



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

April 16, 2004

Robert C. Hubbard
Director

Mr. Matt Joyce
Joyce Engineering Corporation
10766 Baltimore Avenue
Beltsville, MD 20705

Re: Stormwater Management **CONCEPT** Request
for Herb Gordon Auto World
SM File #: 211742
Tract Size/Zone: 5.06 acres / C3
Total Concept Area: 5.06 acres
Parcel(s): N970
Watershed: Little Paint Branch

Dear Mr. Joyce:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site channel protection measures via the existing Auto Park Regional Pond; on-site water quality control via installation of a Stormfilter unit. Onsite recharge is not required because this is a redevelopment project.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. The additional storage piping for water quality is not required for redevelopment sites, but will be allowed. The pipes must meet MCDPS requirements for underground storage.
6. A small portion of the project, approximately 0.2 acres, will not drain to the water quality facility. Since this area does drain to the Regional Pond, we will consider water quantity and water quality to be provided by the pond for this small area.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is not required.



This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mark Etheridge at 240-777-6338.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm mca

cc: R. Weaver
S. Federline
SM File # 211742

QN - ON; Acres: 5
QL - ON; Acres: 5
Recharge is not provided



FIRE MARSHAL COMMENTS

DATE: 1-24-06
TO: PLANNING BOARD, MONTGOMERY COUNTY
VIA:
FROM: CAPTAIN JOHN FEISSNER 240.777.2436
RE: APPROVAL OF ~ *MONTGOMERY AUTO SALES PARK PLAN #8-06001 & 8-06002/SITE PLAN DATED AUGUST, 05*

1. PLAN APPROVED.

- a. Review based only upon information contained on the plan submitted 1-24-06. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
- b. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



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.

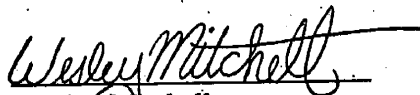
My telephone number/toll-free number is 1-866-462-0020
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Ms. Cathy Conlon
Page Two

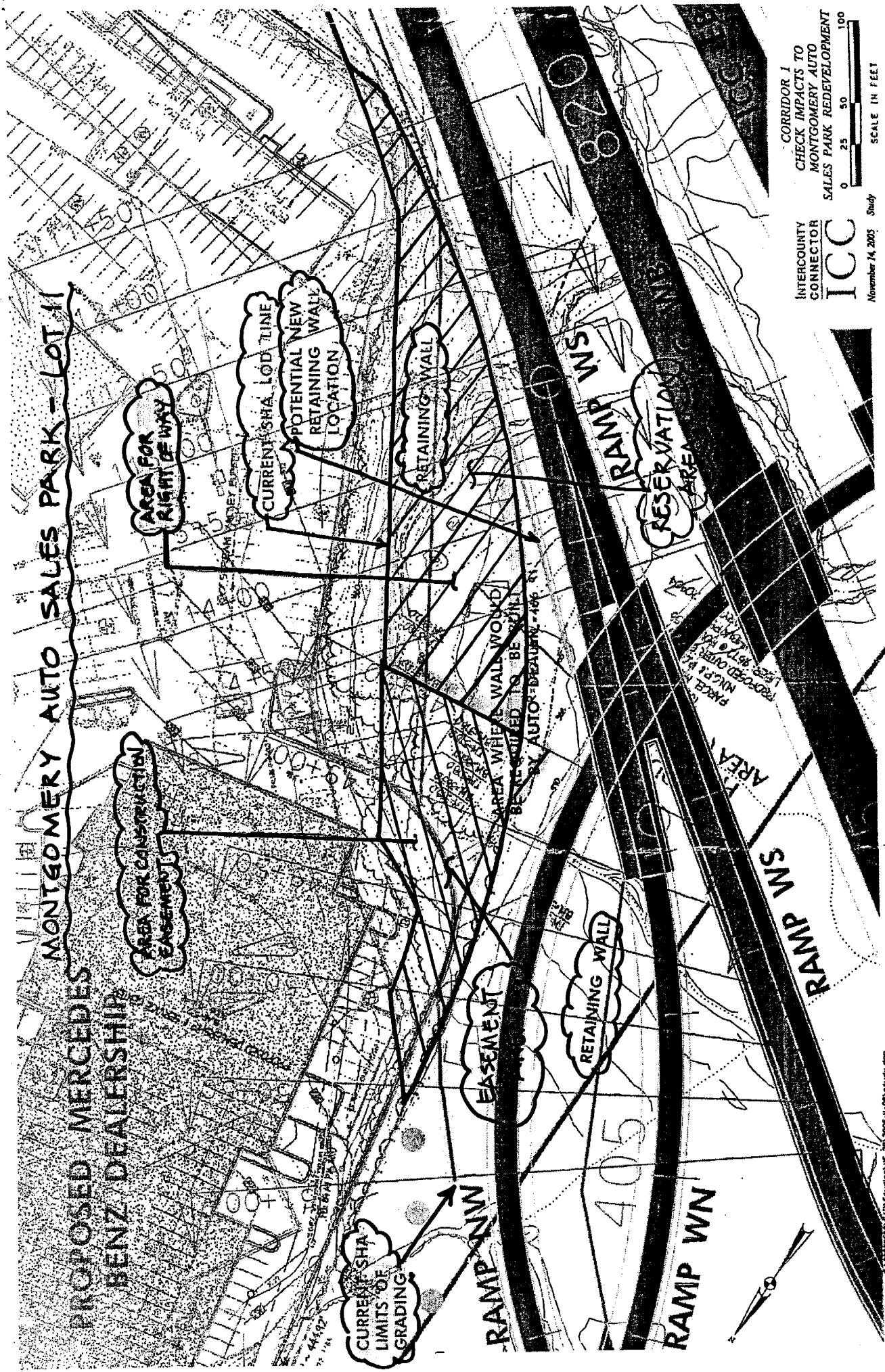
Thank you for the opportunity to comment on this project. We appreciate your agency's consideration of the above action.

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



CORRIDOR 1
 CHECK IMPACTS TO
 MONTGOMERY AUTO
 SALES PARK REDEVELOPMENT
 INTERCOURTY
 CONNECTOR
 ICC
 November 14, 2005 Study
 SCALE IN FEET
 0 25 50 100
 —: FOR ILLUSTRATIVE PURPOSES ONLY :—
 SOURCE: MARYLAND SHA (JAN 2006)

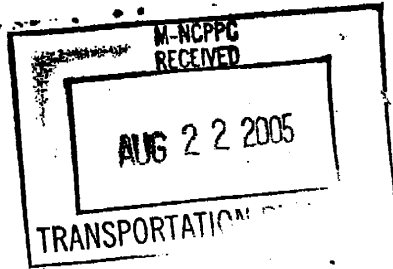
Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



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

Maryland Department of Transportation

Attachment No. 3



Revised: August 18, 2005
August 5, 2005

Re: Montgomery County
U.S. Route 29 General File
Montgomery Auto Park Expansion
Preliminary Plans 1-04101 & 1-04106

Mr. Shahriar Etemadi
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Etemadi:

Thank you for the opportunity to review the Updated Traffic Impact Study Report prepared by The Traffic Group, Inc. dated June 27, 2005 (received by the EAPD on June 29, 2005) that was prepared for the proposed expansion of the Montgomery Auto Park in Montgomery County, Maryland. The Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Access to the Auto Park that will be expanded to provide a 57,749 square foot Auto Body Repair Shop with one (1) right-in/right-out access driveway on Briggs Chaney Road as well as 42,000 square feet of proposed Showroom Space with direct access to Automobile Boulevard.
- The traffic consultant determined that the proposed development would negatively impact the U.S. Route 29 at Fairland Road intersection. Therefore, the traffic consultant proposed to widen the eastbound Fairland approach from the existing 1 left turn lane, 1 through lane, and 1 right turn lane –to- 2 left turn lanes, 1 through lane, and 1 through/right lane.
- The traffic consultant determined that the improvement to the U.S. Route 29 at Fairland Road intersection was also proposed by the Fairland View development. It was determined that the roadway improvement at the U.S. Route 29 at Fairland Road intersection would mitigate the site traffic impact from both the Montgomery Auto Park Expansion and the Fairland View development.

SHA currently has funding for right-of-way and design of an interchange at the U.S. Route 29 at Fairland Road intersection. Although there is currently not construction funding for the interchange, funds potentially could be expedited and construction could commence as early as 2007. However, the eventual construction of an interchange at U.S. Route 29 and Fairland Road should not be considered a definitive fact.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

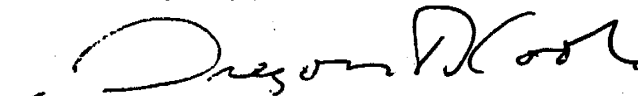
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Mr. Shahriar Eltemadi
Page 2 of 2

Therefore, SHA recommends that the M-NCPPC require the applicant to contribute a fee in lieu contribution to SHA commensurate with the funding that it would take to construct the at-grade roadway improvements at the U.S. Route 29 at Fairland Road intersection identified in the traffic report. In order to determine an appropriate fee in lieu contribution, SHA recommends that the M-NCPPC require the applicant to submit a detailed construction cost estimate to complete the roadway improvements at the U.S. Route 29 at Fairland Road intersection. Roadway improvement plans should accompany the construction cost estimate to justify the results. If it is later determined that SHA will be moving forward with the interchange construction at the U.S. Route 29 at Fairland Road intersection, then SHA would like to utilize the fee in lieu funds towards the interchange construction. However, if it is determined that an interchange will not be constructed (or significantly delayed), then SHA may utilize the funds towards at-grade intersection improvements.

Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this development application. If there are any questions on any issue requiring a permit from SHA on this application, please contact Greg Cooke at (410) 545-5595. If you have any questions regarding the enclosed traffic report comments, please contact Larry Green at (410) 995-0090 extension 20.

Very truly yours,



Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. Ed Axler, M-NCPPC
Mr. Greg Cooke, Assistant Chief, SHA Engineering Access Permits Division
Mr. Joseph Finkle, SHA Travel Forecasting Section
Mr. Bob French, SHA Office of Traffic & Safety
Mr. Larry Green, Daniel Consultants, Inc.
Mr. John Guckert – The Traffic Group, Inc.
Mr. William Richardson, SHA Traffic Development & Support Division
Mr. Dennis Simpson, SHA Regional Planning
Mr. Lee Starkloff, SHA District 3 Traffic Engineering
Mr. Jeff Wentz, SHA Office of Traffic & Safety



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 #1-04106
Montgomery Auto Sales Park

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated June 18, 2004. 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. Our plan shows the proposed "Mercedes Benz dealership" structure will be in conflict with the existing 20 foot wide storm drain easement (recorded in Plat Book no. 84 at Plat no. 9610). The applicant's proposal to relocate the section of the conflicting system (under DPS permit) is hereby accepted. The record plat will need to reflect the adjustment to the easement limits.
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.
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. 1-04106
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.
6. 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. Relocation of the existing storm drain system in the vicinity of the proposed "Mercedes Benz Dealership." 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/1-04106, 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

C. Exceptions to the General Guidelines

There are several policy areas where there are exceptions or additions to the general Local Area Transportation Review process:

1. In the Potomac Policy Area, only developments that Transportation Planning staff consider impacting any of the following intersections will be subject to Local Area Transportation Review: a) Montrose Road at Seven Locks Road, b) Democracy Boulevard at Seven Locks Road, c) Tuckerman Lane at Seven Locks Road, d) Bradley Boulevard at Seven Locks Road, e) Democracy Boulevard at Westlake Drive, f) Westlake Drive at Westlake Terrace, and g) Westlake Drive at Tuckerman Lane.
2. The following policy areas have been designated Metro Station Policy Areas in the most-recently adopted AGP: Bethesda CBD, Friendship Heights CBD, Glenmont, Grosvenor, Shady Grove, Silver Spring CBD, Twinbrook, Wheaton CBD, and White Flint. This designation means that the congestion standard equals a critical lane volume of 1800 (see Table 1) and that development within the area is eligible for the AGP's Alternative Review Procedure for Metro Station Policy Areas if a Transportation Management Organization (TMO) exists. This procedure allows a developer to meet LATR requirements by 1) making a payment as designated in the AGP, 2) joining and supporting a TMO, and 3) mitigating 50% of their total weekday morning and evening peak-hour trips. Both residential and non-residential projects are eligible for the procedure.
3. Development in the Bethesda CBD, Friendship Heights CBD, Glenmont, Grosvenor, Shady Grove, Silver Spring CBD, Twinbrook, Wheaton CBD and White Flint Policy Areas will be reviewed in accordance with Section V of these guidelines. These procedures provide specifics to satisfy the general guidelines included in the adopted Annual Growth Policy (AGP).
4. Area-specific trip-generation rates have been developed for the Bethesda, Friendship Heights, and Silver Spring CBDs. (See Appendix C.)

III. Method and Preparation of Local Area Transportation Review Traffic Study



A. General Criteria and Analytical Techniques

The following general criteria and analytical techniques are to be used by applicants for subdivision, zoning, special exceptions, and mandatory referrals in submitting information and data to demonstrate the expected impact on public intersections and roadways by the vehicle trips generated by the proposed development. In addition to the consideration of existing traffic associated with current development, applicants shall include in the analysis potential traffic that will be generated by their development and other nearby approved but unbuilt development; i.e., background, to be included in the analysis.

The traffic study for the proposed development under consideration must include in background traffic all developments approved by the Planning Board or other public body (i.e., the Board of Appeals, the cities of Rockville or Gaithersburg) prior to the submission of a preliminary plan application or complete traffic study, whichever is later. Information and data on approved but unbuilt developments, i.e., background

development, nearby intersections for study, trip distribution and traffic assignment guidelines, and other required information will be supplied to the applicant by Transportation Planning staff within 15 working days of receipt of a written request.

For a zoning case, Transportation Planning staff may initiate a meeting with the applicant, the Hearing Examiner and interested groups or individuals to establish the scope of the traffic analysis.

Transportation Planning staff may require that applications in the immediate vicinity of the subject application submitted in accordance with the LATR Guidelines and filed simultaneously or within the same time frame be included in background traffic, even if the Planning Board has not approved them. If a preliminary plan is approved after a traffic study has been submitted for another project and both require improvements for the same intersection(s), then the traffic study for the pending preliminary plan must be updated to account for the traffic and improvements from the approved preliminary plan.

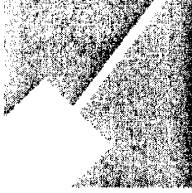
The traffic study should be submitted along with the application or within 15 days prior to or after the application's submission date. If a traffic study is submitted at the same time as the application, the applicant will be notified concerning the completeness of the traffic study within 15 working days of the Development Review Committee meeting at which the preliminary plan is to be discussed. If not submitted before the Development Review Committee meeting, Transportation staff has 15 working days after submittal to notify the applicant as to whether or not the traffic study is complete.

For an intersection improvement to be considered for more than one preliminary plan, the improvement must provide enough capacity to allow all the preliminary plans participating in the improvement to satisfy the conditions of LATR. 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 improvement must provide sufficient capacity to:

1. result in a calculated CLV in the total traffic condition that is less than the congestion standard for that policy area, or
2. 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 development *with* the improvement is equal to or less than the CLV in the background traffic condition without the improvement.

When development is conditioned upon improvements, those improvements must be bonded, under construction, or under contract for construction prior to the issuance of building permits for new development. Construction of an improvement by one applicant does not relieve other applicants who have been conditioned to make the same improvement of their responsibility to participate in the cost of that improvement.

As indicated in the AGP, in policy areas where staging ceiling capacity is available, the applicant has six months from the date of acceptance of his application to obtain preliminary plan approval unless the applicant is granted an extension. If the Planning Board grants an extension, Transportation Planning staff will determine if the traffic study needs to be updated.



**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, Planner Coordinator, Environmental Planning Section,
Countywide Planning Division

DATE: February 8, 2006

SUBJECT: Preliminary Plan 120041010 and Site Plan Number 820060010,
Montgomery Auto Sales Park, Lot 17

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 0.76 acre of afforestation to be met through purchase of credits in a forest bank.
 - b. Forest bank to be reviewed and approved by M-NCPPC staff prior to start of clearing and grading.

BACKGROUND

The 5.06-acre property lies within the Little Paint Branch watershed (Use I waters). Most of the site is an existing parking lot. There are no forests, streams, wetlands, environmental buffers, or trees on the property. An existing regional stormwater management facility lies to the south of the subject property.

Forest Conservation

The forest conservation plan proposes that the required 0.76 acre of afforestation will be met by purchasing credits from a forest mitigation 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.

Environmental Buffers

The site does not include any streams, wetlands, or floodplains and there are no environmental buffers on the property.

RECOMMENDATION

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

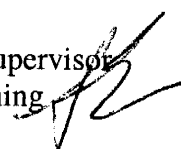



February 16, 2006

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

mmo to cc re Mont Auto Park-Lot 17.doc