

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
301-495-4500, www.mncppc.org

CONSENT ITEM
MCPB 10/26/06

MEMORANDUM

DATE: October 12, 2006
TO: Montgomery County Planning Board
VIA: Rose Krasnow, Chief *RK*
Michael Ma, Supervisor *Ma*
Development Review Division
FROM: Joshua C. Sloan, ASLA *JCS*
Development Review Division
(301) 495-4597

REVIEW TYPE: Site Plan Amendment Review
PROJECT NAME: Parkside
CASE #: 82003000A
APPLYING FOR: Approval for site plan amendment to revise landscape and lighting details and remove noise attenuation fence.
REVIEW BASIS: Div. 59-D-3.7. of Montgomery County Zoning Ordinance.
ZONE: R-200 (3.17 acres) and RMX-2 (8.48 acres)
LOCATION: Clarksburg Road (MD 121), 2100 feet east of Frederick Avenue (MD 355).
MASTER PLAN: Clarksburg
APPLICANT: Miller and Smith
FILING DATE: February 13, 2006
HEARING DATE: October 26, 2006



STAFF RECOMMENDATION: Approval of the proposed amendments to Site Plan 820030000 and approval of draft Planning Board Resolution for Site Plan 82003000A.

BACKGROUND

Original Site Plan Approval

Site Plan 820030000 was approved by the Planning Board with conditions on February 3, 2003 for 34 one-family detached dwelling units.

PROPOSED AMENDMENT

Site Plan Amendment A

The applicant, Miller and Smith, Inc., filed site plan amendment application 82003000A on February 13, 2006 proposing minor changes to the landscape and lighting plans. These changes are limited to:

1. The street tree and street light locations are revised to reflect the locations as approved on the DPW&T "Street Tree and Lighting Plan".
2. A decorative split-rail fence has been added to the perimeter of two storm water management ponds at the front of the subdivision. This will provide an additional level of detail to the area as well as a measure of safety keeping people out of the pond areas.
3. The proposed wood entry feature has been revised to one with brick piers with a wood sign. This reflects what has been built on site with the addition of pre-cast caps on the piers.
4. The entry feature landscaping now reflects what has been planted and inspected in the field.
5. The wood piers at the entry to the bike path have been revised to brick piers and reflect as-built site conditions.
6. The details for the wood picket fence have been revised to reflect those built on site.
7. The paving and installation details for the internal sidewalks within the public ROW have been revised to reflect DPW&T approved plans.
8. The wood noise attenuation fence has been deleted as per prior approval (attached). This is based on a revised noise level analysis done by Wyle Laboratories after the original site plan 820030000 was approved. These tests indicated unmitigated dB levels under the maximum level of 65db at proposed houses and outdoor activity areas. Accordingly, staff approved the deletion of noise-mitigating structures proposed by the approved site plan.

PUBLIC NOTICE

A notice regarding the site plan amendment was sent to all parties of record by the applicant on February 14, 2006 (attached). It gave the interested parties 30 days to review and comment on the revised plans. Staff received no inquiries in relation to this site plan amendment.

STAFF RECOMMENDATION

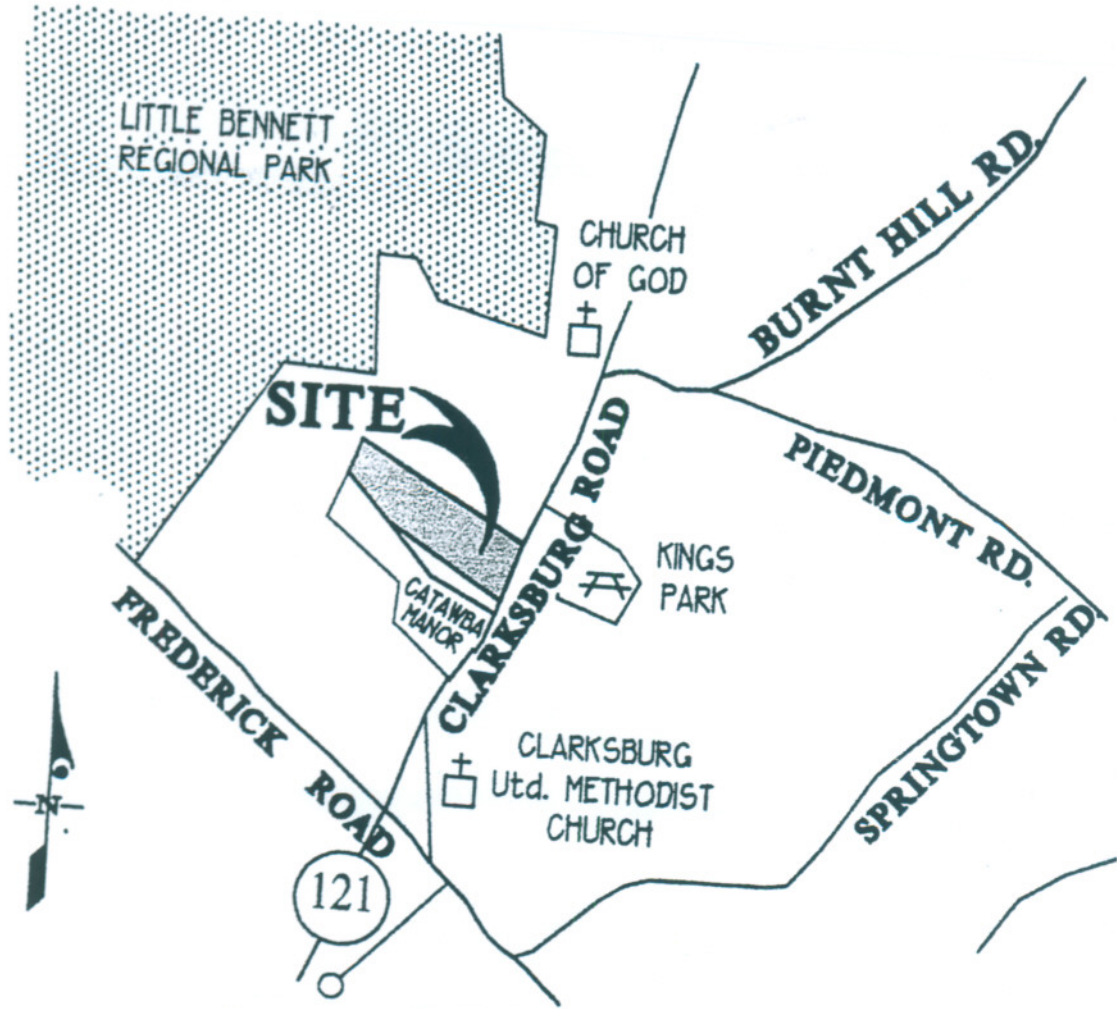
The proposed modifications to the development do not alter the overall design character of the development and do not affect the compatibility of the development with the surrounding

neighborhood. The changes to the streetscape are simply alterations in locations and minor details, conserving the look and feel of the approved site plan. The changes to the entry features and site details enhance the aesthetic quality of these structures and maintain a high level of visual appeal. Staff, therefore, recommends **approval** of the Site Plan Amendment 82003000A.

ATTACHMENTS:

- A. Vicinity Map
- B. Public Notice
- C. Noise Fence Deletion Approval
- D. Draft Planning Board Resolution

ATTACHMENT A: VICINITY MAP FOR SITE PLAN AMENDMENT 82003000A



ATTACHMENT B: NOTICE OF APPLICATION FOR SITE PLAN AMENDMENT 82003000A

GLWGUTSCHICK, LITTLE & WEBER, P.A.

CIVIL ENGINEERS, LAND SURVEYORS, LAND PLANNERS, LANDSCAPE ARCHITECTS

February 14, 2006

**NOTICE OF APPLICATION
ADJACENT/CONFRONTING PROPERTY OWNERS
AND PERSONS OF RECORD
APPLICATION TO BE CONSIDERED BY
THE MONTGOMERY COUNTY PLANNING BOARD**

Application: Minor Site Plan Amendment
Name of Plan: Parkside
Plan Number: 8-03000
Current Zoning: RMX-2/R-200
Geographical Location: Clarksburg Road & Windsong Lane in Clarksburg

Applicant's Request:

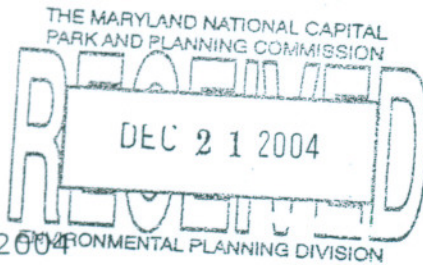
Revise street tree and street light locations, add a split rail fence to the SWM ponds, revise entry feature, entry feature landscaping, bike path piers, picket fence details, sidewalk paving pattern, and delete noise attenuation fence.

The above-referenced plan application has been filed with the Montgomery County Planning Board and is being reviewed under the provisions of the Montgomery County Code.

A copy of the proposed plan is on file and available for review at the Maryland-National Capital Park and Planning Commission, Development Review Division's office. The plan may change due to the specific reviews and changes suggested by M-NCPPC and other County and State agencies.

If you have any questions or comments, please contact Robert Kronenberg with M-NCPPC by email (Robert.Kronenberg@mncppc-mc.org), fax 301-495-1303, or letter to M-NCPPC, 8787 Georgia Avenue, Silver Spring, MD 20910, within 30 days of this notice.

ATTACHMENT C: NOISE FENCE DELETION APPROVAL FOR SITE PLAN AMENDMENT
82003000A



Per this report, and assuming no change in house locations which affect acoustical impact, noise barriers are not warranted.

December 20, 2004

J/N 51657

Mr. Bill Roberts
Miller and Smith
8401 Greensboro Drive, Suite 300
McLean, Virginia 22102

THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

~~PERMIT DIVISION~~

APPROVED

Reference: Parkside - Noise Impacts

Stephen D. Tedelone 8/10/06
SIGNATURE DATE

Dear Mr. Roberts:

This letter describes the revised outdoor noise level analysis for the Parkside residential project located along future arterial road A-305 in Montgomery County, Maryland. The analysis was revised based on the latest site plan and traffic forecast.

Our analysis was based on the Parkside site plan prepared by Gutschick, Little, & Weber, P.A. dated October 2002 with revisions up to August 21, 2003. This site plan shows locations and elevations of the proposed roads and single-family houses in the Parkside project.

Executive Summary

Since A-305 is a proposed road, no existing noise measurements or traffic counts could be performed for it. We obtained a traffic forecast from the Montgomery County Department of Park and Planning for 2025. This traffic forecast was used for the analysis.

A computerized Traffic Noise Model (TNM) of roadway noise levels on the site was developed incorporating the proposed road and house locations and ground elevations. The noise model was used to predict future noise levels on the site with the traffic forecast as the input. Without noise mitigation, the future DNL does not exceed the M-NCPPC limit in the proposed rear yards.

The results of the study based on the latest traffic forecast indicate that the noise attenuation fence as was recommended in the preliminary study and as shown on the site plan, is not necessary to meet the M-NCPPC outdoor noise limit.

1.0 M-NCPPC Requirements

M-NCPPC reviews the noise issues for projects in Montgomery County for which a permit is required. The M-NCPPC outdoor goal is a DNL of 55 dB, while the

maximum allowable is a DNL of 65 dB. These values were taken from the Code of Maryland.

DNL is the noise metric used by M-NCPPC, Montgomery County, and the U.S. Department of Housing and Urban Development (HUD) to assess the compatibility of proposed land uses along highways. The DNL is a weighted average noise level calculated based on the average noise level over a 24-hour calendar day, with a 10-decibel (dB) penalty added to noise from 12 a.m. to 7 a.m. and from 10 p.m. to midnight. Typically, this term is written "DNL" in narrative form and L_{dn} in equation form.

2.0 Future Traffic Conditions

We obtained a traffic forecast from the Montgomery County Department of Park and Planning. The 2025 forecast for Snowden Farm Parkway (A-305) is the Average Daily Traffic (ADT) of 7,250 vehicles with two lanes of traffic at the segment from A-260 to MD Rt. 355. Note that this traffic volume is significantly lower than was assumed in our preliminary study in July 2003 (see our letter of August 1, 2003 to Mr. Chuck Ellison).

Per this forecast, the peak-hour traffic volume on Rt. A-305 will be 10% of the future ADT volume. Based on the traffic counts performed on nearby Rt. 121 at Rt. 355 during our preliminary study, we assumed 85% of traffic would be on the eastbound (near the site) lane of A-305 in the afternoon. We did not model the morning condition, since more traffic will be on the lanes closest to the site in the afternoon.

It was also assumed that automobiles (Autos) would account for 96% of traffic and medium trucks (MT) would account for 2% of traffic, while heavy trucks (HT) and buses would each account for 1% of traffic. Due to their infrequent passage, motorcycles (M/C) were neglected. The resulting projected future traffic volumes are presented in Table 1.

Table 1. Projected Future Hourly Traffic Volumes

Lanes	Autos	MT	HT	Buses	M/C
A-305 - Westbound (far)	104	2	1	1	0
A-305 - Eastbound (near)	592	12	6	6	0

The prevailing traffic speed of 40 mph was assumed for A-305 during the loudest-hour.

3.0 Unmitigated Future Outdoor Noise Levels

The Traffic Noise Model (TNM) version 2.5 is a computer program developed by the Federal Highway Administration (FHWA) and used to predict noise levels near highways. Input parameters include three-dimensional coordinates of the roadways, receiver points, and noise barriers (including existing and proposed barriers such as retaining walls, noise walls, and buildings); the hourly number and speed of automobiles, medium trucks, heavy trucks, buses, and motorcycles; pavement type and road width; ground type; ground elevation in selected locations; and the location of traffic flow control devices.

The output from TNM is the hourly average sound level. It is common to assume that the DNL would be approximately equal to the loudest-hour average sound level, when no other data is available. This is a reasonable assumption particularly for roads with large variations of traffic volumes from their maximum to the minimum, as is anticipated for A-305. We thus assumed that the DNL would be approximately equal to the loudest-hour average sound level for A-305.

A-305 was included in the TNM model with all elements significant for noise propagation. The ground on the site was modeled as "lawn." The pavement was modeled as "Average". We obtained the location and elevations of the road from the site plan. The proposed houses were modeled as barriers in TNM to account for shielding behind them. Terrain lines with elevations obtained from the site plan were included in TNM to model effects of topography.

TNM was run using the traffic volumes presented in Table 1 and the speed noted above, with receivers located five feet above the finished ground elevations at various distances from the road. Receivers were also located in the rear yards and at the first and second floor windows of the proposed houses. We assumed that the rear yard receivers were 5 feet above the ground, the first floor receivers were 15 feet above the ground (over walk-out basements), and second floor receivers were 27 feet above the ground. The ground elevations of the houses and yards were taken from the site plan.

The unmitigated future DNL in rear yards, without noise barriers, are presented in Table 2, rounded to the nearest 0.5 dB. The unmitigated future DNL contours of 65 dB and 60 dB at five feet above the proposed ground elevations are shown in Figure 1.

Table 2. Unmitigated Future DNL in Outdoor Activity Areas

Location	DNL, dB
Rear Yard of Lot 17	50 - 54
Rear Yard of Lot 18	54 - 60
Rear Yard of Lot 19	54 - 61.5
Rear Yard of Lot 20	56 - 59.5
Rear Yard of Lot 21	58 - 60
Rear Yard of Lot 22	54 - 57

It can be seen from Table 2 and Figure 1 that the future DNL will not exceed the M-NCPPC limit of 65 dB in any of the rear yards. The unmitigated future DNL contour of 65 dB is located at a distance of approximately 57 feet from the A-305 centerline.

The unmitigated future DNL contour of 60 dB is located at a distance of approximately 90 feet from the A-305 centerline, as can also be seen from Figure 1. It is expected therefore that the future DNL in the rear yards of the proposed lots will not exceed 60 dB, with the exception of a part of Lot 19 nearest to the road, where the DNL may reach 61.5 dB.

This result differs from the preliminary analysis described in our letter of August 1, 2003, where higher noise level values were estimated for the rear yards and a noise barrier was recommended to shield these areas. For the previous study, however, no traffic forecast was available for proposed A-305, and the analysis was based on the traffic volumes conservatively assumed equal to that of Rt. 355, which was a substantial overestimate.

In addition, the ground elevations of the houses and yards were previously assumed based on the existing ground elevation and the likely road elevation, since no finished floor elevations or future grade elevations were presented for the site at the time. The proposed grading shown on the revised site plan used for this study indicates the locations and elevations of the proposed road and houses, and the extent and elevations of the rear yards. This plan demonstrates a steep slope, 12 to 14 feet tall, from the rear yard line toward the road. Such a grading provides substantial shielding of the rear yards from the traffic noise, especially for automobiles (lower noise source), which are prevalent in the traffic mix compared to other vehicles. Also, the proposed rear yards shown are located farther from the road than it was assumed for the preliminary estimates.

As the result, with all the conservative assumptions made in the current analysis, the future DNL is not expected to exceed the 65 dB outdoor limit. In this situation, we do not consider constructing the noise barrier (attenuation fence) along the rear

yard line, as indicated on the site plan, necessary to meet the M-NCPPC outdoor noise limit.

Note that there is no safety factor (in addition to the conservative assumptions) built into our analysis. We are stating what we believe the most likely noise levels will be. However, the noise levels estimated are significantly below the noise limit, so that the noise barrier along the rear yard line may be safely omitted.

Table 3 presents the unmitigated future DNL at the houses (first and second floor windows), rounded to the nearest 0.5 dB. This data can be used to determine indoor noise levels.

Table 3. Unmitigated Future DNL at Houses

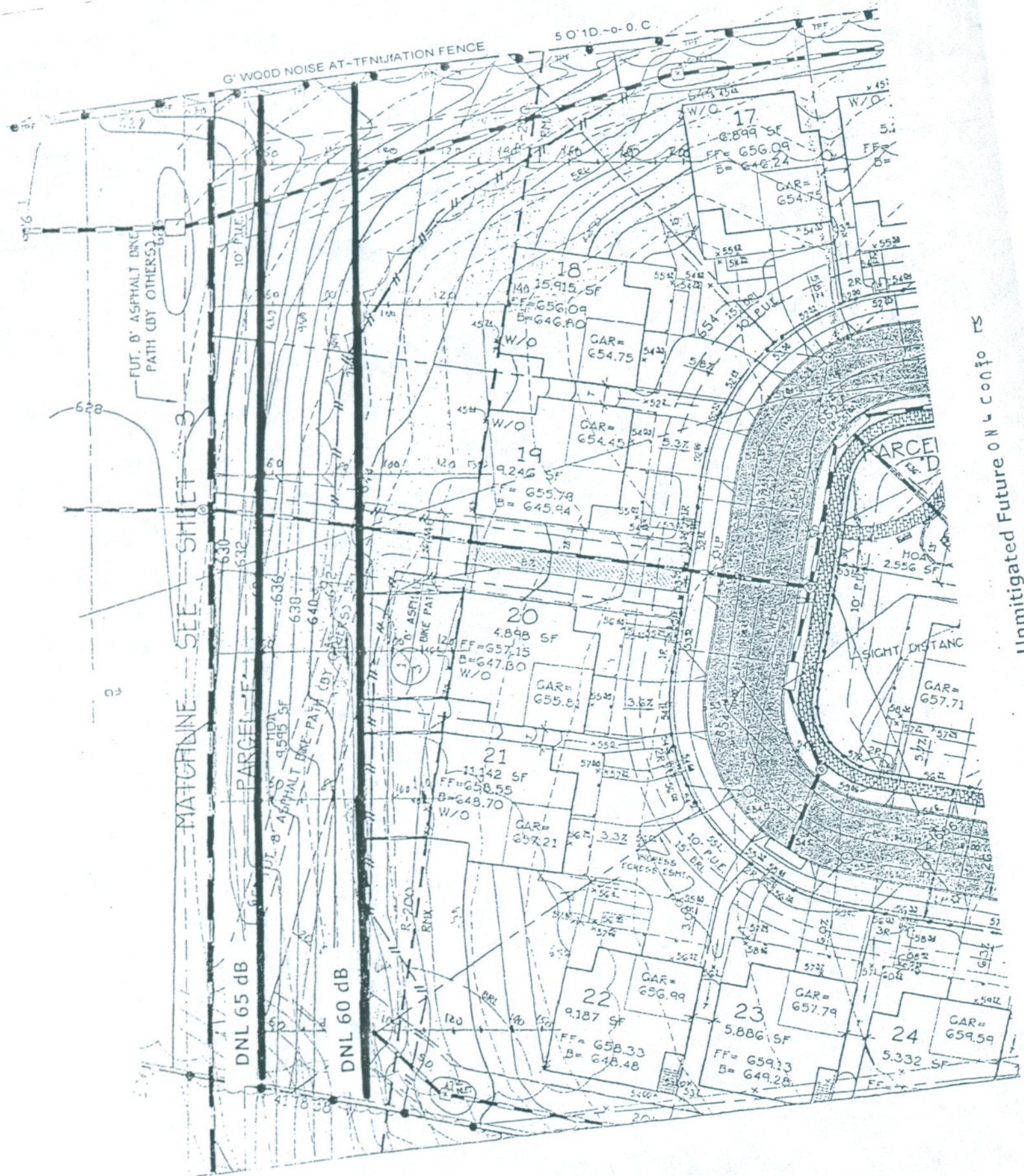
Location	DNL, dB
House at Lot 17	56
House at Lot 18	60
House at Lot 19	60
House at Lot 20	60.5
House at Lot 21	61
House at Lot 22	59

It can be seen from Table 3, however, that the future DNL at the houses will not exceed 61 dB. Therefore, the noise level reduction of 20 to 22 dB provided by a typical residential construction would be sufficient to reach in most rooms the DNL of 45 dB indoors, which is considered by M-NCPPC an interior noise goal.

If you have any questions please call me at (703) 415-4550, extension 16.

Sincerely,

Yuriy A. Gurovich
Senior Acoustical Engineer



50' D. - 0 - 0. C.
 6' WOOD NOISE AT-TENUATION FENCE

FUT. 8' ASPHALT DRIVE
 PATH (BY OTHERS)

MATCHLINE SEE SHEET 3

DNL 65 dB

DNL 60 dB

ARCEI
 D

SIGHT DISTANCE

Unmitigated Future ON & CONTOUR

ATTACHMENT D: DRAFT PLANNING BOARD RESOLUTION FOR SITE PLAN
AMENDMENT 82003000A

MCPB No. _____
Site Plan No. 82003000A
Project Name: Parkside
Hearing Date: October 19, 2006

RESOLUTION

WHEREAS, pursuant to Montgomery County Code Division 59-D-3, the Montgomery County Planning Board ("Planning Board") is required to review amendments to approved site plans; and

WHEREAS, on February 13, 2006, Miller and Smith ("Applicant"), filed a site plan amendment application designated Site Plan No. 82003000A ("Amendment") for approval of the following modifications:

1. Revision of landscape and lighting details,
2. Deletion of noise attenuation fence; and

WHEREAS, following review and analysis of the Amendment by Planning Board staff ("Staff") and the staffs of other applicable governmental agencies, Staff issued a memorandum to the Planning Board dated September 22, 2006 setting forth its analysis and recommendation for approval of the Amendment ("Staff Report"); and

WHEREAS, on October 5, 2006, Staff presented the Amendment to the Planning Board as a consent item for its review and action (the "Hearing"); and

NOW, THEREFORE, BE IT RESOLVED THAT, pursuant to the relevant provisions of Montgomery County Code Chapter 59, the Planning Board hereby adopts the Staff's recommendation and analysis set forth in the Staff Report and hereby approves Site Plan No. 82003000A; and

BE IT FURTHER RESOLVED, that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED, that this site plan shall remain valid as provided in Montgomery County Code § 59-D-3.8; and

BE IT FURTHER RESOLVED, that the date of this written resolution is _____ (which is the date that this opinion is mailed to all parties of record); and

BE IT FURTHER RESOLVED, that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this written opinion, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

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