

Rear Elevation
1/4" = 1'-0"



Royal Farms #233
City of Gaithersburg, MD
Proposed Rear Elevation
November 19th, 2019



10404 Stevenson Road • Stevenson, Maryland 21153
Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com



SOUTH ELEVATION



WEST ELEVATION

MTL-1 ALUMINUM STOREFRONT SYSTEM



NORTH ELEVATION

DECORATIVE METAL PANELS



EAST ELEVATION

MEMORANDUM

To: Planning Commission

Via: Trudy M. W. Schwarz, Planning Division Chief

From: Alyssa Roff, Transportation Planner

Date: May 31, 2018

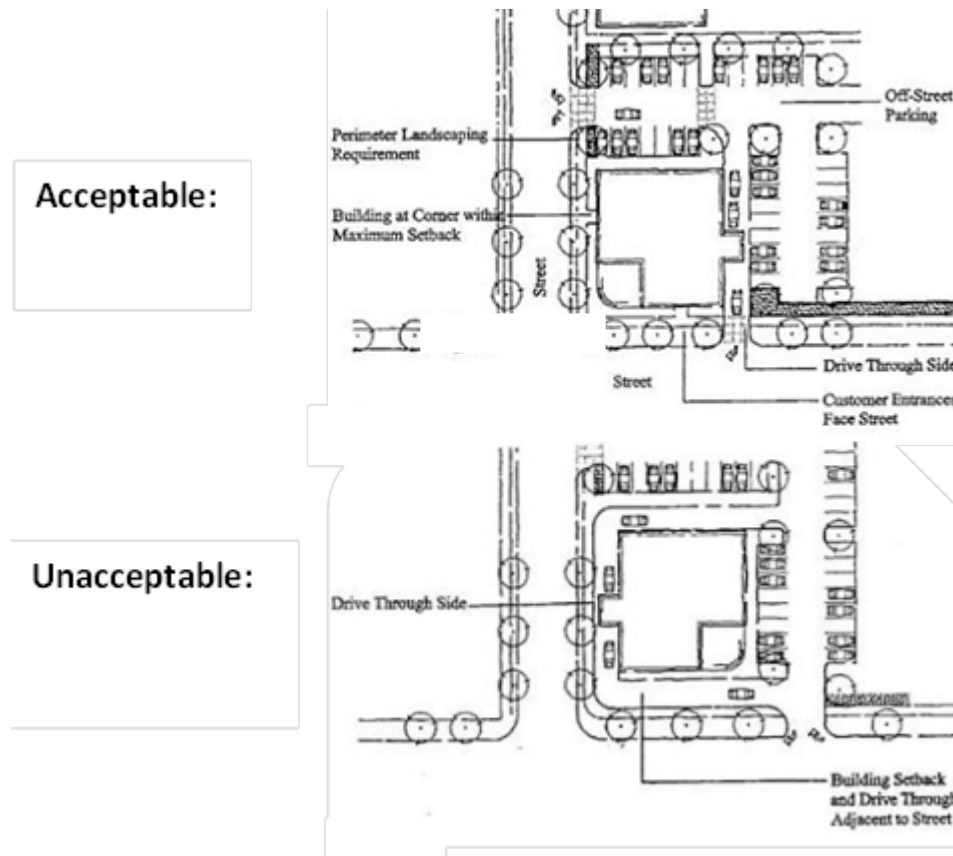
Re: Best Practices: Drive-Through Lanes

Historically, drive-through operations were associated with fast food or banking in either suburban or highway/arterial corridor settings. This somewhat “negative” perception is rapidly changing as current market trends related to retail, e-commerce, and the rise of third party delivery services are introducing drive-throughs and curbside pickup operations to new commercial sectors. Within the last few years Meijer, Sam’s Club, Safeway, Harris Teeter, Target and Walmart have all introduced drive-oriented convenience from loading your car curbside, to providing automated pickup kiosks, to traditional drive-through lanes in response to consumer demands. Relocations, meaning inline stores moving to endcaps or outbuildings are occurring as a trend in order to add these facilities. These operations are now not only for “fast food,” but fast-casual concepts and even full-service restaurants with order ahead pick up, often by third party companies such as Chowhound or Grubhub. Continued e-commerce growth means more purchases are being delivered, yet an increasing share are being picked up from retailers and from third-party collection points such as Amazon lockers or UPS Access Points. Online applications such as Curbside partner with same-day delivery partners including Uber, Postmates and Deliv to serve large retailers such as CVS and Nordstrom.

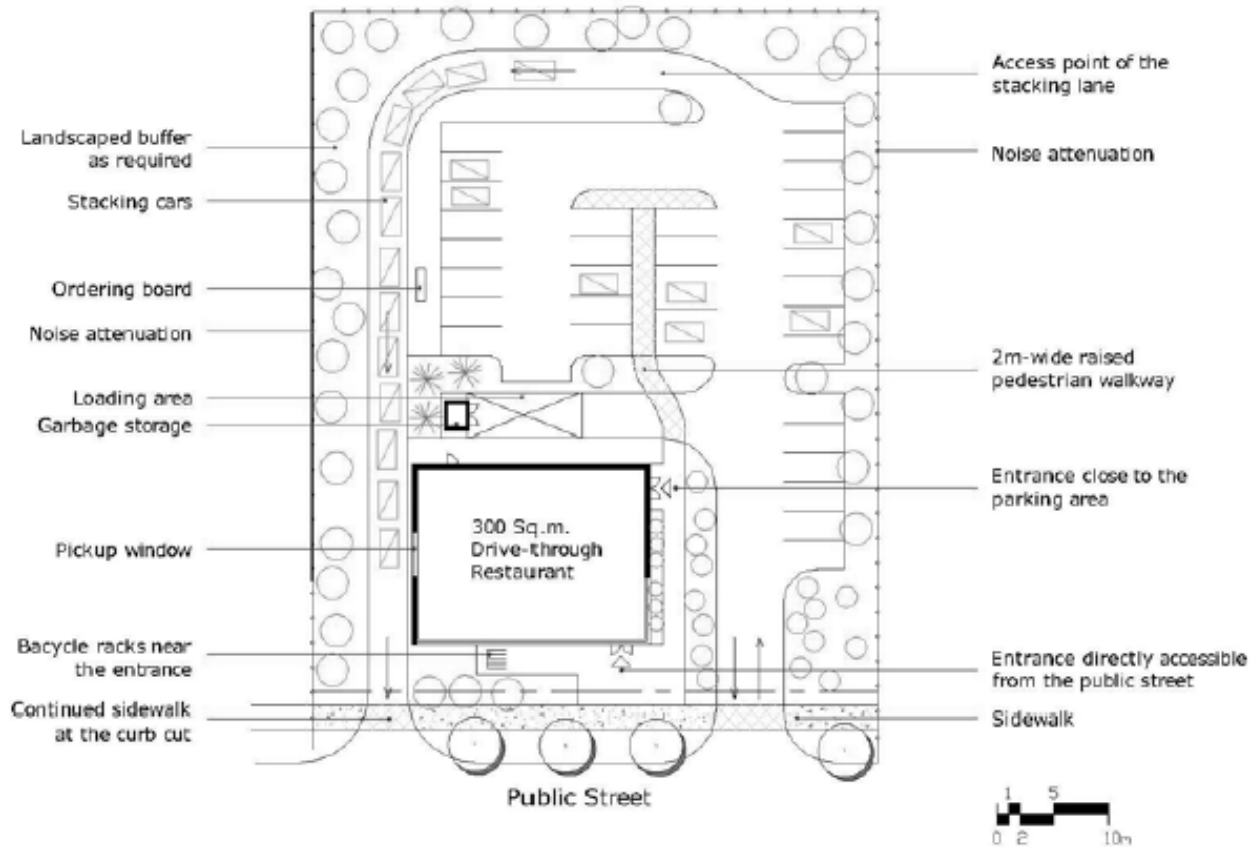
In short, drive-through operations are going to continue and expand in the market place and should no longer carry connotations of antiquated suburban planning. These operations can and are being incorporated into multiple settings including downtown and pedestrian oriented contexts. As these operations become more commonplace, the City must ensure in its review that these operations:

- Protect the character and quality of the areas where these facilities are located;
- Maintain a safe and comfortable pedestrian environment on site;
- Minimize impacts on adjacent land uses that could be caused by these operations;
- Do not negatively impact or encroach on public streets, primary intersections or public spaces; and
- Create efficient stacking movements on site.

The purpose of this document is to provide the Planning Commission and Staff with a summary of the best practices and trends concerning drive-through lane design specifically as compiled from the guidelines of other municipalities. Other variations such as curbside pickup or designated receiving zones should adhere in their placement to the operational goals discussed above. The following best practices may be used as an aspirational tool in the review of proposed drive-throughs as part of the site plan review process. However, Staff understands each site is unique and may require different methods and layouts. Staff researched multiple municipalities' guidelines for drive-through establishments in order to establish a collection of the best practices for lanes. Municipalities covered a wide variety of contexts including rural, suburban, and urban environments. All are located within North America and include guidelines from both Canada and the United States. Staff purposefully excluded secondary elements, such as lighting, landscaping, noise control, and signage. Most guideline documents reference these elements as subject to existing criteria within a city's code or examined on a case-by-case basis within the context of surrounding land-uses of each site. Staff compiled the trends into a comprehensive list of best practices as outlined below.



Comparison site layouts – City of Happy Valley



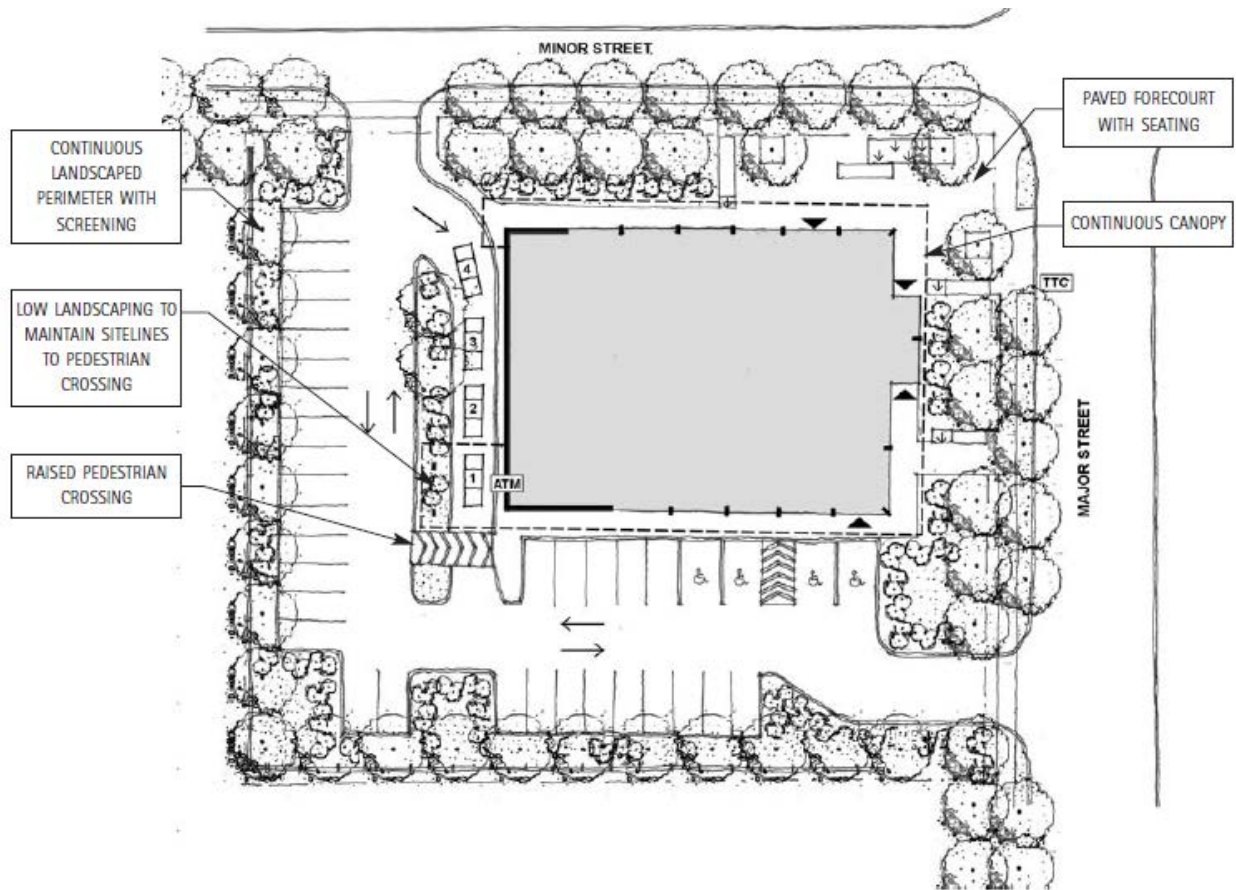
Example site layout of drive-through restaurant – City of Ottawa

Definition and Objective

Drive-through establishments include sites where customers may do business without leaving their vehicle. These areas may include restaurants, banks, pharmacies, coffee shops, car washes, dry cleaners, stand-alone ATMs, etc. The main objective for these guidelines is to provide accessibility and circulation for all user types while minimizing conflicts and protecting major pedestrian scaled frontages. These guidelines follow existing engineering specifications within the City’s Code and act as supplemental information.

Guidelines compiled from the following Municipalities:

- | | |
|-------------------------------------|---|
| City of Toronto, Canada (2005) | City of Naperville, Illinois (2006) |
| City of Ottawa, Canada (2006) | City of Riverside, California (2007/2008) |
| City of Happy Valley, Oregon (2009) | Town of Centreville, Maryland (2010) |
| Town of Markham, Canada (2010) | City of Kitchener, Canada (2012) |
| Town of Standish, Michigan (2012) | City of Elk Grove, Canada (2014) |
| City of Mesa, Arizona (2014) | City of Brampton, Canada (2011) |
| City of Medford, Oregon (2014) | Montgomery County, Maryland (2014) |
| Henrico County, Virginia (2015) | |



Example site layout of a bank with drive-through lanes – City of Toronto

Drive-through Lanes and Site Access

- Drive-through lanes and parking should be placed to the service side of the site, generally at the rear of the building. Buildings with these operations should maintain a coherent street edge-fostering a pedestrian scaled façade with surrounding buildings when possible.
- Drive-through lanes should not be placed in between the building and the public street.
- Drive through lane entrances should be placed at the interior of the site, generally away from site access points. Cars may circulate through the parking area of the site to get to the drive-through lane entrances.
- Avoid placing access points into site close to intersections.
- Drive-through lanes are separated from parking areas with curbs; emergency curb cuts are allowed if needed.

Queue/Stack Lengths for Drive-through Lanes

- All queue/stack lengths are measured from the entrance of the drive-through lane to the center of the last service window.
- Different categories of businesses require different queue/stack lengths
 - Food/beverage based establishments (restaurants, coffee shops etc.)
 - Range 200-260 feet generally allow for 10 car lengths of queue/stacking
 - Generally 7 spaces are between the lane entrance and menu boards
 - Non-food based establishments (pharmacy, banks, dry cleaners, etc.)
 - Range 60-80 ft. generally allow for 3-4 car lengths of queue/stacking
 - Optional- Car centric establishments (carwash)
 - Minimum of 200 ft.



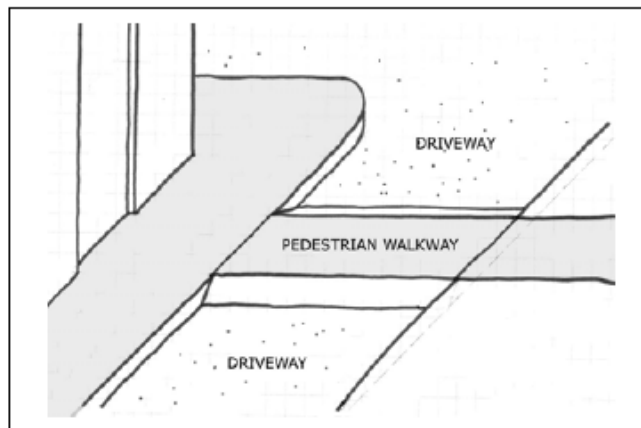
Example site layout: Bank Site in Ajax, Ontario (Queuing/Stacking Lane is in Green)



Example site layout: Coffee Shop Site in Ajax, Ontario (Queuing/Stacking Lane is in Green)

Bike and Pedestrian

- Bike and pedestrian oriented amenities, such as bike parking or seating, should be placed at the entrance of the building, typically near the street edge. Pedestrians are a priority in this distinct area of the site.
- Pedestrian access to the building should avoid conflicts or interactions with drive-through lanes.
- If pedestrians must cross drive-through lanes, a raised pedestrian path equal to the level of the restaurant is recommended (similar to raised crosswalk).



Raised Pedestrian Crosswalk City of Ottawa

Relationship of Best Practices and the Existing Code

- Noise, lighting, site servicing and loading, and landscaping will be addressed in any site plan review process.
- Lane widths and turning radii should follow the existing engineering criteria in the City's code, although it is recommended to use the minimum measurement allowed.
- Bike parking requirements, parking stall requirements, and pedestrian widths should follow the existing specifications in the City's code.

Comparison to Montgomery County Drive-through Guidelines

Overall, Montgomery County's guidelines reflect many common elements of the best practices with some deviations. Main differences outside of the compiled best practices include: shorter minimum lengths for stacking/queuing lanes, eliminating the car centric drive-through lane use, and providing more separation from residential zones. Staff acknowledges these differences as outliers when compared to the best practices and therefore would not consider them in any plan review. Major similarities include: ensuring drive-through lanes do not encroach on surrounding public streets and pedestrian walkways, physical separation of drive-through lanes, and ensuring designs do not impede the visibility or circulation of all users. County Guidelines are integrated within the County's code and at times reference other sections of the code for supplemental design criteria such as landscaping, lighting, etc.

Jasmine Forbes

From: Mark Kile
Sent: Tuesday, October 8, 2019 12:05 PM
To: Jasmine Forbes
Cc: Anthony Berger; Sandra Gross; Michael Johnson; Gregory Mann
Subject: Spectrum SDP 8198-2019

Jasmine,

DPW has reviewed the trip generation summary prepared by the Traffic Group dated March 13, 2019. Traffic Group analysis indicated “no material change to the anticipated traffic patterns from the original traffic report.” DPW agrees that the overall traffic impact is within the overall parameters of the original submitted Traffic Impact Statement provided for the development.

Condition(s):

- 1) The applicant to coordinate and obtain approval from Montgomery County and Maryland Department of Transportation/State Highway Administration for the intersection of Spectrum Boulevard and Watkins Mill Road, prior to the Watkins Mill Interchange opening. The current lane striping shown intends for a future signal to be installed, but no information related to installation date and who is to install the signal has been provided.
- 2) The trip generation summary and distribution will need to be updated to reflect the actual proposed square footages prior to final site plan approval.

Cordially,

Mark D. Kile, P.E.

Department of Public Works

City of Gaithersburg | 800 Rabbitt Road | Gaithersburg, MD 20878

240-805-1322

mark.kile@gaithersburgmd.gov

Jasmine Forbes

From: Anthony Berger
Sent: Monday, December 9, 2019 12:04 PM
To: Jasmine Forbes
Subject: FW: Spectrum SDP Preliminary Staff Analysis

Jasmine,

Public Works concurs with the applicants assessment that a revision to the original TIS is not required due to the demonstrated reduction of trips for the proposed site.

Thanks,
Tony



Anthony Berger, PE | Engineering Services Division Chief

City of Gaithersburg | 800 Rabbitt Road | Gaithersburg, MD 20878
P (240) 805-1265 | www.gaithersburgmd.gov



Please consider the environment before printing this email.

From: Sandra Gross <Sandra.Gross@gaithersburgmd.gov>
Sent: Monday, October 7, 2019 10:14 AM
To: Anthony Berger <Anthony.Berger@gaithersburgmd.gov>
Subject: FW: Spectrum SDP Preliminary Staff Analysis

FYI

From: Jasmine Forbes <Jasmine.Forbes@gaithersburgmd.gov>
Sent: Friday, October 04, 2019 7:29 PM
To: Michael Johnson <Michael.Johnson@gaithersburgmd.gov>; Mark Kile <Mark.Kile@gaithersburgmd.gov>; Sandra Gross <Sandra.Gross@gaithersburgmd.gov>
Cc: Gregory Mann <Greg.Mann@gaithersburgmd.gov>
Subject: Spectrum SDP Preliminary Staff Analysis

Hi All,

I am currently writing the Preliminary Staff analysis for the Spectrum SDP application. I came across the Traffic Impact section and had a question about whether DPW required the applicant to revised the previously approved traffic impact study. In the Applicant's Justification statement, they noted that the proposed plan will have thirty-eight less morning peak hours and 170 less evening peak hours trips. I wanted to know if DPW staff concurs with the Applicant's statement and therefore a revised traffic impact study is not required.



Jasmine Forbes, Planner I
Planning and Code Administration

City of Gaithersburg | 31 South Summit Avenue | Gaithersburg, MD, 20877
Direct: 240-805-1069 | Main: 301-258-6330 | www.gaithersburgmd.gov
Jasmine.Forbes@gaithersburgmd.gov

STAFF ANALYSIS FOR PLANNING COMMISSION

REPORT DATE: November 27, 2019

RESPONSIBLE STAFF: Jasmine Forbes,
Planner I

PUBLIC MEETING DATE

December 4, 2019

APPLICATION NUMBER

SDP-8198-2019

SUMMARY OF REQUEST-RECOMMENDATION TO MC&C

The Applicant is requesting Schematic Development Plan approval for the construction of a 4,649 square foot retail building, 1,248 square foot car wash, and ten (10) double sided filling pump stations for Royal Farms. The application also includes a 2,500 square foot Starbucks building with a drive-thru and reduces the approved building size on Pad Site B from 9,500 square feet to 4,500 square feet to accommodate retail, restaurant or office uses.

APPLICANT

Matthew Walters,
BP Realty Investments

SUBJECT PROPERTY ADDRESS

Spectrum

ZONE

MXD(Mixed Use Development)

EXISTING LAND USE

Mixed Use Community

STAFF RECOMMENDATION

Please see Staff recommended motions at the end of the report.

Approve

Approve With Conditions

Deny

Defer

Enclosures:

Final Staff Analysis and Index of Memorandum (**Exhibits in Bold**)

MEMORANDUM TO: Planning Commission
FROM: Jasmine Forbes, Planner
DATE: December 4, 2019
SUBJECT: Final Staff Analysis
SDP-8198-2019: Spectrum Development

APPLICANT/DEVELOPER:

Matthew Walters
BP Realty Investments
226 Spectrum Avenue
Gaithersburg, MD, 20879

OWNER:

Peter Henry
BPTC Two, LLC.
226 Spectrum Avenue
Gaithersburg, MD, 20879

ENGINEER

Mike Razai
Raztec Associates, Inc.
341 West Patrick Street
Frederick, MD, 21701

TAX MAP REFERENCE:

Parcel "N", Block "D" (plat number 24032)
Lot 8, Block "B" (plat number 25278)
Lot 2, Block "A" (plat number 25278)

REQUEST:

The Applicant, Mathew Walters on behalf of BP Realty Investments, has submitted Schematic Development Plan (SDP) application SDP-8198-2019¹. The area that is the subject of this application is known as the Spectrum development. The plan proposes a 4,649 square foot Royal Farms, a 2,500 square foot Starbucks restaurant, and a change in use for building "B" from restaurant to retail/restaurant/office. The subject properties are zoned MXD (Mixed Use Development)

LOCATION

The subject properties are located within the Spectrum Development and are bounded by Watkins Mill Road to the east and North Frederick Avenue (Route 355) to the north.

¹ Exhibit #1



Location Map

PROJECT BACKGROUND

The Applicant, Matthew Walters, of BP Realty Investments, submitted Schematic Development Plan (SDP) application SDP-8198-2019. The application requests SDP approval for the construction of a 4,649 square foot retail building, 1,248 square foot car wash, and ten (10) double sided filling pump stations for Royal Farms. The application also includes a 2,500 square foot Starbucks building with a drive-thru and reduces the approved building size on Pad Site B from 9,500 square feet to 4,500 square feet to accommodate retail, restaurant or office uses. A consolidated joint public hearing for SDP-8198-2019 was held on October 21, 2019. During the course of the hearing, the following aspects of the proposed plan were discussed:

- Enhance the rear elevations for both the Royal Farms and Starbucks buildings;
- Provide a plan for wayfinding signage on the site
- Explore the possibility of providing a median break on Spectrum Boulevard to facilitate a left turn into the Royal Farms property; and

- Flip the proposed location of the Royal Farms retail building with the filling pumps so that the retail building fronts Watkins Mill Road.

At the conclusion of the hearing the Planning Commission announced, by motion, the closing of their record on November 25, 2019 with recommendation scheduled for December 5, 2019. Subsequently, the Mayor and City Council announced by motion, the closing of their record on December 11, 2019 with policy discussion anticipated for January 6, 2020.

In response to the comments received during the Joint Public Hearing, the Applicant has submitted a response letter and exhibits, which are labeled as Exhibits 35-41 in the application packet. This analysis focuses on the revised plans, which are identified in the application package as Exhibits 40 and 41. Items unchanged from the October 21, 2019 joint public hearing, including annexation history, Site Plan History, APFO requirements, and the application reviewed can be found in the Preliminary Background Report².

SCHEMATIC DEVELOPMENT PLAN PROPOSAL

Site Plan

As mentioned above, the Applicant plans to construct a 4,649 square foot retail building, 1,248 square foot car wash and ten (10) double sided filling pump stations for Royal Farms. The application also includes a 2,500 square foot Starbucks building with a drive-thru and the building reduction of Pad Site B from 9,500 square feet to 4,500 square feet to accommodate retail, restaurant or office uses.

The Royal Farms retail building is located along Paramount Park Drive and the gas pumps are located along Watkins Mill Road. In response to comments related to rotating the retail building and gas pumps, the Applicant has stated that proposed location of the canopy and retail building is the preferred design by the Royal Farms corporation. Royal Farms prefers to have the pumps face the main road for branding and visibility on Watkins Mill Road³.

The Applicant has explored the possibility of creating a break in the existing Spectrum Boulevard median to provide a left turn into the Royal Farms property. According to the Applicant, a median break on Spectrum Boulevard is not feasible and could have potential vehicle stacking issues. As noted in the preliminary staff analysis, Staff had concerns about the new entrance on Spectrum Boulevard and is of the opinion that it could create vehicles making unsafe U-turns at the intersection of Paramount Park Drive and Spectrum Boulevard to use the proposed right-in/right-out entrance on Spectrum Boulevard. In response, the Applicant extended the existing median further towards Paramount Drive and proposes a temporary curb and concrete sidewalk along the undeveloped parcel. Both of these changes were proposed to further discourage vehicles to make illegal U-turns.

² Exhibit #34

³ Exhibit #39

Lastly, the Applicant provided proposed wayfinding signage for the overall development and the Royal Farms⁴. A new directional sign is proposed to be located at the intersection of Spectrum Boulevard and Paramount Park Drive. Additionally, the Applicant will incorporate a new no U-turn sign to further discourage vehicles from making a U-turn on Spectrum Boulevard. The final signage for Royal Farms will be reviewed as part of the Final Site Plan review. The proposed signage must be in conformance with the approved sign package and the City's Sign Ordinance.

Another aspect of the application includes a 2,500 square Starbucks building at the corner Paramount Park Drive and Spectrum Avenue. The plan also includes an associated drive-thru that wraps around the building. The aspects of the site plan have not changed since the joint public hearing. Staff is of the opinion that the proposed drive thru is in conformance with the Staff's memo on best practices for drive- thrus⁵.

The parking is established by a shared parking chart for the overall Spectrum development. The parking is facilitated through spaces in the surface lots, on-street and parking garages throughout the Spectrum development. A shared parking chart was established for the overall Spectrum development and was divided into two phases. A total of 613 parking spaces are required and the Applicant proposes to provide 1,947 spaces when the Spectrum development is complete⁶. In Staff's opinion there is adequate parking throughout the development to facilitate the proposed changes.



Exhibit #37: Directional Wayfinding Exhibit

⁴ Exhibit #37

⁵ Exhibit #42

⁶ Exhibit #40a

Architecture

Based on the comments received during the joint public hearing, the Applicant has revised the rear elevations for both the Royal Farms and Starbucks buildings⁷. The revised Royal Farms building includes an entrance canopy, aluminum storefront windows, accent light fixtures and canvas awnings along the rear of the building. It should be noted that this elevation would face Paramount Park Drive. Overall, the design of the rear elevation will mimic the front elevation.

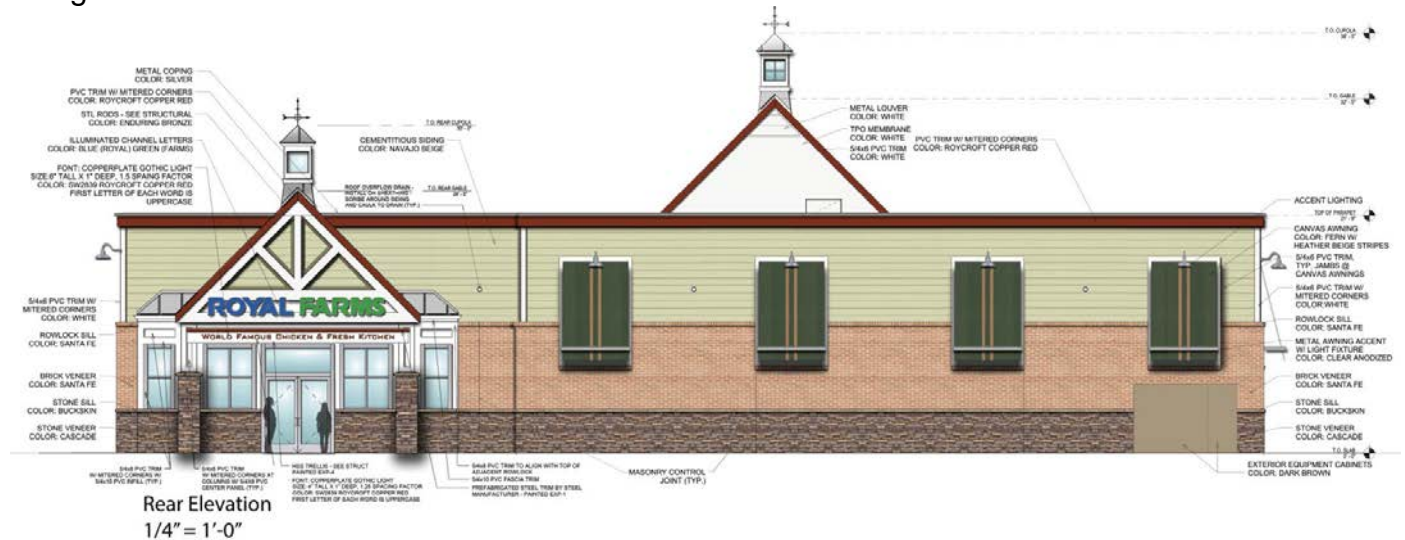


Exhibit #36: Revised Rear Elevation for the Royal Farms building

The rear (north) and side (east) elevations for the proposed Starbucks building was also revised to incorporate wood panels on all sides of the building. The rear (north) elevation that faces Paramount Park Drive will incorporate decorative metal panels and light fixtures to break up the massing of the brick.



Exhibit #36: Starbucks Building Elevations

⁷ Exhibit #41



NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION

Exhibit #36: Starbucks Building Elevations

Staff Comments

Staff has reviewed the Applicant's revised plans and is of the opinion that they have adequately addressed the comments raised by both the Mayor and City Council and Planning Commission. As noted in the preliminary analysis staff report, Staff had concerns about the new entrance on Spectrum Boulevard and the potential conflicts it would cause for vehicles and non-motorist. The revisions that was made by the Applicant addressed Staff's concerns, therefore Staff supports the right-in and right-out on Spectrum Boulevard. Staff finds that the proposed plan will provide adequate pedestrian connectivity by providing new sidewalks and maintaining the existing sidewalks within the Spectrum development. The proposed uses are in conformance with approved Sketch Plan Z-310 (A), which permits restaurant, office, retail and service station uses. Staff is also supportive of the revised plans for the rear elevations for the Royal Farms and Starbucks. It should be noted that the proposed building elevations are preliminary and the final design of the buildings will be reviewed as part of the final site plan review. The proposed plan is the continuation of development within Spectrum, therefore will not adversely impact the character of Spectrum and the adjacent properties.

STAFF FINDINGS, ANALYSIS AND RECOMMENDATION

FINDINGS:

Approval of SDP-8198-2019, by the City Council is dependent upon the findings required under § 24-160D.10(b) of the City Code. The following outlines the required findings and justifications for a City Council approval of application SDP-8198-2019.

(1) The plan is substantially in accord with the approved sketch plan:

The plan is consistent with approved Sketch Plan Z-301(A). The sketch plan allows 214,810 square feet of mixed office, restaurant, commercial, service station, senior center/ public uses and 669 multi-family residential units. The proposed plan includes a service station, commercial, restaurant and office use, which are permitted uses as listed in the approved sketch plan. The proposed 207,710 square feet of total development is under the maximum permitted.

(2) The plan meets or accomplished the purposes, objectives and minimum standards and requirements of the zone:

(a) Application SDP-8198-2019 will be developed with retail, automobile filling station and office uses, which is in conformance with the approved Sketch Plan Z-301(A).

(b) Application SDP-8198-2019 will contain building materials and design elements that will be compatible with the existing buildings located within the Spectrum development.

- (c) Application SDP-8198-2019 will continue to development an existing mixed-use community by creating an attractive and cohesive development by maintaining the existing sidewalks and roadways.
 - (d) Application SDP-8198-2019 encourages the efficient use of land by locating the Royal Farms and Starbucks within an existing mixed use community, which reduces the reliance upon automobile uses and encourages pedestrian and other non-vehicular circulation systems.
 - (e) Application SDP-8198-2019 is part of phase two of the Spectrum development, which will be integrated within the existing road networks and utilities.
- (3) The plan is in accord with the area master plan and any accompanying special condition or requirements in said master plan for the area under consideration:

The Spectrum Development was included in the 1997 Master Plan, Land Use Element under Neighborhood 6, as part of Study Area 3, Map Designation 6. The land use recommendation states:

Designate the 73-acres of I.B.M and N417, owned by the Casey Trust, as commercial/industrial-research-office (Map Designation 6) which equate to the Mixed Use development (MXD) Zone. Development of this site for commercial retail facilities could possibly include a hotel: expansion of office and research and development uses would be permitted. The City is currently evaluating the feasibility of constructing a new interchange at Watkins Mill Road Extended over Interstate 270 to link Neighborhoods Five and Six and provide alternative transportation options to the interchange of North Frederick Avenue and Montgomery Village Avenue. The location of any development on the vacant 33-acre parcel on the northern portion of the I.B.M property should take into consideration the placement of a new interchange. The main emphasis of the siting of new buildings will be towards Watkins Mill Road Extended. Watkins Mill Road Extended should be designed so that is compatible with surrounding uses and the design of the interchange incorporating, where feasible, appropriate traffic calming measures more in keeping with the City's design standards emphasizing pedestrian access. Access to the vacant 33 acres will be from Watkins Mill Road Extended and an additional access point from North Frederick Avenue.

The Spectrum Development is also located within the Northern Employment District of the Frederick Avenue Lands Use Master Plan. While the Frederick Avenue Corridor Land Use Master Plan does not have a specific recommendation for the subject properties, it does note that all land use designations and zoning recommendations made in the 1997 Neighborhood Six Land Use Plan are reconfirmed. However, all parcels are required to adhere to the Frederick Avenue Corridor Plan development requirements. The subject

properties were not included in the 2003 or 2009 Master Plans as specific map designations.

The application will continue developing the Spectrum community by incorporating commercial uses along Frederick Avenue/MD 355 and Watkins Mill Road. The Royal Farms and Starbucks building will be located within an existing road network that provides adequate circulation for vehicles and pedestrians, which is envisioned in the City's master plan.

Lastly, the proposed building will not exceed the maximum building height permitted in the Northern Employment District of six (6) stories and will not exceed sixty-five (65) feet in height. The height of the Royal Farms retail building will be approximately twenty-one (21) feet to the top of the parapet and thirty-eight (38) feet to the top of the cupola above the main entrance. The height of the automobile filling canopy is approximately nineteen (19) feet. The height of the Starbucks building will be approximately twenty-feet (23) feet.

(4) The plan will be internally and externally compatible and harmonious with existing and planned uses in the MXD zoned area and adjacent areas:

The application is compatible and harmonious with the existing and planned land uses in the MXD zone and adjacent areas. The proposed retail, office and service station will be located within a mixed use community which consist of commercial, office and residential uses. The proposed plan will also be adjacent to existing commercial and office uses.

(5) That existing or planned public facilities are adequate to service the proposed development contained in the plan:

This application complies with the City's adequate public facilities requirements, as follows:

1. **Traffic Impacts-** The proposed plan would generate thirty-eight (38) less morning peak hours trips and 170 less evening peak hour trips from the previously approved Traffic Impact Study. Therefore, the proposed development is exempt from the Adequate Public Facilities requirements for Traffic Impacts.
2. **Adequacy of School Capacity-** The proposed development will be for retail and office uses, therefore it will have no impact on the school system. Therefore, the proposed development is exempt from the school test of the Adequate Public Facilities.
3. **Water and Sewer Services and Public Utilities-** The subject property is currently served by Category W-1 and S-1 of Washington Suburban Sanitary Commission (WSSC) services.

4. Fire and Emergency Services- The property is located within a ten-minute response time of Station 8 (Gaithersburg-Washington Grove), Station 29 (Germantown) and Station 34 (Germantown/Milestone). Therefore, adequate fire and emergency services are provided and satisfy the Adequate Public Facilities requirements for Fire and Emergency Services.

(6) That the development staging or phasing program is adequate in relation to the provision of public facilities and private amenities to service the proposed development:

The previously approved sketch plan, Z-301(A), outlined the phasing for the overall Spectrum development into two phases. The proposed plan is in conformance with phase two of the Spectrum development, which can commence once construction of the Watkins Mill Road Interchange started. The proposed plan will be integrated within the existing road networks and utility infrastructures.

(7) That the plan, if approved, would be in the public interest:

The plan advances the overall Spectrum development vision by providing a vibrant and walkable mixed use community. The proposed uses will facilitate new businesses in the City, which will contribute to the City's overall economic health. The proposed uses will enhance the existing array of commercial and residential uses within the Spectrum development. Lastly, the plan will not have any adverse impacts to existing development and adjacent properties.

STAFF RECOMMENDATION

Staff is supportive of the submitted Schematic Development Plan, SDP-8198-2019. The plan meets and accomplishes the purposes, objectives and minimal standards and requirements of the MXD Zone. The development will not adversely affect the character of the surrounding neighborhood.

Staff recommends THAT THE PLANNING COMMISSION, BASED ON THE EVIDENCE AND TESTIMONY SUBMITTED TO THE RECORD AND THE FINDINGS IN THE FINAL STAFF ANALYSIS, RECOMMEND APPROVAL OF SDP-8198-2019, TO THE MAYOR AND CITY COUNCIL WITH TWO (2) CONDITIONS.

1. Applicant to continue to participate in the Watkins Mill Road agreement for all necessary improvements related to development associated with this application;
2. Applicant to provide a revised Forest Conservation Plan as part of any future Final Site plan submissions; and

3. Applicant to coordinate with Montgomery County on relocation of the storm drain connection for the future police station.

COMMUNICATION: PLANNING COMMISSION

MEMORANDUM TO: Mayor and City Council

FROM: Planning Commission

DATE: December 5, 2019

SUBJECT: SDP-8198-2019 -- Spectrum at Watkins Mill Development
Schematic Development Plan for construction of a Royal Farms retail building, gas station and Starbucks in the MXD (Mixed Use Development) Zone.

During its regular meeting on December 4, 2019, the Planning Commission discussed Schematic Development Plan, SDP-8198-2019, for the construction of a 4,649 square foot Royal Farms retail building, 1,248 square foot car wash and ten double sided filling pump stations. The application also includes a 2,500 square foot Starbucks building with a drive-thru and reduces the approved building size on Pad Site B from 9,500 square feet to 4,500 square feet to accommodate retail, restaurant or office uses. The Commission commented favorably on the SDP application. While the Commission supports the application, they noted that the proposed design for the retaining wall and guardrail facing Paramount Park Drive and North Frederick Avenue/MD 355 would need to be further enhanced at final site plan.

At its regular meeting on December 4, 2019, the Planning Commission made the following motion:

Commissioner Winborne moved, seconded by Lloyd Kaufman, to recommend to the City Council APPROVAL of SDP-8198-2019, with the following conditions:

1. Applicant is to continue to participate in the Watkins Mill Road agreement for all necessary improvements related to development associated with this application;
2. Applicant is to provide a revised Forest Conservation Plan as part of any future Final Site plan submissions; and
3. Applicant is to coordinate with Montgomery County on relocation of the storm drain connection for the future police station.

Vote: 5-0