



Audi Bethesda, Adequate Public Facilities Test No. APF201903

MF

Matthew Folden, Planner Coordinator, Area 1 Division, matthew.folden@montgomeryplanning.org

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Elza Hisel-McCoy, Supervisor, Area 1 Division, Elza.Hisel-McCoy@montgomeryplanning.org

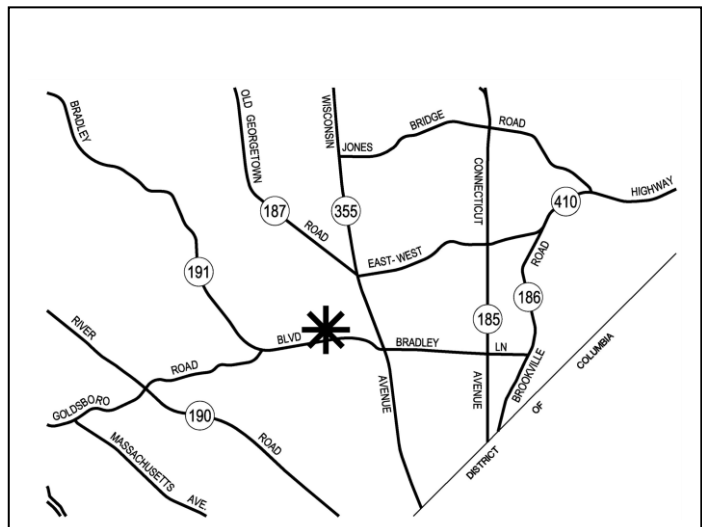
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Mark Pfefferle, Interim Chief, Area 1, Mark.Pfefferle@montgomeryplanning.org

Completed: 6.11.19

Description

- Request for an Adequate Public Facilities determination for a standard-method development with up to 19,387 square feet of Light Vehicle Sales and Rental (Indoor) use on a platted lot, under County Code Section 8-31.b;
- 0.43 acres (18,654 square feet), zoned CRT-2.25 C-2.25 R-2.25 H-70' and Bethesda Overlay Zone;
- Located at 7015 Arlington Road, Bethesda;
- 2017 Bethesda Downtown Sector Plan;
- Applicant: New Country Bethesda, LLC d/b/a Audi Bethesda;
- Acceptance Date: May 22, 2019



Summary

- Staff recommends approval with conditions.
- This review is limited to the transportation Adequate Public Facilities (APF) determination only.
- The Property is a recorded lot, created by Plat 8834, "Millers Addition to Bethesda," recorded in 1968.
- A Site Plan will not be required because the Project will be developed under the standard method of development and the Property does not abut or confront residential or agricultural land.

STAFF RECOMMENDATION: Approval subject to the following conditions:

1. This APF determination is limited to a maximum of 19,387 square feet of Light Vehicle Sales and Rental (Indoor) use, or similar commercial use, with the same or fewer projected peak hour trips.
2. The Adequate Public facility ("APF") review for the Preliminary Plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board Resolution.

Site Vicinity and Analysis

Subject Property

The subject site (Subject Property or Property) consists of 0.43 acres on a single recorded lot, established as Block F, Lot 12 via the “Miller’s Addition to Bethesda” Plat (#8834) in 1968. The Site is located at 7015 Arlington Road, approximately 300 feet south of Bethesda Avenue (Figure 1). The Site is within the Arlington South District of the 2017 *Bethesda Downtown Sector Plan* (Sector Plan).

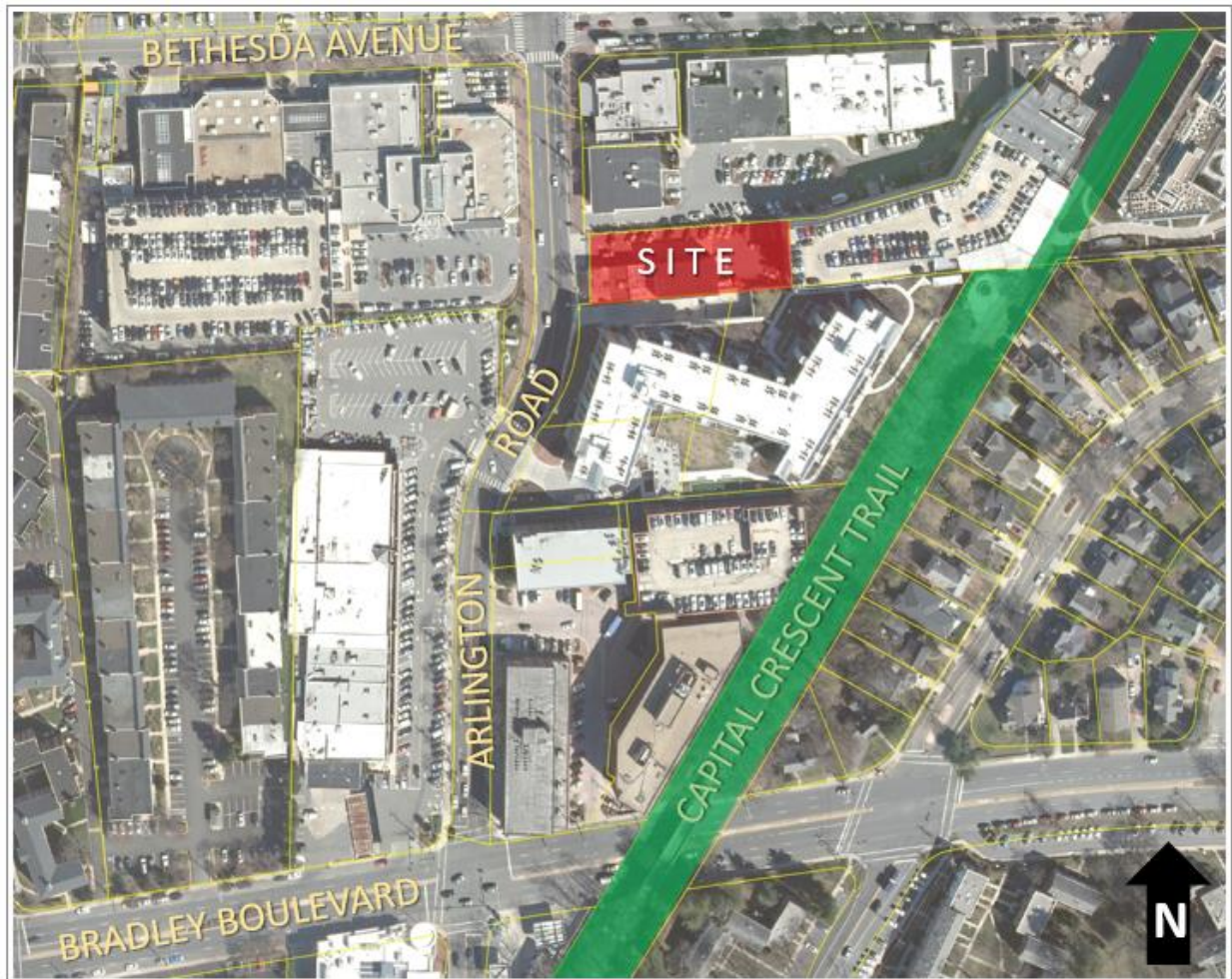


Figure 1: Site Vicinity

Site Analysis

The Property is zoned CRT 2.25 C 2.25 R 2.25 H70' and is within the Bethesda Overlay Zone. Additionally, the Site is within the High Performance Area of the Bethesda Overlay Zone, Bethesda Parking Lot District (PLD), and is located within a ½ mile of the Bethesda Metrorail Station. The Property is currently the site of the Crawford Tire and Auto Service “Goodyear” repair shop, which is improved with approximately 6,200 square feet of non-residential (auto service) uses within a single-story building (Figure 2). There are no known rare, threatened, or endangered species on site; there are no 100-year floodplains, stream buffers, or wetlands on site. There are no known historic properties on site.



Figure 2: Site Aerial

Surrounding Uses

The Property is surrounded by a mix of residential and non-residential uses. Abutting the Property to the north is a single story commercial building and associated surface parking; to the east is the Ourisman Honda and associated parking garage; and to the south is the recently constructed mixed-use 7001 Arlington Road building (Site Plan 820120140) that contains approximately 140 mixed use dwelling units and 7,000 square feet of ground floor retail. Confronting the Site to the west, across Arlington Road, is the Euro Motorcars site and associated surface parking.

Proposal

The Applicant has requested that the Planning Board make an Adequate Public Facilities (APF) determination for the proposed 19,387 square feet of Light Vehicle Sales and Rental (Indoor) use. The Planning Board is authorized to make a finding of adequate public facilities at the time of building permit under Section 8-31.b of the County Code. The 19,387 square foot commercial building is within the 1.0 FAR limitation set forth in Section 59.4.5.3.A of the Zoning Ordinance, and will therefore be developed under the standard method of development. No further regulatory review by the Planning Board is necessary prior to issuance of a building permit for the Subject Application.

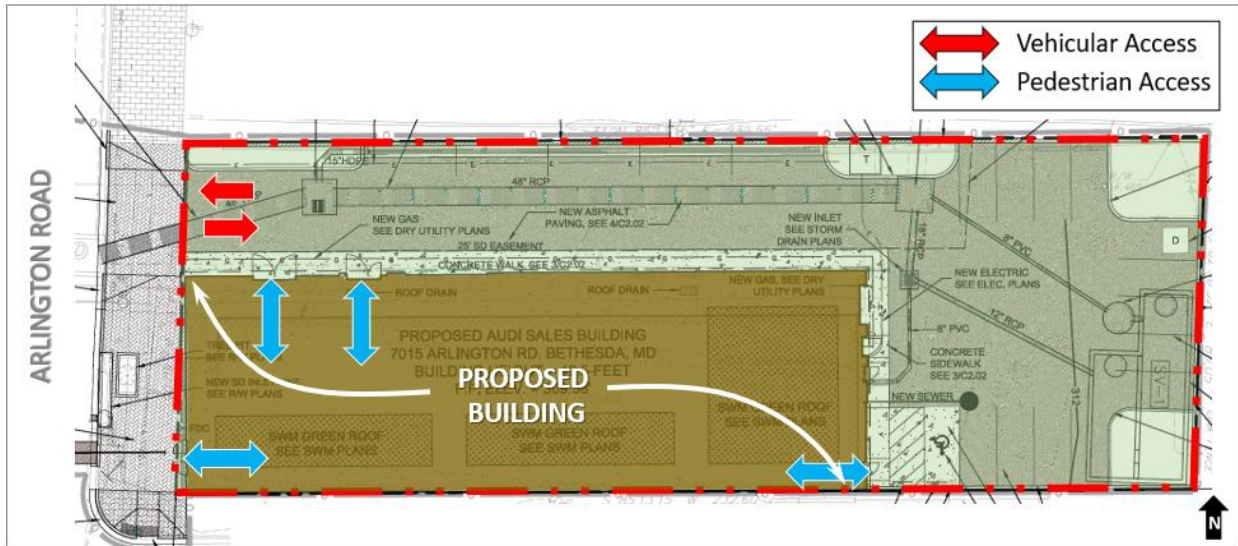


Figure 3: Proposal

ANALYSIS AND FINDINGS

The Project will be developed under the standard method of development because the proposed use is less than 1.0 FAR in the CRT zone. Light Vehicle Sales and Rental (Indoor) is allowed as a limited use in the CRT zone (Section 59.3.1.6) and, in accordance with Section 59.3.5.12.B, "Use Standards," the proposed use is not subject to Site Plan review. Furthermore, the school adequacy test is not applicable as the Property will not contain any residential use and will not impact school capacity.

Adequate Public Facilities

A transportation exemption statement satisfies the Local Area Transportation Review for the Subject Application because the Project generates fewer than 50 net new peak hour person trips. This APF review is required, however, because the Subject Application generates more than 30 peak hour trips (Section 8.30.b.1.A. of the County Code). The proposed development is estimated to generate 31 net new morning peak-hour person trips (12 vehicle trips) and 39 new evening peak-hour person trips (15 vehicle trips) (Table 1).

Table 1: Project Peak Hour Trip Generation

		ITE Vehicle Rates		Adjusted Vehicle Rates		Person Trips	
		AM	PM	AM	PM	AM	PM
Existing							
Auto Service	6,200 SF	14	19	9	12	18	25
Proposed							
Auto Sales (New)	19,387 SF	36	47	21	27	49	64
Net New Trips		22	28	12	15	31	39

Vehicular access to the Property is proposed directly from Arlington Road through an existing full-movement two-way driveway on the northwest corner of the Site. Pedestrian and bicycle access to the Property will be provided along both the Arlington Road sidewalk and at the rear of the building near the parking lot.

Transit Connectivity

The immediate area is well served by transit that includes the Red Line Bethesda Metrorail Station (located within ½ mile of the site), Metrobus, RideOn, the Bethesda Circulator, and future Purple Line.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The 2017 *Bethesda Downtown Sector Plan* recommends that Arlington Road, along the Site's western frontage be an Arterial Roadway (A-82) with a minimum right-of-way width of 80 feet and Separated Bicycle Lanes (LB-2). Since the full-width right-of-way exists along the Site frontage, no dedication is necessary. Additionally, since the Site has limited frontage along the middle of a block, the Separated Bicycle Lanes will not be implemented at this time. Future installation of the Separated Bicycle Lanes is supported by the full-width right-of-way and is not precluded by the Project.

Community Outreach

This Application has met all posting and noticing requirements.

CONCLUSION

The Application meets all requirements established under County Code Section 8-31.b. As conditioned, transportation and other public facilities and services are adequate to serve the proposed development. Therefore, Staff recommends approval of the APF determination with the conditions specified in this report.