



**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**
Department of Park & Planning, Montgomery County, Maryland
8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

DATE: October 20, 2004
TO: Sandra Youla, Community Based Planning
VIA: Mary Dolan, Environmental Planning *MD*
FROM: Katherine Nelson, Environmental Planning *(KN)*
SUBJECT: Development Plan Amendment DPA -04-02
3131 Automobile Boulevard, Silver Spring

The Environmental Planning staff has reviewed the Development Plan Amendment referenced above. Staff recommends **approval** of this amendment.

Forest Conservation

A natural Resource Inventory/Forest Stand Delineation has been approved for this site, show no existing forest or other natural features. Although the development plan indicates that 20% green space is being provided on site, forest conservation requirements will be met through an offsite forest mitigation bank. The Forest Conservation Plan will be finalized at the time of site plan.

Water Quality

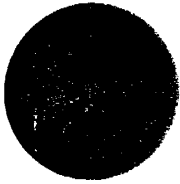
This site is located in the Tanglewood tributary of Little Paint Branch. According to the Countywide Stream Protection Strategy (CSPS), Tanglewood tributary has poor water quality, but good habitat quality. The site is located adjacent to the in-stream Auto Park Regional Pond.

Stormwater Management

A stormwater management concept has been reviewed and approved by the Department of Permitting Services. It consists of on-site channel protection measures via the existing Auto Park Regional Pond, on-site water quality control using a storm filter unit. This concept will be finalized at the time site plan.

Environmental Guidelines

The current impervious level for this site is approximately 75%. This will not change significantly as part of this development plan amendment.



October 21, 2004

MEMORANDUM

TO: Sandra L. Youla, Planner
Community Based Planning Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

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

SUBJECT: Development Plan Amendment DPA-04-2
Herb Gordon Auto World (Montgomery Auto Sales Park)
Parcels 970/973
Briggs Chaney Road
Fairland/White Oak Policy Area

This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) review of the subject Development Plan Amendment (DPA) for Parcels 970 and 973, which seeks to amend the Schematic Development Plans approved by Local Map Amendments G-189 and DPA 86-1 for the property. The subject request for the amendment is to obtain approval for an additional 35,682 square feet of commercial development over the currently permitted 22,067 square feet of development on the C-3 Zoned property, to construct a 57,749 square feet auto body repair shop building on the property.

RECOMMENDATIONS

Transportation Planning staff recommends the following transportation-related conditions to be part of the Planning Board's recommendations on the subject DPA. These conditions may or may not satisfy APF requirements at the time of subdivision, but could satisfy the APF test for the purpose of the DPA since the recommendations listed below would be considered "reasonably probable of fruition" in the foreseeable future.

1. Limit future development on the site to an auto body repair shop, with a maximum size of 57,749 square feet.

2. Address APF issues related to the subject use, including participation in a mitigation improvement identified in the traffic study (at the US 29/Fairland Road intersection), at the time of Preliminary Plan.

DISCUSSION

Site Location, Access, Circulation and Transportation Facilities

The site is located within the Greencastle/Briggs Chaney community of Fairland within the southeast quadrant of US 29/Briggs Chaney Road intersection, and will have access to Briggs Chaney Road via a proposed right-turn in/right-turn out driveway. The site can also be accessed via Automobile Boulevard located across from Castle Boulevard via a connection between the site and Automobile Boulevard through Lot 11 to the west of Parcels 970 and 973. The County maintains a Park and Ride lot at the northwest corner of Briggs Chaney Road and Gateshead Manor Way near the site, which is serviced by Metrobus routes Z5, Z8, and Z11, in addition to RideOn route 39.

Master Plan Roadways and Pedestrian/Bikeway Facilities

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

1. Columbia Pike (US 29), to the west of the property, as a six-lane divided 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 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, as a two-lane 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, 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, 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 to the south side and a Class I bikeway (PB-62) to the north side of Robey Road. It is noted that Robey Road is currently built to master plan recommendations.
6. Gateshead Manor Way, 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, 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. Intercounty Connector (ICC), as a Freeway (F-9) within the Fairland Master Plan area, to the south of the property.

Nearby Transportation Improvement Projects

The Maryland State Highway Administration (SHA) Consolidated Transportation Program, and the Montgomery County Department of Public Works and Transportation (DPWT) Capital Improvement Program includes the following nearby projects:

1. 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, plus 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. The project is anticipated to start construction in early 2005.
2. Fairland Road: This DPWT project involves reconstruction of Fairland Road from US 29 to Prince George's County line, including widening to 3 lanes, a sidewalk on the north side of the road, a Class I bikeway on the south side of the road, etc. The project is in final design and is anticipated to start construction in late 2006.
3. US 29/Briggs Chaney Road Interchange: The above interchange is currently under construction by SHA and is approximately 14% complete as of September 2004. The estimated completion date for the project is October 2007.
4. 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.

5. The Intercounty Connector: Planning studies for this SHA project are currently ongoing.

Local Area Transportation Review

A traffic study was required for the subject DPA per the *Local Area Transportation Review (LATR) Guidelines* since the overall Montgomery Auto Sales Park development, which includes the subject property and controlled by the applicant, would 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 October 8, 2004) that determined the traffic-related impacts of the proposed 57,749 square feet auto body repair shop on the nearby roadway intersections during weekday morning and evening peak periods. Staff review of the above traffic study indicated that the study complied with the requirements of the *LATR Guidelines* and the traffic study scope provided by the staff.

The trip generation estimates for the auto body repair shop, as analyzed in the traffic study, were based on data collected at the existing Montgomery Auto Sales Park. Based on this data, it was estimated that the proposed auto body repair shop would generate approximately 121 peak-hour trips during the weekday morning peak-period, and approximately 153 peak-hour trips during the weekday evening peak-period. A summary of the above is provided in Table 1.

**TABLE 1
SUMMARY OF SITE TRIP GENERATION
PROPOSED 57,749 SF AUTO BODY REPAIR SHOP
MONTGOMERY AUTO SALES PARK (PARCELS 970/973)**

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 Parcels 970/973 Traffic Study. The Traffic Group, Inc. September 28, 2004.

The traffic study noted that the above weekday peak hour trip generation estimates used in the traffic study for the proposed auto body repair shop were based on the existing 329,540 square feet of automobile sales and service facilities within the entire Montgomery Auto Park. The traffic consultant contends that given the nature of the actual planned operation of the proposed facility (as an auto body repair shop), the site would generate much less peak hour trips (in the range of 25-30 peak hour trips), and therefore by using the higher trip generation estimates presented a worst-case scenario/analysis of the potential impact of the proposed use in the traffic study.

A summary of the capacity analysis/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.

**TABLE 2
SUMMARY OF CAPACITY CALCULATIONS (CLV)
PROPOSED 57,749 SF AUTO BODY REPAIR SHOP
MONTGOMERY AUTO SALES PARK (PARCELS 970/973)**

Intersection	Traffic Conditions							
	Existing		Background		Total		Total w/Applicant Funded Imps	
	AM	PM	AM	PM	AM	PM	AM	PM
US 29/Greencastle Rd	1,524	1,321	1,533	1,328	1,539	1,335	--	--
US 29/Briggs Chaney Rd	1,770	1,538	--	--	--	--	--	--
US 29 SB Ramps/Briggs Chaney Rd ¹	--	--	804	529	813	551	--	--
US 29 NB Ramps/Briggs Chaney Rd ¹	--	--	936	1,137	960	1,152	--	--
US 29/Fairland Rd	1,541	1,485	1,609	1,571	1,615	1,586	1,591	1,545
Briggs Chaney Rd/Old Columbia Pk ¹	1,237	1,115	1,018	850	1,033	859	--	--
Briggs Chaney Rd/Castle Blvd/ Automobile Blvd ^{1,2}	1,005	1,182	776	961	776	961	--	--
Briggs Chaney Rd/Robey Rd ²	1,078	1,100	868	708	868	708	--	--
Briggs Chaney Rd/Gateshead Manor Wy ²	818	965	708	837	708	837	--	--
Briggs Chaney Rd/Site Access ²	--	--	--	--	355	645	--	--

Source: Montgomery Auto Park Expansion Parcels 970/973 Traffic Study. The Traffic Group, Inc. September 28, 2004.

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

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 values 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. It is noted that the above mitigation improvement was originally identified by another pending Preliminary Plan (1-05001, Fairland View), which was acceptable to both the Maryland-National Capital Park and Planning Commission's staff, and Maryland State Highway Administration for Fairland View (see Attachment 1).

Per Section III.A of the *LATR Guidelines* (see Attachment 2), "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 proposed improvement to the eastbound Fairland Road approach to its intersection with US 29 will create adequate CLV capacity to accommodate traffic associated with both the subject development on Parcels 970/973 and the pending Fairland View Preliminary Plan.

Staff has also assessed concerns regarding cut-through traffic through the property that were raised by the local community, and concludes that the occurrence of cut-through traffic, if any, through the property 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) as of June 30, 2004, under the FY 2004 Annual Growth Policy.

The proposed Body Shop, 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), which is well below the available policy area staging ceiling capacity. Therefore, the DPA satisfies the Policy Area Transportation Review test. However, it is noted that the applicant had indicated that the proposed auto body repair shop would employ only approximately 35 mechanics, technicians, and support personnel, of which ten would be current employees.

CE:gw

Attachments

cc: Carlton Gilbert
Ed Axler
Piera Weiss
Cathy Conlon
Rich Weaver
Mary Goodman
Jeff Riese
Sarah Navid
Greg Cooke
Wes Guckert
Scott Wallace

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