

495 MOVERS AT 12330 PARKLAWN LOCAL MAP AMENDMENT NO. H-161



Description

Local Map Amendment H-161 request to re-zone the Subject Property from the IL-1.0, H-50' Zone to the ILF-2.25, H-50' Zone to replace the existing self-storage use on site with a new three-story, 102,638 square-foot self-storage facility.

COMPLETED: 4/23/2026

PLANNING BOARD HEARING DATE: 5/7/2026

MCPB ITEM NO. 8

Planning Staff



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LOCATION/ADDRESS

12330 Parklawn Drive, Rockville, MD

MASTER PLAN

2009 *Twinbrook Sector Plan*

ZONE

Existing: IL-1.0, H-50'

Proposed: ILF-2.25, H-50'

PROPERTY SIZE

45,617 sf (1.05 ac)

APPLICANT

495 Movers, Inc.

ACCEPTANCE DATE

January 30, 2026

REVIEW BASIS

Chapters 22A & 59

HEARING EXAMINER PUBLIC HEARING

May 28, 2026

Summary:

- Staff recommends approval of Local Map Amendment No. H-161 and Floating Zone Plan, with binding elements and transmittal of comments to the Hearing Examiner for a May 28, 2026, public hearing.
- The Subject Application includes a Forest Conservation Plan Exemption in compliance with Chapter 22A.
- The proposed rezoning will convert the Property from the IL-1.0, H-50' Zone to the ILF-2.25, H-50' Zone.
- The proposed rezoning will allow for the development of up to 102,638 square feet of self-storage use.
- A subsequent Site Plan application will be required if the Local Map Amendment is approved per Chapter 59-7.2.1.G.2.
- The Subject Property is already a recorded lot; therefore, a Preliminary Plan of subdivision is not needed.
- Staff has not received any correspondence regarding this application.

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SECTION 1: RECOMMENDATIONS AND BINDING ELEMENTS/CONDITIONS

LOCAL MAP AMENDMENT NO. H-161

Staff recommends approval of Local Map Amendment H-161 and the associated Floating Zone Plan with the following binding elements:

1. The use of the Property will be limited to allowed use in IL zone.
2. Vehicular access to the Site will be limited to a single access point.

At the time of Site Plan, the Applicant must address the following:

1. Confirm that fire access has been reviewed and is acceptable.
2. Incorporate sustainable design elements into the project where feasible.
3. Finalize location and design of the amenity open space.

SECTION 2: SITE DESCRIPTION

VICINITY/NEIGHBORHOOD

The Subject Property is located at 12330 Parklawn Drive in Rockville and is zoned IL-1.0 H-50'. The Property is located in an industrial district, surrounded by other industrial zoned land within the 2009 Approved and Adopted *Twinbrook Sector Plan* ("Sector Plan").

Neighborhood Boundaries

The staff-defined neighborhood is as follows, which is defined by significant physical and transit features (see Figure 1):

- North: Wilkins Avenue and its intersection with Parklawn Drive.
- South: The intersection of Parklawn Drive and Village Square Terrace
- East: Village Square Terrace and the residential developments (Village Square West Apartments).
- West: The CSX/WMATA railroad right-of-way, which serves as a major industrial buffer.

General Characteristics

The land use character of the area around the Site is mainly industrial, with some multi-family residential developments east of the Property. There are low-to-mid-rise warehouses and office parks located west of Parklawn Drive, while higher-density apartments are located to the east.



Figure 1: Vicinity/Staff-Defined Neighborhood



Figure 2: Zoning Vicinity Map

The Property's immediate surroundings are more specifically described as follows:

- **North:** Abutting the Property to the north is an approximately 2-acre site zoned IL-1.0, H-50', developed with a two to three-story, biotech and office building with surface parking bounding Parklawn Drive.
- **South:** Abutting the Property to the south is an approximately 0.82-acre site zoned IL-1.0, H-50' and improved with a brick office building.
- **East:** Confronting the Property to the east, across Parklawn Drive, are a mix of uses, including a low-rise office building, self-storage facility, flooring sales company, and associated surface parking, all zoned IL-1.0, H-50'.
- **West:** Abutting the Property immediately to the west is an approximately 1-acre site, zoned IL-1.0, H-50', and improved with a two-story building housing a towing and vehicle recovery company.

PROPERTY DESCRIPTION

The Property is located along Parklawn Drive, approximately 475 feet southeast of its intersection with Wilkins Avenue. The Property is an irregularly shaped lot that has an angled boundary along the western property line. The Property is known as Lot 5, Block F in the "Washington Rockville Industrial Park" subdivision¹ and is comprised of approximately 38,935 square feet (or approximately 0.894

¹ Recorded among the Montgomery County Land Records at Plat No. 10883

acres) of land area. Including prior right-of-way dedications, the Property has a gross tract area of approximately 45,617 square feet (or 1.05 acres).

The Property is improved with multiple one-story, exterior-accessed storage buildings. The existing buildings were developed circa 1975 and collectively total approximately 16,091 square feet of above grade floor area². The existing facility consists of four separate storage structures with interior vehicular circulation and parking. Currently there are two access points on Parklawn Drive with an existing unbuffered sidewalk.



Figure 3: Aerial view of the Property

² According to the Maryland State Department of Assessments and Taxation ("SDAT") records



Figure 4: Streetview of Existing Conditions - Parklawn Drive

ZONING/REGULATORY HISTORY

In June 1974, the Montgomery County Planning Board approved Preliminary Plan No. 1-74083 for the Washington-Rockville Industrial Park, establishing a single recorded lot within the I-1 Zone. The 2009 *Twinbrook Sector Plan* recommended keeping the industrial district but changed the zone to I-4. Later, the Property was re-zoned to its current zoning of IL-1.0 H-50' following the District-wide Map Amendment No. G-956 in 2014.

SECTION 3: PROJECT DESCRIPTION

PROPOSAL – LOCAL MAP AMENDMENT H-161

The Applicant proposes to rezone the Property (1.05 acres) from the IL-1.0, H-50' Zone to the ILF-2.25, H-50' Zone, to accommodate redevelopment of the existing, aging, self-storage facility with a modern building. The Project will enhance the Property's external street frontage through the building design and streetscape improvements. The Project will continue the self-storage use of the Property but will allow for additional density.

The Applicant plans to replace the current self-storage buildings with a new four-story plus cellar structure, offering up to 102,638 square feet of gross floor area, in addition to 27,000 square feet of cellar space (not included in the FAR calculation). This new building will incorporate high-quality architectural features, materials, and an improved site layout. Access to the Site will be consolidated to a single entry point connecting directly to the parking and loading area, improving traffic safety for all transportation modes.

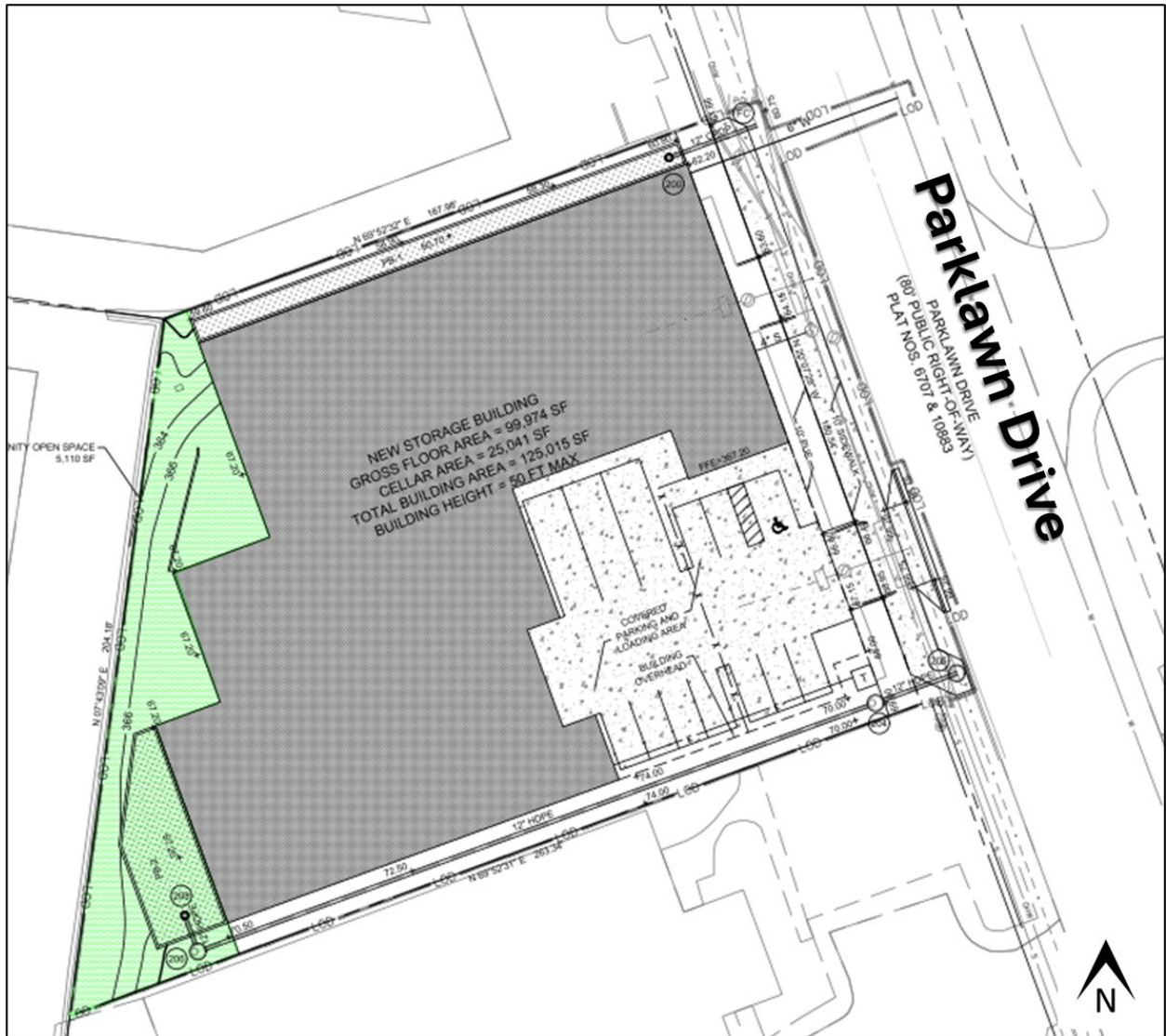


Figure 5: Proposed Plan



Figure 6: Floating Zone Plan

Parking and loading are situated within the building’s footprint. The Applicant intends to request a parking waiver during the Site Plan review. The parking waiver is for three (3) parking spaces. Based on the square footage proposed, a minimum of 13 parking spaces would be required, and the Applicant is proposing a total of 10, including ADA accessible spaces. The 3 proposed loading spaces are above the minimum two required loading spaces. Final determination of the number of parking and loading spaces will be made at the time of Site Plan, per Chapter 59- Section. 6.2.

The Project is required to provide at least 10% open space onsite. The Applicant proposes to provide 16% Amenity Open Space at the rear and at the front of the Site, meeting Section 59-5.5.5.D.2. requirements. The final design and location of the Amenity Open Space will be determined at Site Plan.

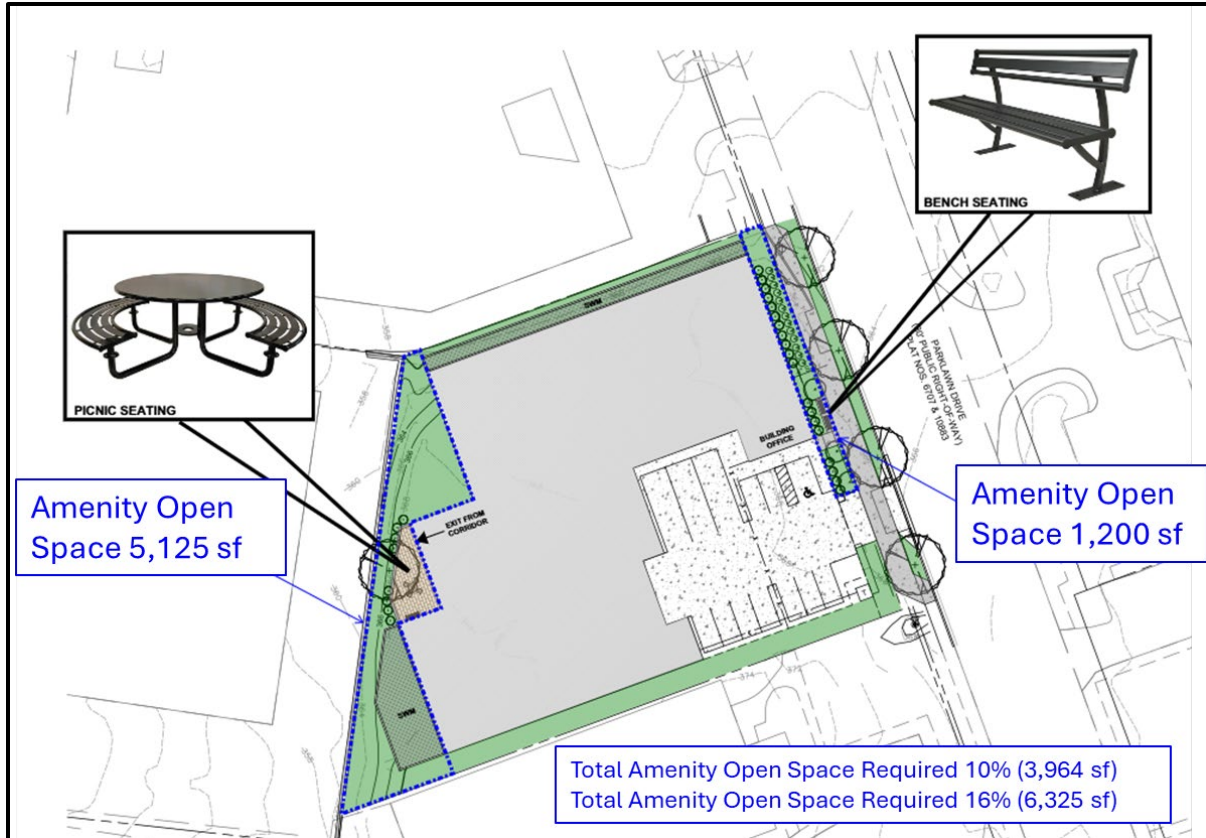


Figure 7: Open Space Plan

The Project will result in significant improvements to the treatment of stormwater management, as no stormwater management currently exists on-site. Staff also recommends that the Applicant include sustainable design features in the Project wherever possible as part of the Site Plan process.

BUILDING/ARCHITECTURE

The Project significantly updates the existing single story, exterior-accessed self-storage structures with a new facility that maximizes the use of the Property and achieves several Sector Plan recommendations for the area and for Parklawn Drive, specifically. The existing cluster of storage buildings has two access points from Parklawn Drive, and other than access doors to street-fronting storage units, the existing use does not activate the street or contribute to the improvement goals of the Sector Plan (see Figure 4 for existing conditions streetview image). The Sector Plan recommends upgrading the street character via redevelopment with buildings that create an improved street facade; wide sidewalks set off from the curb and buffered with street trees.



Figure 8: Rendering of Project looking Northwest from Parklawn Drive

The proposed building is a four-plus story structure with massing and articulation common for this type of use. The storage facility's proportions are improved by means of an exterior colorized panel system with alternating colors and textures that visually separate the structure into sections to reduce building scale. Additional articulation was added to the building's upper corners, combining transparency with interior circulation, to further mitigate the building's proportions. This strategy is used consistently on all building facades.

Furthering the Sector Plan's goals, the proposal improves the relationship of the Property with the street by locating the new building to define the pedestrian environment. The street is improved for pedestrians by consolidating access points to a single vehicular entrance, and by locating the building's glazed lobby at an accessible, front and central location along the ground floor to encourage physical improvements along the street.

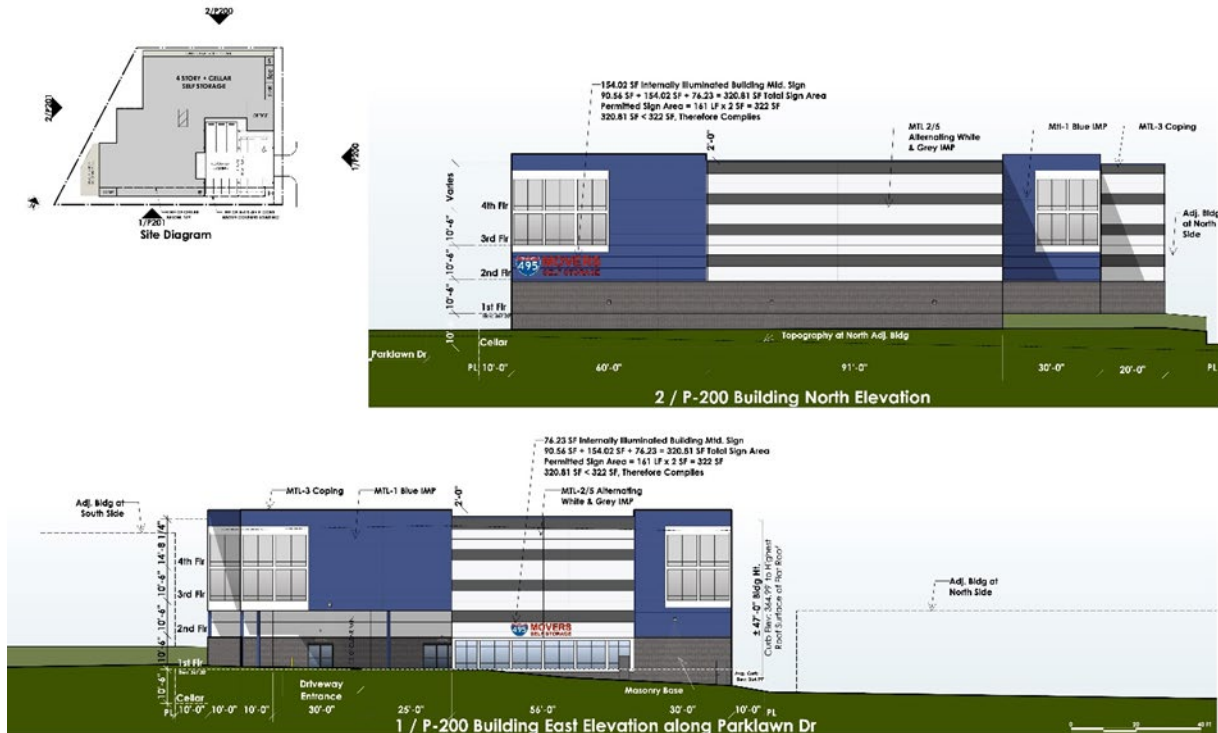


Figure 9: Exterior Elevations

Consistent with Sector Plan recommendations, the Project provides streetscape improvements to include a street buffer with trees, a wider sidewalk, and a landscaped strip along the building front. The required amenity open space will be met in two separate locations (see Figure 7, Open Space Plan), divided between the front and rear of the building. Both areas will include seating and planting areas. These improvements combined will update existing conditions to better fit into a more urban environment.

TRANSPORTATION

The Subject Property fronts Parklawn Drive, a Montgomery County–owned roadway classified as a Town Center Street in the 2025 *Master Plan of Highways and Transitways*. Parklawn Drive has a planned right-of-way width of 80 feet and is currently built as a four-lane closed-section roadway. Along the project frontage, the *Complete Streets Design Guide* calls for a ten-foot-wide (10 ft) sidewalk, a six-foot-wide (6 ft) street buffer, and a maintenance buffer of one and a half (1.5) feet in width, which the Project identifies in the plans. Additionally, the Project will provide a 10-foot wide PUE (Public Utilities Easement) along the frontage. Final determination of frontage improvements will be made at the time of Site Plan. Similarly, at the time of Site Plan, the Applicant will be required to provide more detailed information regarding accessibility and internal pedestrian pathways to ensure safe, ADA-compliant circulation throughout the Site.

ENVIRONMENT AND CLIMATE

The Site is currently developed with a pre-1975 self-storage facility. It is almost entirely covered with impervious surface and has no stormwater management. The Property contains no protected trees, forests, streams, or their associated buffers. The Property is not located within a Special Protection Area.

The Property is subject to the requirements of Chapter 22A of the Montgomery County Code - Forest Conservation Law. A Forest Conservation Plan Exemption No. 42026077E was approved on November 21, 2025. As confirmed by Staff, the Project is exempt from Article II, Chapter 22A as it meets the requirements of Section 22A-5(S)(2) of the Code.

The site design represents an environmental improvement over existing conditions. The Applicant will be providing open space with native plantings and tree canopy cover. It will also provide current stormwater management practices where no stormwater management currently exists, reducing runoff and improving water quality. The site design has improved streetscapes, including wider sidewalks and street trees. This improves pedestrian connections and tree canopy shade, helping to reduce motor vehicle reliance and urban heat island effects.

SECTION 4: COMMUNITY OUTREACH

The Applicant has complied with all submittal and noticing requirements. As of date of this Staff Report, no correspondence has been received.

SECTION 5: LOCAL MAP AMENDMENT FINDINGS AND ANALYSIS

Per Section 59-7.2.1.E.2 of the Zoning Ordinance, for a Floating zone application, the District Council must find that the floating zone plan will:

a) substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;

The Property is located within the boundaries of the 2009 *Twinbrook Sector Plan*. Specifically, the Property is located in the “Light Industrial Area” of the Sector Plan, more particularly, Area 9. The Sector Plan recommends retaining the industrial zoning for this district, recognizing the important services this industrial land provides to the Twinbrook area and central part of Montgomery County (page 42).

Previously, the 1992 Sector Plan rezoned the Subject Property from I-1 to I-4, to limit office encroachment. However, the Sector Plan recognized that the I-4 zoning, while successful in limiting office encroachment (as compared to the prior I-1 zoning), contained development standards that limit owners of smaller properties from being able to upgrade and expand their businesses (page 43). An objective of the Sector Plan was to maintain the industrial uses in this area while providing “an opportunity for businesses to evolve in place.” The Sector Plan recognized that the minimum 1-acre lot size in the I-4 zone, along with setback, green space and parking requirements, would result in a pattern of large lots in an industrial park (page 43). Given the small lot sizes in this industrial area, the Sector Plan seemed aware that development standards limited building potential in this area, given the smaller sites. To address these constraints, the Sector Plan recommended modifications to the I-4 Zone development standards that would “allow urban development patterns and small business development.” (Page 43.) The challenge is that these modifications did not go far enough to achieve the Sector Plan’s goals, given the density limitation (i.e. 1.0 FAR).

Additionally, the Sector Plan encourages “redevelopment projects [in the industrial areas] to contribute to the area’s environmental and urban design goals, including accommodating stormwater management.” (Page 43.) The LMA will allow the Applicant to create a more urban development pattern on the Property and provides update stormwater management. As discussed, the Project will better define and activate the streetscape through its building placement, design and streetscape improvements.

b) further the public interest;

The Project will further the public interest and modernize an existing neighborhood service use. Self-storage provides support for small businesses and helps to support residential

development. The Project also includes improvements to the streetscape and landscaping along its Parklawn Drive frontage. The new building will be closer to the street compared to the existing buildings on the Site and will provide a smaller surface parking area than the one that surrounds the Property now. This will contribute to a less auto-oriented site design than what currently exists and will improve the pedestrian experience along this segment of Parklawn Drive. The Project will also decrease the amount of impervious area on site and will introduce stormwater management on site where there currently is none.

- c) ***satisfy the intent and standards of the proposed zone and, to the extent the Hearing Examiner finds it necessary to ensure compatibility, meet other applicable requirements of this Chapter;***

Intent of Floating Zones

Per Section 59-5.1.2. of the Zoning Ordinance, the intent of Floating zones is to:

A. Implement comprehensive planning objectives by:

- 1. furthering the goals of the general plan, applicable master plan, and functional master plans;***
- 2. ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the general plan, applicable master plan, functional master plan staging, and applicable public facilities requirements; and***
- 3. allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features within and connected to the Property; and***

As discussed in finding 59-7.2.1.E.2.a above, the Project furthers the goals and recommendations of the Sector Plan. As discussed in the findings above and in finding 59-5.1.2.C.e. below, public facilities available in the area will be adequate to accommodate the proposed development. The proposed redevelopment will allow for the Property's use as a self-storage facility. The proposed redevelopment will elevate the exterior façade with attractive and modern finishes and will establish a street presence.

Applicability

Section 59-5.1.3 of the Zoning Ordinance sets forth specific requirements for local map amendment applications that propose the ILF Zone. The Subject Property has a base zone of IL-1.0 H-50', and there is no floating zone recommended by the Sector Plan. Per Section 59-5.1.3.C.3, "When requesting a Floating zone for a property with a non-Residential base zone there are no prerequisites for an application." As a property with a non-Residential base zone, there are no prerequisites for the Subject Application.

B. Encourage the appropriate use of land by:

- 1. providing flexible applicability to respond to changing economic, demographic, and planning trends that occur between comprehensive District or Sectional Map Amendments;**
- 2. allowing various uses, building types, and densities as determined by a Property's size and base zone to serve a diverse and evolving population; and**
- 3. ensuring that development satisfies basic sustainability requirements, including open space standards and environmental protection and mitigation; and**

The proposed Floating Zone complies with the maximum floor area ratio prescribed in Section 59.5.5.5 and will permit reinvestment in the existing self-storage facility. The Project will introduce stormwater management to the Property, where none currently exists, and will provide additional green space and landscaping to promote sustainability and activate the pedestrian environment. Additionally, at Site Plan, the Applicant is directed to explore and incorporate sustainable design elements into the Project where feasible.

C. Ensure protection of established neighborhoods by:

- 1. establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density, and uses;**
- 2. providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and**
- 3. allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.**

The Project is in conformance with the goals of the Sector Plan, which seeks to retain the character of the industrial district. The increase in self-storage use will complement the surrounding industrial uses and will also support nearby commercial and residential development. Furthermore, the Project will be compatible with the surrounding neighborhoods. The building has been designed to activate and engage with the street.

Development Standards

The design of the development will be finalized and reviewed by the Montgomery County Planning Board at the time of subsequent Site Plan review. The Project will meet the Development Standards for the ILF Zone³ as illustrated in the table below.

Table 1: Development Standards for ILF-2.25, H-50' Zone (applicable to ILF)

Site		
	Required/Permitted	Proposed
Tract Area	N/A	1.05 (45,617 sf)
Previous ROW Dedications	N/A	6,682 sf
Proposed ROW Dedications	N/A	N/A
Lot Area	N/A	38,935 sf
Maximum Density of Development (FAR)	2.50	2.25 (102,638 sf) ⁴
Minimum Amenity Open Space	10%	10% (3,894 sf)
Maximum Building Height	50 feet	Up to 50 feet

Parking*		
	Required/Permitted	Proposed
Section 59.6.2		
Vehicle Parking Spaces	13 spaces (min)	10 spaces ⁵
Loading Spaces	2 spaces (min)	3 spaces
Bicycle Parking Spaces	None Required	N/A

**Final parking space counts to be determined at the time of Site Plan.*

d) be compatible with existing and approved adjacent development;

The proposed development will be compatible with existing and approved development in the surrounding area. The Property is surrounded generally by a mix of commercial and light industrial uses. The Project proposes to transform the existing, aging, industrial self-storage use, into a high-quality self-storage facility that will revitalize the Property and present a significant improvement within the surrounding context. Redevelopment of the aging facility

³ Based on the pre-existing Euclidean Zone and the Property Tract area of approximately 1.05 acres, Section 59.5.5.5 of the Zoning Ordinance permits a maximum total density under a Floating Zone of up to 2.50 FAR.

⁴ The building will include approximately 27,000 square feet of cellar space, which is excluded from the calculation of FAR in Accordance with Section 59-1.4.2.

⁵ The Applicant will seek approval of a parking waiver at time of Site Plan, per Section 59-E-4.5.

prioritizes activation of the streetscape through strategic siting of the proposed building and implementation of high-quality architectural elements along public-facing facades.

- e) **generate traffic that does not exceed the critical lane volume or volume/ capacity ratio standard as applicable under the Planning Board’s LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrates an ability to mitigate such adverse impacts; and**

The proposed 129,638 square feet of self-storage use is estimated to generate a net increase of 8 motor vehicle trips in the morning peak hour and a net increase of 13 motor vehicle trips in the evening peak hour. The 2024-2028 *Growth and Infrastructure Policy* (GIP) requires a Transportation Impact Study (TIS) for any project that is estimated to generate a net increase of 30 or more motor vehicle trips in either the morning or evening peak hours. As that is not the case for this Application, the LATR review is satisfied with a transportation exemption statement. A summary of the trip generation analysis is provided in Table 2 below.

Table 2: Trip Generation Analysis

Use	Quantity	AM ITE Vehicle Rates	PM ITE Vehicle Rates	AM Adjusted Policy Area Rates	PM Adjusted Policy Area Rates
<i>Existing Self Storage (Warehousing) ITE-151</i>	16,091 SF	1	2	1	2
<i>Proposed Self-Storage (Warehousing) ITE-151</i>	129,638 SF	10	18	9	15
			Net Change	8	13

Source: Transportation Exemption Statement from Gorove/Slade, October 24, 2026, modified by staff.

- f) **when applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.**

The Subject Property was not previously zoned Residential Detached; therefore, this subsection is not applicable.

SECTION 6: CONCLUSION

The Subject Application meets all the requirements established in the Zoning Ordinance and Chapter 22A Forest Conservation Law and conforms to the recommendations of the 2009 *Twinbrook Sector Plan*. Therefore, Staff recommends approval of Local Map Amendment H-161 with the recommended binding elements.

ATTACHMENTS

Attachment A: Floating Zone Plan

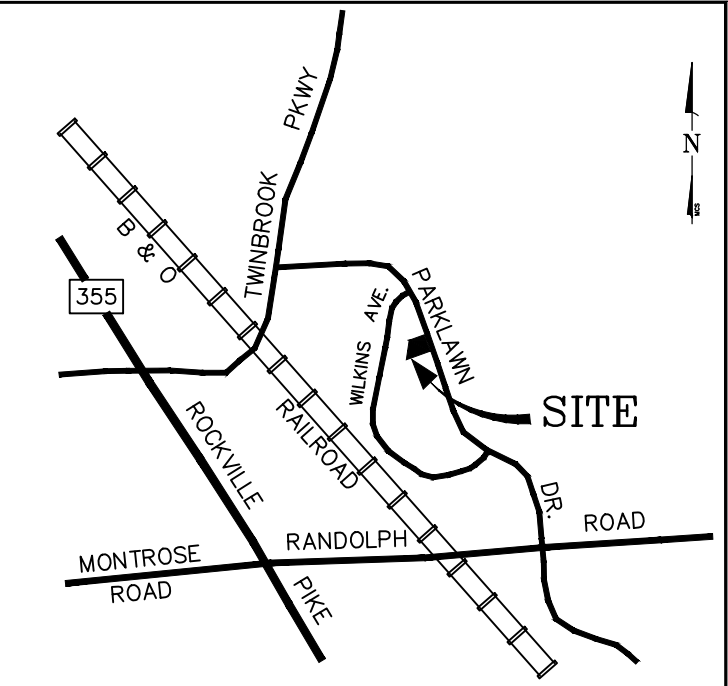
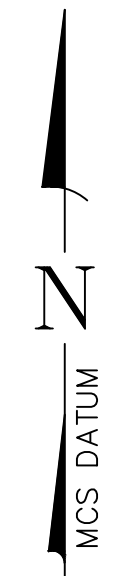
Attachment A



CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
LAND PLANNING

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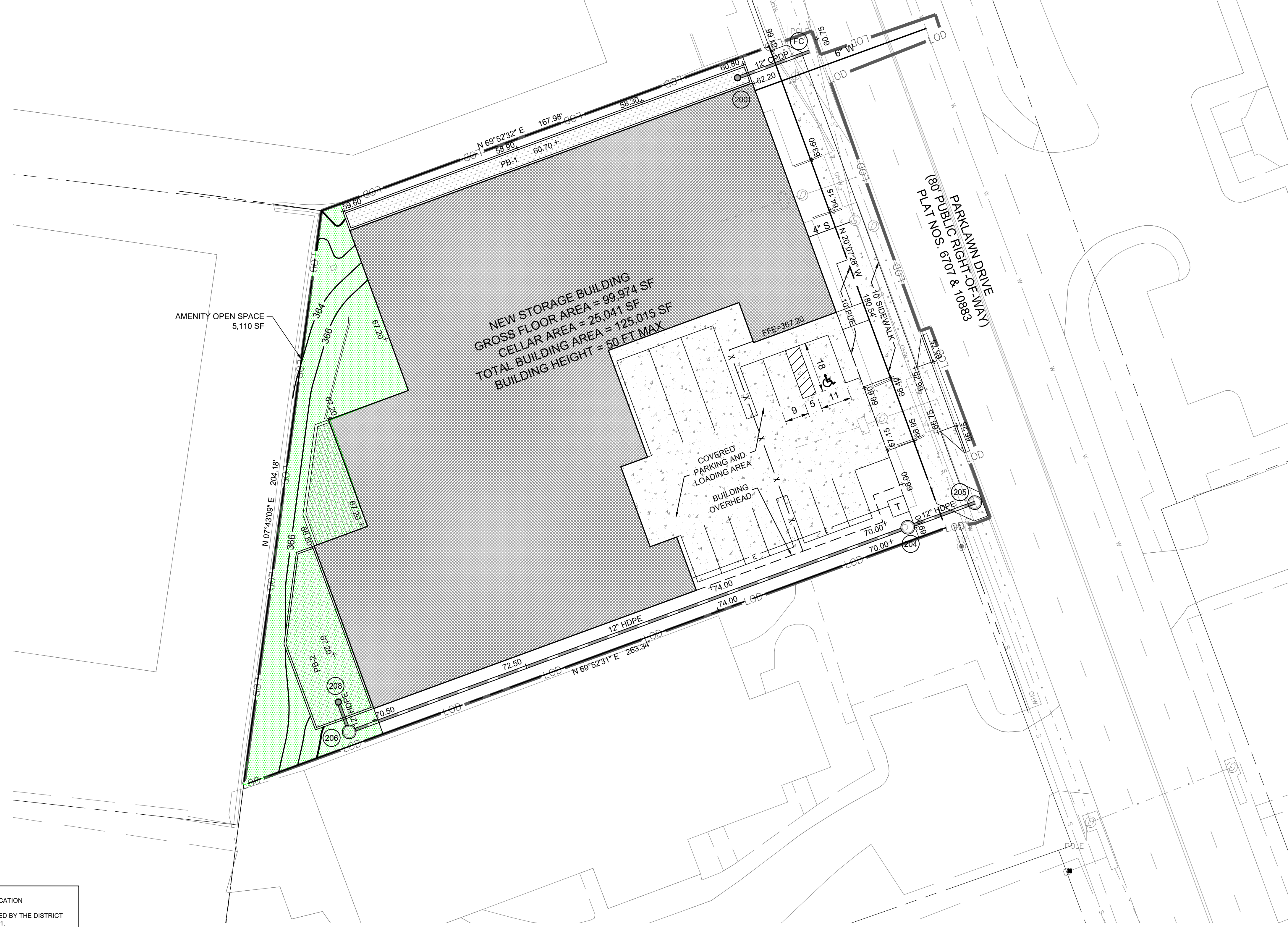


VICINITY MAP
SCALE 1"=2000'

Professional Certification
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the Laws of the State of Maryland. Lic. No. 35196 Exp. Date: 01/05/2026

OWNER/APPLICANT:

495 MOVERS
640 LOFSTRAND LANE
ROCKVILLE, MD 20850



AMENITY OPEN SPACE
5,110 SF

NEW STORAGE BUILDING
GROSS FLOOR AREA = 99,974 SF
CELLAR AREA = 25,041 SF
TOTAL BUILDING AREA = 125,015 SF
BUILDING HEIGHT = 50 FT. MAX

COVERED
PARKING AND
LOADING AREA
BUILDING
OVERHEAD

(80' PUBLIC RIGHT OF WAY)
PARKLAWN DRIVE
PLAT NOS. 67107 & 10883

LEGEND

--- 402 ---	CONTOUR (2FT)	402
--- 410 ---	CONTOUR (2FT)	410
x 403.25	SPOT ELEVATION	+ 03.25
==	CURB & GUTTER	
----	ASPHALT PAVING	
----	CONCRETE PAVING	
---	LIMITS OF DISTURBANCE	
8" W	WATER LINE	8" W
◆	FIRE HYDRANT	
6" S	SEWER LINE	6" S
(SIZE/MATERIAL)	STORM DRAIN	(SIZE/MATERIAL)
(SIZE/MATERIAL)	NATURAL GAS	(SIZE/MATERIAL)
(SIZE/MATERIAL)	UNDERGROUND ELECTRIC	(SIZE/MATERIAL)
(SIZE/MATERIAL)	UNDERGROUND COMMUNICATION	(SIZE/MATERIAL)
○	LIGHT POLE	
---	PROPERTY BOUNDARY	
---	EASEMENT	
○	SIGN	
---	RETAINING WALL	

REVISIONS

NO.	DESCRIPTION	DATE

TAX MAP HQ123 WSSC 216 NW 05

PLAT 10883

4TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

**LOT 5
BLOCK "F"
WASHINGTON ROCKVILLE
INDUSTRIAL PARK**

PROJ. MGR	KGD
DRAWN BY	PGL
SCALE	1"= 20'
DATE	12.08.2025

**FLOATING ZONE SITE
PLAN
PLAN H161**

PROJECT NO. 2024.220.12
SHEET NO. 2 OF 2

OFFICE OF ZONING AND ADMINISTRATIVE HEARINGS CERTIFICATION
THIS IS A TRUE COPY OF THE FLOATING ZONE PLAN APPROVED BY THE DISTRICT COUNCIL ON XXXXXX XX, 2026, IN APPLICATION NUMBER H-161.

HEARING EXAMINER _____ DATE _____

HEARING EXAMINER NAME PRINTED _____

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.