

May 7, 2003

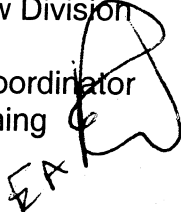
**MEMORANDUM**

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

VIA: Ronald C. Welke, Coordinator  
Transportation Planning

FROM: Ed Axler, Planner  
Transportation Planning

SUBJECT: Site Plan No. 8-01003-A  
Montgomery County Airpark (8111 Cessna Avenue)  
Montgomery Village/Airpark Policy Area



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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject site plan. Lot 23, Block D is located in the Montgomery Village/Airpark Policy Area which is in moratorium for non-residential development. The applicant had satisfied the Policy Area Transportation Review component of the APF test under the *Annual Growth Policy (AGP) Section TP-4, Ceiling Flexibility for Developer Participation Project- TP-4.1, Full-Cost Developer Participation.*

**RECOMMENDATION**

Transportation Planning staff recommends the following condition as part of the APF test for transportation requirements related to approval of this site plan amendment:

Limit the site plan amendment to increase the overall square footage of the previously approved building to 21,120 square feet of light industrial (the same square footage as previously approved) and an addition of 3,745 square feet of storage space (with no warehouse use and no one working in the space on a regular basis).

As previously approved, satisfy the Policy Area Transportation Review component of the APF test by participating in the developers' MD 124 Road Club to initiate the widening of Woodfield Road (MD 124) from two to four lanes between Airpark Road and Fieldcrest Road/Hadley Farm Drive. (Refer to attached letter dated June 23, 2000, to James R. Clifford, Sr.)

## **DISCUSSION**

Refer to the Attachment for further details concerning the MD 124 Road Club and APF review.

### Site Location and Vehicular/Pedestrian Access

The site, existing Lot 23, Block D, is located on the north side of Cessna Avenue at the western cul-de-sac. The vehicular access is from the existing curb-cut on Cessna Avenue. Pedestrian access is via lead-in sidewalks from the existing five-foot sidewalk along Cessna Avenue. An alternative transportation mode to using private vehicles is the Ride-On bus route 90 which runs along Cessna Avenue.

### Planning Board Actions

Site Plan No. 8-01003 was approved on December 7, 2000, for 22,120 square feet of light industrial uses. Lot 23D was created and recorded as Plat No. 537-73. Preliminary Plan No. 1-78278 was approved for light industrial uses on January 11, 1979.

### Master Plan Roadway

According to the *Gaithersburg Vicinity Master Plan*, Cessna Avenue is designated as an industrial roadway, I-2, with an 80-foot right-of-way.

EA:kcw

Attachments

cc: Larry Cole  
Mary Goodman  
Eric Graye  
Ki Kim  
David McKee  
Karl Moritz  
Mike Perrotta  
Dick Pettit

mmo to oquinn 8-01003 Airpark.doc

**ATTACHMENT: Further Details concerning the MD 124 Road Club and APF Review**

The MD 124 Road Club and Associated On-Going Transportation Project

At the time of the original site plan approval, the MD 124 Road Club initiated the widening of Woodfield Road between Airpark Road and Fieldcrest Road/Hadley Farm Drive. The MD 124 Road Club widened the pavement from a two-lane to a four-lane cross-section. However, the pavement was marked for one-through lane in each direction with a center turn lane as required by DPWT and SHA. The applicant's participation was established by the Road Club based on site-generated trips (i.e., either the highest of the morning peak-hour trips or evening peak-hour trips) rather than the total number of trips generated by the proposed land uses. The applicants of this site plan and another pending plan were the last two developers to join the MD 124 Road Club as discussed in Richard B. Pettit's attached letter dated November 2, 2000, to Charles R. Loehr.

Since the Road Club was established, the MD 124 Road Club stopped accepting additional participants because the Maryland State Highway Administration (SHA) started conducting their Project Planning Study (Project No. MO632A11) of the widening of Woodfield Road. As of Spring 2000, the SHA project limits were from Midcounty Highway to Warfield Road, with three alternatives being considered along Woodfield Road:

1. Remain as a two-lane roadway
2. Build four lanes with two through lanes in each direction and a wide median for left-turn lanes
3. Build six lanes with three through lanes in each direction and a wide median for left-turn lanes

Local Area Transportation Review (LATR)

A traffic statement dated April 25, 2003 was prepared and submitted by David McKee. Based on original site plan approval and the subject amendment, the site-generated traffic is as follows:

Approval	Square Feet	Land Use	Peak-Hour Trips	
			AM	PM
Original	21,120*	Light Industrial	19	21
Amendment	21,120	Light Industrial	19	21
	3,745	Storage Space	0	0
	24,865	Subtotal	19	21
Increase	+3,745		0	0

\* Square feet approved on the signature set was less than analyzed in the traffic statement.

The original and amended non-residential developments generate fewer than 50 peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 to 7:00 p.m.). Thus, a traffic study was not required to satisfy LATR for the original site plan or for the subject amendment.

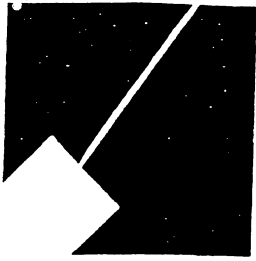
Policy Area Transportation Review/Staging Ceiling Condition

Based on the *FY 2003 Annual Growth Policy* transportation staging ceiling, the remaining capacity is negative 45 jobs as of March 31, 2003, in the Montgomery Village/Airpark Policy Area. A light industrial use of 21,120 square feet is considered to be equal to 47 jobs based on a multiplier of 450 square feet per job. Policy Area Review is satisfied as discussed in Recommendation No. 2.

Approval	Square Feet	Land Use	Jobs per Square Feet	Number of Jobs
Original	21,120	Light Industrial	450	47
Amendment	19,945	Light Industrial	450	47
	3,745	Storage Space*	0	0
	24,865	Both Uses		47
Increase	+3,745	Change in Number of Jobs		0

\*Storage space is considered dedicated building area where no warehouse-type activities occur, such as daily shipping and receiving, and where no one is working in the space on a regular basis.

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

June 23, 2000

Mr. James R. Clifford, Sr., Esq.  
Debelius, Clifford, Debelius, Crawford and Bonifant, Chtd.  
320 East Diamond Avenue  
Gaithersburg, MD 20877-9829

RE: Adequate Public Facilities Test  
for Development at 8111 Cessna Ave.

Dear Mr. Clifford:

In response to your letter dated May 5, 2000, Transportation Planning staff has performed a staging ceiling flexibility analysis in order to satisfy the policy area review component of the adequate public facilities (APF) test. Because there is a moratorium in the Montgomery Village/Airpark policy area, the traffic generated by 22,000 square feet of light industrial use must be mitigated to satisfy policy area review.

For policy area review, you proposed to participate in the existing MD 124 Road Club for additional transportation capacity in the Montgomery Village/Airpark policy area. The additional transportation capacity would result from the widening of Woodfield Road (MD 124); i.e., from two to four lanes between Airpark Road and Fieldcrest Road. This additional capacity would mitigate all of the traffic generated by approved land uses of the other Road Club members plus your proposed light industrial use. Your share of the funding would be determined by members of the privately-sponsored MD 124 Road Club which is coordinated through Dick Pettit.

The staging ceiling flexibility analysis was performed based on the results of Park and Planning's computer model, TRAVEL/2. The TRAVEL/2 model is used to project traffic impacts on transportation facilities from future land uses and recently determined recommended staging ceiling capacities in the *FY 2001 Annual Growth Policy*. The model projects vehicular volume during the evening peak hour along Woodfield Road in each direction for all existing and approved, but not built development. Thus, the model included the approved land uses of the MD 124 Road Club members. The project northbound volume in the peak direction along Woodfield Road was compared to the roadway capacity per lane per hour. The projected northbound volume was more than the capacity of one lane but approximately 60% of the capacity if this road is widened to a two-lane roadway segment as required by the Road Club. Therefore, it would appear that your participation in the MD 124 Road Club would satisfy policy area review.

Mr. James R. Clifford, Sr., Esq.  
June 23, 2000  
Page Two

The other component of the APF test is local area transportation review (LATR). For LATR, a traffic statement must be submitted to verify that a traffic study is not required. A traffic study is not required when the proposed land use generates fewer than 50 peak-hour trips during the morning (7 to 9 am) and evening (4 to 6 p.m.) peak periods.

As we discussed in our telephone conversation on June 14, 2000, the vacant recorded lot is an unregistered ~~loophole~~ property and not eligible for a less restrictive APF test. My subsequent telephone conversation with Dave McKee the next day confirmed that a site plan application will be filed as required by the zoning code. At the time of site plan review, the adequacy of the transportation public facilities will be reviewed to confirm transportation adequacy prior to application for future building permits.

If you have any further questions, please call me at 301-495-4525.

Sincerely,



Edward Axler  
Transportation Planner Coordinator

EA:kcw

cc: Dave McKee

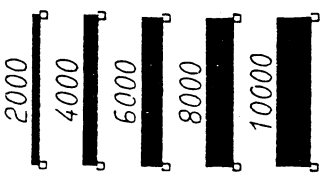
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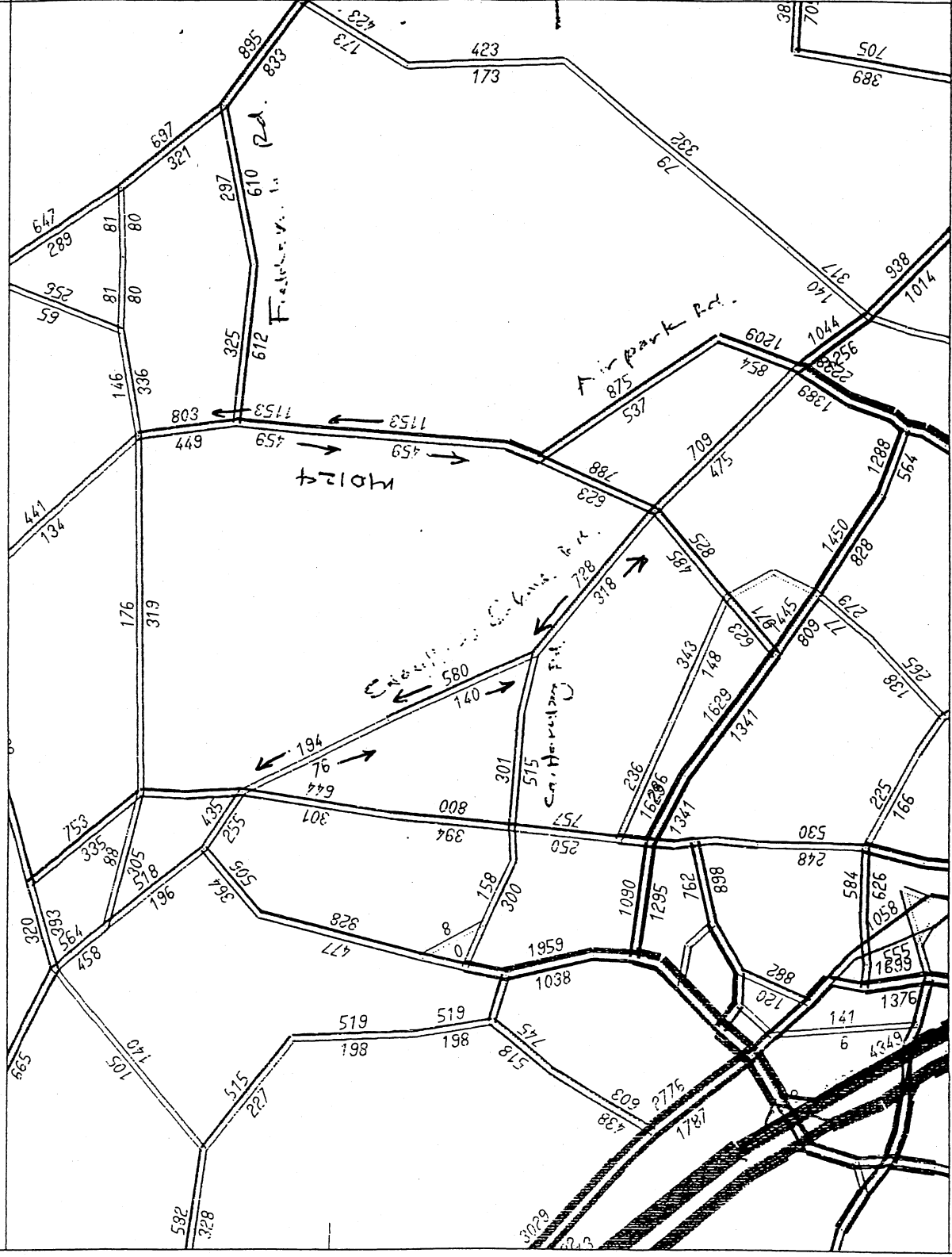
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AUTO VOLUMES



EMME/2 PROJECT: M-NCPCC TRAVEL/2 Rel.3  
SCENARIO 7001: copy of sc.7000 RGP Base

DEBELIUS, CLIFFORD, DEBELIUS,  
CRAWFORD & BONIFANT, CHTD

ATTORNEYS AT LAW

Olde Towne Professional Park  
320 East Diamond Avenue  
Gaithersburg, Maryland 20877-3016

John W. Debelius, III (MD, DC)  
James R. Clifford, Sr. (MD, VA)  
James J. Debelius (MD)  
Gary L. Crawford (MD, DC)  
James A. Bonifant (MD)  
E. Joseph Fitzpatrick, Jr. (MD, DC, TN)

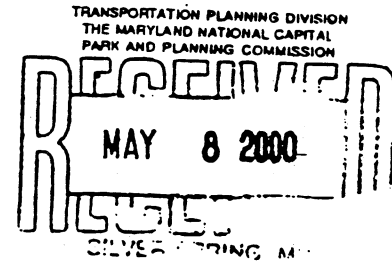
(301) 840-2232

fax (301) 975-9829

John W. Debelius (1926-1984)

May 5, 2000

Ed Axler  
Transportation Planning  
Maryland National Capital  
Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20709



Re: 8111 Cessna Avenue  
Gaithersburg, MD

Dear Ed:

You asked me to forward you any participant information I could get from Dick Pettit regarding the Route 124 Road Widening/Fieldcrest Intersection Road Club. Enclosed for your reference is a copy of the agreement from the Road Club, which has a list of members attached thereto. It is our hope that this Club could provide a traffic mitigation opportunity for my client, the Contract Purchaser of the above referenced property. The property is a 55,395 square foot unimproved parcel of land in the Airpark Industrial Center. As I discussed with you earlier, the property doesn't appear on the loophole list, even though it's creation as a subdivided lot predates the registration date for that list. It is difficult for me at this time to estimate the amount of trips generated by this property, but we will begin a study to determine that number. Please confirm that this Club has possibilities in aiding us in the traffic mitigation responsibilities.

We would also be interested in knowing if a "model run" relating to the staging ceiling and flexibility study could be conducted to determine the differential between the anticipated impact of the Club improvements and the status of the actual impact as determined at this time. I believe I told you the project was light industrial in nature with the building being a combination of offices and warehouse. My client intends to build a building of approximately 22,000 square feet with eight bays, of which he will occupy approximately 14,000 square feet for his business of restoring properties damaged by fire and other disasters. The balance of the space would be leased on a "first come, first served" basis.



# Benning & Associates, Inc.

8933 Shady Grove Court  
Gaithersburg, MD 20877  
Phone: 301-948-0240  
Fax: 301-948-0241  
E-mail: [benninglandplan@aol.com](mailto:benninglandplan@aol.com)

**To:** Mary Beth O'Quinn / Development Review Section, M-NCPPC

**From:** David W. McKee

**Cc:** Ron Welke, Transportation Planning Department, M-NCPPC

**Date:** 4/25/03

**Re:** Traffic Statement -- Lot 23, Block D of the Montgomery County Airpark (M-NCPPC File #8-01003A); 22,000 square feet of light industrial uses

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The purpose of this memorandum is to provide information relative to the anticipated effect of traffic in the vicinity of the subject site. In accordance with the guidelines established by the county Council and Maryland-National Capital Park & Planning Commission (M-NCPPC) in the *Annual Growth Policy (AGP)* and *Local Area Transportation Review Guidelines*, there are two tests for transportation adequacy that must be met. The first is designated as Policy Area Transportation Review and the second is Local Area Transportation Review. Each is discussed below with reference to the subject project.

## Policy Area Transportation Review

Lot 23, Block D of the Montgomery County Airpark is located in the Montgomery Village / Airpark Policy Area which is in a moratorium for non-residential development. Because of the moratorium, the proposed 22,000 square feet of light industrial use must be mitigated to satisfy policy area review. As such, this property was a participant in the MD 124 Road Club. It was agreed in a letter dated June 23, 2000 from Ed Axler of the Transportation Planning Department of M-NCPPC that this participation would satisfy policy area review.

## Local Area Transportation Review

A light industrial development of 22,000 square feet generates 20 peak-hour trips during the weekday morning peak period (7:00 – 9:00 am) and 22 peak-hour trips during the evening peak period (4:00-6:00 pm). As the threshold for Local Area Transportation Review is 50 peak-hour trips in either the morning or evening peak periods, a traffic study is not required for this project.



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Richard B. Pettit,  
President

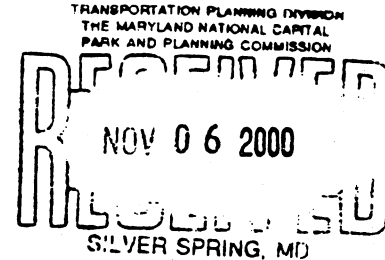
J. Stephen Pettit,  
Vice President/Secretary

Jeanne M. Pettit,  
Assistant Secretary

Barbara L. Pettit,  
Personnel Director

November 2, 2000

Mr. Charles Loehr, Planning Director  
Maryland National Capital Park & Planning Commission  
8787 Georgia Ave.  
Silver Spring, MD 20910-3760



RE: Route 124 Road Club - Final Completion and Closure

*Charlie*  
Dear Mr. Loehr:

This is to advise you and your staff that all of the required work for the road clubs which have provided improvements to Maryland Route 124 and to the Fieldcrest Road Intersection have now been fully completed and accepted by the Maryland State Highway Administration (see attached acceptance letter). These improvements made by our members have provided the required capacity as is more further detailed on Exhibit A.

We are therefore officially notifying you of the closing these road clubs effective as of the date of this notice. I hope this provides you with all of the necessary information. If it has not, please contact me for any additional information that you or your staff may feel is necessary.

Should you have any other questions or concerns, please feel free to contact me.

Sincerely,  
Pettit & Griffin, Inc.

Richard B. Pettit, President  
Project Manager

CC: Mr. Ed Axler, Transportation Planning Coordinator  
Mr. Edgar Gonzalas, Chief of Engineering, DPW&T  
All Road Club Members



STATE HIGHWAY ADMINISTRATION

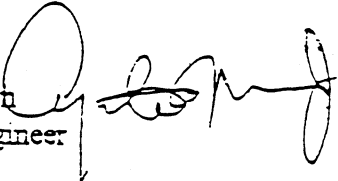
DISTRICT NO. 3

PERMIT RELEASE

July 26, 2000

MEMORANDUM

TO: Charlie K. Watkins  
District Engineer

FROM: Augustine J. Rebish   
District Utility Engineer

SUBJECT: 3M-29-00      MD 124  
Permit No.      Route No.

FEDERAL I.D.  
OR  
SOCIAL SECURITY NO. N/A

A final inspection made by Randy Evans on July 26, 2000 reveals that all work performed under the subject permit has been done in accordance with the terms of the permit and to the satisfaction of this Administration.

It is now in order to release the Performance Bond being held by the State Highway Administration.

JMG:ea

## Exhibit A

### Route 124 Road Club

**Phase 1 - Route 124 Widening:**

From the southern boundary of the Gustin Property to a point 750 feet south of the centerline of Fieldcrest Road.

<u>Developer:</u>	<u>Project Name</u>	<u>Plan Number</u>	<u>Trips</u>	<u>Pro Rata Share</u>
Pettit & Griffin, Inc.	Flower Hill - Parcel 32	1-85226	0	
	Flower Hill - Section 7	1-85227	0	
	Brown Property - Section 1	1-85071	0	
	Brown Property - Section 2	1-85071R	20	
	Brown Property - Section 3A	1-88080	16	
	Brown Property - Section 3B	1-88189	0	
	Brown Property - Section 3C	1-88192	0	
	Brown Property - Section 3D	1-88329	52	
	Brown Property - Section 4A	1-89217	21	
	Brown Property - Section 4B	1-89292	33	
	Brown Property - Section 4C	1-90216	21	
	Brown Property - Section 4D	1-90217	19	
	Brown Property - Section 4E	1-91031	11	
	Total		193	26.51%
Dr. Kapiloff	Fulks Property	1-84196R	27	03.71%
Maryland Development (Smart, Ltd.)	Hadley Farms - Sections 4 & 5	1-84255 &		
	Hadley Farms - Sections 6 & 7	1-85012	146	
	Montgomery Airpark	1-91062	10	
	Total		156	21.43%
Kettler Brothers, Inc.	Mayne Property	1-85007	219	30.08%
Richmond America	Fulks Property	1-89145	35	04.81%
Christopher Gehring	Leung Property- Mont. Airpark	SP 8-01003	49	06.73%
Community Services For Autistic Adults & Children	Ewing Propert - East Village	(none yet)	49	06.73%
<b>TOTAL FOR ALL</b>			<b>728</b>	<b>100.00%</b>

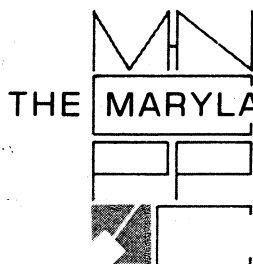
## Exhibit A

### Route 124 Road Club

#### Phase 2 - Fieldcrest Intersection:

From a point 750 feet south of the centerline of Fieldcrest Road to a point 1,185 feet north of the centerline of Fieldcrest Road and 1,000 feet east of the centerline of Maryland Route 124, including the Fieldcrest Road Intersection.

<u>Developer:</u>	<u>Project Name</u>	<u>Plan Number</u>	<u>Trips</u>	<u>Pro Rata Share</u>
Pettit & Griffin, Inc.	Flower Hill - Parcel 32	1-85226	0	
	Flower Hill - Section 7	1-85227	0	
	Brown Property - Section 1	1-85071	0	
	Brown Property - Section 2	1-85071R	23	
	Brown Property - Section 3A	1-88080	19	
	Brown Property - Section 3B	1-88189	0	
	Brown Property - Section 3C	1-88192	0	
	Brown Property - Section 3D	1-88329	56	
	Brown Property - Section 4A	1-89217	8	
	Brown Property - Section 4B	1-89292	12	
	Brown Property - Section 4C	1-90216	7	
	Brown Property - Section 4D	1-90217	5	
	Brown Property - Section 4E	1-91031	5	
	Total		135	19.01%
Maryland Development (Smart, Ltd.)	Hadley Farms - Sections 4 & 5	1-84255 &		
	Hadley Farms - Sections 6 & 7	1-85012	195	
	Montgomery Airpark	1-91062	10	
	Total		205	28.87%
Kettler Brothers, Inc.	Mayne Property	1-85007	286	40.28%
Richmond America	Fulks Property	1-89145	35	04.93%
Pulte Home Corp.	Hoover Property	1-96117	49	06.90%
	<b>TOTAL FOR ALL</b>		<b>710</b>	<b>100.00%</b>



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

(301) 495-4605

Montgomery County Planning Board  
Office of the Chairman

MEMORANDUM

May 7, 2003

**TO:** Mary Beth O'Quinn, Development Review Division  
Michael Ma, Site Plan Supervisor, Development Review Division

**FROM:** Doug Powell, Plan Review Coordinator, Park Planning and Resource  
Analysis Unit, Countywide Planning Division

**RE:** Montgomery County Airpark, Plan #8-01003A

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Park Planning and Resource Analysis staff requests the following **Conditions for Approval** of the above-referenced Plan:

- Applicant to plant at least two (2) acres of forest buffer within the adjacent Lois Green Conservation Park to serve as a visual buffer from the developed area along Cessna Avenue.
- Location of plantings, as well as species choices, to be determined by Natural Resources Management Unit staff from M-NCPPC. Trees to be planted in accordance with M-NCPPC guidelines and specifications and purchased by Applicant from a source acceptable to M-NCPPC staff with a minimum of three (3) year tree survival guarantee by Applicant.

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

MONTGOMERY COUNTY PLANNING BOARD

OPINION

**DATE MAILED:** January 9, 2001  
**SITE PLAN REVIEW:** #8-01003  
**PROJECT:** Montgomery County Airpark

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*Action: Approval subject to conditions. Motion was made by Commissioner Perdue, seconded by Commissioner Bryant, with a vote of 5-0, Commissioners Bryant, Holmes, Hussmann, Perdue and Wellington voting for.*

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The date of this written opinion is January 9, 2001. Any party authorized by law to take an administrative appeal must initiate such an appeal, as provided in the Maryland Rules of Procedure, on or before February 9, 2001 (which is thirty days from the date of this written opinion). If no administrative appeal is timely filed, this site plan shall remain valid for as long as Preliminary Plan #1-78278 is valid, as provided in Section 59-D-3.8. Once the property is recorded, this site plan shall remain valid until the expiration of the project's APFO approval, as provided in Section 59-D-3.8.

On December 7, 2000, Site Plan Review #8-01003 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the testimony and evidence presented and on the staff report which is made a part hereof, the Montgomery County Planning Board finds:

1. The Site Plan is consistent with the approved development plan or a project plan for the optional method of development, if required;
2. The Site Plan meets all of the requirements of the zone in which it is located;

3. The locations of the buildings and structures, the open spaces, the landscaping, the recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe, and efficient;
4. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development;
5. The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.

The Montgomery County Planning Board APPROVES Site Plan Review #8-01003 which consists of 21,120 sf of industrial use space, subject to the following conditions:

1. Conditions of MCDPS stormwater management concept re-confirmation dated October 4, 2000.
2. Conditions of Transportation Planning Division memo, dated November 30, 2000.
3. Conditions of Division of Environmental Planning Approval recommendations, August 16, 2000.
4. Prior to signature set, approval the following revisions and/or information provided:

Lighting:

- a. Provide specifications and locations for all fixtures, including type, wattage, house shields, mounted height, hours of operations
- b. Revised photometric lighting plan

Landscaping:

Show three street trees on landscape plan, species and location subject to staff review at signature set.

5. Standard Conditions dated October 10, 1995, Appendix A:
  - a. Submit a Site Plan Enforcement Agreement and Development Program for review and approval prior to approval of the signature set as follows:
    1. Development Program to include a phasing schedule as follows:
      - i) Street tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
      - ii) Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
      - iii) Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.
      - iv) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
      - v) Phasing of dedications, stormwater management,



sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.

2. Site Plan Enforcement Agreement to delineate transportation management program and/or APF Agreement.
- b. Signature set of site, landscape/lighting, and sediment and erosion control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
    - i. Limits of disturbance;
    - ii. Conditions of DPS Stormwater Management Concept approval letter dated October 4, 2000;
    - iii. The development program inspection schedule.
    - iv. Conservation easement boundary
    - v. Street trees 45-50 feet on center along all public streets;
  - c. No clearing or grading prior to M-NCPPC approval of signature set of plans.