

Item # 7



MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

M E M O R A N D U M

**DATE:** January 25, 2002

**TO:** Montgomery County Planning Board

**FROM:** A. Malcolm Shaneman  
Development Review Division  
(301) 495-4587

**SUBJECT:** Informational Maps for Subdivision Items on the  
Planning Board's Agenda for January 31, 2002.

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Attached are copies of plan drawings for Items #07, #09, #10. These subdivision items are scheduled for Planning Board consideration on January 31, 2002. The items are further identified as follows:

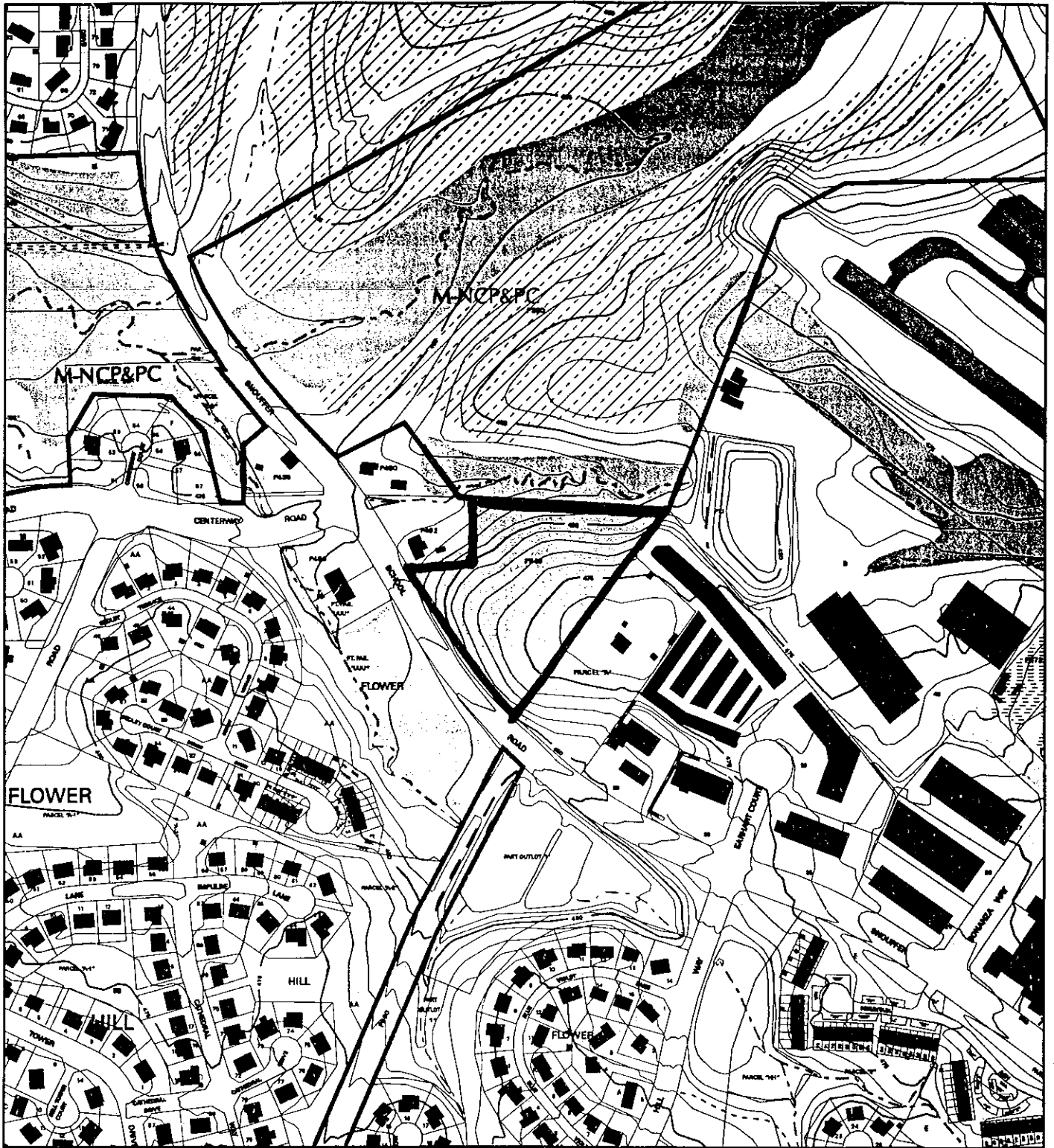
Agenda Item #07 - Preliminary Plan 1-02027  
Airpark Apartments

Agenda Item #09 - Preliminary Plan 1-02058  
Timber Hill Resubdivision

Agenda Item #10 - Preliminary Plan 1-02062  
Drumeldra Hills Resubdivision

Attachment

VICINITY MAP FOR  
**AIRPARK APARTMENTS (8-02007)**



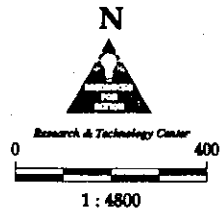
Map compiled on October 10, 2001 at 3:44 PM | Site located on base sheet no - 228NW08

**NOTICE**

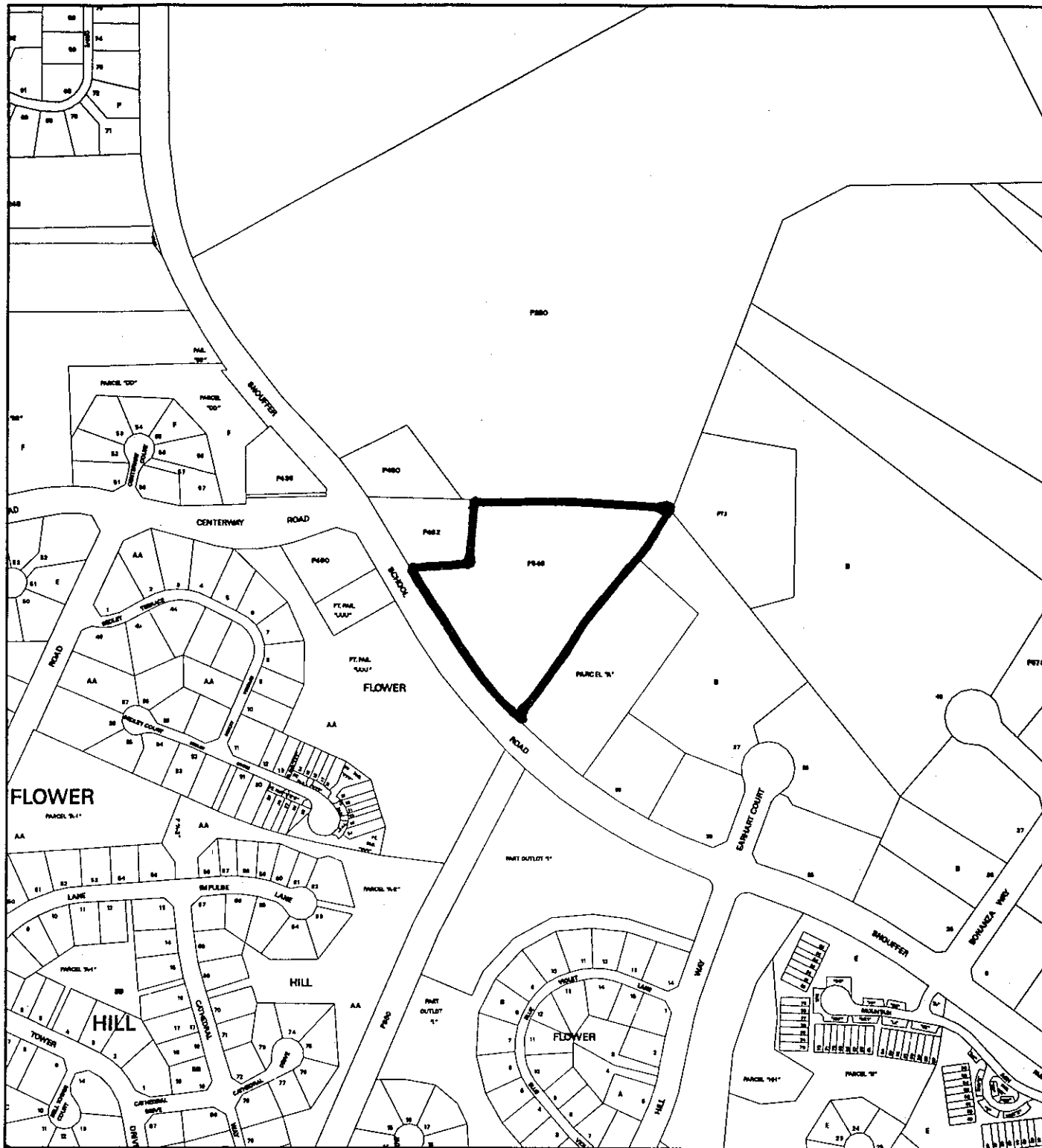
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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998



VICINITY MAP FOR  
**AIRPARK APARTMENTS (8-02007)**



Map compiled on October 10, 2001 at 3:38 PM | Site located on base sheet no - 228NW06

**NOTICE**

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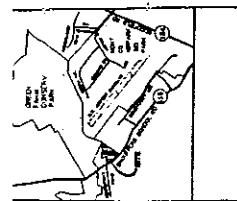
This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



1 : 4800

002007

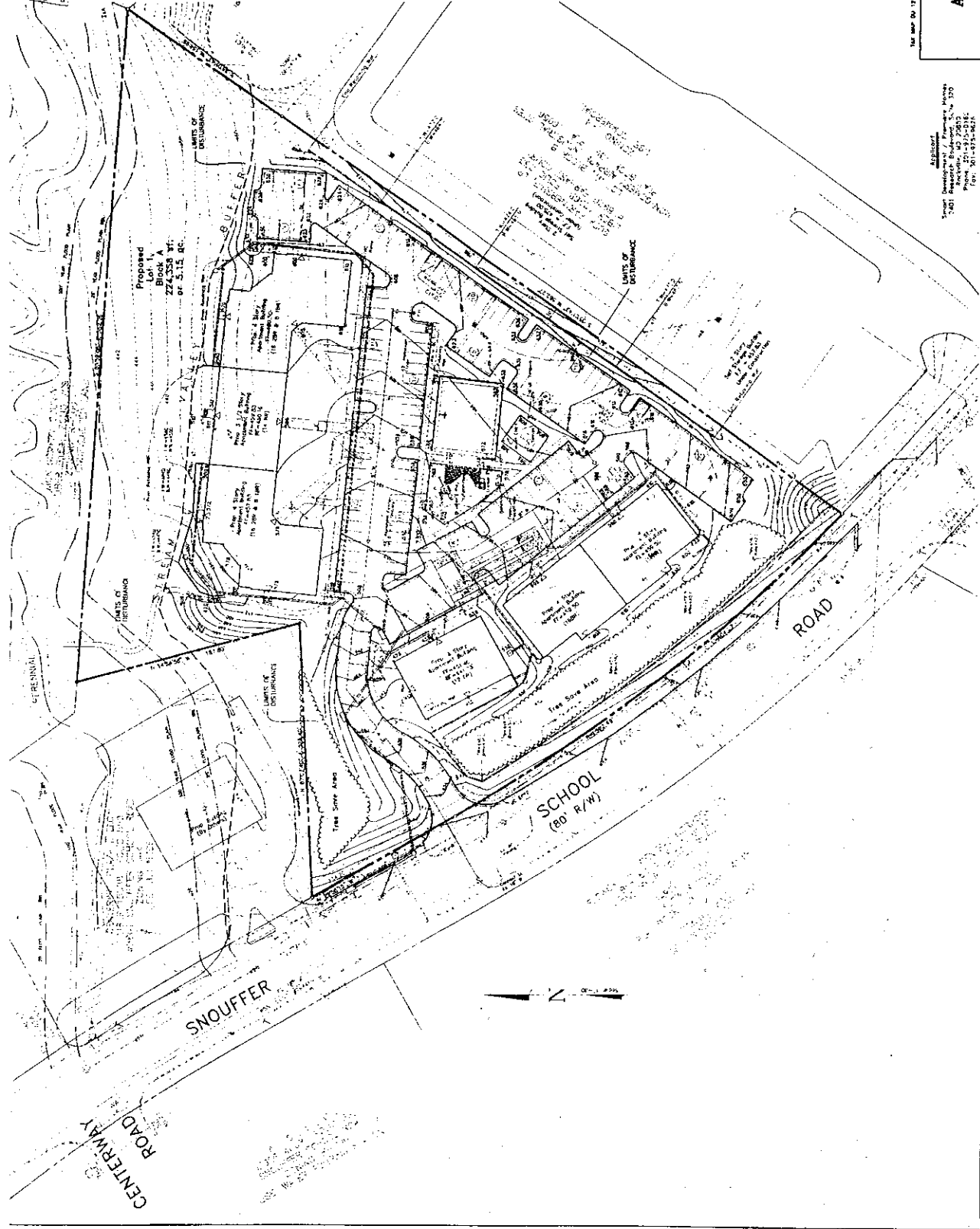


**PROPOSED DEVELOPMENT**

Project Name	AIRPARK APARTMENTS
Project No.	100-257-7777
Site No.	100-257-7777
Block No.	100-257-7777
Lot No.	100-257-7777
Area (Acres)	3.15
Area (Sq. Ft.)	136,000
Number of Units	100
Number of Stories	4
Height (Feet)	160
Setback (Front)	10
Setback (Side)	5
Setback (Rear)	5
Yield (%)	100

**NOTES:**

1. All dimensions are in feet unless otherwise noted.
2. All setbacks are from the centerline of the street.
3. All easements are shown on this plan.
4. All utility lines are shown on this plan.
5. All existing structures are shown on this plan.
6. All proposed structures are shown on this plan.
7. All proposed parking spaces are shown on this plan.
8. All proposed landscaping is shown on this plan.
9. All proposed site work is shown on this plan.
10. All proposed site work is shown on this plan.



**SITE DEVELOPMENT PLAN**  
**LOT 1, BLOCK A**  
**AIRPARK APARTMENTS**  
**PRODUCTIVITY HOUSING**

1ST ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND

McGraw-Hill  
 Engineers & Planners & Surveyors, P.A.  
 1000 Pennsylvania Avenue, N.W.  
 Washington, D.C. 20004  
 Tel: (202) 639-9000  
 Fax: (202) 639-9001

NO.	DATE	DESCRIPTION
1	10/1/00	PRELIMINARY
2	10/1/00	FINAL

**GRAPHIC SCALE**

1" = 20' 0"

1" = 40' 0"

1" = 80' 0"

**Call "Miss Utility" at 1-800-257-7777 48 hours prior to the start of work.**

The owner and contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.

**PREPARED BY:**  
 2001 Benjamin Franklin  
 1000 Pennsylvania Avenue, N.W.  
 Washington, D.C. 20004  
 Tel: (202) 639-9000  
 Fax: (202) 639-9001

**DATE:** 10/1/00

**SCALE:** 1" = 20' 0"

**PROJECT NO.:** 100-257-7777

**LOT NO.:** 100-257-7777

**BLOCK NO.:** 100-257-7777

**OWNER:** AIRPARK APARTMENTS

**DESIGNER:** McGraw-Hill Engineers & Planners & Surveyors, P.A.

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

# 7 & 8  
MCPB 1/31/02

January 25, 2002

MEMORANDUM

TO: Malcolm Shaneman, Supervisor  
Mary Beth O'Quinn, Planner  
Development Review Division

VIA: Ronald C. Welke, Supervisor  
Transportation Planning

FROM: Ed Axler, Planner/Coordinator *EA*  
Transportation Planning

SUBJECT: Preliminary Plan No. 1-02027  
Site Plan No. 8-02007  
Airpark Apartments  
Montgomery Village/Airpark Policy Area

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan and site plan. The proposed development requires preliminary plan approval because the parcel is not a recorded lot. The site is located in a moratorium policy area for residential development. The Policy Area Review is satisfied under the *FY 2002 Annual Growth Policy's* provision for "Special Ceiling Allocation for Affordable Housing Facilities". Although a site plan is not normally required in the I-4 zone, the Planning Board staff is recommending site plan review of the subject housing development.

**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the transportation-related requirements below to approve this preliminary plan and site plan as granted by the Board of Appeals for Special Exception Case No. S-2355-A:

1. Limit the development to a maximum of 106 affordable, garden apartments.

2. Satisfy the following components of the APF test:

Local Area Transportation Review: Participate in the construction of a northbound right-turn lane from Goshen Road onto Snouffer School Road (/ Wightman Road). The right-turn lane is to be built by the Montgomery County Department of Public Works and Transportation (DPWT) using the Expedited Development Approval Excise Tax (EDAET or "Pay and Go" provision in a previous *Annual Growth Policy*) contributed by Preliminary Plan No. 1-98035 (Goshen Oaks Center). The two other intersection improvements recommended for Special Exception Case No. S-2355-A is no longer required to satisfy Local Area Transportation Review (LATR).

Policy Area Review: Satisfy the guidelines specified in the *FY 2002 Annual Growth Policy's* provision for "Special Ceiling Allocation for Affordable Housing Facilities".

3. Provide the following pedestrian and roadway improvements:

- a. A pedestrian connection from the southwest corner of the property to the sidewalks along Snouffer School Road.
- b. Installation of a bus shelter on Snouffer School Road in coordination with DPWT's Transit Services Division.
- c. Pedestrian access to the adjacent Green Park in coordination with M-NCPPC's Park Planning unit.
- d. Dedication of a minimum of 40 feet of right-of-way from the centerline of Snouffer School Road in accordance with the *Gaithersburg Vicinity Master Plan* as shown on the applicant's plan.
- e. Frontage improvements along Snouffer School Road to ensure that the applicant's plans are consistent with those by two other applicants to the southeast of the subject site and in coordination with DPWT. The other applicants were Preliminary Plan No. 1-86182 (Centerway Business Center) and Preliminary Plan No. 1-86183 (Centerway Plaza and associated with Site Plan No. 8-00011, BP Amoco and Site Plan No. 8-00041). The cross-section should include the following:
  - 1) Widen Snouffer School Road from two to five lanes. The fifth lane is a turning lane, which is needed for safety to provide a storage lane for turning vehicles for the frequent driveways along Snouffer School Road. The four through lanes are in accordance with the *Gaithersburg Vicinity Master Plan*, which specifies an 80-foot right-of-way.
  - 2) Provide five-foot sidewalks along Snouffer School Road to facilitate access to bus stops and other pedestrian destinations.

## DISCUSSION

### Site Location and Access

The site is located on the northeast side of Snouffer School Road, 200 feet southeast of Centerway Road. The site access is from Snouffer School Road in the northwest corner of the property.

### Prior Actions

The Planning Board recommended granting the original Special Exception Case No. S-2355 on December 10, 1998. Special Exception Case No. S-2355 was originally known as Parks/Lehman Property and was granted for 174 garden apartments on Parcels 549 and "A". Since then, the site now is located on Parcel 549 only and the number of apartments was decreased to 106. The special exception was amended as Special Exception Case No. S-2355-A. A pre-preliminary plan was filed and brought to the Development Review Committee meeting on August 13, 2001, for their comments. The Planning Board held a public hearing on September 13, 2001, to make recommendations to the Board of Appeals for Special Exception Case No. S-2355-A .

### Master Plan Roadway

According to the *Gaithersburg Vicinity Master Plan*, Snouffer School Road is classified as an arterial, A-16, with a minimum 80-foot right-of-way and a five-foot sidewalk.

### Policy Area Review/Staging Ceiling Condition

Based on the *FY 02 Annual Growth Policy (AGP)* staging ceiling capacity, remaining capacity is not available for additional housing units (negative 5,336 housing units as of December 31, 2001) in the Montgomery Village/Airpark Policy Area. Policy Area Review would be satisfied under the Special Ceiling Allocation for Affordable Housing Facilities.

### Local Area Transportation Review

The proposed 106 garden apartments would generate 45 peak-hour trips during the morning peak period (7:00 a.m. to 9:00 a.m.) and 51 peak-hour trips during the evening peak period (4:00 p.m. to 6:00 p.m.). A traffic study was submitted to satisfy LATR because the proposed land use generates 50 or more peak-hour trips during the weekday evening peak period only.

The congestion levels at nearby intersections were calculated in the submitted traffic study. At the nearby intersections, the calculated critical lane volumes (CLV) are shown in the table below for the existing, background, and total traffic conditions. The congestion levels below are different from those in Transportation Planning's memorandum for Special

Exception No. S-2335-A, which reflected, projected traffic conditions three years ago. Likewise, the two of the three recommended improvements to satisfy LATR are no longer being recommended as a condition of approval for the subject preliminary plan and site plan.

Intersection	Congestion Standard	Peak Period	Traffic Condition		
			Existing	Background	Total
Snouffer School - Wightman Road and Goshen Road <sup>1</sup>	1,500 (Montgomery Village / Airpark)	Morning	1,527 <sup>2</sup>	1,344 <sup>3</sup>	1,345 <sup>4</sup>
		Evening	1,446	1,658 <sup>2,3</sup>	1,537 <sup>2,4</sup>
Snouffer School Road and Lewisberry Drive - Chelsey Knoll Drive	1,500 (Montgomery Village / Airpark)	Morning	1,044	1,095	1,096
		Evening	1,096	1,134	1,136
Snouffer School Road and Centerway Road	1,500 (Montgomery Village / Airpark)	Morning	1,301	1,352 <sup>5</sup>	1,353 <sup>5</sup>
		Evening	909	994 <sup>5</sup>	997 <sup>5</sup>
Snouffer School Road – Muncaster Mill Road and Woodfield Road	1,525 (Derwood)	Morning	971 <sup>6</sup>	1,122 <sup>6</sup>	1,130 <sup>6</sup>
		Evening	998 <sup>6</sup>	1,146 <sup>6</sup>	1,157 <sup>6</sup>
Goshen Road and Centerway Road	1,500 (Montgomery Village / Airpark)	Morning	1,147	1,193	1,193
		Evening	1,306	1,386	1,386

- Footnote One: *In the existing, background, and total traffic conditions during the morning and evening peak periods, the CLV analyses do not include on the westbound approach of Snouffer School Road at the intersection with Goshen Road -- (a) a left-turn lane on west bound Snouffer School Road at Goshen Road and (b) a left-turn lane from eastbound Snouffer School Road into Goshen Oaks Center's site access. These improvements were one of the conditions of approval for Preliminary Plan No. 1-98035 (Goshen Oaks Center).*
- Footnote Two: At the intersection of Snouffer School Road – Wightman Road and Goshen Road, this CLV value exceeds its CLV congestion standard of 1,500 as listed in the second column.
- Footnote Three: *In the background and total traffic conditions, the CLV analyses include the construction of a southbound right-turn lane from Goshen Road onto Wightman Road. This improvement was one of the conditions of approval for Preliminary Plan No. 1-98035 (Goshen Oaks Center). Participation in construction*



of the southbound right-turn lane is no longer being recommended as a condition of approval for the subject preliminary plan and site plan.

During the morning peak period, the southbound right-turn lane adds intersection capacity and results in reducing the CLV value from 1,663 (e.g., background without improvement) to 1,344 (e.g., background with improvement) in the background traffic condition and below the 1,500 congestion standard.

During the evening peak period, the southbound right-turn lane would not reduce the CLV of 1,658 between the background and total traffic conditions and exceeding the 1,500 congestion standard.

4. Footnote Four: In the total traffic condition only, the CLV analyses include the construction by the County of a northbound right-turn lane at Goshen Road onto Snouffer School Road. The right-turn lane is to be built by DPWT using the EDAET contributed by Preliminary Plan No. 1-98035 (Goshen Oaks Center).

During the evening peak period, the northbound right-turn lane adds intersection capacity and results in reducing the CLV value from 1,660 (e.g., total without improvement) to 1,537 (e.g., total with improvement) in the total traffic condition. Even though the CLV still exceeds the 1,500 congestion standard, the CLV in the total traffic condition is less than the CLV in the background traffic condition.

During the morning peak period, the northbound right-turn lane would not reduce the CLV of 1,345 between the background and total traffic conditions.

5. Footnote Five: In the existing, background, and total traffic conditions during the morning and evening peak periods, the CLV analyses at the intersection of Snouffer School Road and Centerway Road:

Include the installation of the traffic signal by DPWT, which was one of the conditions of approval for Preliminary Plan No. 1-86183 (Centerway Plaza).

Do not include a possible future left-turn lane and right-turn lane on the southeast-bound Snouffer School Road. The two turn lanes are to be built by DPWT using the EDAET contributed by Preliminary Plan No. 1-86183. Participation in construction of the two turn lanes are no longer being recommended as a condition of approval for the subject preliminary plan and site plan.

6. Footnote Six: In the existing, background, and total traffic conditions during the morning and evening peak periods, the CLV analyses include the modification of the traffic signal timing to increase the green time on westbound Muncaster Mill Road at the intersection with Woodfield Road. The increased green time would prevent vehicles from overflowing the four approach lanes on westbound Muncaster Mill Road back into one lane. The signal timing modification was to be implemented by Preliminary Plan No. 1-95056 (Redland or Ellison Property) with DPWT using the

EDAET contributed by Preliminary Plan No. 1-86182 (Centerway Business Center)  
and for Preliminary Plan No. 1-86183 (Centerway Plaza).

EA:cmd

cc: Bill Landfair  
Kevin Sitzman  
Scott Wallace

PP #1-02027 SP #8-02007 Airpark Apartments