



# MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
Item # 5  
1/06/11

December 22, 2010

## MEMORANDUM

**TO:** Montgomery County Planning Board

**VIA:** John A. Carter, Chief *JAC*  
Urban Design and Preservation Division

**FROM:** Calvin Nelson, Jr., Planner Coordinator/Urban Designer *cn*  
Urban Design and Preservation Division

**SUBJECT:** Mandatory Referral No. 2010738-DGS-1: Montgomery County Multi Agency Service Park (Webb Tract) – 8701 Snouffer School Road between Woodfield Road and Goshen Road, I-4 Zone, Gaithersburg Master Plan

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## RECOMMENDATION:

Staff recommends APPROVAL to transmit the following comments to the Montgomery County Department of General Services (DGS):

1. Provide a final Forest Conservation Plan prior to the release of building permits.
2. Reduce the noise impact on the adjacent residential communities as recommended in the noise study (or equivalent approaches). This includes increasing the height of noise barriers, as appropriate. Operational solutions should also be explored, such as limiting certain noise-generating activities to times of day when fewer people are affected.
3. Comply with the conditions of the approved Preliminary Plan No. 12004018D including the following:
  - a. Upgrading the segment of Snouffer School Road between Centerway Road and Goshen Road to have 4 through travel lanes and separate left-turn lanes with a shared use path on the northeast side.
  - b. Improving the intersection of Goshen Road/Snouffer School Road-Wightman Road.
  - c. Reconstruct the existing public access road from Snouffer School Road to the Lois Y. Green Farm Conservation Park that is proposed to be an internal private road called Turkey Thicket Drive. Provide a public access easement along Turkey Thicket Drive that must be shown on record plat (i.e., an alternative procedure may be identified by the Montgomery County Department of Permitting Services).
  - d. Install a traffic signal at the intersection of Snouffer School Road and western access point-Alliston Hollow Drive.

4. Prepare and implement traffic mitigation actions to encourage car/vanpooling, transit use, and other trip reduction measures for employees working on the site. The traffic mitigation program should be developed in coordination with the Montgomery County Department of Transportation (MCDOT) Commuters Services Section prior to release of building occupancy.
5. Provide the following pedestrian and bicycle accommodations:
  - a. Parking spaces for the handicapped with nearby at-grade or handicapped ramps to access the nearest sidewalks.
  - b. ADA-accessible pedestrian path within the “East Side” infrastructure.
  - c. Straight-line pedestrian crossing of Turkey Thicket Drive at the intersection of Snouffer School Road.
  - d. Thirty (30) bicycle parking spaces in front of the main buildings in weather protected locations and bike lockers within the proposed garages. At least two racks should be located in front of the PTSA Academic Building, Gymnasium, Command Center, the training buildings, and the MCPS-DFS buildings. At least five bike lockers should be located in the employees parking garages.
6. Comply with the Department of Parks recommendations concerning the character of Turkey Thicket Road, Stormwater Management, access to Green Farm Conservation Park, and the stream (see Attachment 7).

## **DISCUSSION**

### **Project Location**

The proposed Montgomery County Multi Agency Service Park (MCMASP) is located on the east side of Snouffer School Road between Woodfield and Goshen Roads within the boundaries of the 1985 Gaithersburg Master Plan. The undeveloped 131.5 acre site is zoned I-4, low intensity, light industrial.

Adjacent to the northern boundary is Montgomery Village and a vacated Army Reserve Center. To the east and south of the site is the M-NCPPC Lois Green Farm Conservation Park, zoned R-200. The Montgomery County Airpark, zoned I-4, is located south of the property. On the west side of Snouffer School Road, across from the site is the Hunter’s Woods community, a residential development zoned R-200.

A stream runs from the northeast corner of the site to the southeast corner of the site, and bisects the site into eastern and western sides. Both sides of the site have been partially graded by the previous owner of the site who started to develop before the County purchased the land. There is an easement along the eastern boundary of the site for Turkey Thicket Drive that will provide access for all of the uses on the east side of the site plus additional access to Green Farm Park.

## **Site Selection Process**

The site was selected as part of Montgomery County's Smart Growth Initiative which implements the relocation of the 92-acre County Service Park as recommended in the 2006 Shady Grove Sector Plan. The 2010 Great Seneca Science Corridor Master Plan also discusses the need to relocate the PSTA to a more suitable site (p.52).

The County acquired the site for the purpose of relocating the Public Safety Training Academy (PSTA) currently located in the Great Seneca Science Corridor, and the County Service Park (CSP) in Shady Grove, including the Montgomery County Public Schools Food Distribution Warehouse, Montgomery County Public Schools Maintenance Facility, and the Maryland-National Capital Park and Planning Commission's Shady Grove Maintenance Facility. Facilities will be designed and built on the site for this purpose.

On September 10, 2009, the Planning Board recommended approval of Mandatory Referral No. 09303-MCDGS-1, for the acquisition of the Webb Tract for future CSP and PSTA use, and noted that a second Mandatory Referral would need to be submitted for facility design.

## **Project Description**

The 131.5 acre site will become the new location for County service facilities, collectively known as the Montgomery County Multi Agency Service Park (MCMASP). The west side of the site will be occupied by the Montgomery County Public Service Training Academy (PSTA). The PSTA will be a one to two-story, 285,000 square-foot training facility for police officers and firefighters. Associated outdoor facilities include a driver training track, skill pad, skid pan, canine training area, cityscape training area, and a fire training area including a six-story high-bay building, fire training building, apparatus bay building, and two training areas.

A frontage road parallel to Snouffer School Road is provided, linking the east and west of the site. A combined fuel facility is located on the service road, for all the facilities on the site.

The east side of the site will be occupied by three County facilities; including the Montgomery County Public Schools Division of Food & Nutrition Facility (MCPS-DFN), the Montgomery County Public Schools Division of Maintenance Facility (MCPS-DM), and the Maryland-National Capital Park and Planning Commission- Department of Parks Maintenance Facility (M-NCPPC-DPM).

The MCPS-DFN will be a 69,500 square-foot facility housing administrative, warehouse, production and distribution operations. The MCPS-DM will be an 81,300 square-foot facility housing administrative, workshop, and vehicle maintenance operations. The M-NCPPC-DPM will be a 94,375 square-foot facility with administrative, workshop, and vehicle maintenance operations. The majority of the MCPS-DM and M-NCPPC-DPM programs have been combined into two shared buildings.

## ANALYSIS

### Master Plan Conformance

The proposed use of the Montgomery County Multi Agency Service Park is consistent with the *Approved and Adopted Gaithersburg Vicinity Master Plan*. The Plan's Land Use and Zoning Recommendations include a narrative entitled "Airpark Study Area" (pp. 36-42). The Plan lists land use objectives that apply to the property. These objectives are (1) ...channel non-residential uses to areas most affected by Airpark noise; and (2) ...provide additional acreage for incubator industrial uses. For the location immediately north of the Montgomery County Airpark, the recommendation for industrial uses and the site's industrial zoning are suitable for the proposed use. These uses include the Public Safety Training Academy (PSTA), MCPS Food Distribution Facility, MCPS Maintenance Facility, and the M-NCPPC Maintenance Facility.

The *2006 Shady Grove Sector Plan* (p.52) also recommends relocating the MCPS central maintenance facility and the M-NCPPC park maintenance facility to more appropriate sites, and the *Approved and Adopted 2010 Great Seneca Science Corridor Master Plan* (p.31) states that the "County recognizes that all of the PSTA's needs cannot be satisfied at this location with its limited expansion capability.

**Conforms with Development Standards in the I-4 Zone**

The proposed development conforms to the development standards as follows:

**Development Standards**

Items	Required/Allowed	Proposed
<b>Zone</b>	I-4	I-4
<b>Building Height (feet)</b>	110	72 (fire training building only)
<b>Minimum Site Area (acres)</b>	10	131.49
<b>Percent Green Area (acres)</b>	26.3	77.5+
<b>Floor Area Ratio (FAR)</b>	1.0	0.12
<b>Building Setbacks in I-4 Zone (feet)</b>		
<ul style="list-style-type: none"> <li>▪ From any residential zone.</li> </ul>	100	112
<ul style="list-style-type: none"> <li>▪ From any mixed use, commercial or industrial zone</li> </ul>	10	113
<ul style="list-style-type: none"> <li>▪ From a railroad, utility right-of-way or an arterial road that separates the industrial area from a residential zone</li> </ul>	50	100
<b>On – Site Parking</b>		
Total parking spaces for East and West Sides	N/A	1,387
<b>Parking Setback (feet)</b>		
<ul style="list-style-type: none"> <li>▪ From any residential zone.</li> </ul>	50	9 (currently parkland)
<ul style="list-style-type: none"> <li>▪ From any commercial or industrial zone</li> </ul>	10	64
<ul style="list-style-type: none"> <li>▪ From an arterial road, a railroad or utility right-of-way, or a local street or private drive within the industrial park.</li> </ul>	25	130

## **Location of Buildings, Open Space and Circulation**

The proposed setback of the buildings, parking areas, and site circulation are adequate, safe, and efficient. Utilizing parking garages on the east and west sides of the site, created a more compact arrangement of buildings and spaces. Approximately 55 percent of the total number of parking spaces on the site are within parking structures. Providing parking garages reduced the amount of pervious area on the site and their orientation will also serve to act as effective visual and noise buffers to yard operations. Office buildings are located along Snouffer School Road to screen the more industrial uses from the adjacent residences. A small stream will be preserved with a buffer of trees.

## **Compatibility**

The proposal achieves compatibility with the adjacent residential properties if recommendations for noise mitigation are implemented. One of the goals of the site plan was to provide an attractive landscaped setting where the fronts of buildings would face Snouffer School Road and Turkey Thicket Drive, with the service yards located towards the rear of the buildings. The service yards would also be screened from adjacent neighborhoods by other structures on the site, by conservation and reforestation areas, and by landscaped screening areas. Landscaped berms and walls are also utilized to provide a visual screen and to help mitigate noise emanating from operations occurring on the site.

## **Environment**

Staff has reviewed the plans for the Montgomery County Multi-Agency Service Park and offers the following comments and recommendations:

**Forest Conservation** - A Forest Conservation Plan (#120040180) was approved for a previous development plan (Airpark North Business Park, Preliminary Plan #1-04018 and amendments). The applicant is using the approved forest conservation plan for development of the Montgomery County Multi-Agency Service Park (Mandatory Referral #2010738-DGS-1). Minor changes to the Forest Conservation Plan result in small amounts of additional forest clearing mitigated by additional forest preservation at a ratio of 2:1. The net change is a slight increase in forest protected (+ 0.49 acres) over the original approved plan.

**Noise** - Noise is a significant concern for this project. The applicant has conducted a noise study that has identified sources of noise and projected noise impacts on surrounding residential areas. In particular, the study has identified several noise levels that may exceed permitted levels in the noise ordinance. These noises are from air chisel operations (when the bay doors are open), chain saws, rescue saws, fire truck engine noise, dog barking (at the K-9 training area), police cars on the driving track, and police sirens.

Some noise mitigation features are already being included in the site design, such as earth berms along Snouffer School Road and berms with noise walls around the northern and western perimeter of the driving track on the Public Safety Training Academy (PSTA) on the west side of the MCMASP. These features will reduce the noise from fast moving police cars on the training

track to levels acceptable under the noise ordinance. Increasing the height of the berm or wall by 2 feet and extending it further to the east would reduce this noise by several more decibels.

Other noise from the PSTA, such as fire truck engine noise, will be reduced by the proposed berms, but will not comply with the ordinance. The noise study recommends increasing the height of the berm along Snouffer School Road or adding a noise wall to the top in order to bring most other noises below the maximums permitted in the noise ordinance. The study also recommends a noise wall of 11 to 15 feet along the edge of the K-9 training area to bring that noise source into compliance.

The most severe noise impact will be from the operation of police sirens during some training exercises. Mitigating this noise would require much taller noise barriers, up to 17 feet in some places according to the study. There is some question whether this noise can be fully mitigated. If not, the applicant will seek a waiver from DEP under provision 31B-11(b) of the noise ordinance.

On the east side of the MCMASP, buildings planned for the site will serve as noise barriers, reducing noise levels from the air chisel and chain saw operations below the maximum permitted levels, bringing them into compliance with the noise ordinance.

**Stormwater Management**-A stormwater management concept plan has been submitted to the Montgomery County Department of Permitting Services (DPS) for approval. The stormwater management concept uses the new Environmental Site Design approach, including the use of green roofs, grass filter strips, bio-swales, and bioretention facilities. These are distributed throughout the site. Staff endorses the use of these approaches to the maximum extent practicable.

**LEED (Leadership in Energy and Environmental Design) Certification** – As a public facility, this project is required to achieve at least LEED Silver Certification. The applicant is proposing additional features to earn additional points toward their LEED certification. The applicant is hoping to earn LEED Gold Certification for the project.

### **Transportation**

Staff supports the Mandatory Referral with the recommendations listed at the beginning of this report.

**Site Location and Vehicular Access Points** - The site is located on the northeastern side of Snouffer School Road between Centerway Road and Chelsey Knoll Drive-Lewisberry Drive. The two proposed full-movement vehicular access points are from Snouffer School Road at the following locations:

- Opposite of Alliston Hollow Drive serving relocated County facilities within the “West Side.” Under Preliminary Plan No. 12004018. A traffic signal warrant study was prepared for

MCDOT to consider installing a traffic signal at the intersection of Snouffer School Road and Alliston Hollow Drive.

- At Turkey Thicket Drive serving relocated County facilities on the “East Side” and the Lois Y. Green Farm Conservation Park.

**Pedestrian Facilities** - The Mandatory Referral shows a pedestrian path as part of the eight-foot wide bike path. No sidewalk is proposed on the southwest side because it could result in damaging mature trees. Lead-in and internal sidewalks are shown on the Mandatory Referral.

**Available Transit Service** - Future employees could have the option of traveling to work by using the existing available bus service along the following roadways:

- Snouffer School Road: Ride-On route 58 has half-hour headways and operates between the Shady Grove Metrorail Station and Lakeforest Transit Center.
- Centerway Road: Ride-On route 60 has 20-minute headways and operates between the Shady Grove Metrorail Station and the Montgomery Village (shopping) Center.

**Master Plan of Roadways and Bikeways** - In accordance with the *Gaithersburg Vicinity Master Plan* and the *Countywide Bikeway Functional Master Plan*, the master-planned roadways and bikeways are designated as follows:

- Snouffer School Road is designated as a four-lane arterial, A-16, with a recommended 80-foot right-of-way, a center turning lane, and a shared use path.
- Goshen Road has the following two segments:
  - A four-to-six-lane major highway, M-25, with a recommended 120 foot right-of-way between Odendhal Avenue and Warfield Road.
  - An arterial, A-14, with a recommended 80 foot right-of-way between Warfield Road and Woodfield Road (MD 124).

The *Countywide Bikeway Functional Plan* recommends a dual bikeway, DB-29, along Goshen Road between Odendhal Avenue and Warfield Road -- where a dual bikeway consists of a shared use path on the northwest side and bike lanes as follows:

- Centerway Road is designated as a two-lane arterial, A-275, with a recommended 80-foot right-of-way.
- Strawberry Knoll Road is designated as a two-lane primary residential street, P-4, with a recommended 70 foot right-of-way.



On the “East Side”, Turkey Thicket Drive was approved as a private internal road under Preliminary Plan No. 12004018D. The approved design within a 52-foot wide right-of-way included two-lane travelways and a five-foot wide sidewalk on the north side only. The north side is a closed-section and the south side is an open-section roadway. Turkey Thicket Drive provides public access from Snouffer School Road through the subject site into the M-NCCPC Green Farm Conservation Park.

**Relevant Transportation Projects** - The relevant transportation projects are as follows:

- The MCDOT Capital Improvements Program (CIP) Project No. 501107 for Goshen Road South is to widen it from 2 lanes to 4 lanes divided between Girard Avenue and Warfield Road. The “final design plans” are projected to be complete in the Fall of 2013.
- The MCDOT Capital Improvements Program (CIP) Project No. 501109 for Snouffer School Road is to widen it from 2 lanes to 4 lanes divided between Woodfield Road (MD 124) and Centerway Road. The notice to proceed was issued in September 2010 and the construction is projected to be complete in Winter of 2016. In addition, as a condition of approval for Preliminary Plan No. 120040180 in 2004, Snouffer School Road was required to be widened from two to four lanes between Centerway Road and Goshen Road.

**Site-Generated Traffic** - For the approved non-residential land uses under Preliminary Plan No. 12004018D, the table below shows the number of peak-hour vehicular trips generated during the weekday morning peak period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.):

Approved Land Uses	Square Feet	Weekday Peak-Hour	
		Morning	Evening
Research & Development Office Use	559,300	694	604
Business Park-Light Industrial & Office Uses	247,626	352	339
Warehouse Use	461,285	301	253
<b>Total</b>	<b>1,268,211</b>	1,347	1,196

A traffic study was submitted as part of the “site selection for acquisition” review where the Applicant proposes to acquire the property and use it for the following public facilities with the associated site-generation trips shown in the table below:

Proposed Land Use	Weekday Peak-Hour	
	Morning	Evening
Public Safety Training Academy	130	100
MCPS Food & Nutrition Services	22	19
MCPS Building Maintenance	100	10
M-NCCPC Maintenance	37	11
<b><i>Total Peak-Hour Trips</i></b>	<b>289</b>	<b>140</b>

The County facilities are projected to generate only 21.5% of the weekday morning peak-hour trips and 11.2% of the evening peak-hour trips of what was projected from the previously approved land uses. The traffic characteristics by the County facilities would be unique in that some vehicular trips would be generated earlier than the typical weekday morning and evening peak hours but would generate a higher percentage of trucks.

**The Previously-Approved Adequate Public Facilities Review for Preliminary Plan No. 12004018D**

To satisfy Local Area Transportation Review (LATR), a traffic study was submitted in 2004 that analyzed 13 intersections and the following improvements were required at three intersections:

- Goshen Road and Centerway Road - Construct separate right turn lanes on the northbound and southbound Goshen Road.
- Snouffer School Road and Centerway Road - Widen Snouffer School Road from two to four through lanes with a fifth lane used for left-turns on both directions.
- Snouffer School Road and Alliston Hollow Way-Challenger Court - The same improvement as described for the intersection of Snouffer School Road and Centerway Road above.

A Policy Area Transportation Review (PATR) was required under the *FY 2004 Annual Growth Policy*, instead of the current PAMR test. At that time, the Montgomery Village/Airpark Policy Area was in a moratorium for non-residential development. The PATR was satisfied by widening Snouffer School Road from two to four through lanes from Centerway Road to Goshen Road with a fifth center lane as a separate left-turn lane approaching each intersection.

## **COMMUNITY OUTREACH**

The Department of General Services has held numerous community meetings throughout the past two years to actively engage the community in the design process. During this process many issues of concern were discussed including the visual, noise and traffic impacts of the proposed development on adjacent neighborhoods. The County worked with the community and has presented methods which would mitigate these impacts. The last community meeting was held on October 13, 2010, just about two weeks prior to submitting the Mandatory Referral for review. Staff sent out postcards on December 13 and 15, 2010, notifying community organizations, groups, and adjacent property owners of the Planning Board Public hearing date.

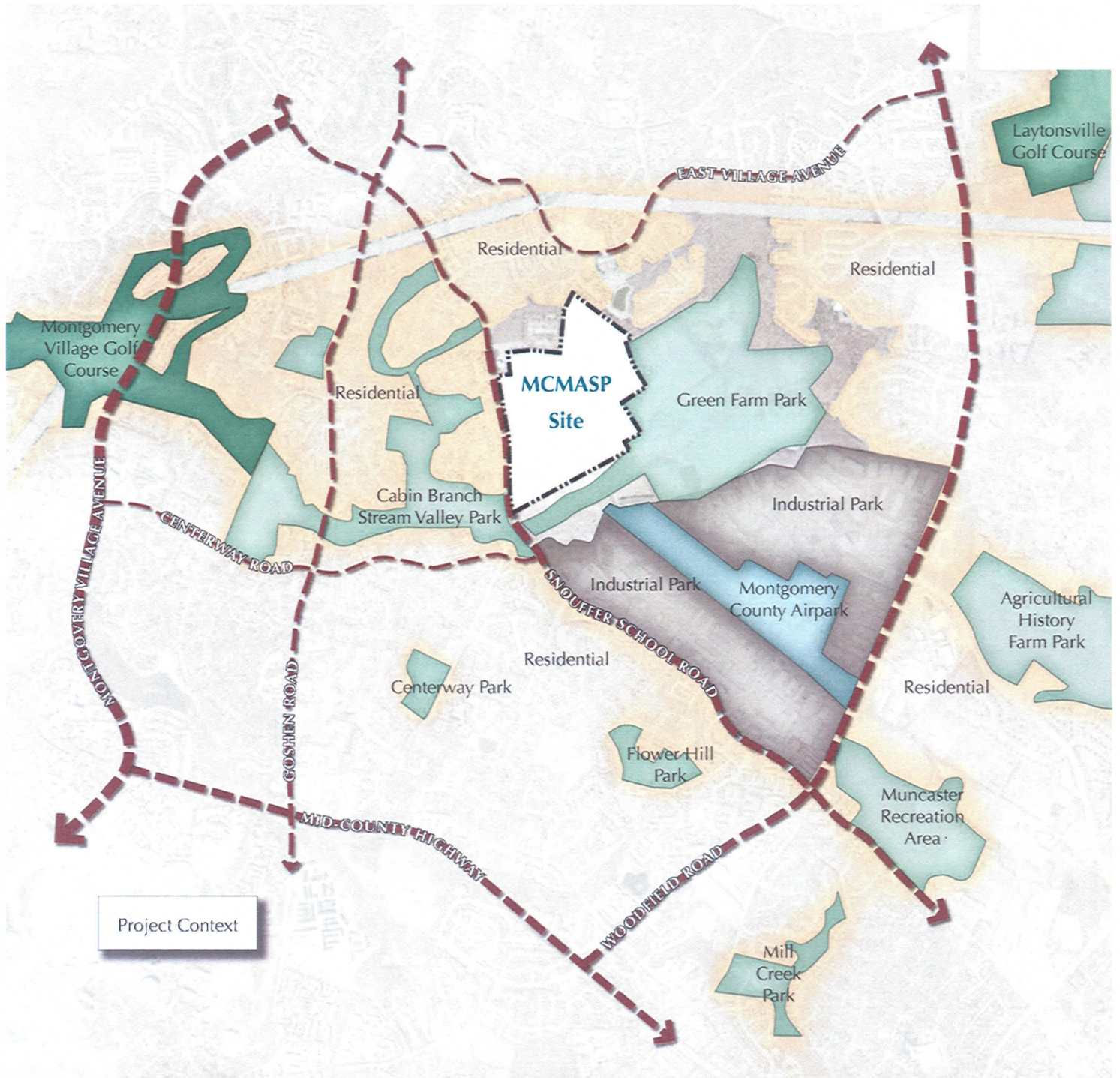
## **CONCLUSION**

Staff supports the proposed relocation of County facilities to the site and recommends approval of the Montgomery County Multi Agency Service Park Mandatory Referral with the recommendations noted at the beginning of this staff report.

### **Attachments:**

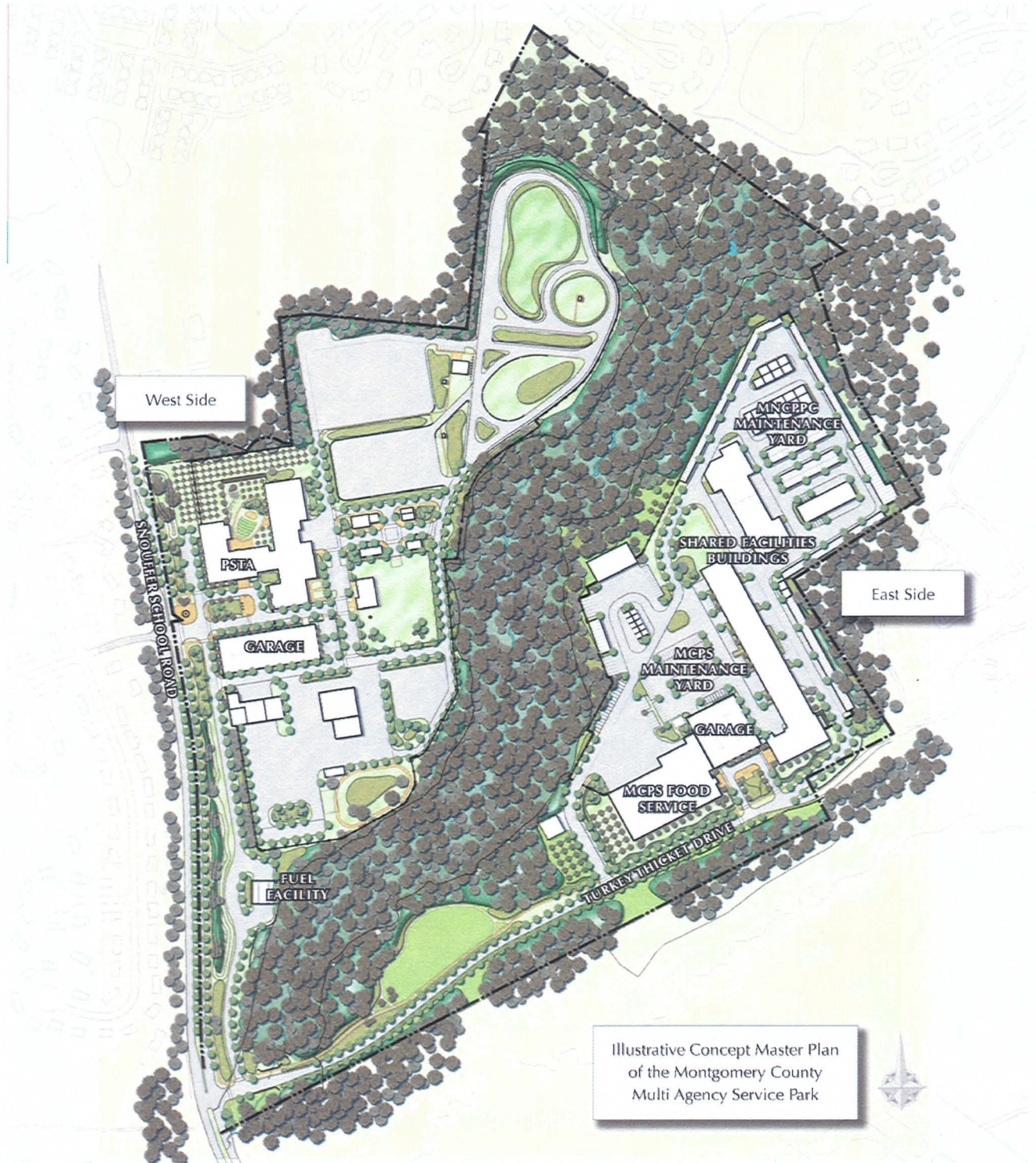
1. Vicinity Map
2. Concept Master Plan
3. East Side Site Plan
4. West Side Site Plan
5. West Side Street Section
6. East Side Street Section
7. Memo: Perviz Izadjoo, Parks Department dated December 20, 2010
8. Memo: Steve Findley, M-NCPPC Planning Department dated December 14, 2010
9. Memo: Ed Axler, M-NCPPC Planning Department dated December 16, 2010
10. Memo: Vanessa Francis, M-NCPPC Planning Department dated December 7, 2010

# ATTACHMENT 1: VICINITY MAP





# ATTACHMENT 2: CONCEPT MASTER PLAN





# ATTACHMENT 3: EAST SIDE SITE PLAN



22



# ATTACHMENT 4: WEST SIDE SITE PLAN

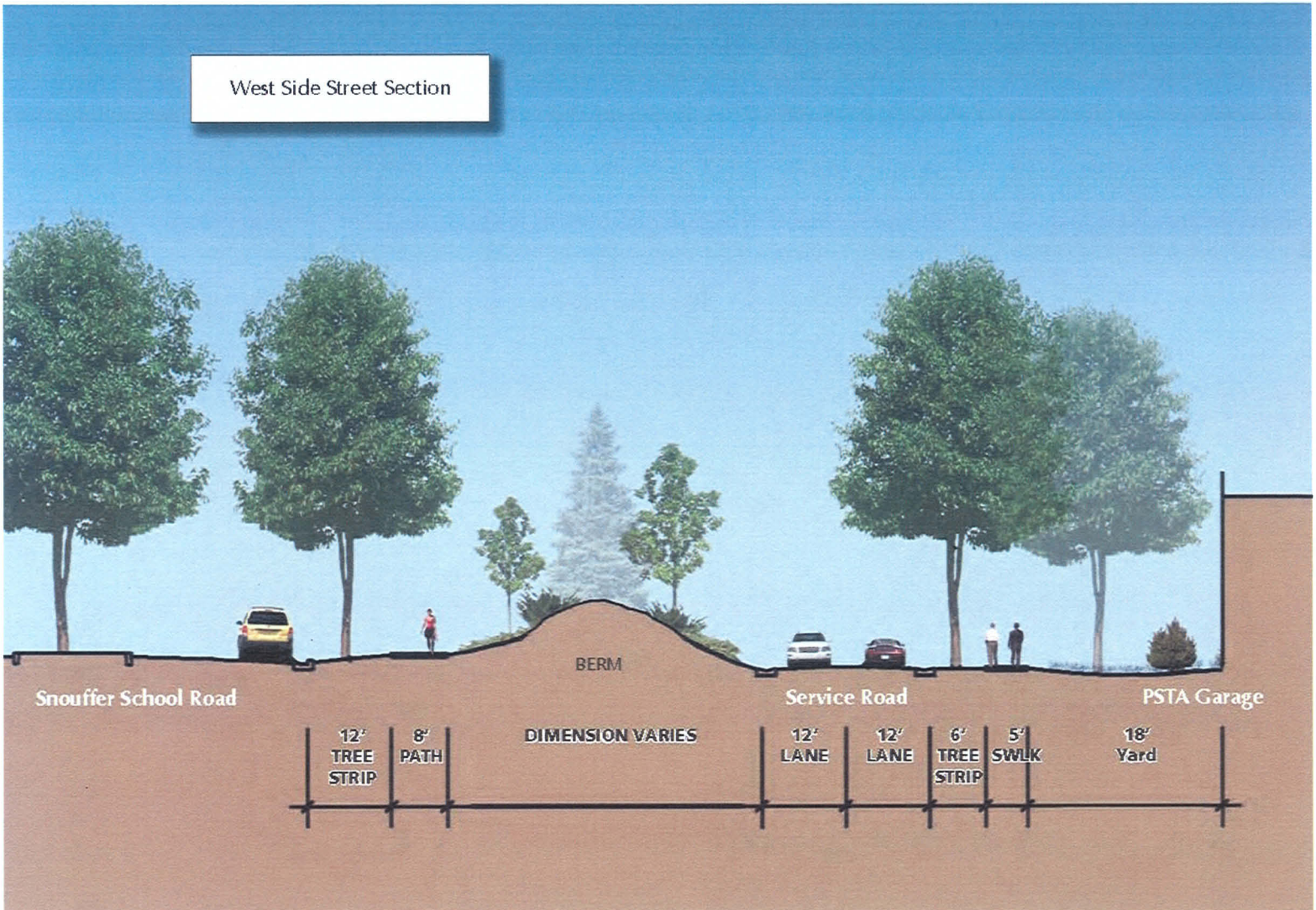


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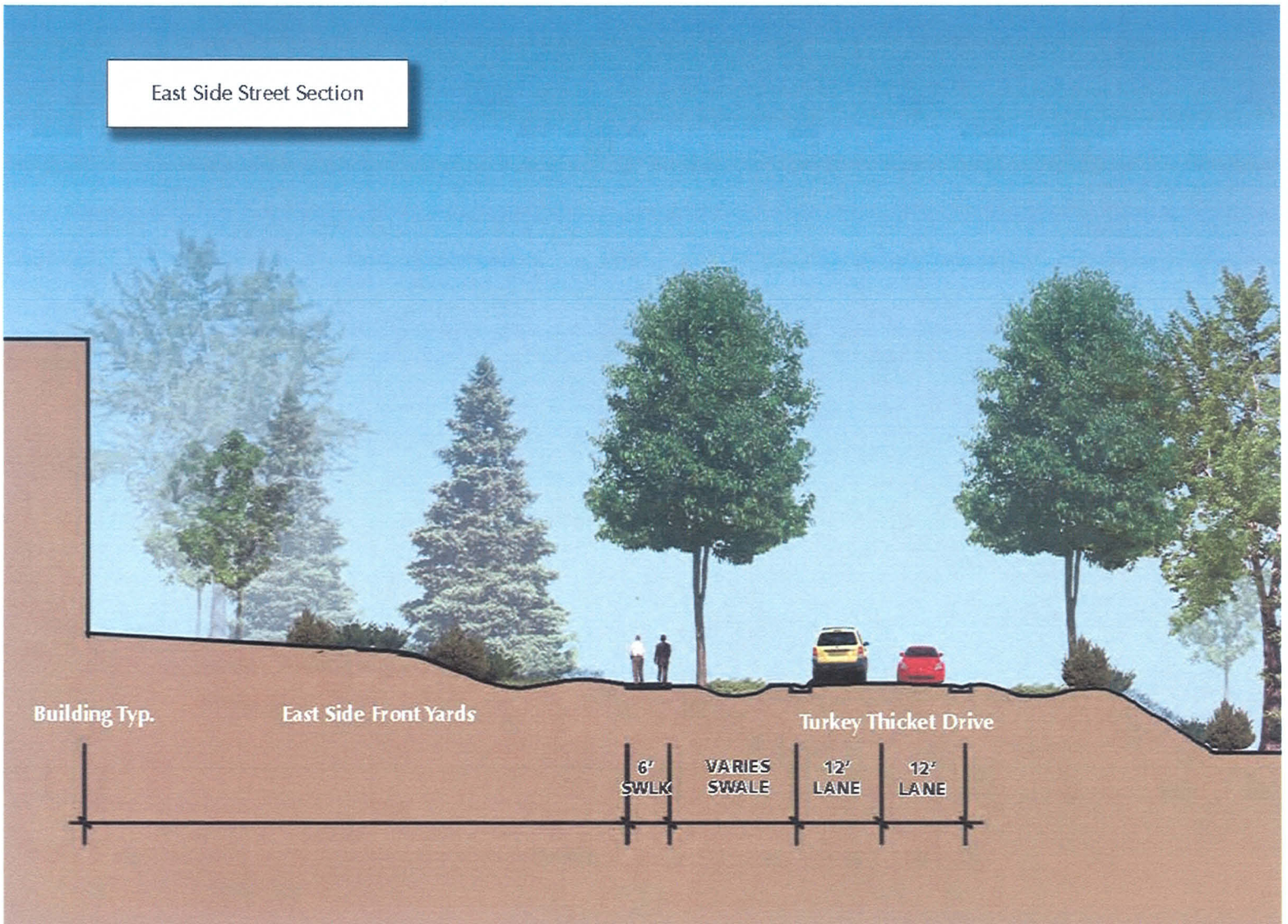
ATTACHMENT 5:

West Side Street Section





East Side Street Section





**MONTGOMERY COUNTY DEPARTMENT OF PARKS**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MEMORANDUM**

**Date:** December 20, 2010

**TO:** Calvin Nelson, Coordinator/Planner, Urban Design Division

**VIA:** Mitra Pedoeem, Chief, Park Development Division, *Mitra 12/21/10*  
Michael Ma, Supervisor, Project Management Section *MM*

**FROM:** Parviz Izadjoo, Project Manager *P.I.*

**SUBJECT:** Multiagency Service Park at Webb Tract- Mandatory Referral Comments

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This memorandum is Department of Parks staff's recommendations for the above-referenced mandatory referral for the proposed relocation of the County Service Park facilities to the Web Tract. The subject site was approved for other types of non-residential development under Preliminary Plan No. 12004018D, Centerpark, by the Planning Board on December 4, 2008.

Green Farm Conservation Park that was donated to M-NCPPC by Lois Y. Green in 1975, consists of a 200 acre parcel and an additional 50 acre dedicated stream buffer. The total 250 acre conservation park is located adjacent to the Montgomery County Airpark (see figure1).

The Green Farm Conservation Park is considered an oasis in a highly developed are of the County. Adjacent to an industrial zoned Webb Tract and the Airpark, the park provides a feeling of respite and retreat.

As the steward of the park, M-NCPPC makes efforts to maintain the natural beauty of the park and its historic setting. Visitors to the park have an opportunity to walk along the trails and learn about the park's ecology, wildlife and history.

**PARK STAFF RECOMMENDATIONS**

The park staff recommends approval of the Mandatory Referral with the following conditions. The goal for these conditions is to minimize the impact of the adjacent Webb Tract development on Green Farm Conservation Park.

1. Character of Turkey Thicket Road

Park staff shall review and approve the following during the project's detail design phase:

- a. Landscape plan for the streetscape including the type of plants, their locations.
- b. Street lighting and any other character-enhancing features along Turkey Thicket Drive.
- c. Design features of the retaining wall along Turkey Thicket Drive, including height, color, construction material of the walls, and associated plant materials.
- d. The lower retaining wall of the two tiered retaining walls along the entrance road to Green Farm Conservation Park shall be eliminated or reduced in height through additional grading.
- e. Provide adequate space between the retaining walls and the road for plant materials.
- f. Provide safe vehicular turning movement at the fork intersection of the proposed park entrance and Turkey Thicket Drive.
- g. Provide non-invasive native planting with deer protection along the side slope of Turkey Thicket Drive leading to the Conservation Park.

## 2. Storm Water Management

- a. The previous developer has installed temporary sediment traps in the stream buffer and floodplain areas of the stream valley along Turkey Thicket Drive during grading for Turkey Thicket Drive. A total of four traps have been installed. According to Phase-3 Sediment and Erosion Control plans approved by M-NCPPC on 10/02/2008, these traps were to be removed after completion of the construction, and educational wetland areas were to be created. Currently, these traps have not been removed and the educational wetland areas are not created. M-NCPPC requests that the County fulfill the obligation of the previous developer. M-NCPPC along with other applicable regulatory agencies shall review and approve plans for these educational wetland areas. The educational areas should have ADA accessible paths.
- b. Provide stormwater management ESD measures for the park entrance Road to Green Farm Conservation Park, and for any pipe outlets.
- c. All facilities that are on or discharge to parkland shall be non erosive and meet M-NCPPC design standards. The plans for these facilities shall be reviewed and approved by M-NCPPC staff.

## 3. Access to Green Farm Conservation Park

- a. Provide ADA compliant pedestrian path along Turkey Thicket Drive connecting to the existing trail at the park entrance. The proposed plan shows a sidewalk along the park road with no separation from the road. The plan shall be reviewed and approved by M-NCPPC.

- b. Provide signage for Green Farm Conservation Park at the intersection of Snouffer School Road and Turkey Thicket Drive.
- c. Provide signage for Green Farm Conservation Park at fork intersection of new park entrance road and Turkey Thicket Drive.

4. Stream

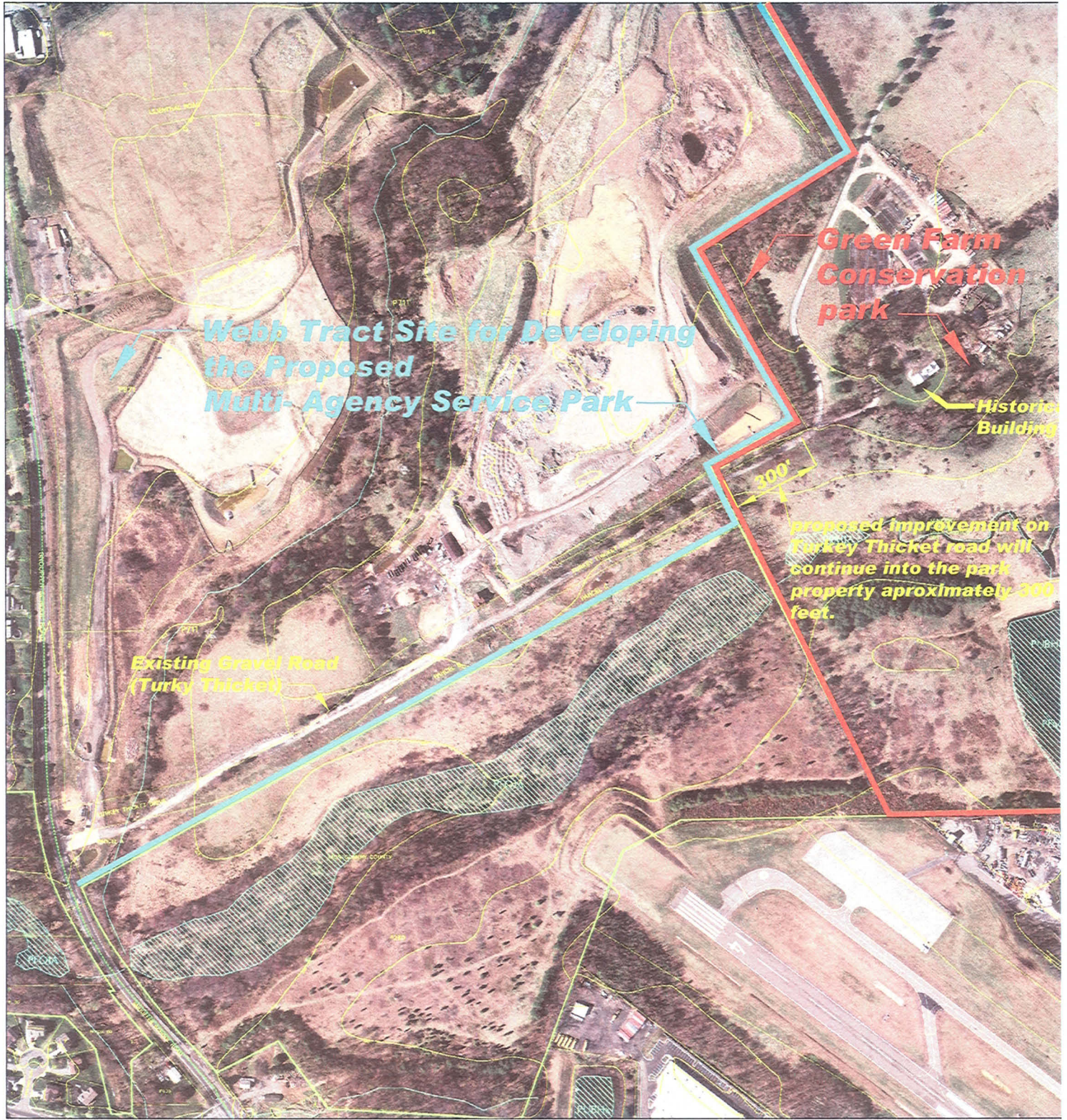
- a. The stream valley separating the east and west sides shall be assessed for erosion potentials and unstable portions be stabilized.
- b. The stream crossing culvert at the entrance of Turkey Thicket Drive shall be designed as an environmental sensitive stream crossing that allows fish and other wildlife passage in the stream valley.

5. Park Construction Permit

- a. The proposed development shall obtain a Park Construction Permit from the Montgomery County Department of Parks prior to any construction activities within the surrounding parkland.



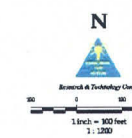
# WEBB TRACT



Map compiled on October 27, 2010 at 2:00 PM | Site located on base sheet no. 2269W06 | Data of Orthophotos: April 2006 | Used with permission from Montgomery County Government

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**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
 2001 George Mason Way, Suite 200, Gaithersburg, MD 20878

Feature	Color/Pattern
Proposed Features	Red outline
Existing Features	Blue outline
Proposed 1/2" Scale 1:14,000	Light blue hatched
Proposed 1/4" Scale 1:7,000	Dark blue hatched
Other Natural Features	Green hatched
Water	Blue
Shaded Relief	Grey hatched
Proposed 1/4" Scale 1:7,000	Light blue hatched
Proposed 1/2" Scale 1:14,000	Dark blue hatched
Not for IFC	White
Water Table	Blue
1:14,000	Light blue
1:7,000	Dark blue
1:14,000	Light blue
1:7,000	Dark blue
1:14,000	Light blue
1:7,000	Dark blue
1:14,000	Light blue
1:7,000	Dark blue





December 14, 2010

To: Calvin Nelson, Urban Design Planner Coordinator  
Area 2

Via: Mark Pfefferle, Acting Chief  
Intake and Regulatory Review

From: Steve Findley, Environmental Planner Coordinator  
Area 2

Subject: Comments on Mandatory Referral #2010738-DGS-1, Montgomery County Multi-Agency  
Service Park (Webb Tract)

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Staff has reviewed the plans for the Montgomery County Multi-Agency Service Park and offers the following comments and recommendations:

#### **Forest Conservation**

A Forest Conservation Plan (#120040180) was approved for a previous development plan (Airpark North Business Park, Preliminary Plan #1-04018 and amendments). The applicant is using the approved forest conservation plan for development of the Montgomery County Multi-Agency Service Park (Mandatory Referral #2010738-DGS-1). Minor changes to the Forest Conservation Plan result in small amounts of additional forest clearing mitigated by additional forest preservation at a ratio of 2:1. The net change is a slight increase in forest protected (+ 0.49 acres) over the original approved plan. This change does not require Planning Board approval. Staff recommendations for improvements to the species list for forest planting are being forwarded separately to the applicant.

Recommendation: A corrected Final Forest Conservation Plan must be approved by staff prior to the release of building permits.

#### **Noise**

Noise is a significant concern for this project. The applicant has conducted a noise study that has identified sources of noise and projected noise impacts on surrounding residential areas. In particular, the study has identified several noise levels that may exceed permitted levels in the noise ordinance. These noises are from air chisel operations (when the bay doors are open), chain saws, rescue saws, fire truck engine noise, dog barking (at the K-9 training area), police cars on the driving track, and police sirens.

Some noise mitigation features are already being included in the site design, such as earthen berms along Snouffer School Road and berms with noise walls around the northern and western perimeter of the driving track on the Public Safety Training Academy (PSTA) on the west side of the MCMASP. These features will reduce the noise from fast moving police cars on the training track to levels acceptable under the noise ordinance. Increasing the height of the berm or wall by 2 feet and extending it further to the east would reduce this noise by several more decibels.

Other noises from the PSTA, such as fire truck engine noise, will be reduced by the proposed berms, but will still not comply with the ordinance. The noise study recommends increasing the height of the berm along Snouffer School Road or adding a noise wall to the top in order to bring most other noises below the maximums permitted in the noise ordinance. The study also recommends a noise wall of 11 to 15 feet along the edge of the K-9 training area to bring that noise source into compliance.

The most severe noise impact will be from the operation of police sirens during some training exercises. Mitigating this noise would require much taller noise barriers, up to 17 feet in some places according to the study. There is some question whether this noise can be fully mitigated. If not, the applicant will seek a waiver from DEP under provision 31B-11(b) of the noise ordinance.

On the east side of the MCMASP, buildings planned for the site will serve as noise barriers, reducing noise levels from the air chisel and chain saw operations below the maximum permitted levels, bringing them into compliance with the noise ordinance.

This project is still early enough in the design stage that the noise mitigation strategy has not been fully worked out.

Recommendations: Staff recommends that all reasonable recommendations from the noise study (or equivalent approaches) be implemented in order to minimize noise impacts to the surrounding neighborhoods. This includes increasing the height of noise barriers as appropriate. Staff further recommends that operational solutions also be explored, such as limiting certain noise-generating activities to times of day when fewer people are affected.

### **Stormwater Management**

A stormwater management concept plan has been submitted to the Montgomery County Department of Permitting Services (DPS) for approval. The stormwater management concept uses the new Environmental Site Design approach, including the use of green roofs, grass filter strips, bio-swales, and bioretention facilities. These are distributed throughout the site. Staff endorses the use of these approaches to the maximum extent practicable.

**LEED**

As a public facility, this project is required to achieve at least LEED Silver certification. The applicant is proposing additional features to earn additional points toward their LEED certification. The applicant is hoping to earn LEED Gold certification for the project. Staff endorses this effort.





**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

9

**MEMORANDUM**

DATE: December 16, 2010

TO: Calvin Nelson, Coordinator/Planner  
Urban Design Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning Division

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

SUBJECT: Mandatory Referral No. 2010738-MCDGS-1  
Montgomery County Multi-Agency Service Park on the  
Airpark North Business Park (or Centerpark or Webb Tract)  
Montgomery Village / Airpark Policy Area

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This memorandum is Transportation Planning staff's recommendations for the above-referenced mandatory referral for the proposed relocation of the County Service Park facilities to the Web Tract. The subject site was approved for other types of non-residential development under Preliminary Plan No. 12004018D, Centerpark, by the Planning Board on December 4, 2008.

**RECOMMENDATIONS**

Transportation Planning staff support the mandatory referral with the following conditions as part of the APF test for transportation requirements:

1. The Applicant must comply with the conditions of approved Preliminary Plan No. 12004018D that was previously approved for the subject site. The preliminary plan conditions includes the following improvements:
  - a. Upgrading the segment of Snouffer School Road between Centerway Road and Goshen Road to have 4 through travel lanes and separate left-turn lanes with a shared use path on the northeast side.
  - b. Improving the intersection of Goshen Road/Snouffer School Road-Wightman Road.
  - c. Reconstruct the existing public access road from Snouffer School Road to M-NCPPC's Lois Y. Green Farm Conservation Park that is proposed to be the internal private road called Turkey Thicket Drive. Provide a public access easement along Turkey Thicket Drive that must be shown on record plat (i.e., an alternative procedure may be identified by the Montgomery County Department of Permitting Services).

- d. Install a traffic signal at the intersection of Snouffer School Road and western access point-Alliston Hollow Drive.
2. The Applicant should prepare and implement traffic mitigation actions to encourage car/vanpooling, transit use, and other trip reduction measures for employees working on the site. The traffic mitigation program should be developed in coordination with the Montgomery County Department of Transportation (MCDOT) Commuters Services Section prior to release of building
  3. The proposed plans should provide the following pedestrian and bicycle accommodations:
    - a. The required handicapped parking spaces with nearby at-grade or handicapped ramps to access the nearest sidewalks.
    - b. An ADA-accessible pedestrian path within the “East Side” infrastructure.
    - c. A straight-line pedestrian crossing of Turkey Thicket Drive at the intersection of Snouffer School Road.
    - d. Thirty (30) bicycle parking spaces that consist of inverted-U bike racks in front of the main buildings in weather protected locations and bike lockers within the proposed garages. At least two racks should be located in front of PTSA Academic Building, Gymnasium, Command Center, the training buildings, and the MCPS-DFS buildings. At least five bike lockers should be located in the employees parking garages.

## **DISCUSSION**

### Site Location and Vehicular Access Points

The site is located on the northeastern side of Snouffer School Road between Centerway Road and Chelsey Knoll Drive-Lewisberry Drive. The two proposed full-movement vehicular access points are from Snouffer School Road at the following locations:

1. Opposite of Alliston Hollow Drive serving relocated County facilities within the “West Side.” Under Preliminary Plan No. 12004018. A traffic signal warrant study was prepared for MCDOT to consider installing a traffic signal at the intersection of Snouffer School Road and Alliston Hollow Drive.
2. At Turkey Thicket Drive serving relocated County facilities on the “East Side” and M-NCPPC’s Lois Y. Green Farm Conservation Park.

### Pedestrian Facilities

The mandatory referral design plans show a pedestrian path as part of the 8-foot-wide bike path. No sidewalk is proposed on the southwest side because it could result in damaging mature trees. Lead-in and internal sidewalks are shown on mandatory referral design plans.

### Available Transit Service

Future employees could have the option of traveling to work by using the existing available bus service along the following roadways:

1. Snouffer School Road: Ride-On route 58 has half-hour headways and operates between the Shady Grove Metrorail Station and Lakeforest Transit Center.
2. Centerway Road: Ride-On route 60 has 20-minute headways and operates between the Shady Grove Metrorail Station and the Montgomery Village (shopping) Center.

### Master Plan Roadways and Bikeway

In accordance with the *Gaithersburg Vicinity Master Plan* and the *Countywide Bikeway Functional Master Plan*, the master-planned roadways and bikeway are designated as follows:

1. Snouffer School Road is designated as a four-lane arterial, A-16, with a recommended 80-foot right-of-way, a center turning lane, and a shared use path.
2. Goshen Road has the following two segments:
  - a. A four-to-six-lane major highway, M-25, with a recommended 120 foot right-of-way between Odendhal Avenue and Warfield Road.
  - b. An arterial, A-14, with a recommended 80 foot right-of-way between Warfield Road and Woodfield Road (MD 124).

The *Countywide Bikeway Functional Plan* recommends a dual bikeway, DB-29, along Goshen Road between Odendhal Avenue and Warfield Road -- where a dual bikeway consists of a shared use path on the northwest side and bike lanes.

3. Centerway Road is designated as a two-lane arterial, A-275, with a recommended 80-foot right-of-way.
4. Strawberry Knoll Road is designated as a two-lane primary residential street, P-4, with a recommended 70 foot right-of-way.

On the "East Side", Turkey Thicket Drive was approved as private internal roads under Preliminary Plan No. 12004018D. The approved cross-section design within a 52-foot-wide right-of-way included two-lane travelways and a 5-foot-wide sidewalk on the north side only. The north side is closed-section and the south side is open-section roadway. Turkey Thicket Drive provides public access from Snouffer School Road through the subject site into M-NCCPC's Green Farm Conservation Park.

Four other previously approved internal roadways are no longer being proposed on the site. They are Hubble Court on the “East Side” and Challenger Court, Chaffee Court, and Lilienthal Court on the west side.

Relevant Transportation Projects

The relevant transportation projects are as follows:

1. The MCDOT Capital Improvements Program (CIP) Project No. 501107 for Goshen Road South is to widen it from 2 lanes to 4 lanes divided between Girard Avenue and Warfield Road. The “final design plans” are projected to be complete in Fall of 2013.
2. The MCDOT Capital Improvements Program (CIP) Project No. 501109 for Snouffer School Road is to widen it from 2 lanes to 4 lanes divided between Woodfield Road (MD 124) and Centerway Road. The notice to proceed was issued in September 2010 and the construction is projected to be complete in Winter of 2016. In addition, as a condition of approval for Preliminary Plan No. 120040180 in 2004, Snouffer School Road was required to be widened from two to four lanes between Centerway Road and Goshen Road.

Site-Generated Traffic

For the approved non-residential land uses under Preliminary Plan No. 12004018D, the table below shows the number of peak-hour vehicular trip generated during the weekday morning peak period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.):

Approved Land Uses	Square Feet	Weekday Peak-Hour	
		Morning	Evening
Research & Development Office Use	559,300	694	604
Business Park-Light Industrial & Office Uses	247,626	352	339
Warehouse Use	461,285	301	253
<b>Total</b>	<b>1,268,211</b>	<b>1,347</b>	<b>1,196</b>

A traffic study was submitted as part of the “site selection for acquisition” review where the Applicant proposes to acquire the property and use it for the following public facilities with the associated site-generation trips shown in the table below:

Proposed Land Use	Weekday Peak-Hour	
	Morning	Evening
Public Safety Training Academy	130	100
MCPS Food & Nutrition Services	22	19
MCPS Building Maintenance	100	10
M=-NCCPC Maintenance	37	11
<b>Total Peak-Hour Trips</b>	<b>289</b>	<b>140</b>

The County facilities are projected to generate only 21.5% of the weekday morning peak-hour trips and 11.2% of the evening peak-hour trips of what was projected from the previously approved land uses. However, the traffic characteristic by the County facilities would be unique in that some vehicular trips would be generated earlier than the typical weekday morning and evening peak hours but would generate a higher percentage of trucks.

The Previously-Approved Adequate Public Facilities Review for Preliminary Plan No. 12004018D

To satisfy Local Area Transportation Review (LATR), a traffic study was submitted in 2004 that analyzed 13 intersections and the following improvements were required at three intersections:

1. Goshen Road and Centerway Road: Construct separate right turn lanes on the northbound and southbound Goshen Road.
2. Snouffer School Road and Centerway Road: Widen Snouffer School Road from two to four through lanes with a fifth lane used for left-turns on both directions.
3. Snouffer School Road and Alliston Hollow Way- Challenger Court: The same improvement as described for the intersection of Snouffer School Road and Centerway Road above.

A Policy Area Transportation Review (PATR) was required under the *FY 2004 Annual Growth Policy*, instead of the current PAMR test. At that time, the Montgomery Village/Airpark Policy Area was in a moratorium for non-residential development. The PATR was satisfied by widening Snouffer School Road from two to four through lanes from Centerway Road to Goshen Road with a fifth center lane as a separate left-turn lane approaching each intersection.

EA:tc

cc: Khalid Afzal  
Girum Awoke - MCDOT  
Sue Edwards  
Matt Storck - STV  
Wilson Ballard - MCDOT

mmo to Nelson re MC Multi-Agency Service Park on Webb Tract.doc



**MEMORANDUM**

DATE: December 7, 2010

TO: Calvin Nelson, Planner Coordinator – Urban Design Division

VIA: Sue Edwards, Team Leader – Community-Based Planning Division

FROM: Vanessa N. Francis, Senior Planner, Community-Based Planning Division

SUBJECT: **Mandatory Referral No. 2010738-DGS-1**  
**Montgomery County Multi Agency Service Park (Webb Tract)**

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**Staff Recommendation:** Approval with the following comments: Ensure that precautions are taken to lessen the noise impact of proposed activities that will take place on the site to surrounding residential communities through site facility design.

The subject property (known as the Webb Tract), is a 131 +/- acre undeveloped property located within the boundaries of the Approved and Adopted 1985 Gaithersburg Vicinity Master Plan. The Webb Tract property is located on the east side of Snouffer School Road, approximately 10,000 feet north of Centerway Road. The property is zoned I-4 (low-intensity, light industrial) in conformance with the recommendations of the 1985 Plan.

Immediately adjacent to the subject site's northern boundary is Montgomery Village and a vacated Army Reserve Center. To the east and south of the site's boundary is the M-NCPPC Lois Green Farm Conservation Park, zoned R-200. The Montgomery County Airpark, zoned I-4, is located south of the property. On the west side of Snouffer School Road, across from the site is the Hunter's Woods community, a residential development zoned R-200.

The proposed use of the Montgomery County Multi Agency Service Park is consistent with the Approved and Adopted Gaithersburg Vicinity Master Plan. The Plan's Land Use and Zoning Recommendations section includes a narrative entitled "Airpark Study Area" (pp. 36-42). The narrative lists five land use objectives, two of which apply to the area where the subject property is located. These objectives are (1) ...channel non-residential uses to areas most affected by Airpark noise; and (2) ...provide additional acreage for incubator industrial uses. The site's location immediately north of the Montgomery County Airpark, the recommendation for industrial uses and the site's industrial zoning are suitable for the proposed use of the property. These uses include the Public Safety Training Academy (PSTA), MCPS Food Distribution Facility, MCPS Maintenance Facility and M-NCPPC Maintenance Facility.

One potential issue regarding this project is the impact to surrounding communities in terms of noise levels produced by proposed activities on site. The applicant has provided staff with an acoustical analysis detailing noise levels that will be produced from activities performed by the PSTA, MCPS Maintenance and Food Distribution services and M-NCPPC Maintenance. Noise

sources from these facilities include repair shops, generators, equipment testing and mechanical equipment. Specific to the Police and Fire Departments, noise sources include the high-speed track, shooting range, canine training, ladder trucks, roof vents and exhaust fans. The noise sources produced by the Police and Fire Departments are of particular concern due to their location on the west side of the Webb Tract. This location is closest to residential areas.

The acoustical analysis reveals that eight noise sources that will be produced will exceed the maximum allowable noise levels (dBA) for receiving areas detailed in the Montgomery County Noise Ordinance<sup>1</sup> within 5 dBA. Three of the noise sources will be produced by M-NCPPC and MCPS facilities. The balance of noise sources (5) will be produced by the Police and Fire Departments.

In order to mitigate these noise sources, the applicant's mandatory referral facility design application has made the following recommendations (pp.74-75):

- For the noise sources produced by M-NCPPC and MCPS, noise levels will be reduced to acceptable levels by the presence of one-story buildings that will house services for these two agencies.
- For the first three noise sources produced by Police and Fire, earthen berms will be placed along the frontage of the subject property on Snouffer School Road. These noise sources include fire ladder truck high idle with outriggers, police chain saw and police dog barking outdoors.
- For noise produced by ladder trucks operating closest to Snouffer School Road, taller berms or a noise wall is recommended for reducing noise levels to acceptable limits.
- For the area where police training for gas-powered rescue saws and chain saws will take place (roof vent), taller berms are recommended to reduce noise levels to acceptable limits.
- For the area where police canine training will take place, a noise wall along the edge of the training area from 11 feet to 15 feet will reduce noise levels to acceptable range.
- For noise sources produced by police cars including sirens and training on the high-speed track, several recommendations are made to mitigate noise levels. There is a proposed earthen berm for the northern boundary of the subject property. The berm currently reduces noise levels of police car sirens to the noise ordinance limit. To further reduce noise levels, the height of the berm (or a wall) would need to be increased by approximately two (2) feet and with the extension of the berm/wall toward the east with a top elevation of at least 485 feet. To reduce noise sources produced by police driving fast on the track, the noise barrier would need to be much higher, up to 17 feet in one portion, in order to be in compliance with the noise ordinance limit.

Based on this analysis, staff concludes that the proposed project submitted is consistent with the 1985 Gaithersburg Vicinity Master Plan. With regards to noise mitigation, the proposed project should apply mechanisms that reduce noise levels to the greatest extent possible.

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<sup>1</sup> The Montgomery County Noise Ordinance (Chapter 31B-5) allows for noise levels of 55 dBA for noises received in residential areas in the nighttime and 65 dBA during the daytime. The Noise Ordinance defines daytime as the hours from 7 am to 9pm on weekdays and 9am to 9pm on weekends and holidays. Some proposed morning activities taking place on the site will begin prior to 7am and are subjected to nighttime noise level limits.