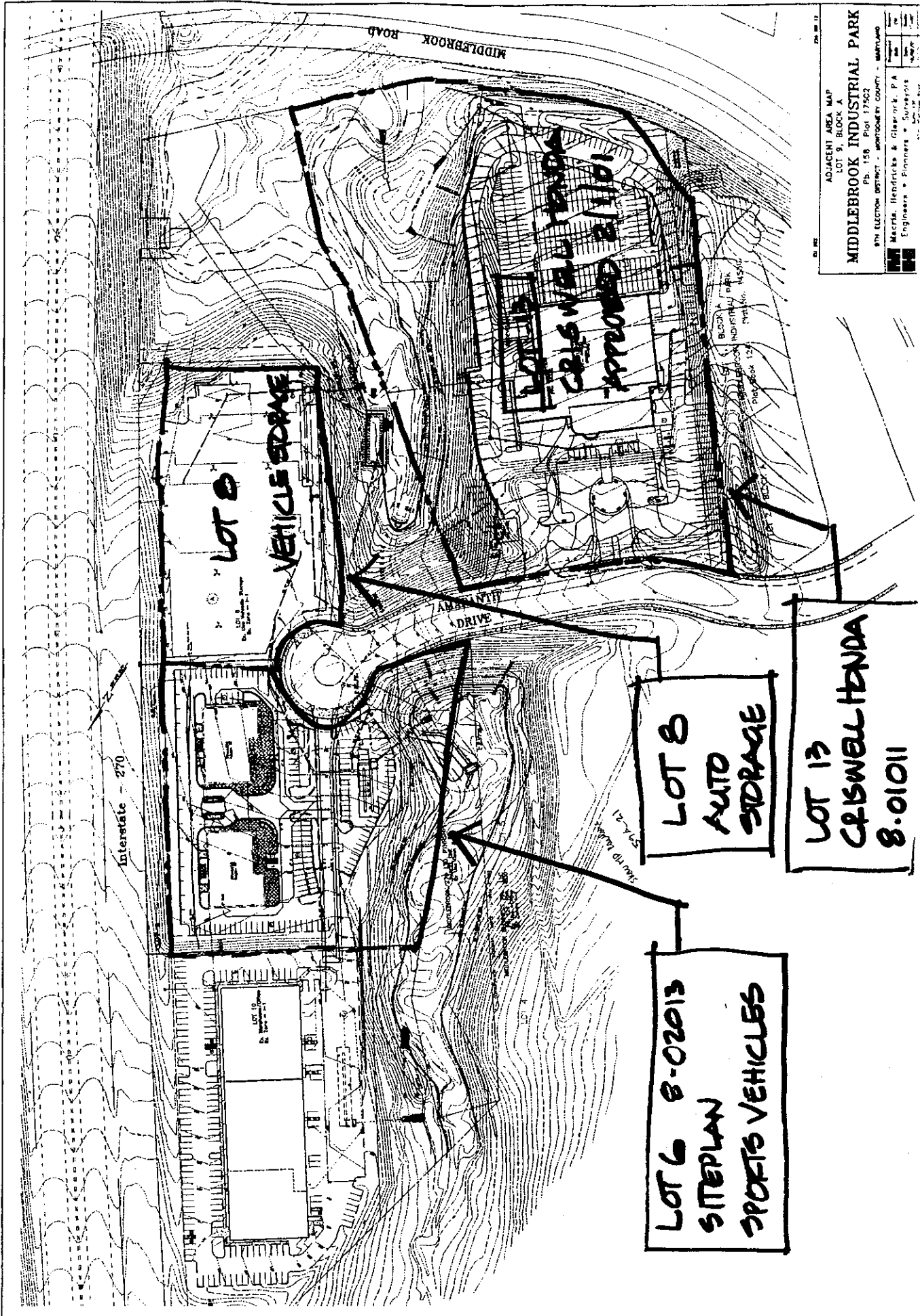
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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map





ADJACENT AREA MAP
 LOT 9, BLOCK A
MIDDLEBROOK INDUSTRIAL PARK
 P.B. 158 Plot 17502
 8TH ELECTRON DISTRICT - WASHINGTON COUNTY - MARYLAND
 Macra, Hendricks & Glasgow, P.A.
 Engineers & Planners & Surveyors

LOT 6 8-02013
SITEPLAN
SPORTS VEHICLES

LOT 8
AUTO
STORAGE

LOT 13
CRISWELL HONDA
8-01011

LOT 9
VEHICLE STORAGE

LOT 9
CRISWELL HONDA
APPROX 21101

LOT 10
 CRISWELL HONDA
 APPROX 21101

SUMMARY OF ISSUES ADDRESSED AT SITE PLAN:

In the course of site plan review and discussion, staff and the applicant reviewed:

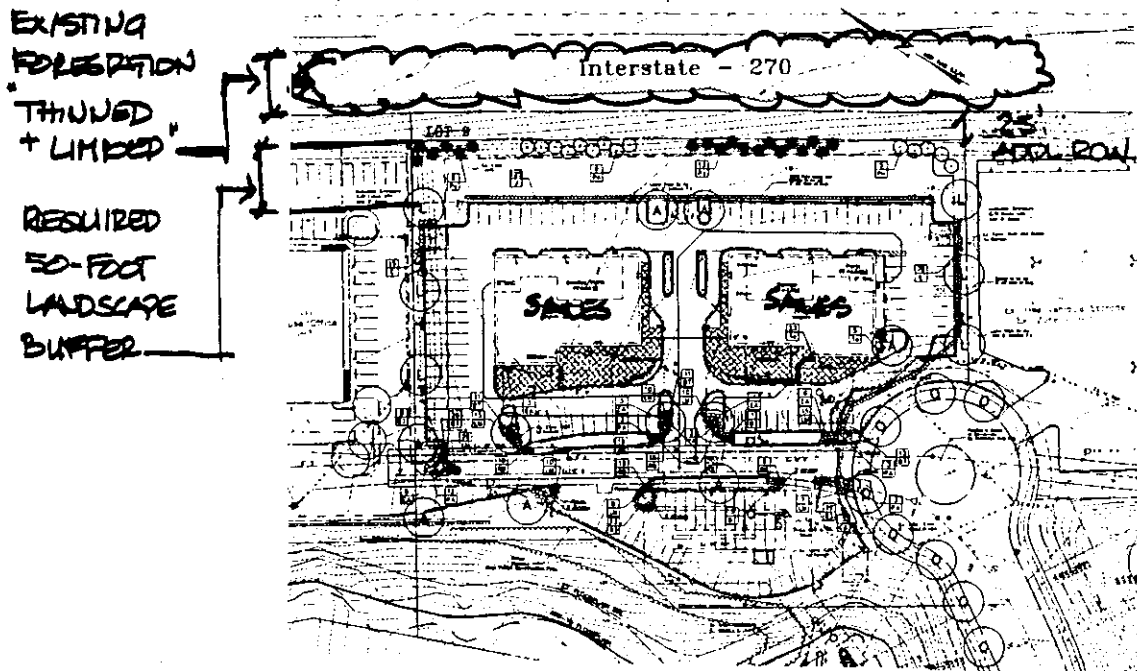
- Preliminary Plan conditions
- Environmental Conservation Agreement developed as part of Preliminary Plan approval and mitigation measures for stream bed restoration
- Master Plan goals for the Middlebrook Employment corridor
- Parking and vehicle storage requirements
- Stormwater management
- Landscaping for the setback buffer along I-270

ISSUES EXTANT AT THE TIME OF STAFF REPORT

Issue: Landscaping

Applicant Proposal

The applicant proposes modest landscaping materials for the 50-foot landscape buffer required along major roads for automobile sales and service centers.



Staff Position

The landscaping should be increased significantly for the following reasons:

1. The zoning ordinance requires the setback area to be landscaped [59-C-4.363]
2. The existing forestation at the property line within the I-270 Right-of-Way has been damaged by extensive "limbing-up" of the cedar trees that create the greenway. The thinned forestation creates the need for replacement forestation for screening.
3. The 1989 Germantown Master Plan notes the importance of the view quality from I-270:
 - that the EC-5 area "is highly visible from I-270 and extreme care needs to be taken in its development"
 - that a "park-like atmosphere" should be created
 - that development should enhance the utility of open space by providing visual separation from the road
4. Staff recommends that the landscaping proposed along the 450-foot boundary at I-270 be increased from 33 trees to at least 123 to create an effective green buffer. Staff also recommends that a fence or guardrail be provided for the edge of the paved parking area to protect the newly planted forestation.

PROJECT DESCRIPTION: Surrounding Vicinity

The site (Lot 9) is part of a cluster of lots located along I-270 that are zoned I-1, approximately ¼ mile north of Interstate 270-Middlebrook overpass in Germantown. The two contiguous lots to the south and west are used for auto sales and service: Lot 8 contains vehicle storage for the recently approved Criswell Honda facility under construction on Lot 13.

The Gunner's Lake Village lies across Middlebrook road to the south and comprises the residential neighborhoods of Middlebrook Commons and Gunners View. Germantown Square Shopping Center is located west of Gunners Lake. The area immediately adjacent to the site on the north side of Middlebrook Road is designated as the Middlebrook Tech Park; the land north west of the site along I-270 is controlled by the Department of Energy. The future Montgomery County transitway is planned for one of the cluster lots fronting Middlebrook Road.

PROJECT DESCRIPTION: Site Description

The property consists of 4.45 acres of land wedged between I-270 and a steeply sloped stream bed with conservation easement crossed by Amaranth Drive. The site's shape, roughly rectangular, features 450 feet of frontage facing the west side of I-270 just north of Middlebrook Road. The cul-de-sac at the terminus of Amaranth Drive provides access to the subject site and the adjoining lot to the north; the adjoining Lots 6 and 13 to the south are owned by the applicant, as part of a contiguous parcel of 26.39 acres approved as Preliminary Plan 1-87037.

PROJECT DESCRIPTION: Proposal

The applicant proposes recreational vehicle sales and service center fronting on I-270 with access from Amaranth Drive.

The design aligns the twin buildings at the center of the site, facing the Amaranth Drive and the stream bed, with vehicular circulation between and around the buildings. Vehicular storage is accommodated on north and east sides of the lots; the repair and service centers are at the rear facing I-270. The design proposes modest landscaping with pines and grass panels within the required 50' buffer on the highway and street trees on Amaranth Drive.

The public plaza area at each sales building features exterior seating areas with special paving. The grade difference requires steps and retaining walls at the entrance to each building. Visitor parking is located in directly in front of each building, however, because of the topography, handicapped spaces are located at the rear to provide required levels grades for passage.

PRIOR APPROVALS

Preliminary Plan 1-87037 was approved February 5, 1987 for five lots on 26.39 acres of land, subject to the following conditions:

1. Dedication along Middlebrook Road (75' off center line).
2. No driveways to Middlebrook Road.
3. Full width dedication and construction of Amaranth Drive.
4. Conditions of DEP stormwater management waiver.
5. Agreement with Planning board that final grading will be in accordance with site plans dated 9/87, that there will be no retaining walls within 50 of the stream (except for improvements to Amaranth Drive) and that no erosion and sediment control plan will be submitted for staff review prior to applicant requesting any grading permits.
6. Necessary easements.
7. Oil and grit separators to be placed in parking areas unless found to be unnecessary by DEP.

In addition, a separate Conservation Agreement, dated July 26, 1989, was made between subject parties for the protection of the sensitive environmental areas on the site.

On February 1, 2001, the Planning Board approved the applicant's proposal for Lot 13, one of the five lots addressed at Preliminary Plan, as the Criswell Honda Sales facility (49,410 sf).

ANALYSIS: Conformance to Master Plan

The proposed site plan for auto sales and service use conforms to minimum levels with the 1989 Germantown Master Plan recommendations for this site within the employment corridor. The Master Plan's clear intent is that the Employment Corridor will generate a level of employment that would balance the recommended residential base. The Corridor Cities Transitway alignment with a station stop located less than one-half mile from this site, is a critical county and region-wide transportation facility recommended as one of the highest priority transportation solutions by the Montgomery County Planning Board. Employment levels generated by the proposed recreational vehicle sales and service will provide significantly fewer jobs than office use at this site as contemplated in the Master Plan.

ANALYSIS: Conformance to Development Standards

PROJECT DATA TABLE

<u>Development Standard</u>	<u>Permitted or Required</u>	<u>Proposed</u>
Zoning:	I-1	I-1
Lot Area:	4.45 acres 170,450 sf	4.45 acres 193,894 sf
Building Coverage (59-C-4.367(b))	35% max	9.6%
Proposed Structure	67,862 sf	18,800 sf
Green Space	13,989 sf	108,746 sf
Green Space:	10%	56%
Building Height (59-C-5.31):	3 stories/42'	2 stories/32ft
Parking Setbacks (59-C-4.367):		
From I-270 Automobile dealership abutting roadway	50' BSL	50' BRL,
From Amaranth Drive (59-C-5.33)	60' BSL	70' BRL,
From adjacent property	10' BSL	10' BRL
Density [1.0 FAR]:	0.12 FAR	.10 FAR
Parking:		
Office: 2.9 spaces/1,000 sf	12.9 spaces	13 spaces
Sales: 5 spaces/1,000 sf	35.6 spaces	36 spaces
Service: 1 space/employee	6.0 spaces	6 spaces
Parts: 1/5 spaces/1,000 sf	12.4 spaces	13 spaces
H/C		2 spaces
Bicycle	5.0 spaces	5 spaces
<u>Motorcycle</u>	<u>6.0 spaces</u>	<u>6 spaces</u>
Total Provided	67.0 spaces	126 spaces

FINDINGS for Site Plan Review:

1. The site plan is consistent with Preliminary Plan 1-87037.
2. The site plan meets all of the requirements of the zone in which it is located. See Project Data Table above.
3. The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.

a. Location of Buildings

The building is sited in the most logical location and orientation with respect to pedestrian and vehicular safety and efficiency within the physical limitations of the site and the constraints of the conservation easement.

b. Open Spaces

Open space consists of retention of the conservation easement for the stream buffer on the site, landscaped perimeters, and parking area landscaping and screening. Staff recommends that applicant submit a revised landscape plan for the storm water management facility that follows the newly-issued DPS guidelines.

c. Landscaping and Lighting

As conditioned, the landscaping is adequate and efficient. In keeping with the Master Plan goals for the I-270 corridor, the 50' landscaped setback, required for auto sales and service, should achieve "a park like setting" for maximum visual attractiveness on the most heavily used highway in the county. Staff recommends substantial and densely planted forestation, varied in type and species, to provide substantial green screening and to compensate for the long-term loss of tree cover from the recently thinned trees in the ROW. The trees in the buffer should be installed at a height of 10 feet to achieve adequate growth for screening in a shorter time period. Staff also recommends protection of the landscape buffer area with fencing or guardrails to ensure the survival and longevity of the plantings.

Staff also recommends that additional shade trees be provided within the parking and vehicle storage areas as well as supplemental hedges.

The Willow Oak street trees proposed along the sidewalk on Middlebrook Road and in the median will enhance the appearance for pedestrians and drivers. The Willow Oak street trees on Amaranth Drive will provide an attractive complement to the Red Maple and Honey Locust proposed for the parking areas.

Lighting levels generally meet accepted standards for auto service sales centers.

However, some moderate adjustments are needed to the aggregate readings, within some of the parking areas. Staff recommends further review prior to signature set.

d. Recreation

The plan is exempt from recreation requirements.

e. Vehicular and Pedestrian Circulation

Vehicular and pedestrian circulation is mostly adequate, safe, and efficient, providing within the display areas. Staff recommends slight relocation of handicapped parking and additional handicapped spaces. Staff recommends providing security gates or signage at the driveway entrances to vehicular storage area to limit pedestrian access to areas of the site that do not provide sidewalks or adequate pedestrian paths.

4. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.

The structure proposed is compatible with existing uses on the adjacent properties. The adjacent property to the south, owned by the applicant is currently used for auto storage. The adjacent site to the north was not subject to site plan review.

5. The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.

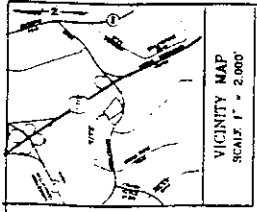
As conditioned, the plan meets the requirements of the Forest Conservation Law.

APPENDIX

- A. Standard conditions dated October 10, 1995
- B. Previous Actions by the Planning Board
- C. Correspondence referenced in report

APPENDIX A: STANDARD CONDITIONS OF APPROVAL DATED 10-10-95:

1. Submit a Site Plan Enforcement Agreement and Development Program for review and approval prior to approval of the signature set as follows:
 - a. Development Program to include a phasing schedule as follows:
 - 1) Street tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
 - 3) Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
 - 4) Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.
 - 5) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - 7) Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
 - b. Site Plan Enforcement Agreement to delineate transportation management program and/or APF Agreement.
2. Signature set of site, landscape/lighting, and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
 - a. Limits of disturbance;
 - b. Conditions of DPS Stormwater Management Concept approval (waiver) letter dated *January 5, 2001*;
 - c. The development program inspection schedule.
 - d. Conservation easement boundary;
 - e. Street trees *40-45* feet on center along all public streets;
4. No clearing or grading prior to M-NCPPC approval of signature set of plans.



1. The site plan shows the proposed building footprints, parking areas, and circulation paths. The plan is divided into several lots, with Lot 10 and Lot 13 specifically labeled. The building footprints are labeled 'SALES' and 'CONSERVATION ESSENTIAL'. The plan also shows existing and proposed landscaping, including trees and shrubs. The site is bounded by Interstate - 270 to the west and Amaranth Drive to the east. The plan includes detailed annotations for planting and site preparation.

Interstate - 270

LANDSCAPE BUFFER

SALES

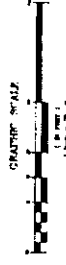
SALES

CONSERVATION ESSENTIAL

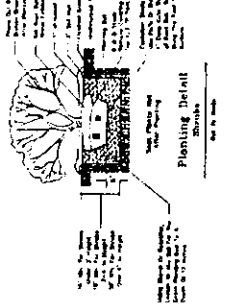
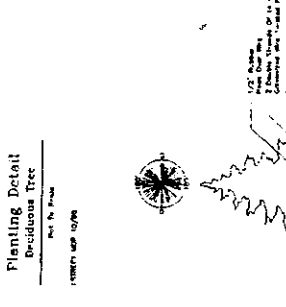
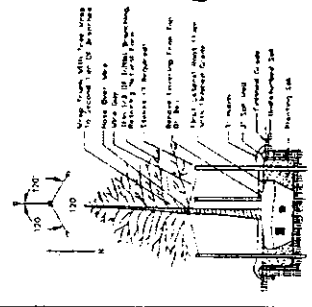
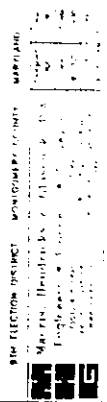
AMARANTH DRIVE

LOT 13

HONDA SALES

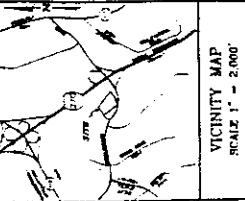


LANDSCAPE and LIGHTING PLAN
LOT 9, BLOCK A
MIDDLEBROOK INDUSTRIAL PARK



NO.	QUANTITY	SYMBOL	DESCRIPTION	DATE
1	10	101	PLANTING DECIDUOUS TREE	10/1/77
2	5	102	PLANTING SHRUB	10/1/77
3	1	103	PLANTING TREE	10/1/77
4	1	104	PLANTING TREE	10/1/77
5	1	105	PLANTING TREE	10/1/77
6	1	106	PLANTING TREE	10/1/77
7	1	107	PLANTING TREE	10/1/77
8	1	108	PLANTING TREE	10/1/77
9	1	109	PLANTING TREE	10/1/77
10	1	110	PLANTING TREE	10/1/77

Call "Miss Utility" at 1-800-257-7777.
48 hours prior to the start of work
to be sure all utilities are located and
marked. Call "Miss Utility" if you
discover any unmarked utilities.



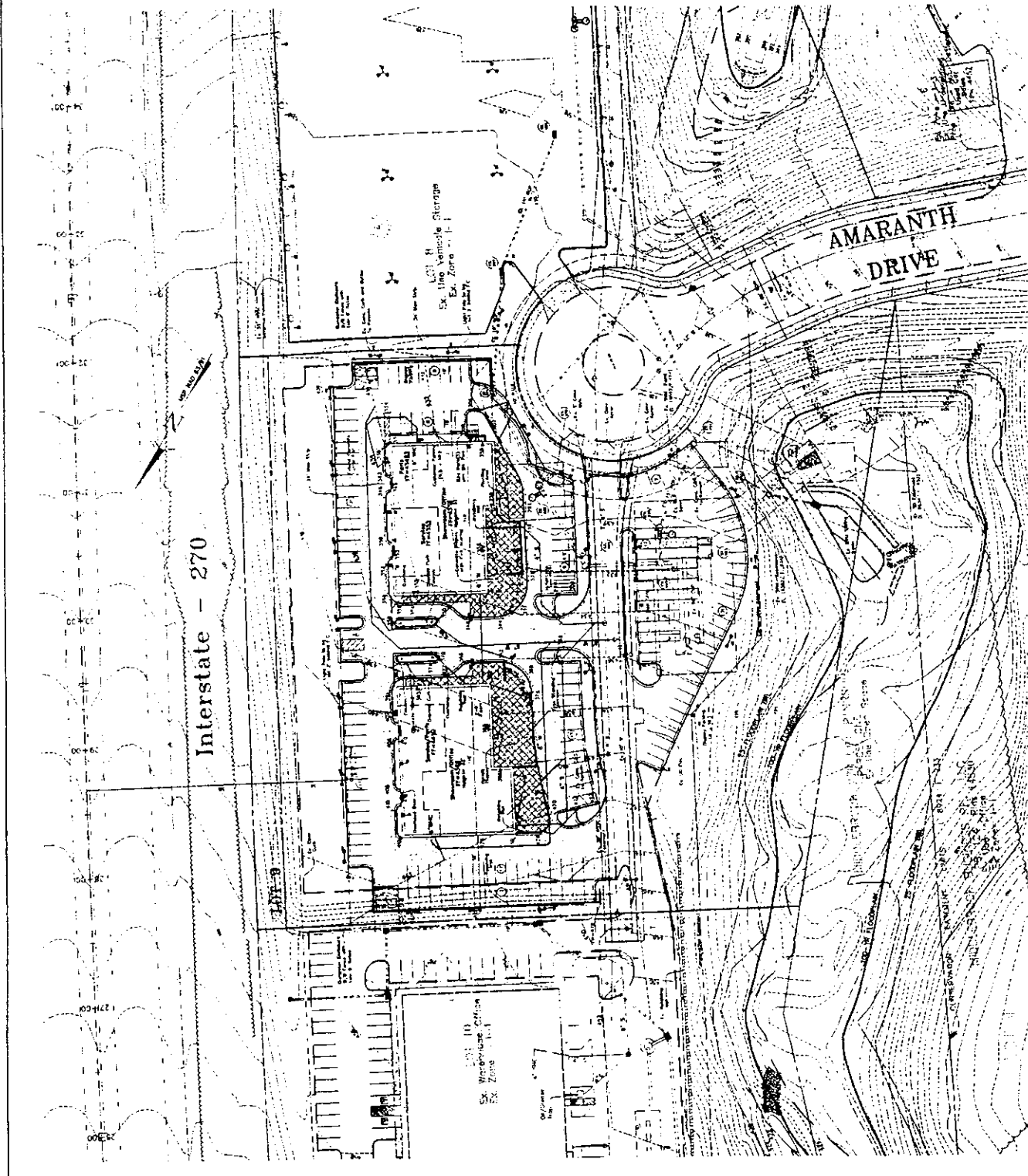
VICINITY MAP
SCALE 1" = 2,000'

SPECIAL NOTES

1. THE DOCUMENT IS FOR A FIELD AND SHALL BE REPRODUCED BY THE CONTRACTOR AT HIS OWN RISK AND WITHOUT LIABILITY TO THE ENGINEER.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
3. ALL EXISTING ABOVE GROUND UTILITIES ARE TO BE RELOCATED AND ALL EXISTING BELOW GROUND UTILITIES ARE TO BE DELETED AND REPLACED BY NEW UTILITIES AS SHOWN ON THIS PLAN.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
7. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
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11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND UTILITIES INFORMATION FROM THE CITY OF PHOENIX AND THE ARIZONA DEPARTMENT OF TRANSPORTATION AND SAFETY.

SITE TABULATION

1. Total Site Area	= 4.45 acres or 193,968 sq ft
2. Existing Building	= 1.4 (Light Industrial)
3. Proposed Area	= 2.9 (General Industrial)
4. Proposed Building Footprint	= 13,000 sq ft (10,000 sq ft)
5. Proposed Parking	= 100 (100 spaces)
6. Proposed Stormwater	= 100 (100 cfs)
7. Proposed Stormwater	= 100 (100 cfs)
8. Proposed Stormwater	= 100 (100 cfs)
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17. Proposed Stormwater	= 100 (100 cfs)
18. Proposed Stormwater	= 100 (100 cfs)
19. Proposed Stormwater	= 100 (100 cfs)
20. Proposed Stormwater	= 100 (100 cfs)



OWNER/APPLICANT
 GORZI & ASSOCIATES, INC.
 501 2nd Avenue, Suite 200
 Phoenix, AZ 85001
 PHONE: (602) 541-1000
 FAX: (602) 541-1001



Call 'Miss Utility' at 1-800-257-7777.
 48 hours prior to the start of work.
 This notice is required by the City of Phoenix.
 The contractor shall be responsible for obtaining all necessary permits and utilities information from the City of Phoenix and the Arizona Department of Transportation and Safety.

MIDDLEBROOK INDUSTRIAL PARK
 SITE DEVELOPMENT PLAN
 LOT 9, BLOCK A
 8TH ELECTION DISTRICT, PHOENIX, ARIZONA
 PROJECT NO. 158 PLOT 17502
 ENGINEER: MERRICK HENDRICKS & GIBSON, P.A.
 1000 N. CENTRAL AVENUE, SUITE 1000, PHOENIX, AZ 85004
 PHONE: (602) 254-1000
 FAX: (602) 254-1001
 DATE: 08/15/00



WASHINGTON SUBURBAN SANITARY COMMISSION

14501 Sweitzer Lane • Laurel, Maryland 20707-5902

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P. Michael Errico

January 10, 2002

Ms. Mary Beth O'Quinn
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Middlebrook Industrial Park
Site Plan No. 8-02013

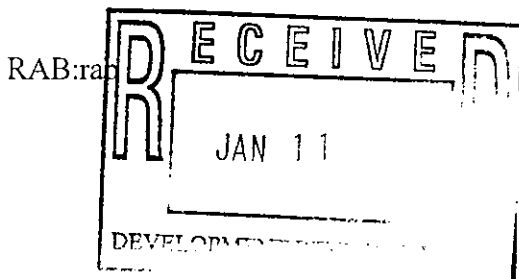
Dear Ms. O'Quinn:

Per our telephone conversation last week, the 35 foot WSSC right-of-way (Liber 4068 Folio 251) between Middlebrook Industrial Park Lot 9, Block A and Interstate 270 is no longer needed by the Commission. The 35 foot right-of-way was reserved for a water main extension which was actually built through Lot 9 in a 30 foot WSSC right-of-way. If the property owner desires to have this right-of-way abandoned, an application must be made to Relocations Unit. Greg Hohl at 301-206-8733 should be contacted to coordinate this abandonment.

If you have any other questions regarding this matter, please contact me at (301) 206-8396.

Sincerely,

Ross A. Beschner
Regional Coordinator
Development Services Group



M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

January 30, 2002

MEMORANDUM

TO: Mary Beth O'Quinn, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ki H. Kim, Planner
Transportation Planning

SUBJECT: Site Plan No. 8-02013
Middlebrook Industrial Park – Lot 9/Block A
Germantown

This memorandum is Transportation Planning staff's review of the subject site plan for the Middlebrook Industrial Park – Lot 9/Block A. The subject site is located on the west side of I-270 north of Middlebrook Road in the Germantown West Policy Area. The site has an approved preliminary plan for automobile sales. The application is for 23,548 square feet of automobile/motorcycle sales that include office, automobile sales area, repair facility, and parts/storage space.

RECOMMENDATION

Staff recommends the following conditions related to approval of the subject site plan.

1. Limit total development to 23,458 square feet of automobile/motorcycle sales under the subject site plan.
2. Dedicate 300' right-of-way for I-270, 150' from the centerline, along the property in accordance with the master plan recommendation.

DISCUSSION

LATR and Policy Area Review

The Adequate Public Facilities issues on the subject development were addressed at the time of the preliminary plan application. The site is in the Germantown West Policy Area where there is sufficient staging ceiling capacity available (4,284 jobs as of December 31, 2001) to accommodate the proposed development.

Site Access and Circulation

The existing Amaranth Drive built to a four lane arterial standard with a 5' sidewalk on both sides provides safe and adequate access for vehicles and pedestrians. The internal vehicular circulation as shown on the site plan is adequate and safe.

KHK:cmd

SP 8-02013 Middlebrook Industrial



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

March 13, 2002

MEMORANDUM

TO: Mary Beth O'Quinn, Site Plan Reviewer
Development Review Division

FROM: Sue Edwards, I-270 Corridor Team Leader *SUE*
Community-Based Planning Division

SUBJECT: Middlebrook Industrial Park
Site Plan #8-02013

STAFF RECOMMENDATION: The proposed site plan for auto sales and service use minimally conforms with the 1989 *Germantown Master Plan* recommendations for this site within the employment corridor.

The basis of the staff recommendation follows the Master Plan's clear intent that the Employment Corridor generate the employment intended to balance the recommended residential base. The Corridor Cities Transitway alignment with a station stop located less than one-half mile from this site, is a critical county and region-wide transportation facility recommended as one of the highest priority transportation solutions by the Montgomery County Planning Board. Employment generated by the proposed motor sports sales and service use will be much less than office uses at this site as contemplated in the Master Plan.

Background

A related project for auto sales and service (Site Plan #8-01011) within this same preliminary plan of subdivision was approved by the Montgomery County Planning Board on March 15, 2001.

The subject property is 4.452 acres in size with I-1 zoning reconfirmed from the 1974 Germantown Master Plan through Sectional Map Amendment F-939. The preliminary plan for this property (Northridge Business Park #1-87037) predates the *Germantown Master Plan*, adopted and approved in 1989.

The Master Plan recognized that in order to achieve the objectives established for the Employment Corridor, all land should be in a zoning category where the intensity, nature, and location of new buildings can be guided through the development plan and site plan approval or through the specific requirements of the zone (Master Plan, page 43).

Site plan approval is not required for all uses permitted in the I-1 zone; the Master Plan, therefore, recommends the I-3 or R & D zone as the base zone for the Employment Corridor. The Master Plan recommended I-1 zoning for this property as a group of five recorded lots and an approved preliminary plan of subdivision. In seeking a base zone of I-3 or R & D for properties in the Employment Corridor, the Plan concludes that the setback and greenspace requirements of the I-1 zone are inadequate and not supportive of transit serviceability. Also, the requirements of the I-1 zone are not sufficient or appropriate for locations along the transitway or in highly visible locations.

The proposed use was not anticipated by the Germantown Master Plan for this location nor specified in the preliminary plan approval which did not specify an intended use. The Master Plan language cited in the following section reveals the additional care that must be devoted for development of property within the Employment Corridor.

Master Plan Recommendations

The subject property is located in the Employment Corridor, analysis area EC-5 (see Figure 1). Germantown's Employment Corridor is concentrated in a 1,000 acre area located along both the east and west sides of I-270. At the time of Master Plan adoption in 1989, a strategic reserve of employment land was uncommitted (approximately 840 acres) with equal proximity to I-270 and the Corridor Cities Transitway alignment at that point in time.

The Germantown Master Plan directs the growth of Germantown through nine objectives, as stated on page 1 of the Master Plan. These objectives include:

- *Providing a greater sense of community identity for both current and future residents;*
- *Increasing opportunities for employment land uses for a variety of businesses and enterprises;*
- *Increasing the County's total housing stock and concurrently providing an appropriate mix of housing types;*
- *Providing a safe, efficient, and adequate transportation system;*
- *Increasing transit serviceability, particularly in the Employment Corridor.*

The Master Plan objectives of the Employment Corridor including the following (Master Plan, page 33):

- *Continue the 1974 Master Plan designation of the Employment Corridor as a major employment resource in the County.*
- *Increase transit serviceability by locating office buildings close to transit routes.*
- *Provide, as much as possible, the opportunity for people to both live and work in*

the same community, thereby creating more efficient use of transportation systems, and public facilities and amenities, and reducing the amount of work trip miles.

- *Encourage provision of diverse employment opportunities in recognition of Germantown's role as a Corridor City.*
- *Provide for greater density of development in areas close to the proposed transit station.*

The Master Plan supplies further guidance in describing analysis area EC-5, an area totaling 40 acres at the northwest quadrant of Middlebrook Road and I-270. *This analysis area contains five recorded lots and an approved preliminary plan of subdivision in the I-1 Zone. Because of these development approvals this Master Plan recommends retaining the I-1 zoning classification.* (Master Plan, page 48). The text describes the analysis area as containing a stream valley that crosses the property parallel to I-270 and another crossing the southeast.

This analysis area is highly visible from I-270 and extreme care needs to be taken in its development. The Master Plan recommends the following development guidelines be considered when reviewing development proposals for analysis area EC-5:

- *Restrict development from the stream valley.*
- *Install significant landscaping along Middlebrook Road at this important gateway location.*
- *Limit development to a total of 700,000 square feet of building area (2,800 employees) at an overall floor area ratio of 0.4*

The Master Plan establishes a limitation of 700,000 square feet of building area (0.4 Floor Area Ratio) for the five recorded lots so as to not create excessive traffic congestion. Existing and future construction would be limited to 2,800 employees within EC-5. See Figure 2, End State Building Areas, Jobs, and Residential Units in the Employment Corridor.

The Plat of Reservation (576-99) for this property (lots 8 & 9 totaling 11.01 acres) contains the following note: A2. The maximum total density of development for the lots shown on this plat is 325,000 square feet of office or the equivalent of an alternate use in terms of total traffic trips generated. A range of approximately 1,300 to 1,600 employees would be generated by general office use of lots 8 & 9 assuming a reasonable density allowable in the I-1 zone.

The proposed outdoor motor sports sales and service use, while not exceeding the intensity limitation set for this parcel, clearly does not meet the employment objectives of the Germantown Master Plan. The intent of the Master Plan is to reserve land appropriately zoned for employment use, guide development of that property for transit serviceability, and generate employment density adjacent to transit stops.

The use proposed in this development application has minimal employment (6 employee spaces indicated on the plan) and a high proportion of automobile trips

(service visits, potential test drives for new on-road motor sport vehicles, road testing of serviced motorcycles) that are not employment related.

The continued erosion of employment density of properties immediately adjacent to transit stations from Master Plan recommended levels threatens the ultimate ridership projections and mode determination of the Corridor Cities Transitway.

Corridor Cities Transitway

The future Corridor Cities Transitway is a critical transportation facility that was considered in the areawide transportation analysis conducted for the Germantown Master Plan. The Master Plan concludes: *About 25 to 30 percent of Germantown's future work force is projected to come from areas that could be served by the Transit Easement and about 50 percent of Germantown's employed residents would work in areas directly served by the Transit Easement.* (Master Plan, page 114).

The need for this transportation facility is now heightened by the highly congested conditions experienced on I-270 and recognition of the need to provide dual direction (reverse commute) transit options to jobs created in the I-270 Corridor. The Corridor Cities Transitway continues to be included in large-scale, multi-modal transportation studies such as the State Highway Administration *I-270/US 15 Multimodal Corridor Study* and the Planning Board's Transportation Policy recommendations forwarded to the Montgomery County Council.

Previous studies of the Corridor Cities Transitway have contributed to understanding land use patterns necessary for transit serviceability and in recommending specific alignments, profiles, cross sections and station stops necessary to serve existing and future communities and employment centers.

The *I-270 Corridor Cities Easement Study* (May 1990) evaluated alignments proposed in the County and municipal master plans, as well as alternative alignments, and selected the preferred location for an exclusive transit right of way extending north of the Shady Grove Metrorail station to Clarksburg. The alternatives were tested for ridership based on high transit "serviceability" which provides for mobility, good access, and favorable land uses.

The *Final Report: Shady Grove to Clarksburg Transitway Study 2* (issued in 1998) was developed by the Montgomery County Department of Public Works and Transportation recommends right of way for a transit alignment, stations, yard and shop, and a hiker/biker trail. This study corresponds to the segment of the transitway from Metropolitan Grove to Clarksburg: the Phase I study extends from the Shady Grove Metrorail station area to Metropolitan Grove.

The subject property is within one-half mile of the future Middlebrook station stop of the Corridor Cities Transitway. This station will contain a station platform, bus transfer

facilities, and parking on a 1.03 acre parcel at the intersection of Amaranth Drive and Middlebrook Road.

The proposed outdoor motor sports sales and service use does not contribute to the employment base needed for transit serviceability. Use of the site for auto sales and service will preclude a transit serviceable use.

Community Concerns

The applicant met with the Germantown Citizen Association on Monday, February 11, 2002. This organization will generate written comments concerning visibility from I-270 and loss of employment potential to be included in the staff report.

Three civic representatives commented on the previous application within this same subdivision. The Germantown Alliance of business, government, and citizens is wrote a letter affirming the need for adherence to the Master Plan land use in the Employment Corridor.

“As you may know, the Alliance has been a strong advocate for the Master Plan in Germantown for the past decade. As such, the parcel of land under consideration was originally intended to be a major employment sector in Germantown, right next to the proposed light rail. However, the Honda [automobile] dealership application would reduce the number of employees on that location by several hundred individuals. We are not opposed to the Honda Motor Dealer, we are pro-business. However, there is a shortage of employment options in Germantown and we would like to make sure that we keep creating space for major employment in our community”.

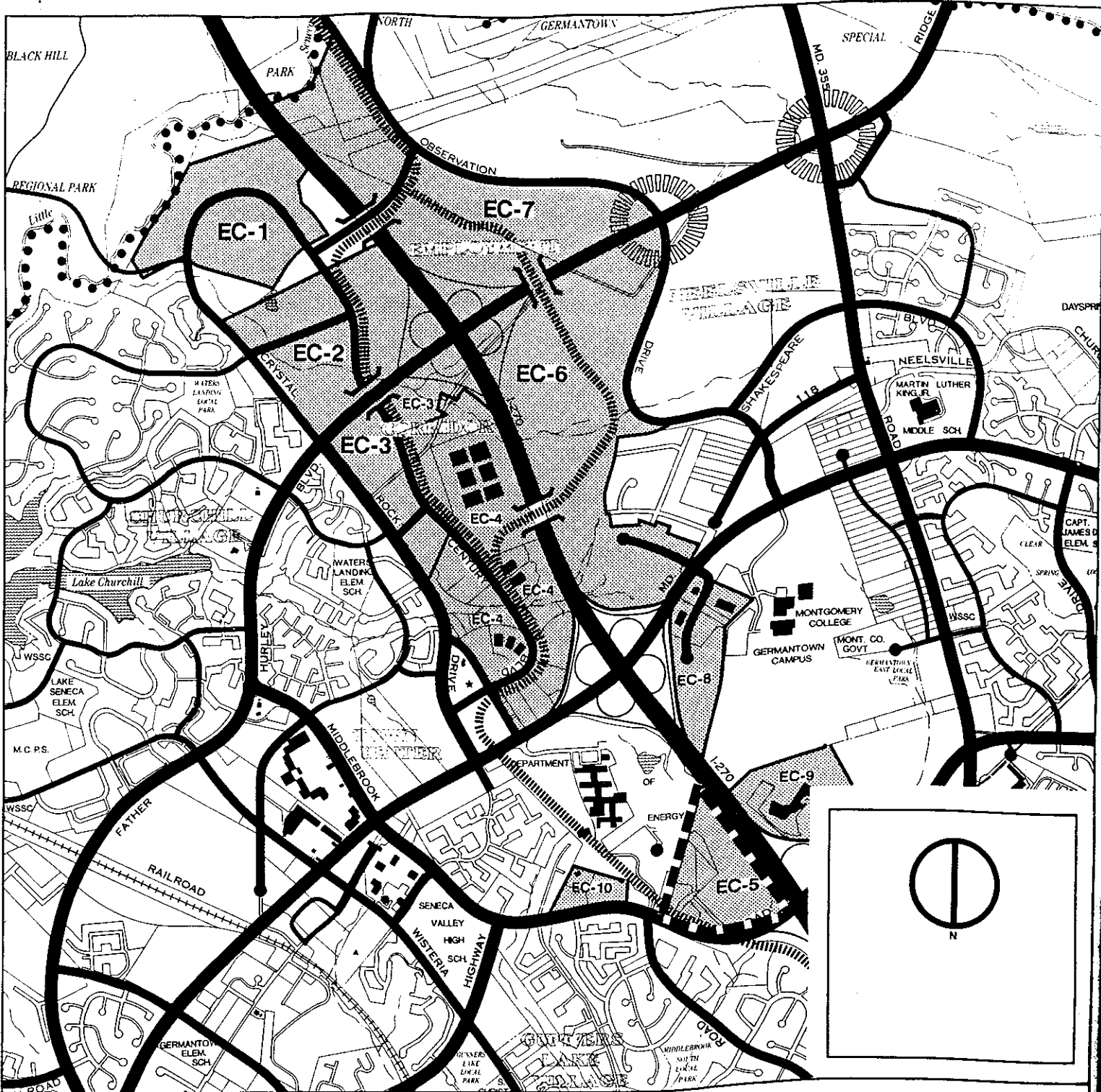
In many settings and discussions including the Joint Transit Symposium on the Corridor Cities Transitway held in October 2001, citizens continue to emphasize the need for transit options with priority for funding and constructing the Corridor Cities Transitway. Senior planning staff in Rockville and Gaithersburg are concerned with the erosion of employment density in the Upcounty which threatens the viability of Corridor Cities Transitway ridership.

Conclusion

The proposed outdoor motor sports sales and service use was not envisioned by the 1989 *Germantown Master Plan* which retained I-1 zoning for the property but which also clearly articulated employment objectives for the Employment Corridor in general and the EC-5 analysis area specifically. These objectives can be accomplished through general office of the site which is a permitted use in the I-1 Zone.

This use does not support master plan objectives for locating employment in Germantown accessible to Germantown residents and further erodes employment density needed to support the future Corridor Cities Transitway.

FIGURE 1



Employment Corridor: Analysis Areas

 **Comprehensive Amendment
to the Master Plan for Germantown**
Montgomery County, Maryland

 The Maryland-National Capital Park and Planning Commission

TABLE 20

END-STATE BUILDING AREAS, JOBS AND RESIDENTIAL UNITS
IN THE EMPLOYMENT CORRIDOR

Analysis Area	Total Acres	Acres	Employment			Acres	Residential Density	Units***
			FAR	Bldg. Area*	Jobs**			
EC-1	75	75	.40	1,300,000	5,200	—	—	—
EC-2	108	39	.50	850,000	3,400	69	R-30/PD-22	1,250
EC-3	84	32	.25	350,000	1,400	—	—	—
		52	.50	1,130,000	4,500			
EC-4	120	105	.50	2,300,000	9,200	—	—	—
		15	.60	400,000	1,600			
EC-5	40	40	.40	700,000	2,800	—	—	—
EC-6	188	188	.50	4,100,000	16,400	—	—	—
EC-7	200	72	.50	1,600,000	6,300	104	R-30/PD-35	2,500
		24	.50	520,000	1,700			
EC-8	32	32	.50	575,000	2,300	—	—	—
EC-9	41	41	.50	900,000	3,600	—	—	—
EC-10	11	11	.40	200,000	800	—	—	—

* The building area is an approximation based on the allowable FAR of the recommended zone, taking into account existing development in Analysis Areas EC-4 and EC-8.

** The number of jobs is an approximation based on an average of 250 square feet per employee in the I-3, I-1, and Town Sector Zones and 300 square feet in the R&D Zone.

*** The number of units include MPDU's.

GERMANTOWN CITIZENS ASSOCIATION

P.O. Box 1323

GERMANTOWN, MD 20875

March 14, 2002

Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910-3760

RECEIVED
MAR 15 2002

Re: Middlebrook Industrial Park (Criswell) Site Plan No. 8-02013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman Holmes and Members of the Planning Board,

The Germantown Citizens Association opposes the above referenced site plan. We object to it for the two principle reasons outlined below.

Loss of job opportunities befitting the stature of the "I-270 Technology Corridor"

I will not extensively revisit the concept that I-270 is to be a showcase; Montgomery County's high technology corridor. It is to be of a character that bespeaks of the latest in science and technology. The Middlebrook Road interchange already has more than its fair share of self-storage warehouses, filling stations and automobile and truck dealerships. What little undeveloped land remains, particularly that with such prominent visibility from I-270 an along the transit corridor, should be reserved for fulfillment of the vision of high technology businesses and jobs

The parcel's visibility and the message it communicates about Montgomery County

The aesthetics of a motorcycle and off-road vehicle dealership at this location are awfully poor, as demonstrated by the series of photographs of a similar business just south of Germantown. Photographs one through five are of the Criswell property that is visible along the west side of I-270 between Quince Orchard Road and the CSX Metropolitan Subdivision viaduct over I-270.

Stacked shipping containers of all-terrain vehicles and personal watercraft greet the viewer, right down to torn and hanging plastic. Perhaps one may believe this is far enough away from I-270 so as not to be noticed. That cannot be the intent of the owner, who must believe the location is close enough to be seen, otherwise there would be no need for signs identifying the business.

Contrast these images with photographs six through eight. They are photos of the Acterna buildings at the I-270/Father Hurley (Rt. 27) interchange in Germantown. These structures epitomize the corporate character of the I-270 corridor. Well designed, landscaped and illuminated, these structures, as well as others such as the former Pulse Electronics facility just to the north, convey the desired message. When parked vehicles are unavoidably visible to passersby, the goal is to screen and buffer the view to mask their presence, not call attention to them.

The Board may be considering attaching conditions requiring screening and maintenance of the parcel to assure a visibly pleasing result. The reality, however, is that we are not interested in a landowner being forced to operate under rules that clearly force him to behave in a way contrary to his nature, as evidenced by the first five photos that show how the parcel would be kept in the absence of a mandate. The margin for error in this case is very slim, as this parcel directly abuts I-270.

While most businesses consider the portion of their parcel facing a highway to be their backyard, a place for storage, to Germantown and Montgomery County, I-270 is a welcome mat and the face of our community. It is the first impression visitors receive, some of whom are asking themselves "do I want to locate my business here?" We should communicate the message that Montgomery County is *the* place to

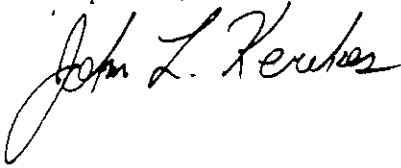
Montgomery County Planning Board
March 14, 2002

Page two

do business that is on the cutting edge. Our local economy, schools and very essence of what we are trying to accomplish depends upon it. There is other space available that does not provide that critical first impression that I-270 parcels communicate.

If you have any questions, please feel free to contact me.

Respectfully submitted,

A handwritten signature in black ink that reads "John L. Kerekes". The signature is written in a cursive style with a large, looping initial "J".

John L. Kerekes
President

enclosures

Photos by John Kerekes, President
Germantown Citizens Association

Photo 1

March 1, 2002, approximately 8 a.m.

Looking south from the outer shoulder of southbound I-270 toward the Criswell properties. The Metro parking lot is in the immediate foreground. The grassy ridge running in front of the white building in the background is the CSX Metropolitan subdivision.

Photo 2

March 1, 2002, approximately 8 a.m.

Same view as photo 1, except isolating on the outside storage of all-terrain vehicle and personal water craft storage area. Note "YAMAHA" sign to the left of the picture.

Photo 3

March 1, 2002, approximately 8 a.m.

Same view as photo 2, except isolating on vehicle storage.

Photos 4

March 1, 2002, approximately 8 a.m.

Close up photos of vehicles stacked in the storage area.

Photos 5

March 1, 2002, approximately 8 a.m.

Close up photos of vehicles stacked in the storage area.

Photo 6

March 8, 2002, approximately 8 p.m.

Showing the nighttime illumination of the Acterna buildings as viewed from the overpass toward the northeast quadrant of the I-270/Rt. 27 interchange in Germantown, Maryland.

Photo 7

March 8, 2002, approximately 8 p.m.

Close up of the north Acterna building as viewed from the overpass toward the northeast quadrant of the I-270/Rt. 27 interchange in Germantown, Maryland.

Photo 8

March 8, 2002, approximately 8 p.m.

Close up of the south Acterna building as viewed from the overpass toward the northeast quadrant of the I-270/Rt. 27 interchange in Germantown, Maryland.

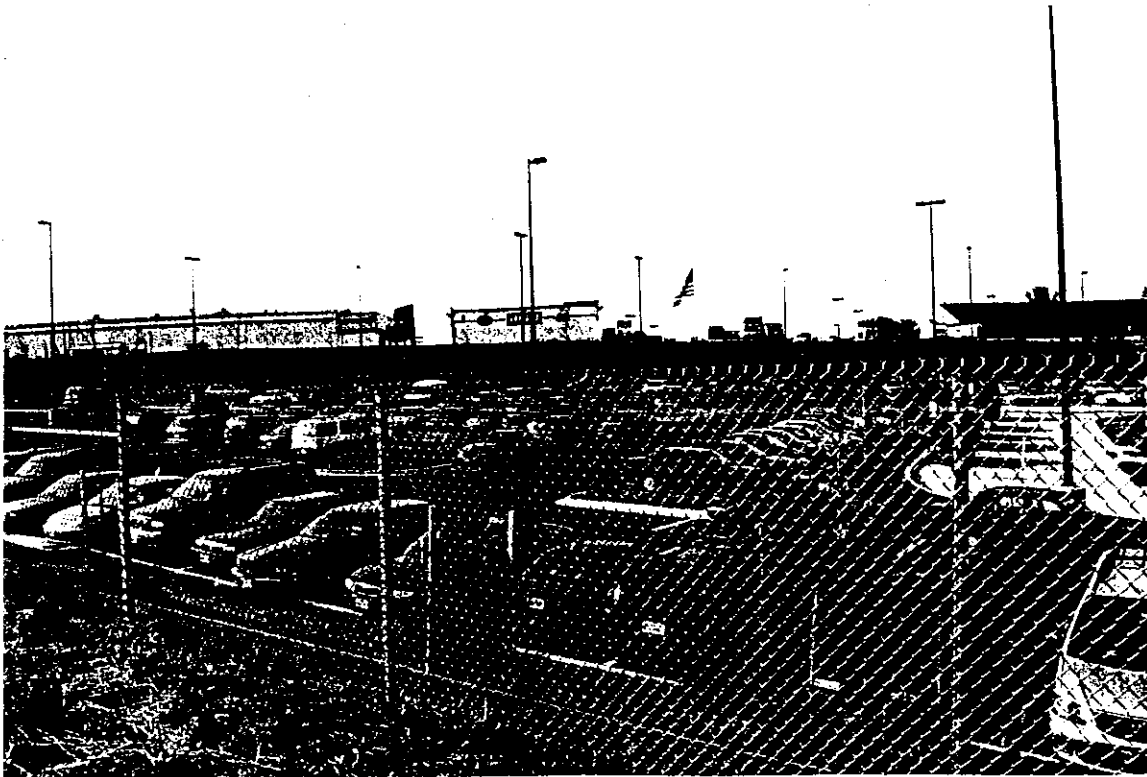


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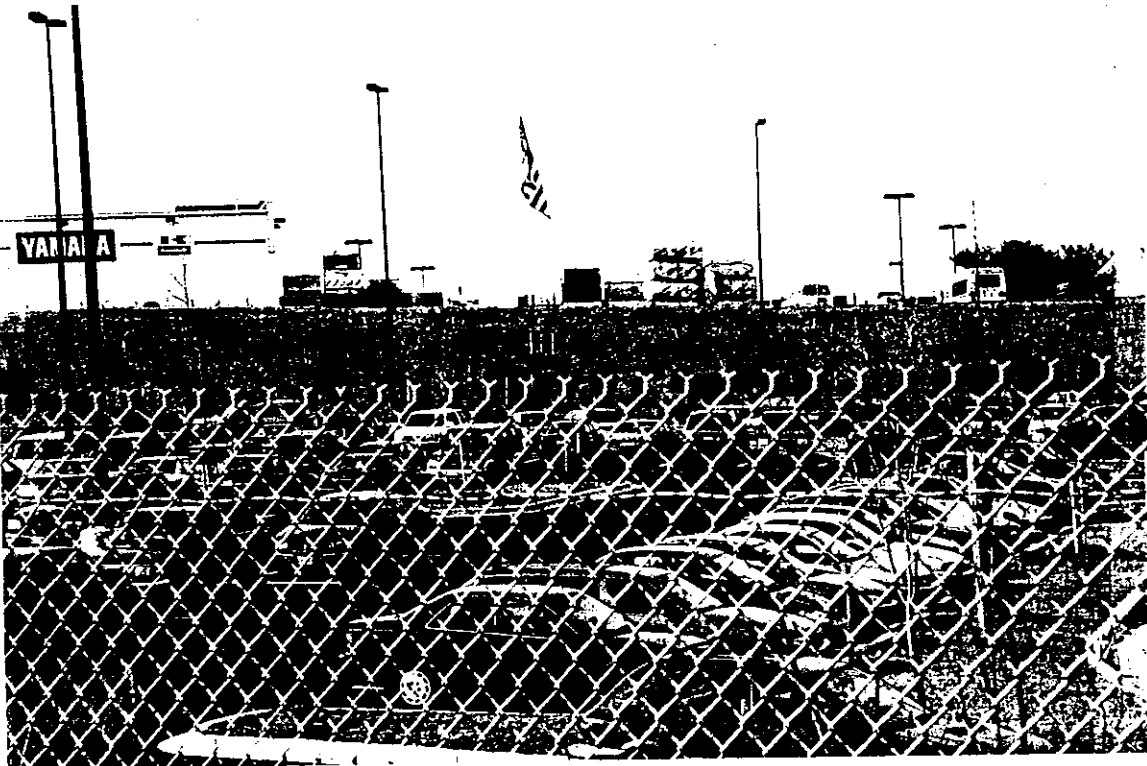


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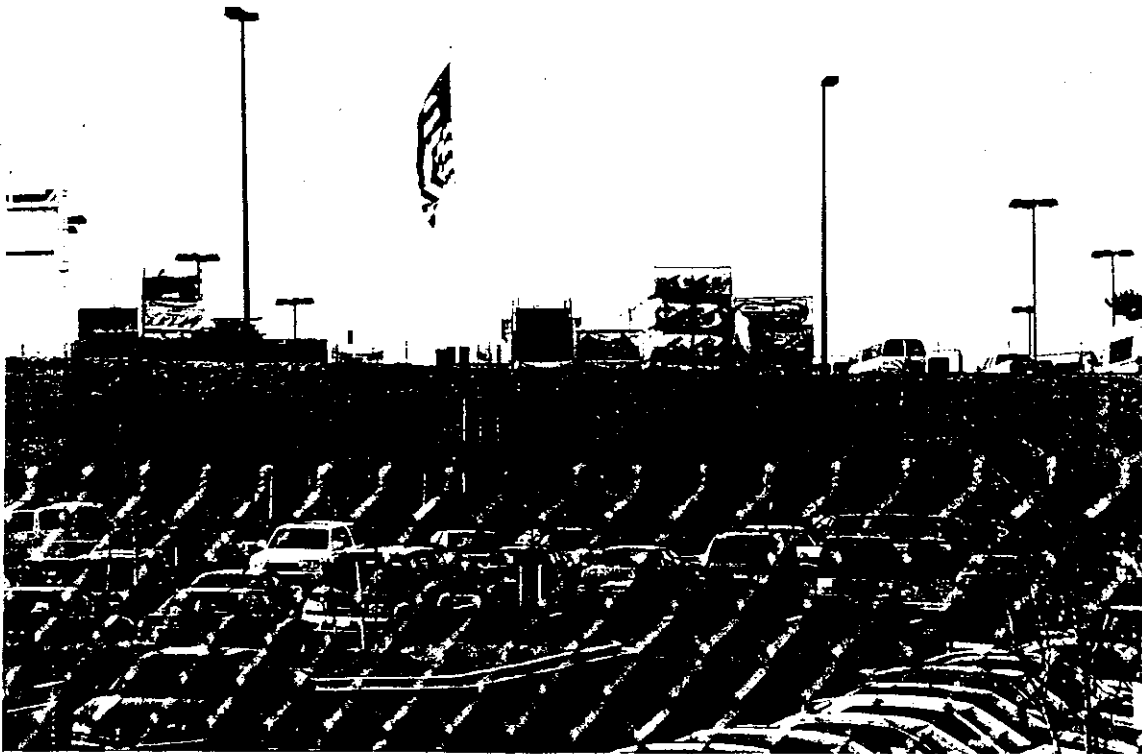
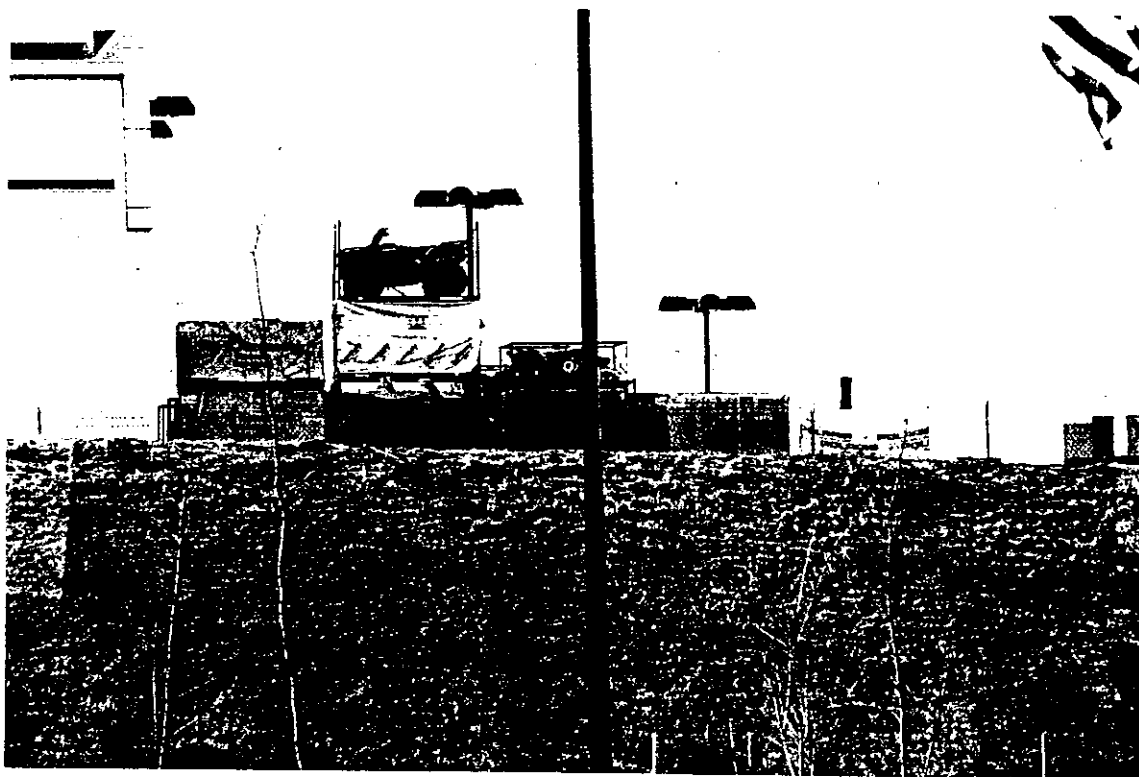


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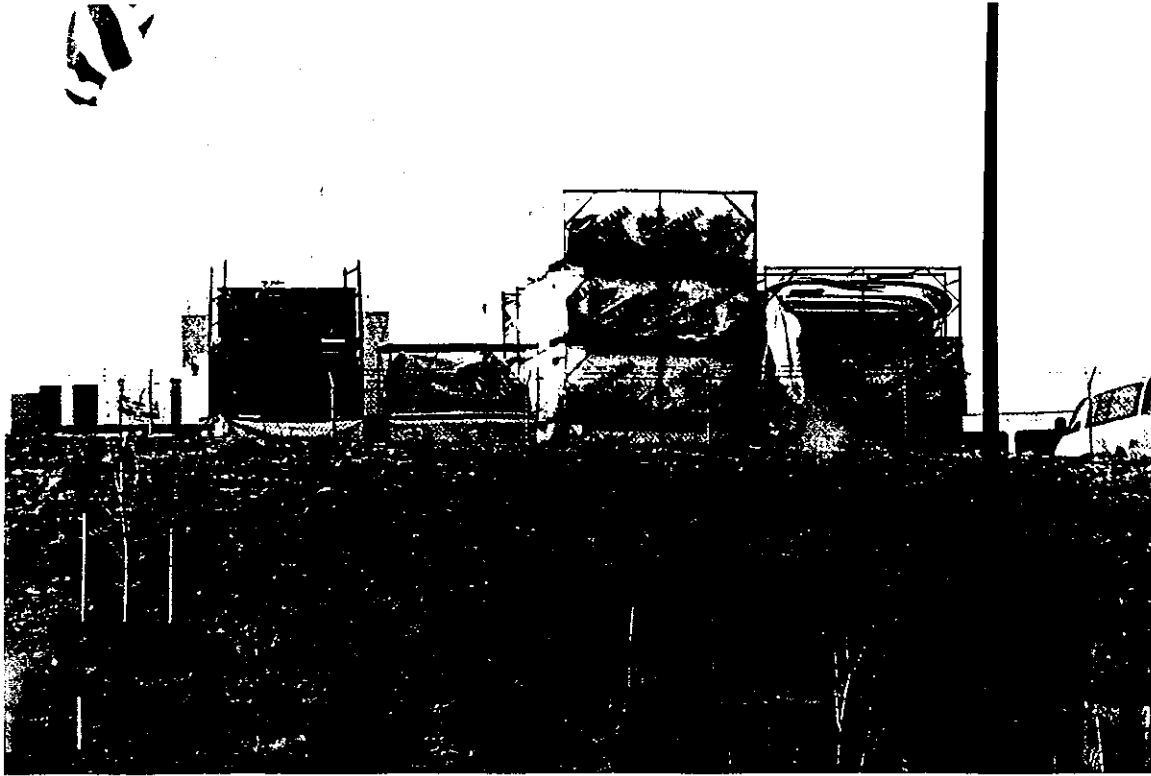


Photos 4

March 1, 2002, approximately 8 a.m.

Close up photos of vehicles stacked in the storage area.

Photos by John Kerekes, President
Germantown Citizens Association



Photos 5

March 1, 2002, approximately 8 a.m.

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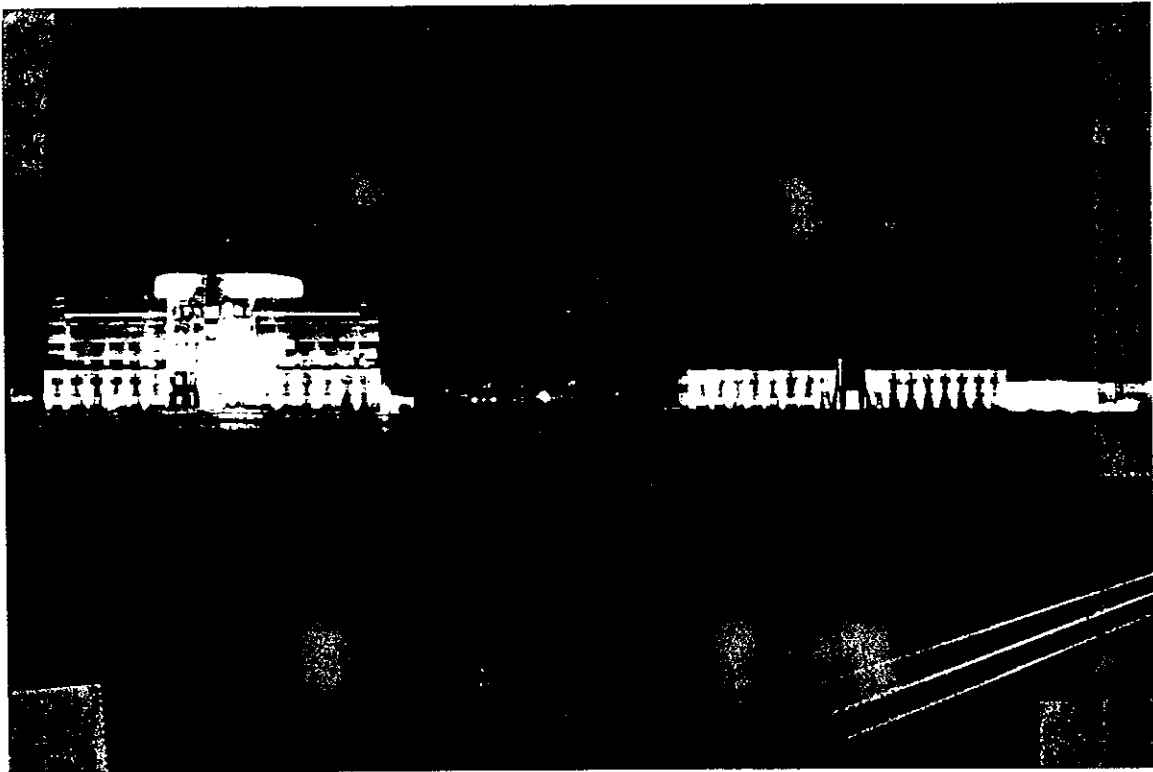


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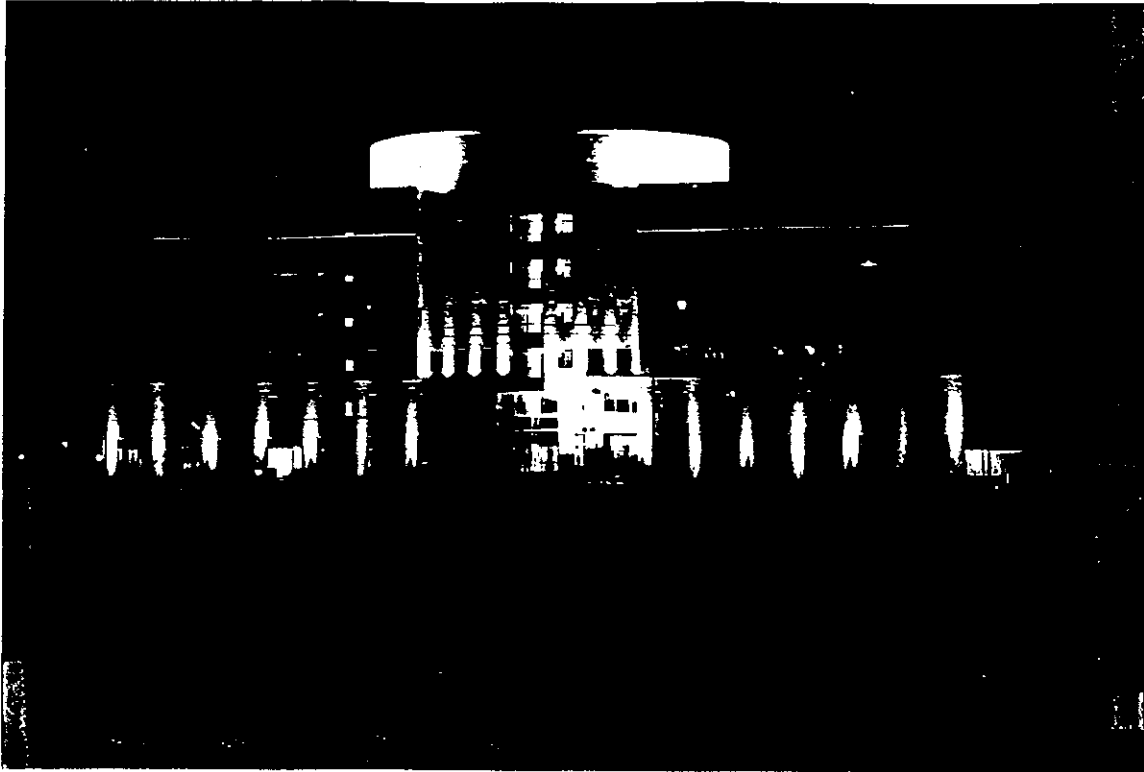


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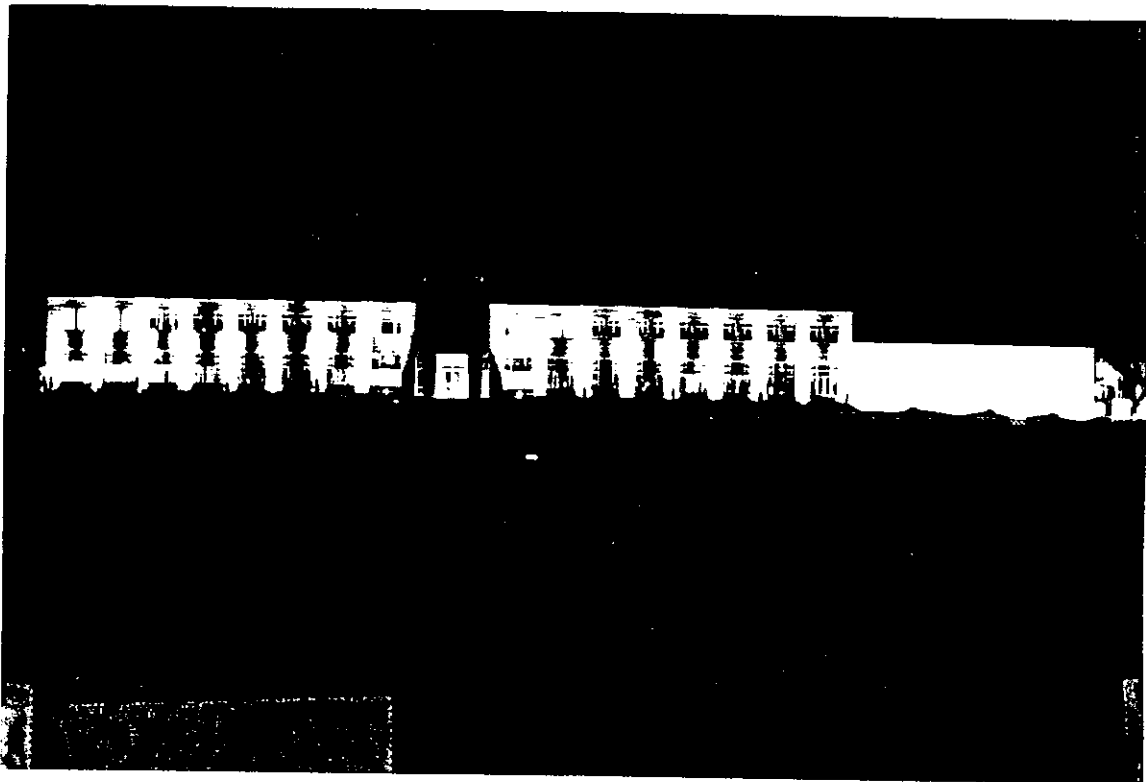


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